

Transportation Commission
Crosswalk Ordinance Additional Comments
To be forwarded to City Council
May 2018

Summary: While many commissioners have remaining safety concerns, the Transportation Commission did unanimously [support retaining the crosswalk ordinance](#) and continuing work on education and possible engineering improvements. There was also a call for more information, proposed changes should be evidence based rather than just anecdotal or personal perceptions.

Some of the comments included:

Pedestrians can be difficult to see,

While there is room for improvement, this is part of Western states for many years and there is no reason to go back

We need signs and education, not backward movement

RRFBs need updating, and data on where the problem points are.

More education on the ordinance is needed

Supportive, but it has been poorly implemented

Grateful it exists, but still areas where it isn't enough especially with topography issues. A human being has a right to walk. Look at data before making changes. We haven't collected enough data.

We can lead by example, the engineering says it works

Concerned that people are overly confident. We are going through a cultural shift.

History is important, we've improved over time even if we are not yet where we want to be.

Concerned about safety, support spirit and intent of the ordinance. Expecting all four lanes to stop is a set up for failure. It works if people are driving safely, but distracted driving is a problem. Daily commuters can get the message.

We need more mid block crossing for long blocks, and to work together

Staff has done a great job with this issue.

Virtually every commissioner agreed on two points:

- 1) The ordinance itself was acceptable as is.
- 2) The ordinance has not been effectively implemented to convey the combined message that vehicles should stop when pedestrians are waiting at the crosswalk curbside and that pedestrians should exercise caution in deciding if and when to enter the roadway.

The reasons for supporting the ordinance for most commissioners rested on the fact that:

- 1) We want to support pedestrians and a culture of walkability in Ann Arbor.
- 2) The ordinance is successful in other cities and countries where vehicles uniformly stop for pedestrians even when they are waiting at the curb.

3) The distinction between stopping when someone is at the curb or in the crosswalk is not central to the problem at our crosswalks—which is more due to poor compliance with the more general rule to yield to pedestrians and with pedestrians' disregard for their own safety.

4) Both drivers and pedestrians are often distracted and conditions are sometimes challenging (e.g. due to darkness), making crossing problematic whichever ordinance we adopt.

Virtually every commissioner also suggested that successful implementation of the ordinance requires greater attention by the City of Ann Arbor to enforce the ordinance and educate both drivers and pedestrians as to understanding what the city-specific rule and to exercise necessary caution.