

**From:** [K Griswold](#)  
**To:** [REDACTED]  
**Cc:** [Palmer, \[REDACTED\]](#); [City Council](#); [Kaur, Atleen](#); [Higgins, Sara](#); [Roberts, Jordan](#); [Representative Jason Morgan](#); [Joshua Winslow](#); [Dohoney Jr., Milton](#); [John Hilton](#); [Ryan J Stanton](#); [Info A2Independent](#); [Rein, Michael \(U of M\)](#); [\[REDACTED\]@michigandaily.com](#); [\[REDACTED\]@michigandaily.com](#); [Westphal, Kirk \(DGT\)](#); [Peter Houk](#); [McCreedy, Malisa](#); [City of Ann Arbor Transportation Commission](#)  
**Subject:** Fwd: Immediate Attention: Another Dangerous Crosswalk  
**Date:** Monday, August 25, 2025 1:29:55 PM

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Hello Mr. Fournier,

I am writing to formally request the Michigan Department of Transportation (MDOT) reconsider its recent approval of the W. Huron crosswalk.

As a high-volume, four-lane business route, a crosswalk at this location without a pedestrian refuge island is inconsistent with both prior MDOT requirements and established engineering standards for pedestrian safety. I have specific concerns regarding this decision:

- **Inconsistent with Prior MDOT Requirements:** This decision sets a precedent that is inconsistent with the previously required **E. Huron crosswalk**, which included a refuge island. The inconsistency between these two similar locations is alarming.
- **Safety Concerns and Local Ordinance:** The lack of a refuge island does not reflect an understanding of operations under our local crosswalk ordinance and creates a significant safety hazard. This decision is being made in the face of an alarming increase in pedestrian crash rates in our community.
- **Failure to Meet Engineering Standards:** Engineering standards, such as those published by the Federal Highway Administration, widely recommend refuge islands for multi-lane, high-volume roadways to allow pedestrians to cross in two stages. A crosswalk without this safety feature fails to meet these standards and puts pedestrians at undue risk.

If action is not taken to rescind or revise this decision by **September 10**, I plan to formally appeal.

Respectfully,

Kathy Griswold

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

**From:** K Griswold [REDACTED]  
**Date:** Mon, Aug 25, 2025 at 11:34 AM  
**Subject:** Immediate Attention: Another Dangerous Crosswalk  
**To:** \*City Council Members (All) <[REDACTED]>, 'Atleen Kaur <[REDACTED]>, Higgins, Sara <[REDACTED]>, Roberts, Jordan <[REDACTED]>, Representative Jason Morgan <[REDACTED]>, Joshua Winslow <[REDACTED]>, Dohoney Jr., Milton <[REDACTED]>

Cc: City of Ann Arbor Transportation Commission

<[REDACTED]>, John Hilton <[REDACTED]>, Ryan J  
Stanton <[REDACTED]>, Info A2Independent <[REDACTED]>, Michael  
Rein <[REDACTED]>, <[REDACTED]>, <[REDACTED]>,  
<[REDACTED]>, Peter Houk <[REDACTED]>

All,

The pedestrian crash rate is alarming and city officials appear to be in denial while constructing ever more dangerous crosswalks without refuge islands. Details in the [ticket](#) that staff closed this morning.

Especially concerning is that Ann Arbor reported a 10-year high serious injury and fatal pedestrian crash rate in 2023, followed by a similar rate in the locally reported (not yet official) rate for 2024. The YTD 2025 numbers already exceed the 2023 and 2024 crash rates, not including the three pedestrian crashes last week, plus a scooter crash. At least two of the crashes last week were in relatively new crosswalks with RRFBs but no refuge islands.

Please take corrective action.

Respectfully,  
Kathy

AI Note: The design of crosswalks without refuge islands is a common theme among pedestrian safety advocates. The argument is that while treatments like Rectangular Rapid Flashing Beacons (RRFBs) are helpful, they are not sufficient on multi-lane, high-speed roads. Refuge islands are a key component of a complete crosswalk design, as they provide a safe space for pedestrians to wait between lanes of traffic, and they also serve to visually and physically narrow the roadway, which can encourage drivers to slow down.

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Kathy Griswold

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*Katherine J. Griswold*

[REDACTED]