

PEDESTRIAN SAFETY AND ACCESS TASK FORCE WEB MAP RESULTS– ROUND #1 PUBLIC ENGAGEMENT

Survey Available to Public: November 12, 2014 - December 1, 2014

Participation: 400 comments

Purpose: To identify pedestrian safety and access issues and opportunities in the City of Ann Arbor.

Note: This is not a scientific survey. Below is a summary that highlights general patterns and key findings. A map of the input is available at the following link through August 2015:

<http://www.communityremarks.com/AnnArbor/>

Overview:

1. Over 70% of the comments are regarding road crossings.
2. Many of the comments are near the downtown, University of Michigan Central Campus and northeast Ann Arbor. These are all areas with high pedestrian and motorist traffic.
3. Very few comments on roadways that have had recent pedestrian upgrades (e.g. Liberty); mainly suggestions on additional pedestrian improvements.
4. Very few comments near major shopping centers, such as Briarwood Mall and Arborland.

Common Road Crossing Themes: *(In no particular order)*

1. Improve road crossings near schools (includes elementary, middle and high school).
2. Improve road crossings on multi-lane roadways (no clear pattern of specific recommendations, many general comments noting challenges)
3. Improve road crossings near parks.
4. Improve lighting of pedestrians in roundabouts.
5. Motorists roll through stop signs in neighborhoods.
6. Confusion between motorists and pedestrians of who needs to yield at three-way and four-way stops in the downtown and around University of Michigan Central Campus.

Common Sidewalk Themes: *(In no particular order)*

1. Complete sidewalk gaps near schools.
2. Provide sidewalk connections to parks.
3. Complete sidewalk gaps in neighborhoods where sidewalks already exist.
4. Lack of separate bicycle facilities or inadequate bicycles facilities, lead to bicycles riding on the sidewalk.

Common Maintenance Themes: *(In no particular order)*

1. Enforce snow and ice clearance on walking routes to schools and at AAATA bus stops.
2. Poor road conditions lead to bicycles riding on the sidewalk.
3. Poor sight lines between motorists and pedestrians caused by overgrown vegetation and large snow piles.



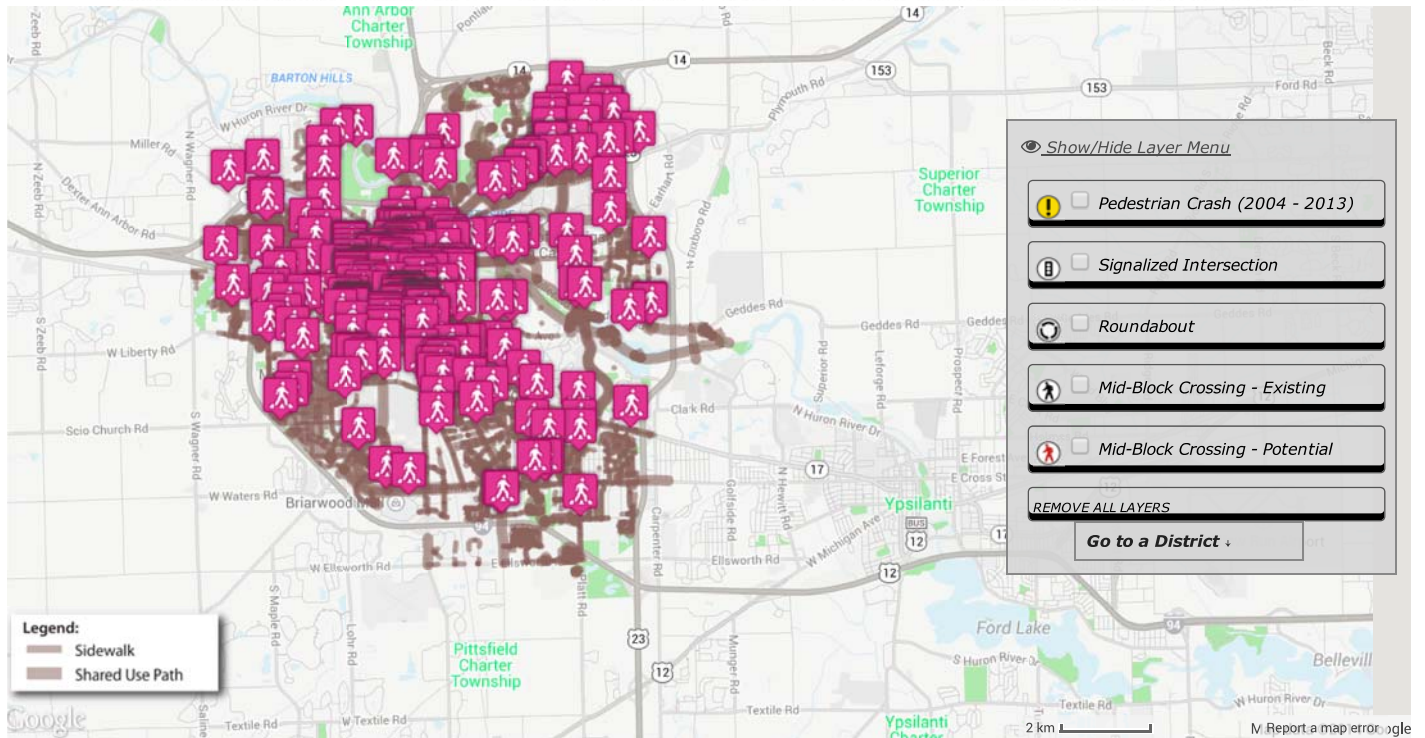
Pedestrian Safety and Access Task Force

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Road Crossing

Is it difficult and/or dangerous to cross the road? What could be done to improve the crossing?



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Ethan Bright

4 days 3 hours ago

5 Votes 10 Votes



This is the dumbest "designed" intersection in all of Ann Arbor, or at least high on the top-ten list, and I happen to live here. The fact that there is no cross walk for Mt. Vernon at the intersection is amazing, especially since there is an elementary school nearby, and a child-care center on the corner. The city should seriously consider creating an additional crosswalk. Further, there is really no clearly marked traffic indicator by which right-of-way is decided for traffic coming into the intersection either from Eberwhite, Mt. Pleasant, or Mt. Vernon. This creates problems especially during the morning or late afternoon commutes.

Chris Hewett

5 days 10 hours ago

29 Votes 24 Votes



Car vs Bike at Packard and Easy St - 2014

Response from Chris Hewett - SOS Ann Arbor

See more at SOS Ann Arbor: <https://www.facebook.com/#!/groups/SOS.SafetyonSeventhSt/>

Chris Hewett

5 days 10 hours ago

21 Votes   15 Votes



Improper passing and use of center turn lane and "no mans land". Passing is often executed with oncoming traffic eminent. This is damgerous, the read is way too wide (which promotes speeding) and the center turn lane should be deleted - see picture from July 2013 0 this was during construction when caution should have been taken...you can imagine what goes on now!

Chris Hewett

5 days 10 hours ago

21 Votes   22 Votes



Huge crash- cars vs house at the intersection of Pauline and 7th St - Oct 2013

Chris Hewett

5 days 10 hours ago

21 Votes   24 Votes



Super high speed crash (70 -80mph estimated by police) that took out 3 cars and another utility pole at 7th St and Stadium area- this IS NOT safe for residential areas to keep experiencing this nonsense!- Nov 2013

Chris Hewett

5 days 10 hours ago

29 Votes   15 Votes



Crashes at William and 7th St - ongoing

Chris Hewett

5 days 10 hours ago

22 Votes   15 Votes



Crash at Madison and 7th St - Jun 2014

Chris Hewett

5 days 10 hours ago

20 Votes   13 Votes

High speed crash in 25 mph zone at Waterworks Park and &th St - Apr 2014



Chris Hewett

5 days 10 hours ago

17 Votes   19 Votes



Crash at the YMC-Nov 2013

Chris Hewett

5 days 10 hours ago

14 Votes   24 Votes



Crash at YMCA- Jan 2014

Chris Hewett

5 days 10 hours ago

16 Votes   22 Votes



Crash at Madison and 7th St- Jan 2014

Chris Hewett

5 days 11 hours ago

26 Votes   19 Votes



High speed crash-car vs trees and utility pole (knocked down) across street - see pic) - April 2013

Chris Hewett

5 days 11 hours ago

12 Votes   15 Votes



Car vs tree and house - 2006

Chris Hewett

5 days 11 hours ago

20 Votes   22 Votes

Car vs House at 7th and Lutz - 2010



Chris Hewett

5 days 11 hours ago

24 Votes   15 Votes



Bike and family run off the road and bike lane by car at Madison and 7th St - 2013

Chris Hewett

5 days 11 hours ago

12 Votes   16 Votes



Crash at Washington and 7th St - Oct 2013

Chris Hewett

5 days 11 hours ago

20 Votes   21 Votes



High speed section of 7th St - Black Trans Am 71mph in a 30.- Jul 2013

Chris Hewett

5 days 11 hours ago

16 Votes   15 Votes



Crash at 7th and Snyder-2014

Chris Hewett

5 days 11 hours ago

14 Votes   10 Votes



This is a high speed area of 7th St, even though it is southbound (up hill), cars still speed as seen in this dated picture - 41 mph. This is unsafe with schools and bus stops close by.

Chris Hewett

5 days 11 hours ago

23 Votes   13 Votes



High speed area of 7th St.

Chris Hewett

5 days 11 hours ago

18 Votes   19 Votes



Eberwhite is landlocked, thus forcing pedestrian traffic to ingress/egress via Lutz @ 7th St...which has no ped crossing. To make matters worse, this is at one of 7th St's highest speed points toward the bottom of the hill - often 40-50 mph.

Response from Ethan Bright

For the past 12 years living in the neighborhood, and with family on both sides of 7th Avenue, I've been amazed that the city has failed to engineer a safe, visible means for pedestrians to cross the street, where vehicles routinely exceed the posted speed limit and, during rush hour, the frequency of traffic make it almost impossible to safely cross, especially for children. This intersection desperately needs a visible crosswalk, even better with pedestrian-activated flashing lights to require vehicles and bikes to yield to people crossing the road on foot. From Liberty south for almost 0.75 miles there is no crosswalk, an unacceptable condition.

kevin leeser

5 days 16 hours ago

14 Votes   13 Votes

we are waiting for a fatality here. classes start at 5 rush hour is at 5. there is a VACANT lot across the street. go 50/50 with the y and put a ped bridge that goes directly into their building on the 2nd floor. not rocket science.

kevin leeser

5 days 16 hours ago

17 Votes   18 Votes

the intersection of liberty and 7th has about one good accident per month, and is not safe for peds to cross. a mid block crossing near this bustop or a little farther down would be great.

kevin leeser

5 days 16 hours ago

18 Votes   21 Votes

the "bike path" that is along the westbound shoulder of Jackson is overgrown broken up, dangerous and suicidal. embarrassing.

kevin leeser

5 days 16 hours ago

24 Votes   18 Votes



this sort of crosswalk implentation was very inexpensive, and almost works, but we need an ISLAND to make this even safer. Drivers a FLYING down 7th.... its bad.

kevin leeser

5 days 16 hours ago

24 Votes   16 Votes

i was nearly struck by a UofM bus who was turning right onto Ann, from Zina pItcher. this curb shows the evidence of University busses repeatedly coming over the corner, where the ped's stand. If i was not quick to jump myself off of my bike and drag it onto the sidewalk, i would have be critically injured. this is a dangerous area, with many Ped's heading into the hospital campus, and about 100 feet from where a UofM bus killed a UofM custododian at about the same time of day, 6:15-6:30 am.

David Warner

1 week, 1 day ago

37 Votes   46 Votes

This crosswalk is ignored by virtually all drivers. I have, in my many times of using this crosswalk, NEVER had a driver stop and allow me to pass.

Ken Clark

1 week, 1 day ago

53 Votes   44 Votes

Until this year, I used this crosswalk at least once every week day. I found about half of motorists approaching this crosswalk would do their best to ignore a pedestrian, unless a collision was unavoidable. Actually, in many of those cases the motorists would use the bike lanes to go around a pedestrian, even when you were already in the crosswalk, rather than stop. I reported many of these incidents to the police, but no enforcement was ever done, to my knowledge.

John

1 week 6 days ago

50 Votes   36 Votes

Consider a traffic signal that allows diagonal crossing (pedestrian scramble) during peak hours of foot traffic. This is used at Main & Stadium during football games and is very efficient. These have been successful at intersections in North America & Europe with very heavy foot traffic. These could also be implemented at E. University & S. University and N. University & State intersections. These improve pedestrian safety and ease driver frustration.

<http://vimeo.com/1626058?pg=embed&sec=1626058>

Seth Peterson

2 weeks ago

44 Votes   53 Votes

Pedestrian crossing time is so fast that you have to literally run to get across EB and WB Eisenhower in one light cycle. This is extra-dangerous because people turning right on red into the mall don't bother to stop behind the stop bar before entering the crosswalk.

Deborah Fisch

2 weeks ago

55 Votes   57 Votes

Ever since a left turn lane was added on north/west-bound Packard, I never can be sure what will happen at that intersection. Whether I'm on foot crossing Hill St on the west side heading north, on bike in the right lane (the "go straight" lane), or driving my care in the right lane, I can never predict if the car in the left lane will realize that it's a left turn lane only. Maybe they'll turn left suddenly and drive into a pedestrian who is crossing, maybe they'll try to go straight and and sideswipe a car or bike in the right lane - who knows? The lanes are NOT clearly marked, and that particular intersection is full of distractions. It is NOT safe!

Alan Chu

2 weeks, 1 day ago

51 Votes   46 Votes

Crossing Washtenaw is dangerous here: cars turning left from Glenwood and/or Platt onto Washtenaw have difficulty seeing pedestrians and oncoming cars because of Washtenaw being at the top of a hill. I suggest installing a left-turn specific light for both Glenwood and Platt.

Response from Sarah Block

Agreed with Alan. In addition, you have to wait too long to even get a walk signal. I think this crosswalk should get an automatic walk signal when the light at Platt/Glenwood turns green. You shouldn't have to press the button to get the signal here if the wait between

lights is going to be so long.

Chip Smith

2 weeks, 1 day ago

53 Votes   39 Votes

The traffic coming down the hill from Beakes NEVER stops for pedestrians at this intersection. This is another location where the traffic needs to go to 2-way to improve pedestrian safety and conditions. Short of going back to 2-way traffic, these crosswalks need to be raised and textured, at least, to slow traffic and prioritize pedestrians.

chip smith

2 weeks, 1 day ago

60 Votes   42 Votes

The Beakes and 5th crossing absolutely needs a different treatment. Making a raised and textured crosswalk would be a start. Making Beakes 2-way traffic would also help make this a better pedestrian area. Please note that this is also a school zone as Annie's Early Childhood Education Center is located at the corner of 5th and Beakes and there is a high volume of pick up and drop off traffic - vehicular, bicycle and pedestrian - at this intersection and the high speed traffic is extremely problematic here.

chip smith

2 weeks, 1 day ago

54 Votes   48 Votes

The crossings from Lawrence to Community High School are dangerous to to the high speed nature of one-way traffic. How to make this safer, particularly for students? Get rid of the one-way streets in and near downtown.

chip smith

2 weeks, 1 day ago

51 Votes   47 Votes

this intersection is a disaster for pedestrians. Traffic coming south on Broadway is flying and almost never stops for pedestrians at the intersection with Summit. One way to improve this crossing as well as the related crossing on N. Division is to get rid of one way traffic and re-engineer this terrible intersection.

Nancy K. Nicholson

2 weeks, 1 day ago

49 Votes   52 Votes

Inconsistent signage on Miller Road for crosswalks between Maple and Main. There are 30 signs for the crosswalks from Maple to the top of the hill going downtown, and ZERO signs for the two crosswalks marked on the pavement at the corners of Miller & Spring and Miller & Chapin, where there is a bakery, store, clinic, church, park and daycare center, all within a few yards of each corner. This is illogical and dangerous. Cars come down the Miller hill towards downtown often at a high rate of speed, as well as coming around the corner from downtown. Those cars RARELY stop for someone at the crosswalk, and are startled into stopping when someone is crossing the crosswalk. I am concerned that it will take an accident, injury or death to spark action on something as seemingly SIMPLE as two or four crosswalk signs. Honestly, though, I don't know why that intersection doesn't deserve signs with yellow lights, too, but I will be thrilled just with signs. I called the police department regarding this matter, as directed by a police officer, at least a couple years ago, with no response to the call.

Martine Perreault

2 weeks, 1 day ago

55 Votes   48 Votes

The walk light at Brockman and Washtenaw is concurrent with the green for traffic exiting Brockman onto Washtenaw. This is a dangerous situation for children crossing to and from school B/C drivers so not always yield, and if they do they can completely miss the cycle of the light. Needs a dedicated walk cycle; This is a School Crossing. There is no posting of school Zone signs.

Martine Perreault

2 weeks, 1 day ago

40 Votes   47 Votes

The intersection of Stadium and Washtenaw does not provide adequate crossings for pedestrians, especially considering the bus service on both Stadium and Washtenaw in both directions.

Steve Bean

2 weeks, 1 day ago

46 Votes   64 Votes

The 'Mother may I' button for the crosswalk over Scio Church Road on the south side of the street doesn't beep when activated.

Christina

2 weeks, 1 day ago

45 Votes   38 Votes

This crosswalk is so poorly lit and marked that I wasn't even aware that it was a bona fide crosswalk until I read the other comments. There needs to be a stop sign at this intersection for the cars that come speeding down S 5th Ave. I've almost gotten hit by cars several times, and when drivers do see me, they often don't bother stopping because they assume they have the right of way since there is no stop sign. I cross the street at this intersection several times a day, and cars speed down this hill at all hours of day or night without thinking to yield to pedestrians. At the very least, there should be a crosswalk with yellow blinking lights installed here; a stop sign would be ideal, though. This is an incredibly dangerous crossing area, and I'm surprised no one has gotten hit here (that I know of) yet.

Daniel Bair

2 weeks, 1 day ago

46 Votes   49 Votes

Poorly marked street crossings. Crosswalks are properly marked, and existing lines are mostly worn off. This is a busy street crossing. I drive it daily, and cars also don't stop for pedestrians waiting to cross.

Daniel Bair

2 weeks, 1 day ago

51 Votes   61 Votes

35mph is too fast a speed limit for this area full of pedestrians and cyclists. 25mph would be a safer and more appropriate speed.

Charles Lu

2 weeks 2 days ago

53 Votes   45 Votes

Crosswalk here missing stop/ yield signal to oncoming traffic. Very dangerous.

Melanie Gertz

2 weeks 2 days ago

54 Votes   52 Votes

Cars drive very fast down Division and do not yield to pedestrians. It is very dangerous to cross this street.

Eric Kim

2 weeks 2 days ago

44 Votes   58 Votes

Motorists do not yield to pedestrians at this intersection, in spite of the crosswalk. It's an extremely dangerous intersection and there have been numerous occasions where I've nearly been hit by cars as I'm already half-way across the street - motorists seem to swerve around you as you're crossing, rather than wait and yield.

Matt Dixon

2 weeks 2 days ago

50 Votes   36 Votes

There needs to be a well defined pedestrian crosswalk on Division St.

Martine Perreault

2 weeks 2 days ago

58 Votes   52 Votes

The city has many oportunites to consider separation of car and pedestrian/bike traffic, such as using Washington for bus and bike traffic, excluding cars and keeping busses & Bikes off Huron through downtown. This is a low cost option to increase safety, requiring little infrastructure change.

Elizabeth Riggs

2 weeks 2 days ago

52 Votes   43 Votes

Popular school crossing could use a sign indicating it as such. Cars regularly do not stop for students walking.

Martine Perreault

2 weeks 2 days ago

51 Votes   43 Votes

This intersection needs a dedicated cycle for Pedestrian crossing

James Stephenson

2 weeks 2 days ago

54 Votes   53 Votes

I have witnessed many near misses with pedestrians at Gedes and Earhart roads at the roundabout. The intersections needs more lighting an a signal (yellow flashing lights) that can be activated when pedestrians are crossing.

Seth Peterson

2 weeks 2 days ago

58 Votes   53 Votes

This location is showing up as potential mid-block crosswalk. I suspect a better location is slightly to the north at the bus stop(s) in front of Kroger.

Star Burton-West

2 weeks 2 days ago

44 Votes   42 Votes

The L-corner intersection of Woodland and Glen Leven is heavily used by pedestrians - lots of them young children - going and coming from the Greenvew Nature area, and also young children riding bikes, scooters etc. Drivers zoom around the corner too fast to stop if someone is crossing, especially if a child suddenly darts out. Perhaps stop signs, or at least speed bumps, would slow them down enough to prevent an accident. I live on the corner and see the zooming all the time.

Anna

2 weeks 2 days ago

60 Votes   47 Votes

The crosswalk right at Kerrytown and 5th needs fresh paint and lights for pedestrians. Also might want to eliminate this one or the one by community high school and 5th. Either one needs lights and fresh paint as do all crosswalks

Tom Kraft

2 weeks 2 days ago

52 Votes   53 Votes

need to increase lighting for the crosswalks on Plymouth rd. At night, when the yellow lights are flashing it is difficult to see if someone is waiting to cross or in the cross walk.

Amy McNamara

2 weeks 2 days ago

50 Votes   47 Votes

This is an unmarked 3 way intersection. Cars often speed through this intersection when entering from Barton. They rarely pause at the intersection, often veering into ongoing traffic without slowing to check for crossing traffic. I have seen near car/pedestrian accidents many times and even witnessed a speeding car lose control and land in our neighbors yard. There needs to be clearer directions for drivers.

Stefanie

2 weeks 3 days ago

50 Votes   53 Votes

Very dangerous situation, because next crossing is very far and most of the cars are speeding. Bus stop on the other side of the street...

Phoebe Danziger

2 weeks 3 days ago

45 Votes   40 Votes

Cars often ignore the stop signs and drive straight through on Granger past Lincoln, despite stop signs in all 3 directions. Children frequently cross both Granger and Lincoln here.

Emma B

2 weeks 3 days ago

46 Votes   49 Votes

I walk across Main here every morning. This light heavily favors the traffic on Main, despite that there is enough speeding that drivers frequently run the red light which cuts down on the short time pedestrians have to cross. If it's possible, those turning left from Hill on to SB Main should be given more time to turn at evening rush hour. Traffic gets backed up to the railroad tracks every day and aggressive drivers sometimes don't allow pedestrians to cross on the south side of the intersection. Additional time for drivers to turn at this time of day may help with that.

Eric Lipson

2 weeks 4 days ago

46 Votes   52 Votes

Students cross here every morning and afternoon. The signage is inadequate. This should have flashing lights to warn motorists. Students, wearing black, and clueless, cross without checking.

Ines Storhok

2 weeks 4 days ago

42 Votes   37 Votes

Newly installed crosswalk but motorists are not stopping.

Seth Peterson

2 weeks 4 days ago

55 Votes   50 Votes

Could use a mid-block crosswalk here to get down to shopping and post office, or at least somewhere between Liberty and Pauline.

Susan Hartman

2 weeks 4 days ago

58 Votes   61 Votes

When crossing South University at Washtenaw (from the 1st Presbyterian Church, toward the campus), cars turning left from Washtenaw have several times not yielded to a pedestrian crossing with the light.

Patrick Cooper-McCann

2 weeks 4 days ago

37 Votes   44 Votes

There ought to be a mid-block crossing point in front of the Rackham building. Dozens of pedestrians and cyclists cross here every hour through traffic. It's especially problematic for cyclists because you have to go a block out of your way to find a curb cut.

Patrick

2 weeks 4 days ago

50 Votes   49 Votes

A crosswalk with a flashing yield sign is necessary here. There are other such crosswalks around the campus for high traffic areas. With the current residence halls, fraternities, and future graduate student housing on E. Madison, the pedestrian traffic at this intersection requires a safe means to cross.

Peter

2 weeks 4 days ago

62 Votes   46 Votes

There really should be a bridge here. I frequently swim across the river to get to the other side here, and don't want to walk .3 nautical miles to the nearest bridge. That being said, I have almost been hit by kayakers and tugboats numerous times.

VINCE CARUSO

2 weeks 5 days ago

56 Votes   62 Votes

Ped and bike paths down the Allen's Creek ravines would do wonders to get people out of their cars and trucks and walk and bike. We have 3 or 4 going east west that could have paths down them. Off street walking and biking is very successful and cost effective. Walking and biking in natural areas is as effective as anti-depressant drugs with great side-effects (recent study done here at UM).

VINCE CARUSO

2 weeks 5 days ago

64 Votes   46 Votes

The city should never have given away the ped lane here a few years ago when a developer balked. These Ped lanes should be increased not given away. This major route to Eberwhite School. The winning argument was folks need the exercise walking around the block not using the lane! OMG this won out.

Cat Culkin

2 weeks 5 days ago

49 Votes   55 Votes

This intersection is confusing! I think that makes it extra dangerous for pedestrians, because cars are distracted by the surroundings.

Response from Daniel Bair

















Agree. Cars seem to always be speeding down this hill.

VINCE CARUSO

2 weeks 5 days ago

46 Votes   66 Votes

Thanks for the HALK light very effective. Could use more,

<u>Bonnie Bona</u>	2 weeks 5 days ago
50 Votes   48 Votes	
It is very difficult to see cars coming, and they approach quickly, when trying to get from Bird Hills/Bird Road across Huron River Drive to Barton.	
<u>Bonnie Bona</u>	2 weeks 5 days ago
46 Votes   40 Votes	
Many pedestrians and bikes try to connect Kuebler Langford to Barton and Bandemer by crossing Huron River Drive at this curve where cars can show up very quickly.	
<u>Paul Tinkerhess</u>	2 weeks 5 days ago
57 Votes   46 Votes	
Hundreds of pedestrians regularly cross mid-block here. This spot deserves a mid-block crossing.	
<u>Paul Tinkerhess</u>	2 weeks 5 days ago
47 Votes   44 Votes	
Here a high-turn-over parking place abuts the sidewalk, creating a hazard for pedestrians when drivers back out over the sidewalk as then leave. Proposed solution: Do not permit retail parking spaces whose use requires drivers to cross sidewalks in reverse gear.	
<u>Paul Tinkerhess</u>	2 weeks 5 days ago
49 Votes   54 Votes	
Here traffic exiting the Knight's Market parking lot crosses the sidewalk before encountering a stop sign which is placed at the street. Solution: The stop sign should be placed at a point before cars cross the sidewalk.	
<u>Paul Tinkerhess</u>	2 weeks 5 days ago
57 Votes   47 Votes	
Here an alley crosses the sidewalk. Drivers exiting the alley from the north cannot see pedestrians about to cross their path from the west (because the view is obstructed by a building whose footprint extends to the corners of the property line). Likewise, pedestrians walking from the west cannot see if cars exiting the alley might be about to cross their path from the north. Proposed solution for this particular situation: make the alley one-way, northbound only. Proposed solution to prevent this problem at other sites in the future: require ground floor building footprints to be set back at corners.	
<u>Peter</u>	2 weeks 5 days ago
47 Votes   47 Votes	
I was recently carrying a bushel of apples across the street and almost got hit by a speeding car - I was fine, but there were apples everywhere. I'd like to see a real crosswalk here - I know there are two nearby crosswalks, but tons of students make this crossing every day. Might as well face reality.	
<u>Alison</u>	2 weeks 5 days ago
53 Votes   53 Votes	
So many students cross at this intersection but there is no crosswalk, caution sign, or yield sign. Students crossing to and from the law school,	

and students walking to and from south quad usually cross here. Once the graduate dorm is up and running, and once Madison is open again to more traffic, this intersection will only become busier and more dangerous.

Response from Madison

I agree completely with Alison. Given the location of the South Quad dorm, Phid house residence, and future Grad Student dorms, a lot of people cross and will cross State at East Madison. Putting a crosswalk here will ensure safe crossings, as opposed to current practice, which involves darting around traffic at all times of the day and night.

Adele

2 weeks 5 days ago

47 Votes   39 Votes

This is a very dangerous crossing. The cars turning right from Packard onto Division go very fast, and cannot see the pedestrians crossing Division. Even when they are stopped, they are stopped so far back that they cannot see pedestrians, making this crosswalk hazardous.

Response from Zoe Tao

So true. There are a lot of students walking by the crossing every day. Very dangerous.

Adele Daniel

2 weeks 5 days ago

34 Votes   46 Votes

There really should be an actual crosswalk here!

Gordon Leacock

2 weeks 6 days ago

56 Votes   54 Votes

These crossings on Hill Street that don't have a stop sign are confusing (e.g., Tappan, Oakland). Do vehicles have to stop for pedestrians or not? Yield to pedestrian signs would help!

Cindi Leacock

2 weeks 6 days ago

45 Votes   42 Votes

The flashing yellow indicator lights at the crosswalk are a signal that it is optional to stop. It needs a red light that people understand signals "must stop".

Gordon Leacock

2 weeks 6 days ago

61 Votes   46 Votes

The entrance to the Business School parking structure here causes major congestion due morning and afternoon "rush hour". Poor planning and I hope something can be done to improve this.

Gordon Leacock

2 weeks 6 days ago

58 Votes   58 Votes

This intersection is dangerous for both people walking and driving. Having a light of some kind would help everyone know when they should proceed. Many students don't wait even for a vehicle in motion. And drivers get impatience and force their way through the crosswalks. Not good.

Danielle

2 weeks 6 days ago

54 Votes   42 Votes

While there is a pedestrian sign here, it is still difficult to cross state street east-west or west-east because of the lack of a crosswalk and curb cuts (for people with disabilities). Also, on the sidewalk on Kingsley (on west side of state), it just ends right before the intersection, making it less accessible for people, especially those who use a wheelchair or scooter. This problem is exacerbated in the winter when that area isn't plowed because the sidewalk doesn't exist. The final problem here is the lack of visibility between vehicles and pedestrians as pedestrians try to cross from west-east across state street. Vehicles traveling southbound on state cannot see pedestrians trying to cross the street.

Karen Yamada

2 weeks 6 days ago

55 Votes   37 Votes

Put in a blinking crosswalk across any heavily travelled road, like the bottom of the hill near Nixon and Bluett at the Clague School crossing, near any public school. Or put a pedestrian divider or traffic calming measures near busier school crossings.

Tevah Platt

2 weeks 6 days ago

50 Votes   49 Votes

This crosswalk badly needs attention to protect pedestrians from cars that don't stop. It's across from a preschool. A neighborhood petition with 43 signatures is asking city to address. We appreciate the task force looking at this intersection and for keeping pedestrians safe!!

Dale Magee

2 weeks 6 days ago

46 Votes   41 Votes

Many people make a left turn from westbound Miller to Seventh Street and we need a light with an arrow to manage the turn. There is a lot of traffic in the morning and it is difficult to turn.

Timbo

2 weeks 6 days ago

50 Votes   48 Votes

This mid block crossing is a joke. One-way streets are horrible for traffic speed, and the light timing makes it worse. People gun it down here, and God forbid you attempt to take your right of way. Remind me of the best practice that ways we should have one-ways cutting through downtown?

Jack

2 weeks 6 days ago

54 Votes   53 Votes

Huzzah for the pedestrian refuge island here. Amazing. Works great at making drivers more alert. But like everywhere, it still needs serious enforcement, especially for the idiots who pass stopped cars.

Jack

2 weeks 6 days ago

48 Votes   39 Votes

This intersection is an example of two awful things for pedestrians: a high-speed four-lane road meeting a one-way higher-speed road. This causes people to turn VERY fast onto 5th without regard to crossing pedestrians. I realize Huron is state controlled, but how about a pedestrian refuge island--if not cutting down to two lanes plus turn lane? And why on earth are 5th and Division one ways going through our lovely downtown? Goes against everything we know about pedestrian safety (and commercial viability along the sidewalks).

Christopher Matthews

2 weeks 6 days ago

53 Votes   53 Votes

*Just as with Golden and Rose intersection: Stop sign here (on Park) is **very frequently** disobeyed by motorists -- who speed or roll through. Very dangerous, since there are children nearby and this is a well-used pedestrian crossing area (park with a playground nearby).*

Christopher Matthews

2 weeks 6 days ago

37 Votes   36 Votes

Stop sign here is ****very frequently**** disobeyed by motorists -- who speed or roll through. Very dangerous, since there are children nearby and this is a well-used pedestrian crossing area.

Seth Peterson

2 weeks 6 days ago

52 Votes   42 Votes

This should be a 4-way stop.

Response from Chip Smith

I could not agree more. This is a terrible intersection for both cars and pedestrians. William is wide, so cars travel fast. Cars park right up to the intersection making it hard for bikers and motorists to see if there is on-coming traffic on William. Just put in a 4-way stop already.

Seth Peterson

2 weeks 6 days ago

52 Votes   46 Votes

This is one of the nicest intersections along a busy road for pedestrians and cyclists. A simple 4-way stop with well marked crosswalks and continuous bike lanes. I've traveled this regularly at busy times of the day and crossing is always easy and stress-free. The city could use more of these...maybe to the west at 7th and Liberty? It's a lot cheaper than another traffic light.

Nicole

2 weeks 6 days ago

54 Votes   46 Votes

Bird Road is constantly beset by speeders going 35 - 50 mph, putting children, pedestrians, and pets/deer at risk. It's just a matter of time until there's a major tragedy. I suggest speed bumps and a clear (enforced) speed limit.

Aaron

2 weeks 6 days ago

62 Votes   67 Votes

Mid-block crosswalks on plymouth road should be upgraded to HAWK beacons instead of the current yellow flashing lights. Traffic volume in this area is heavy and the speed limits are relatively high. It is not always possible for motorists to stop safely when someone walks out into a crosswalk immediately after pushing the button - especially in bad weather. A full traffic light would show a yellow light warning motorists of the need to stop, and it would only give the pedestrians a "walk" signal once the light has turned red and all traffic has stopped. This would be much safer and less confusing for all parties.

Response from Jack

I'm sorry, but what exactly is "confusing" about the bright, beacons next to a pedestrian sign? Drivers are just lazy. Pedestrians are not jumping out in front of cars. Aggressive ticketing for drivers who do not stop (with adequate lead time), ESPECIALLY those who pass cars already stopped in the next lane, are the only way to change behavior. HAWKS are way too expensive, inconvenient, unnecessary, and are just getting into an "arms" race with signaling. Many states don't even need the beacons because they've trained their drivers that you stop for pedestrians in crosswalks.

Response from matthew

I am not sure what form of crosswalk/beacon/signal I support, but I have absolutely seen: Walkers with headphones on and their gaze fixed on the phone in their hands walking purposefully into the street after tapping the crossing signal button. They often act as if they are oblivious to the presence of traffic, slippery conditions, etc. Happens every day. Drivers blowing through the flashing signals while a woman was pushing a stroller across the street! This happens a lot, not with the baby carriage, and I don't see it every day, but not rarely either. Drivers stopping for flashing yellow lights when the group of peds had just cleared the walkway and gotten to the other side. Also rare, but I have seen it more than three or four times in the last year. A walker looking at a single car approaching, followed by a large gap in traffic and pushing the button instead of waiting 30 seconds for that car to pass and crossing an empty road safely with

plenty of time and no need for a signal. I see this at least once a week - Peds taking their right of way as a license to force drivers to alter course or speed even though the walker has the ability to accommodate. Of course I won't mention the bicyclists [I am one of them] - we sure aren't blameless either. No one really seems to have a monopoly on bad behavior, and folks don't turn good or bad depending on their transportation mode. Sorry for the vent, but this whole conversation just seems so odd. Situational Awareness! Please!

R. Lynn

2 weeks 6 days ago

53 Votes   49 Votes

I've nearly been hit many times by cars coming down the hill on W. Huron and turning onto 3rd. I'm not sure if they can't see the crosswalk that goes across 3rd or if they are just going to fast, but its definitely one of the crossings where I feel the least safe.

Gary Dolce

2 weeks 6 days ago

50 Votes   47 Votes

The pedestrian crossings are too close to the roundabout. Cars trying to leave the roundabout end up blocking traffic in the roundabout if a pedestrian is crossing.

Gary Dolce

2 weeks 6 days ago

47 Votes   40 Votes

All of the mid-block Plymouth Rd. crossings need better lighting. The flashing lights do a good job of warning that a pedestrian is about to cross, but it can be very hard to see where the pedestrian is.

Response from Gary Dolce

That should say that it is hard to see pedestrians crossing at night.

Response from Jack

In an ideal world, I'd agree. But with a given amount of money, I'd rather have more beacons vs. more ambient lighting. If the beacons are flashing, people should stop unless they clearly see that a pedestrian has crossed and no one else is approaching.

David

2 weeks 6 days ago

44 Votes   39 Votes

Lack of crosswalk

David

2 weeks 6 days ago

47 Votes   50 Votes

Lack of visibility or signs of crosswalk. Cars speed over even when pedestrians try to cross.

David

2 weeks 6 days ago

47 Votes   52 Votes

No crosswalk marks

Matt

2 weeks 6 days ago

51 Votes   48 Votes

Drivers trying to turn right on red often stop way past the stop bars, and block the crosswalks.

VINCE CARUSO

2 weeks 6 days ago

38 Votes   47 Votes

very hard to cross here. Maybe an island and not a bump out. Lots of students crossing, cars not stopping.

VINCE CARUSO

2 weeks 6 days ago

46 Votes   51 Votes

These islands are great. Big improvement for bikes and peds.

VINCE CARUSO

2 weeks 6 days ago

40 Votes   51 Votes

Yes need mid block crossing with island. Slawson school is a major issue here.

VINCE CARUSO

2 weeks 6 days ago

51 Votes   40 Votes

This island has worked wonders for peds and bike, and slows traffic to speed limit. We have used it for years and it was a big change for the better.

Katie

2 weeks 6 days ago

55 Votes   54 Votes

There needs to be a traffic light here.

Patrick

2 weeks 6 days ago

44 Votes   42 Votes

Needs to be a crosswalk here for all the students crossing between class. Really irresponsible to not have one here already.

Robin

2 weeks 6 days ago

63 Votes   55 Votes

There needs to be a real traffic light here instead of the blinking lights. It's VERY DANGEROUS for pedestrians at this intersection, and very confusing for cars.

VINCE CARUSO

2 weeks 6 days ago

50 Votes   44 Votes

Larger number of crosser, island should go here. Students from dorms are in danger.

VINCE CARUSO

2 weeks 6 days ago

50 Votes   59 Votes

NEED ENFORCEMENT OF LIGHT, VERY! DANGEROUS, RT TURNERS NEVER STOP

Gabby Chik

2 weeks 6 days ago

47 Votes   51 Votes

There needs to be a crosswalk here. Students cross between buildings between classes and motorists don't yield to them.

G

2 weeks 6 days ago

37 Votes   46 Votes

A road crossing would be helpful here.

VINCE CARUSO

2 weeks 6 days ago

42 Votes   37 Votes

NEED PED ISLANDS

W

2 weeks 6 days ago

58 Votes   45 Votes

Many students cross the street here. A crosswalk would be helpful.

Kevin P

2 weeks 6 days ago

43 Votes   42 Votes

Traffic too fast! Limit is 35 mph. Also USPS truck pulling out of USPS building on East side of Green - VERY loud.

Kevin P

2 weeks 6 days ago

61 Votes   50 Votes

Speeding. Should only be 25 mph. Too fast. Neighbors often put 'slow children playing cardboard stand up'. Due to people using Bluett as a cut through to Green from Nixon (to avoid lights on Plymouth)

Melanie Sobocinski

2 weeks 6 days ago

33 Votes   36 Votes

Turning onto Division from Carey, it's really tricky to keep an eye on pedestrians as well as incoming traffic coming FAST around a corner. Lots of bicyclists around this spot as well.

Ted Erickson

2 weeks 6 days ago

40 Votes   42 Votes

Yield sign on Weldon at Barrington frequently ignored by motorists traveling in either direction on Weldon.

Jonathan Backer

2 weeks 6 days ago

39 Votes   50 Votes

A yield sign, at the very least, is necessary at this intersection. With a dorm and several fraternities on the block east of State Street on Madison, pedestrian foot traffic crossing State Street is heavy. It is a daily struggle crossing the street to and from the law school, especially during heavy traffic. Some cars stop for pedestrians, but most don't. The City really needs to do more to ensure the safety of students in this area.

Bob Needham

3 weeks ago

59 Votes   41 Votes

There should really be a full traffic signal at the intersection of Main and Felch. *Lots* of pedestrians cross Main there and it's quite unsafe. It would help cars, too -- cars turning from Felch onto Main get backed up.

Barbara Ward

3 weeks ago

54 Votes   64 Votes

Hawk lights are desperately needed all along Miller to help students cross the road to get to bus stops. It is dark in the mornings, and cars do NOT stop to allow students to cross even in the cross walks. In addition, many cross walks are not sufficiently lighted by street lights; it is difficult to see pedestrians attempting to cross.

John Strobel

3 weeks ago

44 Votes   45 Votes

Not sure what can be done but Washington ST. in front of the Y is not a parking lot, it is a street. I am amazed that no one has been killed here. Doors fly open, kids run across to parked cars, etc.

Response from Vince Caruso

The Y should have been required to have a turn around instead of more paid parking. Should be retrofitted, required by the city. This site is very dangerous for kid, peds and bikers. Weak city over-site on planning has left this neighborhood with a mess, as they said during the planning process..

John Strobel

3 weeks ago

46 Votes   44 Votes

Why do the police on game days let people crossing the street cross against the lights! Who was it that made the decision that someone going to a football game, by rights of their going to a football game, suddenly has more rights than a resident going home!

Joe Celentino

3 weeks ago

45 Votes   54 Votes

Desperate need for a well-defined crosswalk and/or signage at this intersection. Motorists and pedestrians are unsure who needs to yield and near-miss collisions (between motorists and pedestrians) are common.

Kathy

3 weeks ago

50 Votes   39 Votes

VERY dangerous to cross here in the dark. Drivers do not even look for pedestrians.

Response from Daniel Bair

I've almost been hit here 2 times in the one year that I have lived in this neighborhood. Both times I was crossing, mid crosswalk with

the walk sign, and a car turning left from Pontiac Trail onto Barton, going toward M-14.

Response from Jessamyn

We live at this corner. Many children use the intersection to get to school. Several times each week I see cars failing to yield to pedestrians, especially children; and cars running red lights in all directions. In addition, the traffic is so backed up from NBound Pontiac Trail to Westbound Barton/M14 interchange that it makes driving or walking nearly impossible during rush hour.

Kevin Duke

3 weeks ago

57 Votes   47 Votes

Yes, the intersection of Stone School Road and Birch Hollow Drive is a very busy and dangerous intersection which could use crosswalk improvements.

Jon Gustafson

3 weeks ago

53 Votes   49 Votes

I'd like to see some sort of speed abatement measures on Miller Ave. Commuters driving east into town gain speed as they approach the small rise at 7th, and they fly thru the intersection. I live on Miller east of 7th & drivers appear to be going much faster than the speed limit. Could we at least have a lighted speed indicator (radar gun) on Miller similar to the permanent ones on 7th near Madison?

Marcel Rosner

3 weeks ago

50 Votes   35 Votes

Extremely dangerous intersection. Large number of students cross between law school buildings. Yet there is no readily available cross walk, and cars often drive quickly on monroe. You really should do something before a pedestrian gets hit (inevitable at this point if you asked me).

Marcel Rosner

3 weeks ago

57 Votes   47 Votes

Nearly get hit every time crossing this street. Extremely dangerous bc no cross walk and a large amount of students cross at this juncture.

Martha Luczak

3 weeks ago

40 Votes   38 Votes

I was surprised to see that there haven't yet been any pedestrian crashes at this intersection. The intersection is particularly hazardous at the evening rush hour, when UM employees who are exiting the parking structure on the east side of Division zoom out into the street when there is a break in the traffic flow on Division. The result is insane; pedestrians have already begun their transition into the road and are nearly run over by the drivers racing out of the parking structure. Please re-paint the road immediately and post signage supporting a pedestrian crosswalk. Also, the University of Michigan should post some signage for their drivers leaving the parking structure to watch for pedestrians!

EP

3 weeks ago

52 Votes   49 Votes

Flashing yellow light and marked crosswalk needed to alert cars to pedestrians crossing in this area. Limited sight distance and speeding traffic make it a difficult crossing. Enforcement of the actual speed limit needed.

Response from Colleen van Lent

Speed limit enforcement really needed. School crossing lights might help. No street lights on Newport North of the school.

Steve

3 weeks ago

56 Votes   56 Votes

This intersection would be greatly improved with an actual stoplight. During early mornings and evenings there isn't much pedestrian traffic, so it's not much of an issue. But during the peak University hours 10am-5pm this intersection almost comes to a complete halt with the amount of pedestrian traffic it gets. Cars cannot legally go through this intersection without breaking the Ann Arbor ordinance -- you must stop for a pedestrian waiting at a crosswalk. A stoplight would allow traffic to go on green and would give pedestrians a dedicated light to follow. If they were too impatient, they would be able to walk 50 yards to the newly constructed crosswalk that's on the other side of the union that they just built on State Street.

JDM

3 weeks ago

42 Votes   45 Votes

Roundabout or this innovate bicycle friendly intersection <http://youtu.be/FIApbxLz6pA> This would be a great place to try it out and see if it would work in Ann Arbor.

<http://youtu.be/FIApbxLz6pA>

JDM

3 weeks ago

48 Votes   37 Votes

Roundabout or this innovate bicycle friendly intersection <http://youtu.be/FIApbxLz6pA> This would be a great place to try it out and see if it would work in Ann Arbor.

EP

3 weeks ago

45 Votes   55 Votes

Marked pedestrian crossing for Newport West/Newport Road corner. Bus stops and city park also attract more pedestrians. Better enforcement of actual speed limit needed.

B Peterson

3 weeks ago

50 Votes   48 Votes

Northbound 7th street traffic regularly speeds on this downhill section, and traffic in both directions ignore the crosswalk. It is ineffective.

Frances Glick

3 weeks ago

52 Votes   47 Votes

There is a crosswalk here, but no stop sign. I have seen so many people almost get hit by cars that refuse to yield to pedestrians.

Nick Kabat

3 weeks ago

62 Votes   45 Votes

There is no crosswalk here, even though there are sidewalks on both sides and it is an important intersection for pedestrians who wish to cross over to the Amtrak station, the park, or South towards Main St. Cars fly down Depot St. and will not stop for pedestrians. It's also dangerous for bikers to cross here. This is an issue on both sides of the bridge. It's even more dangerous because of the cars coming down the Carey St. ramp, because the cars are not watching for pedestrians. Thus, the staircase here is infrequently used because it's unattractive to walk beneath the bridge.

Response from Roberta Knox

I agree. There should be a pedestrian crosswalk marking from Depot street to the bridge. There should be a sign near the intersection of Division and Cary requesting traffic to slow down as it heads down Cary and to be aware of pedestrians.

Nick Kabat

3 weeks ago

56 Votes   59 Votes

There is no crossing at this intersection, but there is demand to cross over to the Huron River park, and also to cross to the other side of the road to continue to North Campus. Also, the sidewalk ramp is worthless because of the huge drop from the bottom of the ramp down to the road.

JLB

3 weeks ago

53 Votes   47 Votes

At the intersection of 7th and Washington Street, there are two issues. 1. Drivers coming south on 7th though the 7th and Huron intersection are not expecting the pedestrian crosswalk at 7th and Washington St.2. There are 2 crosswalks at 7th and Washington, they are marked differently, and the area is very busy.

Response from John Strobel

1/2 the people here seem to think this is a stop sign and stop their vehicles even though it is only a cross walk. Very confusing, very dangerous not only for walkers but also for drivers.

Response from Rita Loch Caruso

The pedestrian island is wonderful and the flasher was very much needed! My children rode bicycles and walked to Community HS across 7th on Washington. They could not cross at the light at Jackson Rd because the cars would not stop for them to cross 7th.

Linda Dabrowski

3 weeks ago

49 Votes   30 Votes

The Packard/Granger intersection can be very dangerous for Burns Park or Tappan students coming home from school. Motorists often make left or right-hand turns, failing to notice that someone (often a child) is in the cross-walk.

Linda Dabrowski

3 weeks ago

42 Votes   38 Votes

Motorists frequently fail to stop at the stop signs between Westminster and Brooklyn. Speeding is also common down Brooklyn.

Nick Kabat

3 weeks ago

64 Votes   48 Votes

This is an intersection that could use a mid-block crossing. It's very hard for students to cross the intersection and the cars on fifth ave go very fast.

Response from Gi

It is even more difficult for us old folks.

Response from Seth Peterson

Additionally, parking inhibits views of oncoming traffic.

Peter Zetlin

3 weeks ago

61 Votes   48 Votes

The intersection of 4th and Catherine has high pedestrian traffic. The 4 way stop for autos doesn't lend itself well to safe pedestrian crossing.

Response from Janelle

I agree with Peter that this intersection is very dangerous for pedestrians. I have almost been hit twice by vehicles failing to stop on Catherine, heading westbound to Main St.

Response from R. Lynn

Agree. It's not only a 4-way stop, but a 4-way stop with fairly high vehicle traffic (especially around rush hours). Currently, there is no proper signal, so you just have to just hustle and hope you timed it well and/or that the drivers see you.

Aaron

3 weeks ago

51 Votes   43 Votes

This is a main crossing point for Scarlett and Mitchell. Cars are forced to turn left on red from Platt to Lorraine because the light is not timed well. also a dangerous place for the dozens of kids that cross here every day.

Katie

3 weeks ago

52 Votes   52 Votes

There is a sidewalk along this section, but really no safe way for pedestrians or bikers to cross the entrance/exit ramps to the highway.

Response from Tina Stephens

Agreed! This series of intersections feels extremely unsafe on a bike.

Seth Peterson

3 weeks ago

57 Votes   53 Votes

Crosswalk needed here to access Veterans Park/Pool from neighborhoods south of Jackson.

Response from Vince Caruso

A major park with no access from the south, need a island here 10 years ago. Kids need to be driven and can't walk or bike, adults too for that matter. Very dangerous.

Martha Gamberg

3 weeks ago

43 Votes   39 Votes

Too many red light runners. Tappan Middle School crossing.

Shirley

3 weeks ago

45 Votes   57 Votes

This busy mid-block crosswalk is unlit and leads to a lot of confusion between motorists and pedestrians. Motorists in the inner lane don't usually see the pedestrian walking because their sight is blocked by the car on the outer lane. There should be a light or hawk signal at this crosswalk to let drivers know pedestrians are present even if they can't see them.

Response from Aaron

Agreed. It is even worse when a bus is stopped. Due to the location of the crosswalk, pedestrians cross in front of the bus when it is stopped in the right lane but can't see or be seen by motorists in the left lane. It is very dangerous. The crosswalk should be moved to be such that it is behind the bus when it is stopped so everyone can see each other.

Response from Luke

Police should ticket cars that speed through Fuller and do not stop for pedestrians using the cross walk. How can we live in a city where drivers' hurry is more important than the safety of pedestrians?

Response from Jack

This needs beacons and enforcement BADLY! I watched someone come within inches of getting killed here. Very busy crosswalk and unnecessary four travel lanes.

David Kaczmarek

3 weeks ago

49 Votes   54 Votes

Need flashing signal to cross back and forth on Fuller. No one stops to allow crossing even though there are signs to stop for pedestrian traffic. Fuller Pool also affected

kl

3 weeks ago

41 Votes   44 Votes

Dangerous crossing at rush hour -- two lanes headed the same direction and if one lane is stopped, it looks like part of the backup of cars trying to cross Main Street. If a pedestrian is crossing you can't see them from the other (not backed-up) lane and you don't expect them.

Alex

3 weeks ago

37 Votes   46 Votes

This is a heavily traveled pedestrian intersection between Fuller Road and Huron Towers. It has at least as many pedestrian crossings each day as the Fuller Road crossing fifty feet to the north. It is also the entrance to the Emergency Room at the VA Hospital, used by out of county ambulances and private vehicles. It really needs a pedestrian-activated warning/flasher, especially at night. It is also part of the other comment about 'lack of sidewalk on the south side of the street'. There are hundreds of people going back and forth here every day: VA employees (Huron Tower houses some VA offices) and students going to North Campus.

Dorene Markel

3 weeks ago

60 Votes   60 Votes

The paved pathway that connects the two parts of Sugarbush park crosses Yellowstone without a crosswalk marking on the street. Kids on bikes, runners, walkers, etc. utilize this path heavily, and I have seen kids drive their bikes right across the street without stopping. Please mark this crosswalk and bring more attention to drivers that they should be aware of people crossing. When soccer games or baseball games are being held, there are also a lot of cars parked obstructing the view of the crosswalk which makes this very dangerous as well.

mike mitchell

3 weeks ago

47 Votes   48 Votes

My idea is that with the space available, with the fairly high level of traffic variable throughout the day, with two to the north already a diamond intersection, that this would be an ideal place for a full sized round-a-bout. While you are at it please fix the tank testing road section on Miller just west of Maple.

Neal Elyakin

3 weeks ago

60 Votes   49 Votes

Although there are crosswalk signs and marked crosswalks on the roadway, it remains a dangerous crossing. it needs better lighting and the newer signs indicating that vehicles must stop for pedestrians in the crossing. Especially dangerous there is the double crosswalk, because Chapin does not align with Spring.

Emily Porter

3 weeks ago

41 Votes   33 Votes

This area is very unsafe for pedestrians. There needs to be a light here and police enforcement until its established. Students are weaving in and out of traffic and crossing without looking or coming from behind the drivers view. Feels dangerous for them and a heavy weight to place on drivers who are trying to be safe if there is a accident.

Jonathan Levine

3 weeks ago

61 Votes   49 Votes

There is no safe crossing of Barton for the 0.6-mile stretch between Pontiac Trail and Bandemer Park. This is important because a) speeds are high, partly because of drivers just off of M14; b) there are neighborhoods to the north and recreational areas to the south, leading to numerous pedestrian crossings.

<https://www.google.com/maps/@42.3019169,-83.7393284,3a,75y,340.56h,85.5t/data=!3m4!1e1!3m2!1s4PaIDGHA99IC!8NABF22Ow!2e0>

Response from Amy McNamara

There is a blind curve where cars cannot see pedestrians crossing at Brede. Cars often are speeding. Pedestrians cannot see speeding cars until they are extremely close. I have lived near this intersection for 6 years and have had too many close calls while trying to cross the street as a pedestrian with children on bikes and in strollers. Extremely scary. ideas: -Take measures to reduce speeds along Barton. -Control vegetation growth that blocks sight lines for both pedestrians and drivers. -Perhaps utilize curved mirrors to help pedestrians see cars coming around corner. (saw this on mountainous roads)

Response from Joan

It's true. Crossing from the end of the [Barton Dr] boardwalk onto Brede or Brede to the boardwalk is a really scary risk anytime of the day.

Kate Remen-Wait

3 weeks ago

33 Votes   39 Votes

There are curb cuts on either side of 7th here, indicating that it is a place to cross, but no crosswalk. Lots of people use it to get to West Park. At the least the street should have a crosswalk painted on it, though a sign would also be helpful.

Scott Greer

3 weeks ago

29 Votes   31 Votes

The whole block of Washington east of main has a lot of really bad driving/bike/pedestrian intersections due to the parking garage.

Kate Remen-Wait

3 weeks ago

44 Votes   46 Votes

There is a faded cross walk here, but when pedestrians are on the west side of 7th (crossing to get to West Park) they cannot be seen by traffic heading South on 7th due to the presence of a large utility pole that blocks visibility. Because the painting on the road is so faded, many drivers don't even know there is a crossing here, much less know they should look for pedestrians waiting to cross. This location needs the fluorescent green signs posted at either side and the road repainted with the crosswalk.

Scott Greer

3 weeks ago

46 Votes   44 Votes

This is a comedy of errors. Very large % of bikes, cars, pedestrians don't understand interaction of stop signs, flasher (e.g. pedestrians crossing 7th on north side of street). Why not just put in a real light?

Response from John Strobel

Agree with previous comment - just put a stop light or a 4 way stop on this corner.

Danny

3 weeks ago

40 Votes   48 Votes

Cars speed here all the time and a 5 year old was KILLED by a distracted driver. You also have a bus stop on a hill

Response from Linda Dintenfass

Many people cross Geddes at this spot. A crosswalk should be placed here.

Brent Stansfield

3 weeks ago

54 Votes   48 Votes

Would a traffic light reduce confusion at this 4-way stop?

Response from Emma B

As a frequent pedestrian in this area I agree that a traffic light might be helpful here. For whatever reason this intersection seems to produce a lot of confusion and hesitation (both peds and drivers), this makes AATA and UM bus drivers aggressive at times, which is dangerous to everyone.

Miles Shultz

3 weeks ago

50 Votes   35 Votes

There needs to be a turn left turn light from Miller turning left onto 7th during the morning and evening rush hours. Cars consistently run red lights due to the volume of traffic. It's dangerous enough as is, but considering this is heavy pedestrian traffic because of the open school this need to be addressed.

W Hoover Resident

3 weeks ago

51 Votes   47 Votes

There are curb cuts (recently updated, too!) on both sides of Main at W Hoover, but no marked crosswalk or signage indicating pedestrians cross here. Popular crossing location because of the AAATA bus stop on the E side of Main and UM Blue Bus stop at E Hoover and Greene. It's a dash for your life everytime. Walking up to the signalized intersection at Pauline is just far enough away that it's inconvenient.

Christine Lanser

3 weeks ago

47 Votes   31 Votes

Walk signal is broken, signaling pedestrians to cross at the wrong time (at least for right side heading eastward)

Charlie Schaldenbrand

3 weeks ago

47 Votes   43 Votes

Crossing Miller on foot is very tough here. When the Miller light is green, obviously traffic is moving. But when the green on for 7th, cars turning right make crossing almost as dangerous.

Response from Carrie

There is no crosswalk indicated on the east side of Seventh crossing to the north side of Miller. It would be great if that could be added. I also agree with the left turn signal being added to westbound Miller traffic turning on Seventh.

Tintin Milou

3 weeks ago

37 Votes   47 Votes

Remove street parking and narrow the road to make it more pedestrian and bike friendly.

Tintin Milou

3 weeks ago

36 Votes   36 Votes

Reduce the number of motor vehicles to improve pedestrian safety. That stretch of State Street is too crowded with students to allow for any reasonable motor traffic.

Jean

3 weeks ago

73 Votes   61 Votes

This intersection is unsafe for cars in the morning. There should be a traffic light to help cars turning south onto 7th from westbound Miller. Too many cars heading east run that red light, making it unsafe for cars waiting to turn.

Response from Judith Russell

I agree!

Response from mike mitchell

Agree there does needs to be that southbound left turn arrow light. I would also say with hills/poor sight lines, narrow lanes and school/pedestrian traffic this intersection is one that could use some expansion and redesign. This intersection for some reason seems to get busier all the time. Or maybe it just makes me more and more nervous?

Response from Kim

Agreed, a simple change to the light allowing for time for a left turn from Miller onto 7th would help with congestion.

Response from Jason

Agreed with above. comment

Response from j. frick

I have spent many frustration minutes waiting through 2 and sometimes 3 lights to turn left from Miller onto 7th. This has caused me to sneak through when the light is yellow/red, for which I got a ticket so I don't do that anymore. I went to complain to the city, was told that that light may be controlled by the state and not the city. Anyway, I heartily support a left turn lane

Tintin MIlou

3 weeks ago

46 Votes   41 Votes

There is a Hawk missing. This is one major connector for Waterhills and Kerrytown.

Smilka Zdravkovska

3 weeks ago

47 Votes   51 Votes

It would be very useful to have a pedestrian overpass over the rail lines between S. Industrial and State in the area of Jewett/Rosewood.

Charlie Schaldenbrand

3 weeks ago

57 Votes   43 Votes

Right now the walk light along Stadium (to cross S. Industrial) goes at the same time as the green light. It needs to have a couple of second head start. Traffic turning right onto S. Industrial frequently does not stop. (Almost got clipped there this morning, in fact.) A "STOP HERE" sign for traffic turning right off of Industrial onto Stadium would also be good, as drivers frequently block the crosswalk waiting to turn right.

Susan Wyman

3 weeks ago

47 Votes   39 Votes

I believe there needs to be a flashing light at this pedestrian crosswalk. I stop there in the mornings on my way to work and consistently see pedestrians (often children and senior citizens) waiting at the cross walk for traffic to stop, and the cars rarely do. Instead the pedestrians wait for a break in traffic and then run across the street. Once I crossed myself there and had a car honk at me and not stop when I was in the middle of the crosswalk. I think half of this issue is education of motorists on the laws, and half I think at this particular intersection there needs to be a flashing light, similar to those on Plymouth Rd.

Response from Katie Richter

I use this crosswalk every morning, 5 days a week to get to the bus stop. Cars are traveling too fast to register that a pedestrian is waiting to cross and at that speed they think cannot safely stop. Susan is correct that often cars do not stop here, or if a car stops in one direction, a pedestrian is stranded in the road waiting for cars to stop in the opposite direction. In bad weather and low light this is really dangerous. This crossing is adjacent to a school, but there are no school markings in the road. I would suggest at least a pedestrian island or best case scenario a roundabout, because as a motorist I also have trouble at this intersection turning left from Bluett out to Nixon. A roundabout would also add a traffic calming element to reduce speed. With proposed residential developments on DhuVarren and Nixon traffic will soon increase.

Response from LP

I agree with the above! I leave for work at 7pm. I have a ridiculously hard time turning left onto Nixon from Bluett because of high speed cars.

Response from Gary Dolce

Yes, this is a very dangerous crosswalk for children. Traffic simply does not stop for people waiting to cross. Put in a red hawk light, so pedestrians can get a break in the traffic.

sandra gast

3 weeks ago

45 Votes   38 Votes

Motorists never yield at the roundabout on Geddes Road

Bonnie Bona

3 weeks ago

49 Votes   45 Votes

Crossing Main or Beakes/Kingsley feels vulnerable with turning traffic (right onto Main or left onto Beakes/Kingsley) rushing to get through a gap in cars.

Corinne

3 weeks ago

42 Votes   54 Votes

This intersection is used by many students and employees of the University Hospital system throughout the day and night. When I used to live near this intersection, I witnessed and experienced many close calls of vehicles rushing through intersections (mostly turning) when pedestrians had a walk sign. I don't know if this needs to be fixed by lowering speed limits or lengthening walk signs, but it is not a pleasant intersection to cross. In addition, pedestrians crossing at night are very difficult to see by motorists. Added lights in this area will definitely help with safety.

James

3 weeks ago

45 Votes   49 Votes

Another mid-block crosswalk on a very busy road that drivers completely ignore.

Lon Mitchell

3 weeks ago

47 Votes   41 Votes

This is a heavily used crossing due to the adjacent bus stops, but it seems to be poorly placed as it is just over a hill for drivers going south. This combined with only basic crosswalk signs and a seeming reluctance by drivers to yield makes crossing here seem difficult and/or perilous, especially for kids.

Sarah Mills

3 weeks ago

45 Votes   36 Votes

There is lots of illegal crossing here (and on Division) with people making a more direct path from Central Campus to the Perry building (using the existing diagonal path through this park). This has been reduced during construction of the grad dorm, but I expect that it will pick back up again. I think it is at least in part because the Packard/Madison/Division intersection is at a weird angle, requiring lots of back-tracking, and traffic turning from westbound Packard to northbound Division doesn't always yield.

Dave Fanslow

3 weeks ago

51 Votes   45 Votes

A crosswalk here would greatly facilitate foot traffic from the Northside to the Broadway Business area. Currently you can walk down the hill through the park and you are then dumped onto Plymouth Rd to risk your life with no crossing or sidewalk.

Response from dave fanslow

OK there is a sidewalk south to Broadway light (didn't used to be) but most people just jaywalk direct at the bottom of the stairs from Traver.

Corinne

3 weeks ago

51 Votes   52 Votes

This is a very high traffic area for both pedestrians and vehicles. The norm for this intersection during rush hours is pedestrians crossing continuously while traffic backs up for several blocks. This creates a lot of congestion both leaving campus and coming to campus on State street. As many AATA buses utilize State St., this also puts them behind schedule. This intersection would greatly benefit from some sort of pedestrian traffic control, perhaps an actual stoplight with pedestrian walk/stop signals.

Sarah Mills

3 weeks ago

48 Votes   37 Votes

This crosswalk is poorly lit, and being at the bottom of a hill, it is easy for cars to be going too fast and not see pedestrians.

Response from Seth Peterson

This should be a 4-way stop.

Response from Derek T

At the very least, this intersection needs signs reminding drivers of the Ann Arbor law requiring them to stop at crosswalks for pedestrians. For whatever reason, this is not the law in Michigan, but it IS in Ann Arbor, and many of us who live in the area are students who have come from out-of-state (it is the law in every state other than Michigan). I was recently crossing, and a polite driver, aware of the law, stopped for me and my girlfriend as we reached the crosswalk. The car behind them honked, though, and when I looked at the driver indignantly she rolled down her window to yell, "There is no stop sign here!" It does not matter whether there is a stop sign, though perhaps adding one would help the situation. At the very least, signage could help make drivers aware of their required behavior.

Response from Christina

This crosswalk is so poorly lit and marked that I wasn't even aware that it was a bona fide crosswalk until I read the other comments. There needs to be a stop sign at this intersection for the cars that come speeding down S 5th Ave. I've almost gotten hit by cars several

times, and when drivers do see me, they often don't bother stopping because they assume they have the right of way since there is no stop sign. I cross the street at this intersection several times a day, and cars speed down this hill at all hours of day or night without thinking to yield to pedestrians. At the very least, there should be a crosswalk with yellow blinking lights installed here; a stop sign would be ideal, though. This is an incredibly dangerous crossing area, and I'm surprised no one has gotten hit here (that I know of) yet.

rebecca f

3 weeks ago

59 Votes   47 Votes

A midblock crossing would be really useful in this area, as the only existing legal crossing areas are Madison to the north and Hill to the south.

Colter

3 weeks ago

42 Votes   46 Votes

The road is so narrow here that when cars park on both sides (especially during sporting events) only one car can pass. Add to that the many pedestrians cutting across the street and it makes for some challenging and dangerous situations. Having parking on only one side of the street would alleviate almost all the issues.

Response from Semmi

Looks like a comment from someone who uses this street as a cut-through...

James

3 weeks ago

37 Votes   42 Votes

I have found parents dropping off and picking up their children at Allen to be some of the most consistent offenders of ignoring traffic laws designed to keep children safer: not stopping at this stop signed intersection where there is a heavily-used crosswalk, parking in no-parking areas on the street (which blocks drivers' view of pedestrian activity), and speeding through the area where there is bound to be a heavy presence of child pedestrians. Some enforcement along this stretch between Easy and Dorchester would be very effective.

rebecca filbey

3 weeks ago

48 Votes   46 Votes

The Summit & Main crosswalk is the last opportunity to cross Main Street going north, but there are businesses on both sides of Main between Summit and the M-14 ramp.

Kai Petainen

3 weeks ago

55 Votes   47 Votes

A new crossing beacon was placed here, but I keep seeing cars fly past this point.... and a few times... I've watched as small kids are almost getting hit. When events are held at the field... if a cop is nearby doing the speed trap, could they move closer to this area to keep an eye on this as well?

Michael

3 weeks ago

40 Votes   45 Votes

Drivers frequently run the red light here, making it a dangerous area for both other drivers and pedestrians.

Response from Sarah Block

Agreed completely with Michael. I walk this way every morning, and I would estimate that at least one car runs the red light here 25% of the time. I've come close to getting hit several times.

Eric Sternlieb

3 weeks ago

46 Votes   48 Votes

What will it take before the city implements some kind of device to regulate pedestrian traffic at the intersection of South U and State? Does someone have to be killed?

Jane

3 weeks ago

66 Votes   54 Votes

Nixon Rd has become a reckless and overused road. It is full of speeders and uneducated motorists that are typically here for schooling. It is also abused by construction companies and big rig trucks, 21 wheel dirt haulers and other large machinery. It is time for a discussion to lower the speed limit next to Clague School and other cross walks next to the retirement homes. Also it should be banned as a backup truck route for construction companies.

Alex

3 weeks ago

55 Votes   45 Votes

Vegetation (3-4 feet high) all around this roundabout needs to be cleared so cars can see pedestrians

Alex

3 weeks ago

49 Votes   47 Votes

Also speeding through during the day. Motorists trying to "beat" each other through the roundabout.

Darren McKinnon

3 weeks ago

48 Votes   38 Votes

This crosswalk (5th & Depot) is very dangerous. I have been nearly hit many times. Traffic to and from the hospital (I assume) does not stop for pedestrians who are in the road.

Response from Bonnie Bona

This is actually 4th and Depot, where the sidewalk connection for a cross walk was installed in the last year but there are no crosswalk street markings. For those of us wanting to avoid Main/Depot (because we feel like a target), this is the best place to cross when heading for Kerrytown ... the traffic can be slower because they have just turned onto Depot or because of the back up heading toward main during busy hours. The traffic heading toward Main on Depot can also be fast when they are trying to "catch the light."

Claudius Vincenz

3 weeks ago

39 Votes   40 Votes

90% of motorists do not respect the right of way of pedestrians at this intersection. Even if I step out in the middle of one lane motorists in the next lane will not stop. I know that exposing myself to the fast traffic on Division is dangerous but often it is the only way to force my way across. I'm afraid that one of these days I will encounter a texting motorists who will be surprised to see a pedestrian close to him and will wear into me. I keep working on my high jumps to be able to make it onto the hood in time.

Nath

3 weeks ago

52 Votes   49 Votes

People cutting thru the neighborhood without respecting the 25 mph speed limit. Many do not stop at the stop sign and goes thru Georgetown blvd way to fast considering the amount of kids playing around/ going to school via the street.

Claudius Vincenz

3 weeks ago

46 Votes   40 Votes

Motorist and especially bus and truck drivers completely ignore the right of way for pedestrians when they make the half left turn onto Packard coming down 5th Ave. The only way to cross this intersection safely is to jay walk on red as one has a better chance against the straight traffic on Packard

Beverly Strassmann

3 weeks ago

55 Votes   43 Votes

Cars turning left from S. 5th onto Packard do not stop for pedestrians. Pedestrians cross Packard on the east side of S. 5th at this intersection and get mowed down by cars turning left (east) when the sign for the pedestrians says Walk. Better signage is needed along with a bump out. Also, the situation is so dire that the cars need a red light when the pedestrian sign says walk. The city says that pedestrians should cross when the sign says don't walk and I think that is highly illegal.

Response from Charlie Schaldenbrand

Very much agreed. Between the lack of an early and dedicated pedestrian signal and the big pole that blocks visibility, this is one of the most dangerous intersections I routinely cross. Crossing to the south side of Packard when the 5th light is green, I always have to turn around and watch oncoming traffic because cars often do not see pedestrians or do not care.

Beverly Strassmann

3 weeks ago

57 Votes   49 Votes

Cars drive too fast on S. Division and do not stop at the poorly marked cross walk at Jefferson and Division. Cars also park right up to the cross walk so that pedestrians have to peek around and almost get killed in trying to see if a vehicle is coming. The parking should be removed and the crosswalk better marked with an overhead sign and painted marks repainted.

Response from GiGi

Yes - even police vehicles race down this street as though there are no crosswalks. Walking to and from work everyday this summer, I decided to buy a lotto ticket on the day a vehicle stopped for me on this crosswalk, as it would be my lucky day. So far, no lotto for me.

Marilyn Tower

3 weeks ago

64 Votes   51 Votes

Covington is a popular route for Dickens School. there is a crosswalk at Covington Dr. & Waltham, but no signage nor Ped. Crossing Signs. A large number of children live on the East side of Covington that attend Dickens and there is no safe place to cross. In fact when I asked for the Crosswalk lines to be repainted I was told that the City Engineer, at the time was Pat Cawley, said Covington Dr. " was not a safe crossing zone.

Seth Peterson

3 weeks ago

43 Votes   50 Votes

Stop sign would improve the pedestrian environment--especially at Jefferson which accesses Bach Elementary School.

Seth Peterson

3 weeks ago

59 Votes   47 Votes

Stop sign would improve the pedestrian environment.

Response from Ethan Bright

I don't know if a stop sign at this intersection, or at Jefferson/7th would be best, but what is more important are highly visible, pedestrian-activated flashing lights that require motorized vehicles and bikes to yield to foot traffic in the crosswalks. The crosswalk at this intersection, particularly for Madison, should be offset from the edged (i.e., placed a car length back) to protect against the need by drivers to edge into the crosswalk area in order to safely see on-coming traffic that often exceeds posted limits.

Paul Foster

3 weeks ago

44 Votes   43 Votes

Need clear, flashing light crosswalk.

Paul Foster

3 weeks ago

35 Votes   43 Votes

Need clear, flashing light crosswalk.

Kate Delaney

3 weeks ago

33 Votes   47 Votes

This is a marked cross walk where cars simply do not stop. My children cross here to go to school and I cross here to get to the bus. We often have to wait several minutes for high speed cars to completely clear before we can cross.

Kate Delaney

3 weeks ago

47 Votes   51 Votes

This is an unmarked cross walk, but with a sidewalk that goes to the road and picks up on the other side. There are several large apartment buildings, not to mention schools, and people have to cross the road to get the towards down town bus line. Cars never stop for pedestrians and are often quite above the speed limit.

Shaunna

3 weeks, 1 day ago

44 Votes   44 Votes

Some people speed around this corner after dropping off their kids after school, as if they think, "Well, MY kids are 'safe', time to jet!" I'm not sure what the solution would be; perhaps a school crossing sign on the way out, a sign with the "SLOW" message, etc.

Lisa Richardson

3 weeks, 1 day ago

49 Votes   53 Votes

There needs to be some police presence here during football Saturdays assisting with safe pedestrian crossing. There are large amounts of pedestrians crossing State St. and drivers do not slow down (and are already speeding) making the crossing quite dangerous. Someone is going to be injured or killed on this stretch of road.

Lisa Richardson

3 weeks, 1 day ago

46 Votes   46 Votes

Why has there never been a device to stop traffic for pedestrian crossing at this intersection and then also have a device to stop pedestrian traffic so that cars can get through State St. It's another location where the city is allowing an unsafe situation to exist where either pedestrians or drivers are going to get hurt. It also makes no sense to have the free for all intersection in the town.

Lisa Richardson

3 weeks, 1 day ago

57 Votes   55 Votes

There is constant speeding and traffic cut-through from Packard down Wells either towards the elementary school or down Forest or Prospect. It's a very dangerous place for students and pedestrians to cross and makes life quite unpleasant for residents of the neighborhood. Just enforce the traffic laws and work on the main streets of Ann Arbor so people aren't always speeding through, and our neighborhoods can be safe.

Response from Allen

I drive through this intersection 2 times a day, going to and coming from work. I find a man walking down the street EVERY morning around 7:15 when there are sidewalks on both sides of the street (very dangerous). I read a while back that AA police were gonna start ticketing people walking in the street when sidewalks are available. Sure wish they would start! This is NOT the only street I see this happening on but I do see this man EVERY morning on the street. Pedestrians need to be the most aware of their surroundings since they are most at risk due to size. If a vehicle hits you it will hurt you or worse, but will only put a dent in the vehicle.

Sarah Mills

3 weeks, 1 day ago

62 Votes   46 Votes

Right now there is no direct way to get from the West side/Water hill to Argo, aside from the (illegal) railroad track crossing through the parking lot. Formalizing this would make it much safer.

Sarah Mills

3 weeks, 1 day ago

44 Votes   44 Votes

A sidewalk crossing here would be welcome to connect West Park to the (lovely!) cut-through between Bath and Linwood. We walk/cycle this way often to avoid Huron, but it seems needless to go (uphill) to cross Seventh at the intersections.

Sarah Mills

3 weeks, 1 day ago

59 Votes   55 Votes

In taking a trip to Arborland via AAATA a couple weeks ago, I got off the eastbound bus, saw crosswalk signals (at Yost), and just assumed that I'd be able to cross Washtenaw there (to get to shopping on the east end of the complex). It wasn't until I got to the intersection that I realized I needed to (significantly) backtrack to cross at Pittsfield Blvd, but even there, I needed to first cross Pittsfield, then Washtenaw, then Pittsfield AGAIN to get to the shopping mall. I now know for the future, but was very perturbed at the time. There could have at least been a sign at the bus stop noting the lack of a crosswalk, especially since this is such a highly frequented stop.

Response from Lon Mitchell

I agree! The wait time to make three crossings at a single intersection encourages many pedestrians to cross Washtenaw mid-block where there are no markings or signals. Surely a better solution can be found.

Response from Pam

There's significant traffic volume here and many businesses that would benefit from a pedestrian bridge placed here.

Response from Allen

The lights at this intersection need to be reprogrammed, when attempting to turn left on to Yost from Washtenaw the left signal some times takes up to 5 minutes before it turns green. Which leads to many people running the red light to make a left turn there.

Matthew

3 weeks, 1 day ago

47 Votes   50 Votes

Multiple times a week I have to slow down or stop for people that run across Plymouth Rd between the two sets of hotels and restaurants. At rush hour this is particularly dangerous.

Kris Olsson

3 weeks, 1 day ago

47 Votes   46 Votes

very dangerous for peds and bikes crossing Summit and depot, because cars turning right onto Main from those roads forget to look for them (traffic on Main is such that cars making that turn really get focussed on looking for gaps)

Response from Charlie Schaldenbrand

Anyone on the East side of Main basically cannot cross Summit or especially Depot if there is even a little bit of traffic. When the walk light is on, cars turning right off of s-bound Main don't stop. Cars turning onto Main from either are also basically never looking for pedestrians. Cars n-bound on Main will also turn left if there's a gap in oncoming traffic even when walk light is lit. Any time in or around rush hour, these are basically uncrossable. I usually head down to Fourth.

Response from Jenny Oorbeck

This intersection is extremely dangerous for pedestrians and bicyclists. With increased activity at the river, more pedestrians are using this intersection. I have been nearly hit more than a dozen times while walking to work. Motorists turning left off of N. Main onto depot and the biggest hazard. They should not ever have a yellow light and only should be able to turn on a green arrow. Too many motorists gun it to make it through on a yellow arrow and don't pay attention to pedestrians.

Response from Bonnie Bona

Also, the sidewalk along Main Street is tight against the road with vehicles roaring by. If its been raining there is also a lot of splashing onto the sidewalk

Kris Olsson

3 weeks, 1 day ago

44 Votes   41 Votes

very dangerous for peds and bikes crossing Summit and depot, because cars turning right onto Main from those roads forget to look for them (traffic on Main is such that cars making that turn really get focussed on looking for gaps)

jeff kahan

3 weeks, 1 day ago

60 Votes   48 Votes

Chapin/3rd St is the main non-motorized connection between the Old West Side and the Waterhill neighborhood. The HAWK at Huron has been wildly successful and now even more pedestrians use this route to travel to the Y, Bach School, the Open School, Big City Bakery, Knights Market, etc. Although a crosswalk exists at Miller and Chapin, it isn't signed. This means that at night, during snow events, in the fog, when it's raining etc., drivers can't see the crosswalk and aren't aware that they need to yield to pedestrians. Adding pedestrian crossing signs in this location will make this crossing much safer. Drivers going eastbound (down the hill) often reach speeds in excess of 40 miles per hour. Thank you.

Response from Charlie Schaldenbrand

Seconded for a light at Miller and Chapin like the one at Huron and Chapin. That crosswalk is useless as it is and getting across, especially any time around rush hour, often requires sprinting. Cars coming down the hill are especially dangerous.

Response from mike mitchell

There are too many pedestrian crosswalks on Miller between Spring and Seventh. Way too busy. There needs to be two crosswalks with some kind of lights/driver sight line signs. One at Chapin (is Knight's still expanding?), and another single one midway along Miller between Chapin and Seventh.

Response from Nancy Gustafson

Back to Jeff's comment, the real problems are speeding and passing on double yellow lines. Driver sight lines in all direction aren't good either. I believe we need to lower the speed limit, at least from Newport in. And it needs to be enforced! This is a busy pedestrian neighborhood with a school AND with many blind driveways as well. A lower speed limit and a speed display sign (with camera for ticketing) would help a lot. And passing on a double yellow line in a congested pedestrian area should be ticketed as reckless driving. And a "hawk" at 3rd/Chapin and Miller would be sensible, too.

Lisa Gottlieb

3 weeks, 1 day ago

44 Votes   45 Votes

I drive this route in the early morning M-F between 7a and 7:15a, just when everyone is trying to get to school. In the dark, when Pioneer HS students are crossing stadium to get to school, this is an extremely dangerous crosswalk. Drivers are focussing on turning into and out of the school driveway, students are attempting to cross, and they are nearly impossible to see. I have witnessed enough near misses to gravely concern me. At a minimum this crosswalk needs blinking lights like the ones at Huron and Third. Please do something about this before a student is hit by a car!!

Response from Elizabeth

Some years ago, when my child went to PHS, I was told that a student WAS hit by a car. Can someone provide more info?

Response from Andrea z

I live along Edgewood and occasionally go over to the high school for evening classes, voting, public meetings and so forth. I only rarely will attempt to cross at this crosswalk. It is usually faster to walk up to the corner and hope for a gap in traffic sometime before you get to the corner, have to wait for 6+ minutes at the Main St. light and more like 3-4 minutes at the Seventh light, then walk all the way back. It's a loooooong walk if you don't get a gap. Cars are moving at 35 miles per hour minimum and are extremely distracted by the large intersection at Stadium and Main, a bunch of traffic around the high school, and the ugly traffic situation created at Seventh and Stadium. In 17 years, I have NEVER seen a car stop at the crosswalk. Even drivers who are paying attention and willing to stop are on top of it before they realize there's a crosswalk with people there.

Response from Phoebe Danziger

High school students wait throughout the day, patiently at the crosswalks, for an opportunity to cross, and motorists nearly NEVER stop. It is appalling. Even when one car stops, because this is a multi-lane road, it is unsafe for the adolescents to cross before they may be hit by oncoming cars in other lanes who do not realize why the other car is stopped.

Alexis D

3 weeks, 1 day ago

43 Votes   43 Votes

This was the intersection I swore I would meet my end one day. When Fox Tent was still open, vehicles EB on Monsley wanting to turn SB onto Main would be so focused on that right turn movement they were blind to peds walking NB on Main, or would try to cut off peds walking SB on Main. I don't see that situation improving after the new residential bldg is complete.

Response from Emma B

I have to agree-- I live near this intersection and walk by it at least twice a day. Pedestrians also frequently jaywalk at this intersection, even more so now with the construction. Visibility for cars turning right on to SB Main is extremely low (also due to the construction), which poses a danger to the SB traffic on Main and jaywalking pedestrians. I can imagine there will be a noticeable uptick in both drivers and pedestrians in this area with the new building. A full traffic light might be suitable-- at the very least a designated crosswalk. The traffic light could act as a calming measure here-- traffic on Main tends to fast here between Madison and Hill.

Alexis D

3 weeks, 1 day ago

37 Votes   48 Votes

The flashing yellow light here does nothing. Do something else, stop sign, HAWK light, signal ... something. One doesn't even need to use their brakes to turn from Beakes onto NB North Fifth.

Response from Scott

In early 2014 a cyclist was hit and seriously injured by a car at 5th and Beakes. The A2 police parked at the intersection for about 2 weeks to deter speeders and has left the corner alone ever since. Something more needs to be done to slow traffic here because visibility is poor and it is a highly populated areas with lots of parents with young children.

Response from Seth Peterson

Raised crosswalk/narrowed lanes. This isn't rocket science--you have to give motorists a real reason to slow down (unfortunately pedestrians are not it), because slower vehicles is the only thing that will make this safer.

Carolyn Haack

3 weeks, 1 day ago

54 Votes   48 Votes

Green Road needs multiple safe, lighted, and with flashers crosswalks. High speed traffic on multiple lane road will only get worse with new development going in on Nixon Rd.

Response from LP

I agree. My home backs onto Green Road. People are always speeding down Green. I occasionally use the crosswalk at Green and Burbank which thankfully has the blinking crosswalk signs that make it safer. Perhaps a few stop signs or a round a bout would help slow down traffic!

Response from Anne Darnell

We agree. The traffic at Green and Plymouth is already bad and people go way too fast down Green. I have even limited my walk down Green because of cars speeding around the curve - one false move and they are on the sidewalk. A flashing cross walk needs to be installed at Gettysburg and Green. The curve, the high speeds, the "new" lane lines, the bus stops and heavy pedestrian traffic make this a dangerous intersection.

Carolyn Haack

3 weeks, 1 day ago

39 Votes   58 Votes

Thurston Elementary School on Prairie St. Multiple dangerous issues with illegal parking, speeding (especially traffic going south from Bluett to Plymouth), ignoring prohibited right turn out of parking lot. Could parking area near Orchard Hills Athletic Club (off Georgetown) on Yorktown Dr or Ardenne Dr (both at back of school property) be encouraged as alternate pick up site?

Response from Nath

Yes for enforcement but no for alternate parking, there is already quite a few car on yorktown at school drop off/pick up and many near incident with people not paying attention to the many pedestrians small or big walking thru the street. Last winter I was struck twice -in the back- there while on foot (not too much damage because the drivers lost control on ice slowly). Also if very busy parents would like to slow down around the cross walk right by the school...

Jill Halpern

3 weeks, 1 day ago

38 Votes   41 Votes

This intersection is dangerous when pedestrians are crossing and motorists are turning from Packard onto Arbor Street. I'm not sure what would be most helpful, but it would be great if something could be done to improve the situation.

Response from Deborah Fisch

I agree with Jill Halpern's comment. I have seen parents with children in strollers backing into the road, afraid that turning cars would hit the stroller. Other cities have an "all walk" traffic light cycle, during which all cars are stopped, and pedestrians can cross in any direction, including diagonally across the middle of the intersection. This seems to me to be an excellent intersection to use as an experiment.

Jill Halpern

3 weeks, 1 day ago

50 Votes   33 Votes

I'm a very frequent pedestrian and, at least along my routes, this is the most dangerous intersection. Motorists routinely turn right into the intersection while folks are trying to cross and sometimes run the light too. Again, I think it would help some to prohibit right on red.

K

3 weeks, 1 day ago

39 Votes   42 Votes

The eastern intersection of Broadway and Plymouth is a hazard. It is poorly lit and pedestrians seem to prefer to jaywalk from the apartment complexes to the businesses across the road.

Jill Halpern

3 weeks, 1 day ago

42 Votes   34 Votes

When the walk sign is illuminated, cars regularly turn into the crosswalk at the intersection of Fuller and East Medical Center Drive. To improve pedestrian safety, perhaps when the signal says walk, traffic could be stopped in all directions-- with no right on red.

Miriam Meisler

3 weeks, 1 day ago

59 Votes   45 Votes

Making a pedestrian mall along Main Street from William to Washington would be quite wonderful.

Ianna Breese

3 weeks, 1 day ago

49 Votes   51 Votes

There is a mid road crosswalk on Wells just West of Martin, allowing access to the sidewalk around Burns Park. This mid road crosswalk is poorly marked, and traffic rarely stops for pedestrians who are waiting to cross.

Response from William Berger

I live on Lincoln and Wells and I do not find that traffic fails to stop at this intersection.

Response from Ianna Breese

There is no stop sign at Wells and Martin, just a crosswalk.

Ianna Breese

3 weeks, 1 day ago

57 Votes   40 Votes

Traffic nearly always fails to stop at this crosswalk, which is in a (unmarked) school zone. Students (and residents) are at risk at this intersection nearly every day, but traffic increases during school dropoff and pickup, as well as on weekends during the school year when there park is very busy with numerous activities.

Miriam Meisler

3 weeks, 1 day ago

49 Votes   42 Votes

The light at Packard and Stadium is too slow - too long on greens, makes people impatient and then they cut through neighborhoods.

Jackie BYARS

3 weeks, 1 day ago

56 Votes   46 Votes

Speeding on Granger between Packard and State is a serious problem.

Response from Angela

It seem that every time I am in this area, and someone is crossing the street, THEY DO NOT USE THE NEW CROSSWALK.

Michele D

3 weeks, 1 day ago

61 Votes   65 Votes

A better signalized intersection needed for both cars and peds. There should be a turn light for left Huron Traffic turning onto Seventh. Also, it is an odd intersection and not all cars pay attention to the peds, or know what lane they are supposed to be into drive straight or turn left while on seventh. This risks drivers and peds.

Seth Peterson

3 weeks, 1 day ago

49 Votes   49 Votes

This should be a raised crosswalk with bumpouts on either side to prevent standing/parked vehicles from blocking views of pedestrians (who are often school kids going to Bach Elementary).

<http://www.bikewalktwincities.org/sites/default/files/u9/fig10-raisedcrossing.jpg>

Response from Seth Peterson

Plus this should be showing up on the map as an existing mid-block crosswalk which it is not.

Seth Peterson

3 weeks, 1 day ago

50 Votes   54 Votes

Motor traffic does not stop at this crosswalk. Please narrow lanes at a minimum and bring the island curb to the edge of the lane. Raised crosswalks would also help along Stadium--if drivers won't slow for pedestrians they will definitely slow for narrower lanes and/or raised crosswalks. Also drivers turning left from Collingwood are not looking out for pedestrians, they are too busy trying to find a hole in traffic--this should probably be a right turn only location by extending the traffic island to the north.

http://upload.wikimedia.org/wikipedia/commons/a/a4/Midblock_median_island.jpg

Kenneth F. Koral

3 weeks, 1 day ago

48 Votes   52 Votes

This intersection was designed for the ease of cars. The curve is so long, drivers hardly see pedestrians ready to cross. Once they are rolling, they do not want to stop even if they know the pedestrian has the right of way at the time. Squaring off these corners would almost surely be a help. Also, for drivers coming up Maiden Lane, viewing traffic coming down Fuller Road would be improved by the change. A so-called "win/win."

Scott D Campbell

3 weeks, 1 day ago

46 Votes   45 Votes

This crosswalk is marked but still dangerous, especially for Huron High students heading to school in the dark morning hours. I have observed some rather close calls here. (Cars are traveling fast and not expecting pedestrians.) Needs better marking, lighting, etc.

https://www.google.com/maps/place/Ann+Arbor,+MI+48105/@42.2778831,-83.7006947,3a,75y,z90.38h,65.34t/data=!3m4!1e1!3m2!1sHkfHdYG_8zh_UYV_hl=en

Response from Diane Hughes

the pedestrian cross walk between Gallup Park and Huron High School across Fuller Rd. needs a "pedestrian activated flashing light" cross walk sign to alert everyone--esp. drivers--of the crossing of pedestrians. This is critical during times of darkness!!

Response from Ines Storhok

The crosswalk between Gallup and school needs a blinking light. I cross this crosswalk almost every day and motorists blatantly ignore pedestrians, even though this is also a school crossing. This happens at all times of the day, morning and evening. Motorists are not stopping, even when it is safe to stop. Their choice to ignore pedestrians does not have anything to do with being safe to stop. The city should monitor this crosswalk and install pedestrian blinking light.

Scott D Campbell

3 weeks, 1 day ago

35 Votes   30 Votes

Though there is a marked cross-walk on the south side of this intersection (of Earhart and Greenhills) with the sign indicating the local law

requiring cars to stop for pedestrians, fewer than 10% (my estimate) of cars do stop for pedestrians. This is the primary crossing point for pedestrians heading to and from Greenhills School. Many cars are speeding on their way between US 23 and downtown Ann Arbor (especially rush hour). Combined with early morning darkness, this is a treacherous place for kids to cross. Is a HAWK light or RRFB an option here?

Response from Janet Kennedy

There are 2 other signed and marked pedestrian crossings north of Greenhills Dr. and Earhart, and almost no one stops for pedestrians at any of them. There is frequent pedestrian traffic in this area due to the presence of Glacier Hills nursing home facility whose residents often walk in the area, as well as residents in adjacent neighborhoods. Almost no one ever stops for pedestrians to cross, and the traffic is often heavy and many motorists are driving well above the 35 mph speed limit. Hills and curves in the road contribute to the danger for pedestrians.

Response from Rob Needham

At minimum, this needs a beacon, but possibly more appropriately a full-on traffic light is needed for the intersection of Earhart and Glazier. Earhart at that point is a 4-lanes-wide street with a median, which means a significantly long crosswalk, and this intersection bisects a very long uninterrupted run of Earhart, which is an artery for multiple neighborhoods and a through-way to Plymouth Rd. Motorists don't view it as a neighborhood street, and they aren't put in a mindset to watch for pedestrians while flying through there. Much the same is true on the Glazier side, but luckily there is a crossing guard for the King School foot traffic.

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Christopher Hewett

See more at SOS Ann Arbor:

<https://www.facebook.com/#!/groups/SOS.SafetyonSeventhSt/>

Reply · Like · November 30 at 1:17am

Facebook social plugin

Select Language



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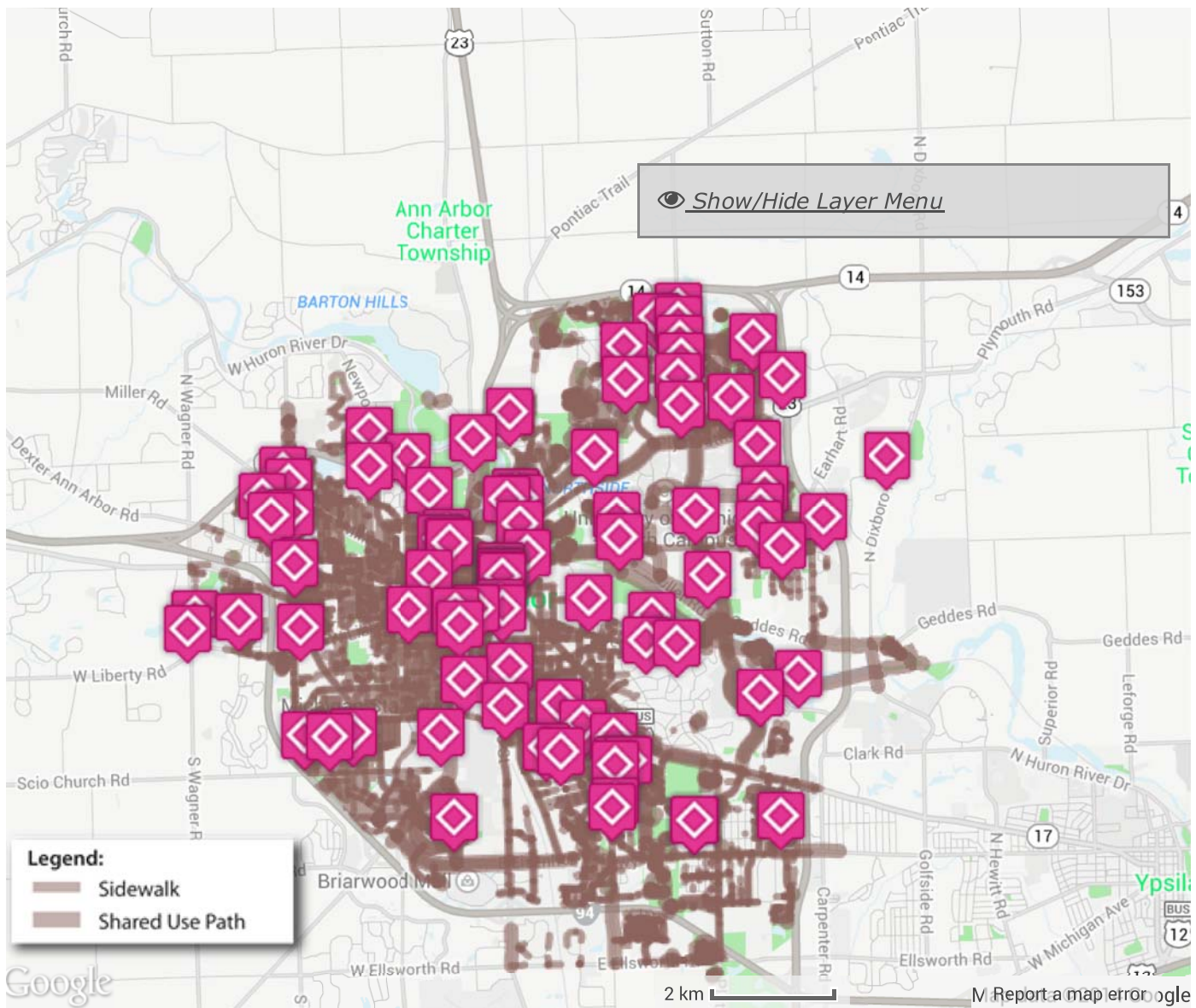


Pedestrian Safety and Access Task Force

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Sidewalks & Pathways

Please note any issues or opportunities related pedestrian sidewalks or pathways.



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Click on person's name below to see comment on map

Chris hewett

5 days 11 hours ago

0 Votes



1 Votes



Bus 15 cannot make northbound turn onto Madison due to traffic center lane on Madison. New infrastructure destroyed just as the old. This was brought to the City's attention during Madison St reconstruction - no action taken to date 2013-2014.

Seth Peterson

1 week 4 days ago

1 Votes   2 Votes

Sure could use a sidewalk here.

Frank

2 weeks, 1 day ago

1 Votes   2 Votes

Bus stop on east side of Nixon (across from Park Meadows on grass no set back - when covered with snow people waiting getting off from bus have to stand on street - no crosswalk

Rob Needham

2 weeks, 1 day ago

3 Votes   2 Votes

King School does not allow cars to turn left into their loading/parking area during and near school hours, NOR do they allow cars to park on the west (southbound) side of the street, and so school traffic must approach on Waldenwood from the south and park on the east side of the street. That means they enter Waldenwood from the southern of its TWO intersections with Earhart & park on their right. The problem is, as you see on this map, there are NO sidewalks in that area until you reach the final 10 yards before the school driveway.

chip smith

2 weeks, 1 day ago

1 Votes   2 Votes

sidewalk gap on the west side of 1st is problematic.

Louis Merlin

2 weeks, 1 day ago

3 Votes   3 Votes

You can see there are many short, disconnected trails here. It would be great if these trails could connect the Traverwood Library with the commercial districts on Plymouth Road.

Louis Merlin

2 weeks, 1 day ago

3 Votes   3 Votes

There are some very nice pedestrian pathways around the ponds here, but they have not been maintained in probably decades. I would like to see the City start to maintain them (probably originally built by the apartment complexes).

Peter Baker

2 weeks, 1 day ago

3 Votes   3 Votes

The lack of sidewalks here, on a long stretch of unbroken road, is extremely dangerous. There is simply now where to walk except in the roadway, between cars parked on either side of the road. Cars travel down the street at well over the speed limit, since there is no stop sign or speed bump for nearly a quarter mile, often passing within 5 feet of a pedestrian walking on the street. Because of the density of housing (many small lots with duplexes and apartments), there are is even more pedestrian traffic than other streets. This road eventually needs sidewalks, but in the short term, it needs speed bumps and traffic calming measures immediately. It is far too dangerous a stretch of road right now to require walking in the middle of the street.

Seth Peterson

2 weeks, 1 day ago

3 Votes   2 Votes

This section of sidewalk is missing/unpaved.

<http://goo.gl/n6wEfM>

Christina

2 weeks, 1 day ago

3 Votes   3 Votes

Construction for the new apartment complex (the former location of Happy's Pizza) has limited sidewalk access for pedestrians who walk on Main St. Given that the two actual crosswalks in this area on S. Main are relatively far apart, one at Hill and one at E. Madison, the fact that there is no sidewalk for an entire block is a big problem. I regularly am forced to jaywalk when I'm walking south on Main St. and have ended up on the wrong side of the street. Tell the owners of the new apartment complex to provide a temporary sidewalk or some sort of protected walking space for the pedestrians in the area!

Martine Perreault

2 weeks 2 days ago

2 Votes   3 Votes

Devonshire is a designated bike route, and a well-utilized running route, and walk to school route. NO SIDEWALKS create a dangerous environment for all walkers and bikers, and speeding traffic trying to avoid the 25 mph limit on GEDDES, creates dangerous situations everyday for children walking and biking to ANGELL school & Tappan.

Martine Perreault

2 weeks 2 days ago

2 Votes   3 Votes

Arlington does not conform to "complete streets" standard, and is the route of the #14 bus, the only bus in this area. Needs Sidewalks, bikelanes, and crosswalks.

Steve

2 weeks 3 days ago

4 Votes   3 Votes

Dirt road and no sidewalk causes safety issue. Dirt and gravel from road ends up in storm drain at paved road. Road not maintained as smooth.

Steve

2 weeks 3 days ago

5 Votes   2 Votes

Sidewalk is not complete and forces pedestrians into traffic.

Steve

2 weeks 3 days ago

5 Votes   3 Votes

Sidewalk is not complete and forces pedestrians into traffic.

Steve

2 weeks 3 days ago

4 Votes   3 Votes

Vegetation and bushes next to sidewalks do not allow clear passage for pedestrians.

Emma B

2 weeks 3 days ago

4 Votes   3 Votes

The lack of sidewalks in this area has always been bizarre to me. It's not a very high traffic area for pedestrians, but there are enough people traveling from the CVS/Future Lucky's Market back to State St that I think there should be an uninterrupted stretch of sidewalk on at least one side of the road. The narrow nature of the road is dangerous enough for cyclists that I often see them choosing to travel over the grass, too.

Tina Stephens

2 weeks 4 days ago

3 Votes   2 Votes

Please add bike lane and sidewalks along Dixboro road. Let's make it easier to get to Matthaei, the Toyota Tech Center, and the other destinations out this way using non-motorized means. It would be great to see a bus route to Matthaei too.

Tina Stephens

2 weeks 4 days ago

3 Votes   2 Votes

It would be great to have a sidewalk and/or bike lane along E. Huron River Drive. It's a beautiful winding road with pedestrians and bikers, but there is almost no shoulder making it feel unsafe for all.

Judy Ahronheim

2 weeks 4 days ago

3 Votes   3 Votes

20 seconds to get across the street every four minutes. I wouldn't want to try this with a two-year old in tow...

Judy Ahronheim

2 weeks 4 days ago

3 Votes   3 Votes

There is no continuous line of sidewalk from South Industrial to Page Avenue (and thence to Packard). I tutor at FLI on S. Ind in the evenings and walk home in the dark. I end up trespassing at the back of the NAPA parking lot in order to avoid walking on the street in the dark along Rosewood or Jewett.

Pam

2 weeks 4 days ago

3 Votes   3 Votes

A sidewalk/pathway on the South side from here to the VA Hospital would be very helpful. Unable to use park system trails for EARLY morning commute (before 6AM) as they are closed & it probably wouldn't be safe to attempt in the dark, anyhow. There is a beaten up trail on the north side, but is not lighted, and doesn't feel particularly safe in the early morning hours in the dark.

Seth Peterson

2 weeks 4 days ago

3 Votes   2 Votes

This one-way section of Madison could use an eastbound bike lane to keep the bikes off of the sidewalk here.

Tricia Keefer

2 weeks 5 days ago

7 Votes   3 Votes

This section of Brooks is on our route to our neighborhood school (Wines). It has no sidewalk and extremely poor visibility due to the hill. Routinely, speeding cars and the bus pass while we are on this stretch. I think it would greatly benefit the children of Water Hill who walk to this school to have a sidewalk along this stretch.

Response from Ethan

Agreed, but I would also like to see sidewalks added along Bydding to reach the requested sidewalks on Brooks. Not only does this provide safer pedestrian access to Wines and Forsythe from the neighborhood, but this would also provide better access to Sunset/Brooks and Bird Hills Nature Areas.

Bonnie Bona

2 weeks 5 days ago

4 Votes   2 Votes

When riding a bike over the Broadway bridge on the northern sidewalk, Broadway/Pontiac Trail is a very tight and narrow sidewalk to make this turn going in either direction.

Response from Seth Peterson

Agreed, in general there needs to be better transitions between on street bike lanes and shared use paths.

Paul Tinkerhess

2 weeks 5 days ago

3 Votes   3 Votes

Landscaping elements here extend into this high-traffic pedestrian right-of-way.

Paul Tinkerhess

2 weeks 5 days ago

3 Votes   2 Votes



Here bushes between the sidewalk and parking lot always extend into this high traffic pedestrian right-of-way. With snow on their branches, and snow pushed onto them from the adjacent parking lot, they lean even further into the right-of-way. Solution for this situation: Property owners should be asked by the city to remove these bushes. Solution to prevent this problem at other sites: Establish setback requirements for vegetation planted along high traffic pedestrian routes.

Response from Gretchen

Yes, this can be a problem, but better trimming could work as well.

Paul Tinkerhess

2 weeks 5 days ago

2 Votes   3 Votes

Here the Knight's Market building fills the corner. The hazard: Pedestrians heading south on Spring must step onto the sidewalk at Miller without being able to see if a bicycle, skateboarder, or other hazard might be traveling westward at high speed into their path. Proposed solution for this situation: Attach a large convex mirror to the corner of Knight's Market to warn travelers in both directions of possible collision. Proposal to prevent this problem at other sites in the future: Require that ground floor building footprints be set back from corners.

matthew graff

2 weeks 6 days ago

4 Votes   2 Votes

there is a small trench across the bike path near the water tower road. It has little flags near it, so perhaps it is going to be fixed. I hope so, because it has been bad and getting worse for more than a year. The entire pathway from huron parkway to green road could use a bit of maintenance - there are a couple of sinkholes that gather water and leaves, and some overhanging shrubbery at the drain crossing - in addition to this very annoying trench.

matthew graff

2 weeks 6 days ago

5 Votes   3 Votes

The curb cuts at this NCRC entrance are very steep. It is a big bump to ride a bike up or down them. The section of Plymouth road between Nixon and Huron Parkway is not striped for a bike lane. What is a person to do? Stay in the street while cars crowd them to the curb or go up and down the wheel eating curb cut to go onto the sidewalk?

Karen Yamada

2 weeks 6 days ago

8 Votes   3 Votes

There needs to be a continuous sidewalk all along the east side of Nixon Road between Clague and Green Road. People walking in the street in that section is an accident waiting to happen.

Response from Jack Cederquist

Agree completely. In addition, a sidewalk is needed on the west side of Nixon from Traver to Green and beyond.

Eugenia

2 weeks 6 days ago

5 Votes   2 Votes

Better lighting here please; it's very dark

Response from Emma B

Yes! It's surprisingly dark considering the area's proximity to UM and downtown. Snow removal from sidewalks is also quite poor in this area between Main and UM-owned property, making walking in this area at night in the winter difficult.

Katherine L.

2 weeks 6 days ago

7 Votes   3 Votes

This could use a flashing/lit pedestrian cross walk. Many students cross the street here and there needs to be crosswalk. Students step out into traffic and there is low visibility because of the number of cars parked along the street. It is a very dangerous area, especially at night.

Katherine L.

2 weeks 6 days ago

4 Votes   3 Votes

This intersection desperately needs a stoplight. I have witnessed so many near-accidents and instances of pedestrians nearly getting hit. There is a flashing red and it is just not enough for how many students cross in this area and how much traffic there is.

Alex

2 weeks 6 days ago

5 Votes   3 Votes

The sidewalk ends abruptly here, without any crosswalk to the other side. It should either be extended to the road, accompanied by a crosswalk, or removed entirely to cut down on maintenance costs; leaving it this way just encourages pedestrians to cross illegally.

LP

2 weeks 6 days ago

4 Votes   2 Votes

People cut through the neighborhood without respecting the 25 mph speed limit. I rarely see people not speeding. We have many kids, runners, and walkers using our sidewalks and crosswalks. I don't have kids yet, but in the future I'm almost afraid to have my kids play in the front yard due to how fast people drive down our street!!!

Ken

3 weeks ago

8 Votes   2 Votes

The north side of Scio Church has no sidewalk for a length of three properties here, and for at least part of that section there is no sidewalk on the south side either, forcing people to walk in the street. Please fill this gap.

Ken

3 weeks ago

8 Votes   2 Votes

Please connect the Scio Church sidewalk all the way to Main St so that it is possible to walk to Woodland Plaza (Busch's, etc).

trs

3 weeks ago

3 Votes   2 Votes

Need this sidewalk along both sides of Scio Church finished all the way to Maple Rd.

JDM

3 weeks ago

4 Votes   2 Votes

Put one of these more safer, bike-friendly intersections here. Relatively cheap to retrofit the intersection and test it out in Ann Arbor.

<http://www.youtube.com/watch?v=FIApbxLz6pA&feature=youtu.be>

Jim Barnard

3 weeks ago

3 Votes   2 Votes



The stop bar on Scio Ridge at Liberty Rd. is on the wrong side of the crosswalk

https://maps.google.com/maps?client=safari&q=scio+ridge+ann+arbor&oe=UTF-8&ie=UTF-8&ei=Mk9mVJmuJ4i3yQTR2IKYCw&ved=0CAkQ_AU&output=classic&dq=brw

JIm Barnard

3 weeks ago

3 Votes   2 Votes

The intersection of Liberty and Wagner is dangerous for pedestrians. No cross walk, green arrow lefts for vehicles, and wide roadways make crossing difficult for this legally blind senior citizen.

Carolyn Lusch

3 weeks ago

8 Votes   3 Votes

The connection between the Arb and the Gallup pathway really requires a formal railroad crossing.

JDM

3 weeks ago

4 Votes   2 Votes

Sidewalk on west side of Maple from Hollywood to Dexter is inadequate. Not wide enough, poorly maintained, and too close to speeding traffic. No tree or other buffer between pedestrians and traffic. Very dangerous and scary to walk to nearby amenities, especially with children.

JDM

3 weeks ago

3 Votes   2 Votes

No midblock crossings on Maple between Miller and Dexter.

JDM

3 weeks ago

3 Votes   2 Votes

No sidewalk on Dexter from Maple to Landings Blvd.

Ken Westerman

3 weeks ago

3 Votes   3 Votes

There are no curb cuts at the end of any of the sidewalks at the intersection of Dewey & White

Aaron

3 weeks ago

2 Votes   2 Votes

City Sidewalk is in bad disrepair. many bent rims on our bikes

Aaron

3 weeks ago

4 Votes   3 Votes

City Sidewalk is in bad disrepair. many bent rims on our bikes

Pam

3 weeks ago

2 Votes   3 Votes

Need a sidewalk here between Huron Pkwy & VA hospital.

Response from Pam

Hmmm, not sure what happened here. Imagine this place marker on Fuller Rd, between the VA hospital and Huron Pkwy, and then my statement should mak ea little more sense. Will re-pin with correct placement.

Pam

3 weeks ago

3 Votes   2 Votes

Street lights along this stretch would be most helpful for early morning/after hours walks or rides. Almost wrecked when headlight suddenly failed, leaving me with almost no visibility at high speed.

Charlie

3 weeks ago

15 Votes   3 Votes

A sidewalk connection on Barton seems like a simple, and very beneficial thing to consider. So many people walk this way with all the parks being that direction.

Response from Susan

coming off the boardwalk along Barton Drive it is very difficult to cross at the Barton/Hilldale intersection.

J

3 weeks ago

2 Votes   2 Votes

Bike parking, garbage / recycling, store sandwichboard signs and doors opening into the sidewalk make this section difficult or impossible to navigate for individuals with visual impairments / other pedestrians

Jenna Keedy

3 weeks ago

4 Votes   3 Votes

There is no real sidewalk along Stone School connecting Eisenhower to Packard. About half the block is a very bumpy, narrow patchwork. It is not safe to walk on, very easy to trip and fall in the numerous dips and uneven surfaces.

J

3 weeks ago

2 Votes   2 Votes

Curb cuts are not well-defined and face diagonally into the intersection making this a dangerous crossing for individuals with visual impairments-especially with busses turning and running up onto the sidewalk.

Sarah

3 weeks ago

5 Votes



2 Votes

This section of sidewalk is frequently used by cyclists going between Central and North campuses since Huron and Glen aren't cyclist-friendly. The west side of Glen (from Catherine to Huron) and north side of Huron (Glen to Fletcher) have very narrow sidewalks with lots of obstacles (signposts, fire hydrants), especially for two-way bike and pedestrian traffic. Either the sidewalks need to be substantially widened or safe on-street bike lanes need to be added. With ArborBikes, the number of cyclists using this corridor is likely to increase and so the situation will only get worse.

Kai Petainen

3 weeks ago

5 Votes



3 Votes

At this location, there is no sidewalk on the south side of the road. So, people will walk on the south side of the road anyways, as they walk to and from Huron Towers and along the sidewalk that goes past the soccer fields. This creates a problem as vehicles will fly around the corner and come close to hitting those that are walking on the road. Can we put a sidewalk here?

Sahoko Little

3 weeks ago

3 Votes



4 Votes

During winter, Packard, Eisenhour, Washtenaw, Huron pkwy are all terrible at sidewalks, making impossible to walk or run for 4 months.

Response from Pete Gilbert

"impossible" really? I must be doing something wrong, because I walk on that stretch of road every winter.

Seth Peterson

3 weeks ago

6 Votes   2 Votes

No sidewalk along the north side of Fuller/Depot. Additionally, why in the world did the city prioritize a turning lane that serves only 1 side of the street over a westbound bike lane? This was recently finished and remarkably short-sighted.

Sara

3 weeks ago

4 Votes   3 Votes

Crossing over 94 at Scio Church -- pleased it exists but unpleasant pedestrian experience.

Response from Ken

The pedestrian highway crossing is open metal grate, which thwarts dog walkers because dogs refuse to walk on it. (A minor quibble compared to other sidewalk gaps though.)

Sara

3 weeks ago

5 Votes   2 Votes

No sidewalk to cross freeway.

Susan Cerniglia

3 weeks ago

5 Votes   4 Votes

An off-road path along W. Liberty would be a tremendous community asset and increase access to downtown businesses. Biking and walking along W. Liberty as it moves west of downtown is simply not safe.

Rick Carter

3 weeks, 1 day ago

3 Votes   3 Votes

From January 2014 through March 2014 I reported on multiple occasions that the residents on



the West side of this block of Green Rd. were not shoveling their sidewalks. Snow got to be literally 3' deep and the City never responded. Residents put up signs saying the city had given them a "reprieve" due to "Extreme conditions." (see the further block in the photo)

Sarah Mills

3 weeks, 1 day ago

8 Votes   3 Votes

There sidewalk just ends here, with no way to cross to get to Huron River Drive and the parks in this area.

Response from Sarah Mills

I meant to add that even on bicycle this crossing is very scary.

Sarah Mills

3 weeks, 1 day ago

7 Votes   1 Votes

This should be marked as a missing sidewalk on Plymouth/Broadway. There is no direct way to get from Kerrytown to the bus stop behind Cottage Inn here--the worn out grass is evidence of this!

LS

3 weeks, 1 day ago

2 Votes   5 Votes

As currently configured, the bridge sidewalks are not ideal for pedestrians/bikes and are on a route to two nearby schools. Sidewalks are narrow without protection from vehicular traffic. Fencing only on one side of the bridge with major gaps in the parapet on the other side.

Response from EP

A separate pedestrian bridge would not be a safe solution (see: garbage truck vs. pedestrian bridge on Southfield Freeway.) More realistic would be for people to walk single file or 2x2 at most, bikes to be walked if on overpass (or a bike lane on road),

and to standardize overpass crossings with a barrier like Scio Church Rd @ I-94. This very recently built sidewalk has pedestrians at a higher level than Newport traffic increasing the visibility. Raise the railings to reflect the height increase of the sidewalk, any widening of the sidewalk would really not have anywhere to go and create more drainage problems that cause other pedestrian hazards. Most of all, enforce the speed limit, do not raise it.

Julie Dybdahl

3 weeks, 1 day ago

6 Votes   2 Votes

lack of sidewalk near top of Broadway Street hill forces pedestrians to walk on road with very limited sight distance.

Response from Sara

I agree -- I was told that the rule is that there should be a sidewalk on one side or another, however, the way it is set up, pedestrians trying to stay on the sidewalk have to cross a couple of times back and forth.

Alexis D

3 weeks, 1 day ago

4 Votes   3 Votes

Please, please, please, fill this gap. Please.

Alexis D

3 weeks, 1 day ago

3 Votes   2 Votes

No gap here, actually.

Carolyn Haack

3 weeks, 1 day ago

16 Votes   2 Votes

Nixon Rd has become a very dangerous road. Nonstop heavy traffic with high speeds, incomplete sidewalks, inadequate crossing opportunities and poorly maintained bike lanes (huge hole on west side at bottom of hill just south of Clague Street intersection)

Emily Eisbruch

3 weeks, 1 day ago

15 Votes   2 Votes

Hope that sidewalks will be installed on Nixon Rd just north of Clague School

Response from Gary Dolce

The lack of sidewalks on a major street this close to an elementary school and a middle school borders on negligence.

Aaron Brody

3 weeks, 1 day ago

3 Votes   2 Votes

Brockman Blvd near Steere Pl has no sidewalk

Sahba Laal

3 weeks, 1 day ago

3 Votes   3 Votes

We need to fill in the gaps in the sidewalk on Jones Drive.

Scott D Campbell

3 weeks, 1 day ago

4 Votes   3 Votes

Sidewalk Gap on Windemere (and on Larchmont). Students (and others) accessing bus stops on Green Road are forced to walk on the street.

Scott D Campbell

3 weeks, 1 day ago

6 Votes   2 Votes

Sidewalk Gap: Most of Greenhills Drive lacks sidewalks (with the exception of a short segment immediately in front of Greenhills School). Students (and residents of the condos) are forced to walk in the road. The curvature of the road limits visibility, and the high volume of traffic at the start and end of school both create a risky situation for pedestrians walking on the road.

Eleanor Linn

3 weeks, 1 day ago

6 Votes   3 Votes

The corner of Willard and Church, with a crosswalk and a stop sign is dangerous. Cars rarely stop.

Response from Charlie Schaldenbrand

Plus the hill makes visibility suspect. Crossing Geddes anywhere around the entrance to the Arb shouldn't be that much of an adventure.

Scott Wade

3 weeks, 1 day ago

7 Votes   2 Votes

A very large number of people would benefit from closing the long sidewalk gap across the street from Michigan Stadium. Safety, crowd control, traffic -- many reasons to do it. But understandable that the landowners resist.

Scott Wade

3 weeks, 1 day ago

6 Votes   2 Votes

There are few access routes from South Industrial to Packard between Stadium and Eisenhower -- for both cars and pedestrians. Jewett and Rosewood could stand to have their sidewalk gaps filled.

Response from Robert Grierson

Jewett in particular is a very heavily traveled road and needs to have the road and sidewalks rebuilt. There is limited room at the side of both streets and while I find one way streets frustrating, this is a case where they might make sense

Scott Wade

3 weeks, 1 day ago

4 Votes   1 Votes

Seems odd, at best, that the sidewalk is incomplete directly adjacent to Pattengill Elementary School.

Susan Pollay

3 weeks, 1 day ago

3 Votes   4 Votes

As a pedestrian I am regularly pushed off W. Liberty Street sidewalks by bicyclists who are using the sidewalk instead of the on-street bike lane. It's a particular problem when they are heading east, as the slope enables them to get up to high speed. Not sure what can be done to encourage them to use the bike lane instead of the sidewalk.

Response from Seth Peterson

*Making the bicycle lanes continuous *through* the intersections would go a long way to keeping bicycles off of sidewalks--lose the turn lanes if you must. I would also add that the eastbound bike lane on Liberty between Virginia and 7th is in abysmal condition--the sidewalk is much smoother.*

Response from Steve Bean


Also widening the bike lanes to at least the standard 5 feet (and simultaneously narrowing the vehicle lanes to 10 feet) would slow traffic speeds and make the bike lanes safer as well as feel safer so that those cyclists would be more likely to use them.

Response from Steve Bean

I was thinking of W. Stadium. I don't know if the lane widths are different on W. Liberty.

Stakeholder Focus Group

3 weeks 3 days ago

4 Votes   2 Votes

Bike lanes are used as turn lane by motorists and bikes end up riding on the sidewalk instead of using the bike lanes

Stakeholder Focus Group

3 weeks 3 days ago

3 Votes   3 Votes

Missing sidewalks along Maiden Lane

Stakeholder Focus Group

3 weeks 6 days ago

9 Votes   3 Votes

Sidewalk gap on east side of Newport Road - this is a walking route to school.

Stakeholder Focus Group

3 weeks 6 days ago

10 Votes   3 Votes

Nixon Road is a bad corridor for all users (bicycles, pedestrians and motorists)

Response from Frank Commiskey

1. When will the sidewalks be finished from Haverhill Ct to Bluett/Clague 2. Need a light to slow down traffic at the Bluett/Nixon intersection and or at the Traver Blvd. and entrance to Clague 3 Bottom line is that it is very difficult to walk around this Nixon road area - it is not safe for school children!

Response from Jack Cederquist

Agree completely. In addition, a sidewalk is needed on the west side of Nixon from Traver to Green and beyond.

Stakeholder Focus Group

3 weeks 6 days ago

2 Votes   3 Votes

State Street piles snow in cafe areas in winter

Stakeholder Focus Group

3 weeks 6 days ago

3 Votes   1 Votes

Zig-zag of cafe tables on sidewalks is an issues; they should be against the building or near the curb - not both.

Stakeholder Focus Group

3 weeks 6 days ago

4 Votes   4 Votes

Sidewalks are not wide enough for pedestrians, bicycles, and cafe tables; would have to remove on-street parking for more room.

Stakeholder Focus Group

4 weeks ago

4 Votes   2 Votes

The existing sidewalk is only on one side of the road and it is too narrow and right up against the roadway.

Response from Elizabeth Riggs

Also, the sidewalk is crumbling and barely existent in some stretches.

Respond via Facebook

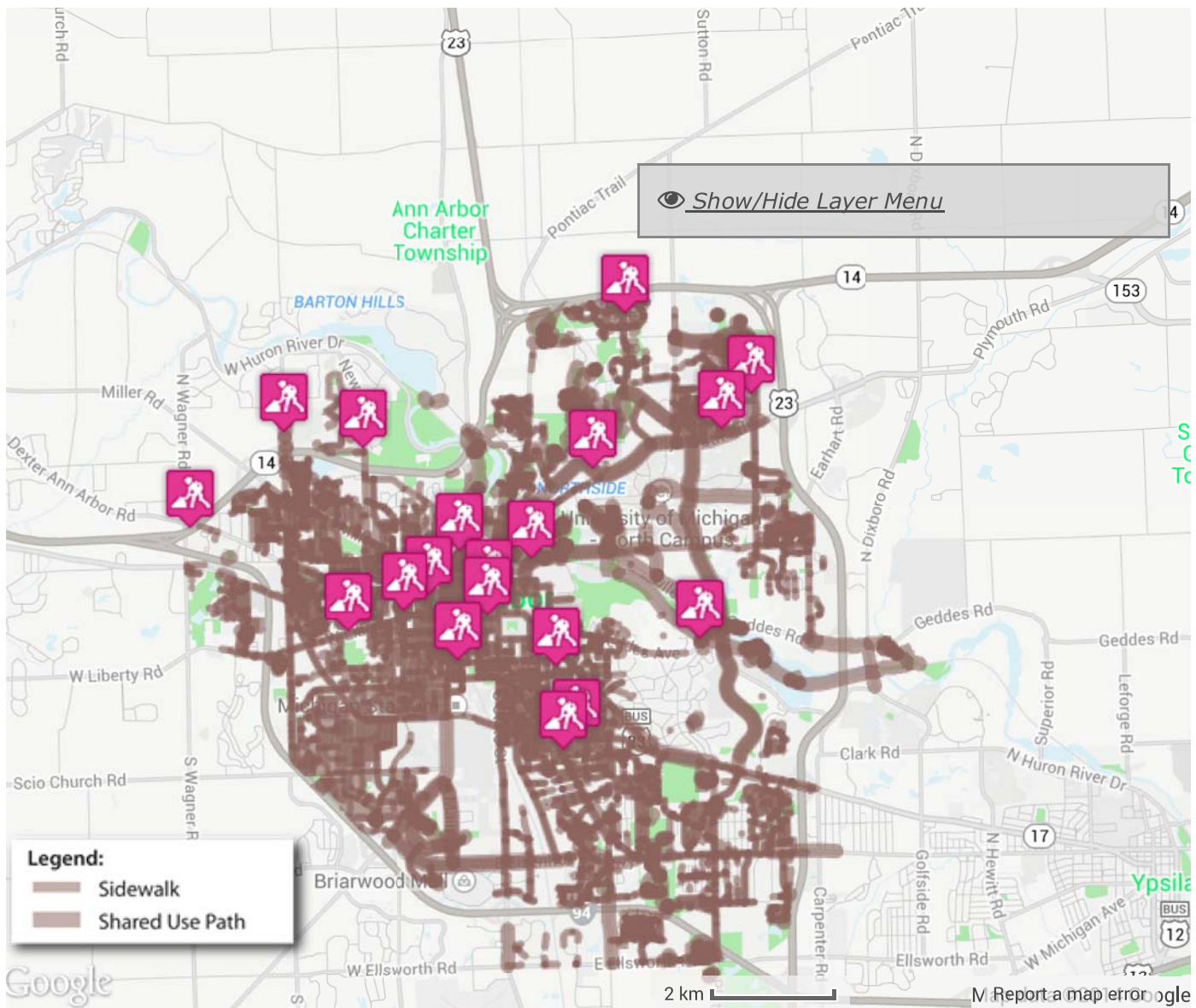


Pedestrian Safety and Access Task Force

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Maintenance

Please note any safety and access issues/opportunities related to maintenance. This could be a seasonal issue, surface vegetation, etc.



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Click on person's name below to see comment on map

kevin leeser

5 days 16 hours ago

1 Votes



1 Votes

this 30 MPH sign needs to come down, it is about 100 feet from a 25 mph sign.

chip smith

2 weeks, 1 day ago

4 Votes   2 Votes

All of the crosswalk striping at the intersection of west washington and 3rd has worn off. This is a vital pedestrian corridor with huge amounts of daily foot traffic throughout the day and striping needs to be both bolder so that cars actually stop at the stop signs without rolling into the intersection and painted annually.

Mary S

2 weeks 2 days ago

5 Votes   6 Votes

Last year (2013) the snow buildup on Jackson Ave. and the intersecting residential streets was so high that it was utterly impossible to see oncoming traffic while trying to turn onto Jackson Ave. This was only solved when the snow melted (which took awhile).

Ania

2 weeks 3 days ago

3 Votes   8 Votes

The road immediately adjacent to the sidewalk, on the Fuller Road Bridge, is full of depressions that accumulate water during rain/melting snow. It is so nerve wrecking to calculate how quickly I walk (or run) past the splash zones. Getting a shower of melted, salty snow water is cold and gross.

Steve

2 weeks 3 days ago

3 Votes   9 Votes

Vegetation blocks pathway caused by shrubs right next to sidewalk

Karen Yamada

2 weeks 6 days ago

8 Votes   5 Votes

Snow and ice removal ordinances must be enforced consistently and swiftly along this section of Green Road in the commercial Zones and along Commonwealth. Even after the snow plows have pushed snow across most of the cleared sidewalks between Bluett and Plymouth.

Karen Yamada

2 weeks 6 days ago

4 Votes   6 Votes

Sidewalks that lead to school and AATA bus stops, the backyards of houses that abut Olmesaad Dr., must be consistently cleaned of snow so children can get to their bus stops safely. So snow enforcement must be enforced swiftly and consistently. This applies to all school and AATA bus stops across AA.

Karen Yamada

2 weeks 6 days ago

6 Votes   7 Votes

All along Plymouth road between Green and Huron Parkway -Near and around bus stops and all along the sidewalk -- it must be enforced after all significant snowfalls - that all businesses must remove all ice and snow religiously and completely. The snowplows that push the snow up and over onto the sidewalks (sometimes completely covering the width) along Green and Plymouth must also be dealt with Those piles just get icy and impossible to traverse even by a healthy adult. The same is true along Green from Commonwealth down to Plymouth. Blue Care network is very good about clearing Green.

Calder

2 weeks 6 days ago

9 Votes   8 Votes

There should be better lighting here. There are barely any streetlamps, and the ones that do exist are dim. There have been several home burglaries here and street lamps would help deter burglaries and muggings.

EP

3 weeks ago

5 Votes   13 Votes

Sidewalks in Riverwood are not cleared of snow and ice. Students and others end up falling and walking in roadway instead.

William Berger

3 weeks ago

6 Votes   6 Votes

Williams is very difficult to navigate by bike. The road is a patchwork of patch jobs.

William Berger

3 weeks ago

6 Votes   7 Votes

This patch of road is really difficult to navigate by bike.

William Berger

3 weeks ago

4 Votes   8 Votes

The road is fissuring on the north side of the intersection.

ARG

3 weeks ago

5 Votes   9 Votes

The crosswalk here on north side is hidden behind a large bush/tree and half wall. It makes it very difficult to see if a pedestrian is starting/waiting to cross as cars come around the curve from Huron Parkway even at such a low speed. Because of the curve it is also difficult for subsequent cars to see if a car is stopping for a pedestrian. I think some major trimming is required.

Response from Ines Storhok

I cross this road almost everyday; the newly installed blinking light really, really helps. The lights make a big difference in alerting cars to stop. Thank you for doing study last year and installing blinking lights. I feel much safer crossing this road.

Jonathan Levine

3 weeks ago

11 Votes   7 Votes

Snow and ice removal are frequently deficient along both sides of this stretch of Plymouth Road.

James

3 weeks ago

7 Votes   9 Votes

This new stretch of bike lane along Stadium was not properly plowed last winter... bringing the bicyclists up onto the sidewalk, which was already more difficult for pedestrians to use due to the inconsistent snow removal that plagues Ann Arbor sidewalks in front of private properties. (I have found city property sidewalks and "multi-use" paths to generally be excellently taken care of. Thanks maintenance staff!)

rebecca f

3 weeks ago

4 Votes   10 Votes

Speed along this stretch of N Main is a serious problem, there are no bike lanes, and the road conditions are currently very poor (especially near the curb.)

Seth Peterson

3 weeks ago

6 Votes   7 Votes

Throughout a large portion of winter 2014 the sidewalk alongside Liberty next to Eberwhite Woods was completely untended.

Response from Patti Maki

Agree with Seth Peterson. I walk my dog in this neighborhood, and Liberty was a mess here with ice and snow. Very dangerous. Citizens are to keep sidewalks cleared, but apparently, the city isn't accountable.

Stakeholder Focus Group

4 weeks ago

11 Votes



9 Votes

Sidewalks adjacent to Skyline High School are not cleared of snow in the winter and students end up walking in the roadway.


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Pedestrian Safety and Access Task Force

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City-wide Issue

Please indicate any pedestrian issues that are common across Ann Arbor

Elizabeth Riggs

2 weeks 2 days ago

5 Votes 5 Votes

Thank you to the City staff and task force for the thorough survey and interactive map.

Response from Crystal Wilson

Thank you! I created the interactive map and seems to be very useful for residents.
You just made my day!

COMMENT

Seth Peterson

2 weeks 3 days ago

5 Votes 4 Votes

The city needs to empower the traffic engineers to engineer the traffic, not be beholden to it. The safety of **all** road users needs to be prioritized. Wide lanes are safer for motorists only, to the great detriment of non-motorized users. Narrower lanes slow traffic and reduce crossing distances making the roads safer for everyone. Any serious plan to improve the pedestrian environment needs to put this into action. Flashing lights and signs won't approach the impact that a change in the physical environment can have.

COMMENT

pk

2 weeks 6 days ago

9 Votes   7 Votes

Low hanging tree branches are problematic throughout the city.

Response from Steve Bean

I assume that you mean above sidewalks, and I agree. It's part of our urban environment that discourages walking.

COMMENT

Connie

2 weeks 6 days ago

9 Votes   8 Votes

Change the color of flashing lights at pedestrian walkways to RED. Yellow indicates caution, RED MEANS STOP. I continually see motorists driving thru because of confusion. Visitors view yellow as caution and often don't have time to read all local signs as they are busy watching traffic. A mid-block crosswalk should have a flashing red light as well to be consistent, otherwise stops by motorists are random at best!

COMMENT

Ted Reynolds

3 weeks ago

10 Votes   7 Votes

I just want to express my profound gratitude to those who are carrying out this initiative. You're making it a safer and more friendly community.

COMMENT

Kathy Griswold

3 weeks ago

7 Votes   4 Votes

City leaders need to adequately fund and support a comprehensive pedestrian safety initiative or accept that Ann Arbor is not safe for pedestrians. The Task Force has great potential, but

without adequate funding, support and enforcement, it will deteriorate into a smoke screen for indifferent politicians. Don't let this happen!

COMMENT

Mary Eldridge

3 weeks, 1 day ago



8 Votes   7 Votes

I find pedestrian crosswalks in Ann Arbor very stressful, as a driver. Complete consistency is necessary - signs and pavement paint need to be identical everywhere - or I'm having to guess at every corner or mark in the street. I'm not anti-pedestrian (I walk too!), but the onus on drivers is nerve-wracking and dangerous. Flashing lights would be the best help - but if you have it at one crossing then it must be at all.

COMMENT

Peter Breese

3 weeks, 1 day ago

9 Votes   7 Votes

Many of the roads, particularly in downtown, are rough going for bikers - often forcing them up onto the sidewalk. For example Washington street between UM campus and Division has patchy asphalt, buses, business traffic, church, peds, and condo/housing traffic with little space for cyclists. Would be nice if A2 cyclists could get a space that is smooth(ish) and clearly marked like the lanes on the new Ann Arbor-Saline bridge over 94. To highlight with a story: I was biking with my then 6 year old daughter near UM main campus and a car nearly clipped us yelling, "get off the street!" I encouraged my daughter onto the sidewalk for safety and within seconds a pedestrian yelled at us to "get off the sidewalk!" Yeesh.

COMMENT

Commenting is closed.

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