

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

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

**Participation:** 939 people began survey

**Purpose:** To identify and prioritize pedestrian safety and access issues as they relate to the entire city and targeted areas.

*Note: This is not a scientific survey. Below is a summary that highlights key findings:*

### **Top Ten Issues Identified:**

*In order, based on the number of survey responses indicating the issue is “very important”*

1. Motorists passing other vehicles that are stopped for pedestrians in a crosswalk
2. Distracted driving
3. Motorists failing to stop for pedestrians at midblock crosswalks
4. Misunderstanding of existing crosswalk laws by nonresidents and visitors
5. Motorists failing to stop for pedestrians at school crosswalks
6. Misunderstanding of crosswalk laws by residents
7. Motorists failing to yield to pedestrians when turning at intersections
8. Inconsistent signing, marking and signaling of crosswalks
9. Snow and ice accumulation on sidewalks
10. Speeding in neighborhoods

### **Top Issues Identified within Each Category:**

*Issues within each category are listed in order and are based on the number of survey responses identifying the top issue within each category*

#### Sidewalks

- Gaps in the sidewalk

#### Road Crossings

- Misunderstanding of existing crosswalk laws by residents
- Motorists failing to stop for pedestrians at midblock crosswalks
- Inconsistent signing, marking and signaling of crosswalks

#### Maintenance

- Snow and ice accumulation on sidewalks

#### Other City Wide Issues

- Distracted driving
- Motorists do not respect pedestrian rights and safety
- Pedestrians do not respect motorists rights and safety

#### Downtown

- Motorists not yielding to pedestrians when turning at intersections

#### University of Michigan Campus

- Pedestrians crossing against the pedestrian signal
- Pedestrians cross the roadway outside of a crosswalk

#### School Zones

- Motorists failing to stop for pedestrians at school crosswalks
- Motorists speeding within the walking zone of a school

#### Neighborhoods

- Speeding
- Inconsistent snow and ice removal on sidewalks

## Q1 How important are the following CITY WIDE issues when it comes to pedestrian safety and access on SIDEWALKS in Ann Arbor?

Answered: 918 Skipped: 11

	Very Important	Somewhat Important	Not Important	Not Sure	Total
Gaps in the sidewalk	42.94% 392	40.09% 366	14.35% 131	2.63% 24	913
Sidewalk too narrow	16.24% 147	43.98% 398	36.57% 331	3.20% 29	905
Sidewalk closings during construction projects	28.05% 255	43.12% 392	27.06% 246	1.76% 16	909
Steps on sidewalks (with no accessible ramp)	33.48% 303	42.87% 388	19.23% 174	4.42% 40	905
Cars blocking sidewalks or ramps	42.83% 391	38.77% 354	15.88% 145	2.52% 23	913

## Q2 From the list above, please select your top priority issue:

Answered: 861 Skipped: 68

### SIDEWALK ISSUES

Gaps in the sidewalk	Sidewalk too narrow	Sidewalk closings during construction projects	Steps on sidewalks (with no accessible ramp)	Cars blocking sidewalks or ramps	Total
40.65% 350	8.71% 75	18.00% 155	13.01% 112	19.63% 169	861

### Q3 How important are the following CITY WIDE issues when it comes to pedestrian safety and access at ROAD CROSSINGS in Ann Arbor?

Answered: 858 Skipped: 71

	Very Important	Somewhat Important	Not Important	Not Sure	Total
▼ Misunderstanding of existing crosswalk laws by residents	66.12% 562	24.35% 207	7.29% 62	2.24% 19	850
▼ Misunderstanding of existing crosswalk laws by nonresidents and visitors	69.99% 590	20.40% 172	7.71% 65	1.90% 16	843
▼ Motorists failing to stop for pedestrians at midblock crosswalks	70.48% 597	19.36% 164	9.09% 77	1.06% 9	847
▼ Motorists failing to stop for pedestrians at roundabouts	46.16% 391	30.46% 258	14.99% 127	8.38% 71	847
▼ Motorists failing to yield to pedestrians when turning at intersections	66.16% 561	25.24% 214	7.78% 66	0.83% 7	848
▼ Motorists failing to stop for pedestrians on high speed roadways	47.92% 404	27.52% 232	18.98% 160	5.58% 47	843
▼ Motorists blocking crosswalks at intersections	30.52% 257	46.44% 391	21.85% 184	1.19% 10	842
▼ Motorist passing other vehicles that are stopped for pedestrians in a crosswalk	76.77% 651	15.21% 129	6.25% 53	1.77% 15	848
▼ Inconsistent signing, marking and signaling of crosswalks	64.96% 545	26.46% 222	6.91% 58	1.67% 14	839

▼ Insufficient pavement markings at crosswalk	<b>48.21%</b> 403	<b>34.81%</b> 291	<b>13.76%</b> 115	<b>3.23%</b> 27	836
▼ Midblock crosswalks without stop bars	<b>46.82%</b> 390	<b>31.21%</b> 260	<b>14.05%</b> 117	<b>7.92%</b> 66	833
▼ Insufficient lighting at crosswalks	<b>52.21%</b> 438	<b>32.30%</b> 271	<b>12.75%</b> 107	<b>2.74%</b> 23	839
▼ Lack of crosswalks where there is demand to cross the road	<b>48.46%</b> 408	<b>31.95%</b> 269	<b>15.68%</b> 132	<b>3.92%</b> 33	842
▼ Crosswalks without curb ramps	<b>22.37%</b> 185	<b>44.01%</b> 364	<b>26.36%</b> 218	<b>7.26%</b> 60	827
▼ Pedestrians crossing the roadway outside a crosswalk	<b>47.32%</b> 397	<b>31.94%</b> 268	<b>19.19%</b> 161	<b>1.55%</b> 13	839
▼ Crosswalks located too far from bus stop	<b>20.22%</b> 169	<b>38.76%</b> 324	<b>31.46%</b> 263	<b>9.57%</b> 80	836
▼ Motorist confusion when pedestrians are waiting for bus near a crosswalk	<b>41.74%</b> 351	<b>32.58%</b> 274	<b>21.05%</b> 177	<b>4.64%</b> 39	841

## Q4 From the list above, please select your top priority issue:

Answered: 837 Skipped: 92

### ROAD CROSSING ISSUES

Misunderstanding of existing crosswalk laws by residents	Misunderstanding of existing crosswalk laws by nonresidents and visitors	Motorists failing to stop for pedestrians at midblock crosswalks	Motorists failing to stop for pedestrians at roundabouts	Motorists failing to yield to pedestrians when turning at intersections
14.22% 119	8.72% 73	13.86% 116	0.72% 6	10.27% 86

Motorists failing to stop for pedestrians on high speed roadways	Motorists blocking crosswalks at intersections	Motorist passing other vehicles that are stopped for pedestrians in a crosswalk	Inconsistent signing, marking and signaling of crosswalks	Insufficient pavement markings at crosswalk	Midblock crosswalks without stop bars
3.46% 29	1.31% 11	11.11% 93	12.43% 104	0.72% 6	0.96% 8

Insufficient lighting at crosswalks	Lack of crosswalks where there is demand to cross the road	Crosswalks without curb ramps	Pedestrians crossing the roadway outside a crosswalk	Crosswalks located too far from bus stop	Motorist confusion when pedestrians are waiting for bus near a crosswalk	Total
3.58% 30	4.66% 39	0.12% 1	10.27% 86	0.24% 2	3.35% 28	837

## Q5 How important are the following CITY WIDE MAINTENANCE issues when it comes to pedestrian safety and access in the City of Ann Arbor?

Answered: 833 Skipped: 96

	Very Important	Somewhat Important	Not Important	Not Sure	Total
▼ Snow and ice accumulation on sidewalks	64.46% 535	30.24% 251	4.46% 37	0.84% 7	830
▼ Snow and ice accumulation on curb ramps	53.23% 437	37.76% 310	6.82% 56	2.19% 18	821
▼ Snow and ice accumulation on crossing islands	33.74% 276	48.17% 394	12.71% 104	5.38% 44	818
▼ Snow and ice accumulation at bus stops	39.83% 327	42.63% 350	11.69% 96	5.85% 48	821
▼ Snow and ice accumulation in alleyways	8.77% 72	33.13% 272	49.09% 403	9.01% 74	821
▼ Snow piles on edge of roadway in crosswalk created by snow plows	56.81% 463	31.17% 254	10.18% 83	1.84% 15	815
▼ Snow piles blocking visibility between motorists and pedestrians	61.09% 504	25.33% 209	10.79% 89	2.79% 23	825
▼ Large puddles at the bottom of curb ramps	35.32% 290	46.04% 378	15.23% 125	3.41% 28	821
▼ Vegetation blocking visibility between motorists and pedestrians	48.31% 399	34.14% 282	14.77% 122	2.78% 23	826
▼ Vegetation blocking sidewalks	27.96% 229	44.08% 361	24.18% 198	3.79% 31	819
▼ Faded crosswalk markings	33.78% 277	44.63% 366	18.05% 148	3.54% 29	820

## Q6 From the list above, please select your top priority issue:

Answered: 812 Skipped: 117

### MAINTENANCE ISSUES

Snow and ice accumulation on sidewalks ▼	Snow and ice accumulation on curb ramps ▼	Snow and ice accumulation on crossing islands ▼	Snow and ice accumulation at bus stops ▼	Snow and ice accumulation in alleyways ▼
36.45% 296	5.17% 42	0.62% 5	4.31% 35	0.37% 3

Snow piles on edge of roadway in crosswalk created by snow plows ▼	Snow piles blocking visibility between motorists and pedestrians ▼	Large puddles at the bottom of curb ramps ▼	Vegetation blocking visibility between motorists and pedestrians ▼	Vegetation blocking sidewalks ▼	Faded crosswalk markings ▼	Total ▼
12.19% 99	13.30% 108	5.67% 46	12.56% 102	1.85% 15	7.51% 61	812

## Q7 How important are the following CITY WIDE issues when it comes to pedestrian safety and access in the City of Ann Arbor?

Answered: 831 Skipped: 98

	Very Important	Somewhat Important	Not Important	Not Sure	Total
Speeding	48.78% 401	40.88% 336	9.85% 81	0.49% 4	822
Posted speed limit too fast	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0
Distracted driving (e.g. using cell phone)	77.85% 643	18.52% 153	3.27% 27	0.36% 3	826
Distracted walking (e.g. using cell phone)	53.85% 441	33.94% 278	11.36% 93	0.85% 7	819
Motorists do not respect pedestrian rights and safety	58.98% 486	30.22% 249	9.83% 81	0.97% 8	824
Pedestrians do not respect motorists rights and safety	51.39% 424	34.42% 284	12.85% 106	1.33% 11	825
Insufficient funds spent on pedestrian safety and access	28.64% 234	34.76% 284	23.75% 194	12.85% 105	817
Unsafe/uncomfortable pedestrian facilities inhibit walking trips	24.60% 200	36.41% 296	30.63% 249	8.36% 68	813

## Q8 From the list above, please select your top priority issue:

Answered: 806 Skipped: 123

### CITY WIDE PEDESTRIAN ISSUES

Speeding	Distracted driving (e.g. using cell phone)	Distracted walking (e.g. using cell phone)	Motorists do not respect pedestrian rights and safety	Pedestrians do not respect motorists rights and safety	Insufficient funds spent on pedestrian safety and access	Unsafe/uncomfortable pedestrian facilities inhibit walking trips	Total
9.43% 76	31.89% 257	10.05% 81	20.72% 167	17.74% 143	4.22% 34	5.96% 48	806



## Q9 How important are the following issues when it comes to pedestrian safety and access in the DOWNTOWN?

Answered: 820 Skipped: 109

	Very Important	Somewhat Important	Not Important	Not Sure	Total
Bicycles on sidewalks	28.54% 232	39.85% 324	29.15% 237	2.46% 20	813
Skateboards on sidewalks	18.06% 147	35.63% 290	42.87% 349	3.44% 28	814
Lack of midblock crosswalks where there is demand to cross the road	25.89% 210	38.59% 313	31.20% 253	4.32% 35	811
Motorists not yielding to pedestrians when turning at intersections	57.88% 470	30.05% 244	10.71% 87	1.35% 11	812
Motorists blocking crosswalks when turning right on red	35.97% 291	42.15% 341	19.28% 156	2.60% 21	809
Motorists blocking intersection and crosswalks at rush hour	45.57% 370	37.32% 303	14.29% 116	2.83% 23	812
Inconsistent crosswalk markings	36.26% 293	39.73% 321	18.07% 146	5.94% 48	808

## Q10 From the list above, please select your top priority issue:

Answered: 782 Skipped: 147

### PEDESTRIAN ISSUES IN THE DOWNTOWN

Bicycles on sidewalks	Skateboards on sidewalks	Lack of midblock crosswalks where there is demand to cross the road	Motorists not yielding to pedestrians when turning at intersections	Motorists blocking crosswalks when turning right on red	Motorists blocking intersection and crosswalks at rush hour	Inconsistent crosswalk markings	Total
12.79% 100	3.20% 25	6.91% 54	37.47% 293	6.01% 47	15.09% 118	18.54% 145	782

## Q11 How important are the following issues when it comes to pedestrian safety and access near the UNIVERSITY OF MICHIGAN CAMPUS?

Answered: 811 Skipped: 118

	Very Important	Somewhat Important	Not Important	Not Sure	Total
Pedestrians crossing between cars when traffic is backed up	43.30% 349	35.98% 290	17.62% 142	3.10% 25	806
Visitors and students misunderstanding local laws	48.94% 394	34.91% 281	11.55% 93	4.60% 37	805
Lack of midblock crosswalks where there is demand to cross the road	32.08% 256	38.47% 307	23.93% 191	5.51% 44	798
Pedestrians crossing the roadway outside a crosswalk	52.73% 425	30.89% 249	14.52% 117	1.86% 15	806
Pedestrians crossing against the pedestrian signal	59.40% 477	26.28% 211	11.83% 95	2.49% 20	803

## Q12 From the list above, please select your top priority issue:

Answered: 765 Skipped: 164

### PEDESTRIAN ISSUES NEAR THE UNIVERSITY OF MICHIGAN CAMPUS

Pedestrians crossing between cars when traffic is backed up	Visitors and students misunderstanding local laws	Lack of midblock crosswalks where there is demand to cross the road	Pedestrians crossing the roadway outside a crosswalk	Pedestrians crossing against the pedestrian signal	Total
10.85% 83	17.25% 132	15.56% 119	26.01% 199	30.33% 232	765

### Q13 How important are the following issues when it comes to pedestrian safety and access in SCHOOL ZONES?

Answered: 789 Skipped: 140

	Very Important	Somewhat Important	Not Important	Not Sure	Total
Motorists speeding within the walking zone of a school	63.95% 502	23.18% 182	5.48% 43	7.39% 58	785
Motorists failing to stop for pedestrians at school crosswalks	72.39% 569	15.14% 119	4.58% 36	7.89% 62	786
Insufficient lighting at crosswalks	45.10% 354	35.03% 275	9.94% 78	9.94% 78	785
Sidewalk gaps within the walking zone of a school	39.90% 312	34.27% 268	13.81% 108	12.02% 94	782
Snow and ice accumulation on sidewalks within the walking zone to school	54.72% 429	30.61% 240	6.51% 51	8.16% 64	784
Snow and ice accumulation on sidewalks on school property	42.75% 336	34.48% 271	8.91% 70	13.87% 109	786
Lack of understanding by parents and students on safe walking routes to	29.81% 234	31.97% 251	16.56% 130	21.66% 170	785
Inconsistency in safe routes to school programs for Ann Arbor Public Schools	24.74% 193	28.21% 220	13.08% 102	33.97% 265	780

## Q14 From the list above, please select your top priority issue:

Answered: 737 Skipped: 192

### PEDESTRIAN ISSUES IN SCHOOL ZONES

Motorists speeding within the walking zone of a school	Motorists failing to stop for pedestrians at school crosswalks	Insufficient lighting at crosswalks	Sidewalk gaps within the walking zone of a school	Snow and ice accumulation on sidewalks within the walking zone to school	Snow and ice accumulation on sidewalks on school property	Lack of understanding by parents and students on safe walking routes to school	Inconsistency in safe routes to school programs for Ann Arbor Public Schools	Total
27.95% 206	31.34% 231	8.68% 64	10.72% 79	9.63% 71	2.99% 22	5.02% 37	3.66% 27	737

## Q15 How important are the following issues when it comes to pedestrian safety and access in NEIGHBORHOODS?

Answered: 795 Skipped: 134

	Very Important	Somewhat Important	Not Important	Not Sure	Total
Speeding	64.85% 513	26.68% 211	7.46% 59	1.01% 8	791
Cut through traffic	33.08% 259	41.25% 323	22.09% 173	3.58% 28	783
Traffic generated by school drop-off/pick-up	21.54% 168	42.56% 332	28.21% 220	7.69% 60	780
Inconsistent snow and ice removal on sidewalks	54.20% 426	34.86% 274	8.52% 67	2.42% 19	786
Lack of direct pedestrian access to adjacent commercial areas	30.23% 237	37.50% 294	22.32% 175	9.95% 78	784
Pedestrian travel in neighborhoods without any sidewalks	42.11% 331	34.99% 275	17.81% 140	5.09% 40	786
Sidewalk gaps	36.27% 284	38.83% 304	18.90% 148	6.00% 47	783

## Q16 From the list above, please select your top priority issue:

Answered: 758 Skipped: 171

### PEDESTRIAN ISSUES IN NEIGHBORHOODS

Speeding	Cut through traffic	Traffic generated by school drop-off/pick-up	Inconsistent snow and ice removal on sidewalks	Lack of direct pedestrian access to adjacent commercial areas	Pedestrian travel in neighborhoods without any sidewalks	Sidewalk gaps	Total
37.34% 283	8.84% 67	6.33% 48	21.24% 161	6.86% 52	11.35% 86	8.05% 61	758

**Q17 Is there something missing from the issues listed in the previous questions? Please list any additional issues that affect pedestrian safety and access in the City of Ann Arbor:**

Answered: 452 Skipped: 477

**\*\*\*PLEASE REFER TO THE APPENDIX FOR OPEN ENDED QUESTIONS\*\*\***

**Q18 Are you a resident of the City of Ann Arbor?**

Answered: 806 Skipped: 123

Answer Choices	Responses	
▼ Yes	85.86%	692
▼ No	14.14%	114
Total		806

**Q19 Select all that apply:**

Answered: 806 Skipped: 123

Answer Choices	Responses	
▼ I live in Ann Arbor	86.60%	698
▼ I work in Ann Arbor	68.24%	550
▼ I visit Ann Arbor	21.09%	170
Total Respondents: 806		

**Q20 Please indicate which of the following best describes your circumstances. For the purpose of this question, a household is considered any type of residence with one or more occupants.**

Answered: 797 Skipped: 132

Answer Choices	Responses
▼ I am less than 18 years old	0.38% 3
▼ I am a full time college or university student	4.89% 39
▼ I am part of a household without school age children	53.45% 426
▼ I am part of a household with school age children	30.49% 243
▼ I am a senior citizen (over 65)	10.79% 86
Total	797

**Q21 Gender that you currently identify with:**

Answered: 801 Skipped: 128

Answer Choices	Responses
▼ Male	37.83% 303
▼ Female	57.80% 463
▼ Other / Prefer not to answer	4.37% 35
Total	801



**Q22 On Wednesday, November 19 from 6:30 pm to 8:30 pm there will be a public meeting in the Multipurpose Room of the downtown branch of the Public Library (343 S. Fifth Ave. Ann Arbor, MI 48104). The meeting will focus on the prioritization of issues and opportunities related to engineering, planning, education, outreach, policy and enforcement. Do you plan on attending the meeting?**

Answered: 778 Skipped: 151

Answer Choices	Responses	
▼ Yes	8.35%	65
▼ No	56.04%	436
▼ Not Sure	35.60%	277
Total		778

**Q23 Optional Contact Information: Please enter your name and email if you would like to receive notices of future events. Your name and email will only be used for notices related to this initiative.**

Answered: 215 Skipped: 714

Answer Choices	Responses	
Name	Responses	97.21% 209
Email	Responses	99.53% 214

## APPENDIX: OPEN ENDED QUESTIONS

### **Q17 Is there something missing from the issues listed in the previous questions? Please list any additional issues that affect pedestrian safety and access in the City of Ann Arbor:**

Answered: 452 Skipped: 477

#	Responses	Date
1	-Motorists running red lights -Too long to wait for walk signal at some busy intersections (ie: Washtenaw) -Too many crosswalks where you have to press a button to get a walk signal	11/26/2014 5:59 PM
2	Speed kills. Physics dictates that the risk of fatal injuries for a pedestrian hit by a car at 30 mph is much higher than if hit by a car at 19 mph. We need to start using a design policy recognizes this and holds that our goal is to prevent serious injuries or fatalities. <a href="http://www.citylab.com/commute/2014/11/the-swedish-approach-to-road-safety-the-accident-is-not-the-major-problem/382995/">http://www.citylab.com/commute/2014/11/the-swedish-approach-to-road-safety-the-accident-is-not-the-major-problem/382995/</a>	11/26/2014 5:56 PM
3	Jackson Road, starting at split of Huron and Dexter Roads, ending at Maple/Stadium, there is no safe way to cross Jackson Road.	11/25/2014 3:02 PM
4	The need to build a positive educational campaign for cyclists and pedestrian use of flashing lights after dark. This is true for cyclists in particular, but it should also be promoted for pedestrians. A more thorough educational campaign that emphasizes the joys of walking, with an awareness of options that include loops through parklands, people watching in town, enjoying the activity of a vibrant city, etc. Walking and biking is an opportunity to enjoy Ann Arbor and all it has to offer. That can't be emphasized enough. If we make movement and access easy, fun, and interesting, and grant cyclists and peds a sense of safety, they'll want to get out of their cars. Make it an obstacle and they'll reject the offer to get outside. We're getting there, but currently it is not safe when drivers get impatient (and get away with their dangerous behavior), or when the routes are too slippery to negotiate.	11/25/2014 9:18 AM
5	Crosswalks without lights that parallel roads with heavy traffic are very dangerous. Some examples - crossing Madison or Jefferson on the east side of 7th street, crossing Hoover on the East side of Main Street. Cars driving along these roadways are moving too fast and are unaware of pedestrians that parallel the roadway. They do not slow down sufficiently to look and complete a turn safely. They often do not even signal that they will be turning (especially if turning right). I have seen many incidents where they come close to turning into a pedestrian crossing here.	11/24/2014 5:34 PM
6	Lights were suggested in the survey as a response to some problem areas. When it comes to the schools why aren't all school equipped with a safety crossing guard? It seems that as AAPS is trying to establish SRTS and the city is interested in encouraging more walking/biking travel that there needs to be safety guards at all congested areas at every school. I'm sure city police have better things to do with their time then hand out tickets to people who forget to be kind, thoughtful and responsible behind the wheel of a vehicle.	11/24/2014 3:23 PM
7	Especially in the campus area, pedestrian/traffic flows are chronic problems. Consider implementing computer-controlled diagonal crossing signals (aka pedestrian scramble) at the most afflicted intersections--State & S. University, E. University & S. University, N. University & State--during the times of day when University foot traffic is most intense. This system stops all vehicular traffic to allow pedestrians to cross safely in any direction and obviates risks to students and traffic tie-ups caused by right turns on red. This system has shown to be very efficient at the intersection of Stadium & Main during football game days and is in common use elsewhere in North America and Europe where there are regular peak times of exceptionally heavy foot traffic. This may help stem driver frustration, which can lead to excessive speed and dangerous driving to compensate for delays. Here is a video of Toronto's pedestrian scramble at the intersection of Yonge & Dundas: <a href="http://vimeo.com/1626058?pg=embed&amp;sec=1626058">http://vimeo.com/1626058?pg=embed&amp;sec=1626058</a>	11/22/2014 11:11 AM
8	If you want cars to stop, use green, yellow, and red. Not strobe lights! My mother taught me to look left and right and left again before I cross the road. Pedestrians need to have some personal responsibility. Half the time I see pedestrians crossing anywhere but the cross walk, which is probably fine if they are using personal responsibility. Enforce intersection behavior and have fewer cross walks in the middle of nowhere.	11/22/2014 9:24 AM

## APPENDIX: OPEN ENDED QUESTIONS

9	I think that the city and school district need to look at schools that are back in the neighborhoods and utilize more crossing guards. It would be a real tragedy if there is an accident involving a child that is one their way to school or home, and they get hit by a car. Even if the school is hidden in the neighborhood, people are going to fast down the streets, even when not on a school route.	11/21/2014 12:40 PM
10	Ann Arbor must educate pedestrians about crosswalk safety. Too many people walk into the middle of the road thinking that traffic must stop even though the car is too close to stop safely. Stop placing all the blame and responsibility for pedestrian safety on the motorists!	11/21/2014 12:34 PM
11	Need more roads with bicycle lanes.	11/21/2014 6:51 AM
12	The curb lanes with standing water and vehicles splashing peds,runners, cyclist. Run right ride. Ride Right side rules. Cyclist do not belong on sidewalks. They dart in and out to achieve advantage of not following as traffic. No headphones.	11/21/2014 12:14 AM
13	I hope the city is considering its disabled residents and visitors when looking into these questions. I have no expertise in that area, but got a taste of restrictions I suspect that population suffers when I was pushing a baby stroller around all the time. During the winter months my mobility was SEVERELY restricted for three reasons: 1. The weather itself - I don't expect the City to solve this one! 2. Property owners who cleared sidewalks at a width of one snow shovel. This meant that the only stroller I could use was an umbrella stroller, whose wheels really aren't equipped to go over snow. Bigger strollers that were better equipped wouldn't fit. (And woe to the person pushing a two-child stroller!) 3. Even if sidewalks were cleared properly, I ran into problems at every corner, where the curb cuts hadn't been sufficiently cleared and/or plows had pushed snow into large piles. As the winter went on, and snow melted and re-froze, these areas became icy, jagged, bumpy, slippery peaks, with small paths stamped into them - too small for ANY stroller. During periods of melt, the large icy puddles that formed were particularly unpleasant. I bring this up, because living in a near neighborhood, I really tried to continue using the bus to get downtown and to other neighborhoods. But I found myself driving (and lucky me to have that privilege) almost all winter, because it was impossible to walk the two blocks to the bus stop with a stroller. At the time, AATA required strollers to be folded up on the bus, which was another disincentive to that mode of travel. Now that policy has been reversed. I really encourage the City to look at all the separate pieces that are required for all different kinds of pedestrians to get where they need to go, using whatever modes of travel they need. Regarding snow removal: I think it is in the City's interest to institute municipal sidewalk clearing, rather than leaving it to homeowners and merchants. I know there is a system in place to fine property owners who do not clear their sidewalks, but by the time that is accomplished, numerous people have already not been able to walk across that patch. The City owes its residents the ability to get around! It is also high time for the City to fix the problems it causes when it plows streets and pushes the snow into driveway entrances and curb cuts.	11/20/2014 5:54 PM
14	I want to reinforce that pedestrians, especially around campus are COMPLETELY ignored by the police when they break the law while motorists continue to have stricter and stricter enforcement and more and more laws applied to them. Pedestrians in Los Angeles will be given a ticket if they break the law just like motorists. GIVE PEDESTRIANS TICKETS!!	11/20/2014 11:32 AM
15	In particular, the new crosswalk on E Huron near the Rackham graduate school should have flashing lights to indicate a pedestrian crossing.	11/20/2014 11:02 AM
16	It is unclear whether stopping for pedestrians at ALL crosswalks is a law in this area, or just at crosswalks that have a stop signal or crossing guard. I've lived in certain cities where failure to stop at literally any crosswalk that had a visible pedestrian waiting to cross would result in a traffic ticket. That may or may not be excessive in this area, but the problem is nobody seems to know what the rule actually is.	11/20/2014 10:27 AM
17	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.	11/20/2014 10:20 AM

## APPENDIX: OPEN ENDED QUESTIONS

18	The taskforce should realize that U of M police cannot enforce local laws; that is, they only follow state law and cannot then ticket a driver who doesn't stop at a mid-block crosswalk for a waiting pedestrian. This creates confusion for major thoroughfares where there is significant foot traffic such as Fuller Road, North State St., North Campus, Plymouth Road, etc. The local Pedestrian Crossing Ordinance should be amended to eliminate 4-lane streets such as Plymouth Road. It is too important for motorists to get in and out of town efficiently, and frequent stops lead to confusion, more pollution, and compromised safety for pedestrians. Better yet, repeal the local crossing ordinance all together. Pedestrian crash data show it is actually more dangerous now for pedestrians than before it existed.	11/20/2014 9:05 AM
19	I was told by a Japanese person that at school crossings, there are baskets of red flags on either side of the road. The school children take a flag on one side and drop it off on the other. This surely must be effective in making the children visible to motorists. It is my impression that motorists in Ann Arbor have become more considerate of pedestrians in the 27 years I have lived in Ann Arbor.	11/20/2014 7:35 AM
20	Anything we can do to disincentivize fast, speeding drivers and incentivize folks to make the choice to ride a bus, a bike, or walk is an investment in the long term health of the city (not to mention removes another vehicle from the crowded streets).	11/20/2014 1:22 AM
21	Corner of Barton Drive and Pontiac Trail: drivers turning on RED are not watching for children pedestrians crossing, especially during morning and afternoon school hours. Corner of Taylor and Peach: Peach has a STOP sign and Taylor does not. Cars on Taylor can get ready access to the Northside School parking lot, but the cars on Peach have to stop and wait until there's a gap in traffic coming from Taylor. Causes serious traffic back-ups on Peach and the failure of cars on Taylor to stop can be dangerous for students crossing Taylor.	11/19/2014 11:49 PM
22	Cars consistently block Chalmers when I'm trying to turn in or out of the street. A sign about not blocking the street would really help.	11/19/2014 10:40 PM
23	As a dog walker: Approaching bikers, joggers, skate boarders, etc. should indicate they are approaching. Some dogs get startled and WILL bite in self defense. Bikers should use bike lanes whenever and wherever available.	11/19/2014 9:20 PM
24	There are many parks nearby my neighborhood, but they are not connected by a system of trails. This would be most helpful for improving pedestrian access.	11/19/2014 8:54 PM
25	I think State St. On central campus should be closed to auto traffic. I think Main Street downtown should be closed to auto traffic. Instead of worrying about where crossings should be located just ban the cars and trucks completely from these two areas. Let's do more to promote green modes of transportation and do less promotion of modes that burn fossil fuel.	11/19/2014 8:35 PM
26	Lack of consideration by pedestrians and bicyclist for cars.	11/19/2014 8:23 PM
27	We need clear and easy ways to report problems to the city, such as uncleared sidewalks in winter. It is vitally important to put more signaling at crosswalks that reflects the actual traffic laws and signals motorists to stop on busy roads. These must be red lights -- flashing yellow does not mean stop in traffic signaling!	11/19/2014 8:06 PM
28	Better signage on roadways in general (without conspicuous congestion).	11/19/2014 4:41 PM
29	Snow and ice removal on both sidewalks and roads!!! Winter in Ann Arbor is an absolute nightmare for walkers, joggers, and runners, because often the sidewalk, shoulder, and road are all so icy and snowy that there is no room to exercise safely. The City of Ann Arbor needs to do a better job of clearing snowfall IMMEDIATELY before it turns into ICE and becomes a safety hazard! They also need to remove large amounts of snow during the winter rather than waiting until April for it all to melt!	11/19/2014 3:52 PM
30	Protected bike lanes would help get bicyclists off sidewalks and in the road where they belong.	11/19/2014 3:43 PM
31	1. Do not have different laws in Ann Arbor than in the rest of the state. 2. DEFINITELY do not have pedestrian crosswalks on four-lane roads that give pedestrians a false sense of security (flashing lights rather than a real full-red traffic signal). Pedestrians have gotten killed because of this false sense of security. 3. Just as important as telling drivers to yield to pedestrians is telling pedestrians that they are their own first line of defense and they must take the primary responsibility in keeping themselves alive and unharmed.	11/19/2014 3:36 PM
32	In California the social compact between drivers and pedestrians is this: all drivers will stop for any pedestrian that even appears ready to cross at a designated crosswalk. All pedestrians cross only at designated crosswalks, they do not jaywalk. It works very well. Californians learn these two rules from childhood and it has become the established culture. We need to do whatever it takes to transform the Ann Arbor culture. Stantions on the yellow line at every crosswalk in town with signs that say STOP FOR PEDESTRIANS might help educate our citizens (would required a LOT of signs). As well, any driver not stopping for a pedestrian should be ticketed. AND any pedestrian jay-walking should be ticketed. And not \$5 tickets, \$125 tickets. This would require beat cops or patrolling police throughout town.	11/19/2014 2:32 PM

## APPENDIX: OPEN ENDED QUESTIONS

33	One area missing from this survey is the issue of bike lanes being used for bus travel and trash/recycling can use on pick up day. When bike travel is threatened by busses,( as it commonly is), bikes will move to the sidewalk, most of which are not wide enough not intended for both bike and pedestrian travel. "Gaps" in sidewalks especially on Bus routes, like Newport Road, Geddes Avenue and Arlington Boulevard ( equalling miles that are hard to call "gaps"), and just plain total LACK of pedestrian priority infrastructure within city limits is a glaring problem all over town. Some examples: walk lights at intersections concurrent with the allowed right turn traffic often leads to cars (wrongly) challenging walkers, and car back-ups missing an entire signal sequence due to a driver lawfully stopping for pedestrians. Two examples of this, and I'm sure there are many more, are Huron Parkway at Washtenaw, and William at State Street.	11/19/2014 12:17 PM
34	*****Convex traffic safety mirrors at all alleys downtown. These should be added asap.***** Thanks	11/19/2014 11:13 AM
35	It would be great if the city could install benches at more bus stops. It's discouraging to bus riders to commute when they have nowhere to sit and are being rained on/snowed on.	11/19/2014 10:53 AM
36	My name is Jennifer Falalrdeau I have recently slipped on dirt covering oil in the alleyway at Main and Liberty near restaurants and construction. This could be a huge lawsuit for the city. Accumulating trash on a continuous basis is unacceptable. Not only is it unsafe for pedestrians but not attractive to shoppers visitors and employees in the community. Main and Liberty alleys have been more than neglected.	11/19/2014 10:17 AM
37	The alley's behind the businesses in downtown need to be better maintained, especially during the winter (i.e. plowing).	11/19/2014 9:57 AM
38	Please use red lights, instead of yellow lights at cross walks. The yellow flashing lights and poor lighting create a hazard to both pedestrians and motorists because it is hard to know when to stop. Thank You!	11/19/2014 9:43 AM
39	Better lighting and ability cross at the crosswalks on Miller Ave from Chapin St.	11/19/2014 8:56 AM
40	I live in the neighborhood where Clague Middle School is located. Parents regularly disregard the no parking signs along Bluett during dismissal and park on both sides of the road or stop in the middle of the road. This is particularly troublesome in the winter when the roadway is not cleared to the curb. For residents that are not school parents, it becomes difficult and sometimes treacherous to navigate, Icy roads do not allow for ease of stopping. I wish there was more enforcement of the no parking ordinance near the school.	11/19/2014 8:44 AM
41	The danger to a driver who stops for a pedestrian of being rear-ended by a vehicle behind him, especially on multi-lane roads--also the even more dangerous problem of one vehicle stopping and the driver in the other lane not being able to see there is a pedestrian in front of the stopped car and not recognizing in time why the other car has stopped. I think crosswalks on two lane streets are one thing but when there are multiple lanes it is very dangerous for everyone. In England they have a very effective system of pedestrian crossings called Zebra Crossings which have zigzag lines to warn drivers of the approaching crossing. Of course England is small enough to have the same system throughout the country but the inconsistency in A2 of the markings is confusing.	11/18/2014 7:57 PM
42	I feel that most crosswalks in Ann Arbor are very dangerous; especially when they are located at 5 lane roads and in mid-road areas. Adding bikes to the mess dosen't help. It is very difficult to see past other cars if there are pedestrains in the cross walks. As a driver visability of the pedestrians are often very poor especially late at night and during bad weather. It's very nerve wracking when pedestrians are crossing without any cross walks. Sorry to be so negative but the road conditions in Ann Arbor are very poor for drivers, bikers and pedestrains alike.	11/18/2014 5:20 PM
43	Bikers and skateboarders in the street.	11/18/2014 4:06 PM
44	The design of crosswalks needs to be determined, and success should be demonstrated elsewhere BEFORE they are placed on streets and roadways.	11/18/2014 3:27 PM
45	Adding a speed bump on Covington Drive would solve a lot of our issues. Covington Dr. is a race track leading up to Dicken School.	11/18/2014 2:30 PM
46	I run on the streets of Ann Arbor every day, year round, and the biggest issue I encounter is motorists not LOOKING to their right at a sidewalk before turning right at a red light. They will certainly yield to me, as one of the questions asked, but only if they look first to see me, which many of them don't do.	11/18/2014 2:27 PM

## APPENDIX: OPEN ENDED QUESTIONS

47	Having spent time living in Berkeley, California, before returning to Ann Arbor, I am absolutely shocked and appalled by the culture of utter disregard for pedestrian rights and safety by the motorists in Ann Arbor and in the state of Michigan. The number of times that I've seen children waiting properly to cross a street at the crosswalk, and cars go by for MINUTES on end without even pausing to think about stopping for these children to cross, is absolutely horrifying. There needs to be major change - including changing the pedestrian laws, enforcing the appalling motorist behavior, and placing police officers at some of the most flagrant spots (for example, high-school students trying to cross Stadium in front of Pioneer High School, where nobody will stop for them, and even if one car stops, there are other lanes and it's completely unsafe for the students to cross because then they may be hit by an oncoming motorist who doesn't understand why the other car is stopped). This needs to change URGENTLY.	11/18/2014 12:36 PM
48	Intersections with 4 way stops--specifically at 4th and Catherine. There are too many lanes of traffic there to make a 4 way stop safe for pedestrians. I have had too many close calls to count. I now jaywalk across 4th to get to my office. I feel much safer doing that because I only have 2 lanes of traffic to worry about, and I can predict what the cars are going to do.	11/18/2014 9:57 AM
49	A cross walk was put on Green Rd just north of Gettysburg that leads to nothing. There is no sub entrance on the north east side of the road and nothing to get to on the west south side of the road. However, just "south" of this "crosswalk to no where" is a heavy pedestrian crossing area at Green and Gettysburg that has no safety features to help pedestrian cross the road to get to the bus stop. Many pedestrians cross Green to get to the Maplewood subdivision or Chapel Hill neighborhoods. The cross walk paint on the road is barely visible. There is a curve in the road and questionable lane markings that confuse south bound drivers. In addition the speed limit is 35 but most people go 40 or above - many above - even the city buses. It is dangerous to cross here but necessary because of the bus stops. Please consider at least re-painting the ped crossing lines but better yet - put in a flashing cross walk (like the one at Bluett and Green). That one is great! thanks	11/17/2014 10:14 PM
50	Many main sidewalks such as those on Packard are not accessible due to plantings immediately next to the side walk with over growth blocking one's clear passage. Also, low tree limbs have caused personal injury. It would seem that minimum overhead and side clearance should be maintained at all sidewalks. Some sidewalks are just not finished in established neighborhoods such as those along Independence. Pedestrians are forced to enter a busy street due to no side walk provided. Unpaved city streets such as Emerald cause pedestrian risk and simply cause rocks and dirt to enter street storm water drains on adjacent paved roads.	11/17/2014 7:43 PM
51	In consistent markings for pedestrians how about school zone around Huron and pioneer high school? Like they have for skyline?	11/17/2014 4:38 PM
52	I believe it should be clearly and widely understood that Pedestrians deserve the right of way. When I walked around in Washington, D.C. during my first visits, it took me a while to become accustomed to being given the right of way as a Pedestrian. How civilized and respectful it is for the Pedestrian's safety! How much difference does it make to a Motorist to momentarily slow down and give the right of way so that everyone can arrive to their destination safely? I'd like to be able to be proud of Ann Arbor for stepping up a Pedestrian safety awareness campaign!	11/17/2014 3:56 PM
53	School crosswalks need better signage, lighting, and marking (see Stadium at Edgewood by Pioneer High School's front entrance. Pedestrian corridors need better lighting in general. For example: Packard between State Street and Stadium is dark, foreboding and dangerous. LED lighting at sidewalk level would make this a much more inviting and pedestrian friendly corridor, considering that this is already a very heavily used area by pedestrians.	11/17/2014 2:17 PM
54	I think inconsistent snow removal Downtown is a huge issue. Last year many businesses did not clear their sidewalks and it made for treacherous walking around downtown.	11/17/2014 2:10 PM
55	Motorists need to be aware of pedestrians and need to follow the law. They are operating very large machines and need to be mindful of what they are doing that endangers public safety. If there is a 4 way stop, people need to stop and not roll through or completely disregard the stop. Especially in the neighborhood by Pittsfield Elementary.	11/17/2014 12:12 PM
56	I generally think our road markings -- even in cases where the road surface isn't hopelessly awful -- are poor. crosswalks suffer from this as well. I won't claim to know anything about the economics of road projects, but it *seems* like re-painting lane markers, crosswalks, etc., shouldn't be a budget killer. I support the idea behind our new crosswalk laws. I don't, however, think we've done nearly enough to educate the public (non-local especially) about local laws. unless/until the communities around us start implementing the same types of pedestrian laws, I think we need to do more. specifically, I think crosswalks need more prominent signage.	11/17/2014 12:03 PM
57	There is a great need to somehow hold drivers accountable for learning about and obeying the mid-cross walk signs. I am questioning the "yellow" lights. Why are they not RED?	11/17/2014 10:31 AM

## APPENDIX: OPEN ENDED QUESTIONS

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## APPENDIX: OPEN ENDED QUESTIONS

73	I feel the survey hit on my two areas of greatest concern: lack of motorist respect for children at public school crossings and lack of respect by UM student concerning using the actual crosswalks and walking out in front of traffic both on and off campus. The amount of money spent on insuring the pedestrian safety of adult students that cannot show respect for the current laws and then the city can't hire/find crossing guards for the streets for young children is absurd.	11/16/2014 11:01 AM
74	Gridlock and congestion exacerbates issues such as speeding and cut-through traffic. Poorly timed and poorly managed construction contributes to these problems (such as having two of the three primary exits off I-94 closed at the same time for much of 2014). Crosswalk signage is inconsistent and confusing. Bike lanes are added seemingly at random, leading to traffic lanes jogging back and forth (eg First Street between Miller and Liberty, Division between Huron and Beakes). This, coupled with poorly painted lanes and shoddy winter plowing, leads to motorists not knowing where their lane is. One idea is to have variable speed limits permitting higher speeds at busy times on thoroughfare streets such as Pontiac Trail, Liberty, Seventh, etc.	11/16/2014 10:27 AM
75	Bike riding in the city. Safe bike lanes. Bikes that ride on the road with traffic and then seem to become a "pedestrian" and ride across the road in a crosswalk. Bikes not adhering to traffic laws, not stopping at stop signs, using crosswalks while on bike. No consistency in how to ride a bike in our town/city. The car driver does not know what to expect from the bike rider, which makes the situation dangerous. I would also like to make a plea for a stop sign at the intersection of Madison and 7th Streets to allow for crossing, to slow down 7th street, AND to allow the traffic to turn onto 7th street safely.	11/16/2014 9:12 AM
76	Stick with state law in regards to pedestrians WITHIN the crosswalk, as opposed to the nebulous persons standing by a crosswalk would eliminate confusion. Bicyclists on sidewalks. Seriously. When you're past 12, you need to be riding in the street and obeying the rules of the road. bicyclists - really ... wanting all the rights as vehicles, yet do not obey rules of the road, or ride on the sidewalks. I walk to work, and have almost gotten nailed by bicyclists blowing stop signs, sideswiped me on the sidewalk riding at high speeds, etc.	11/16/2014 9:10 AM
77	Now these issues seem to stand out: Failing to yield to pedestrians at intersections Inconsistent signage Speeding Lack of police enforcement	11/16/2014 8:14 AM
78	Behavior and lack of enforcement are the issues. Sidewalks are unshoveled and accumulate w snow & ice, people speed in vehicles or drive distracted, motorists fail to yield, etc, because there is no enforcement. It is not poorly painted crosswalks at intersections, it's drivers failure to stop outside of the crosswalk. These are mostly behavior issues. It's because drivers aren't tuned into sharing the roads w peds. Also that homeowners are irresponsible w sidewalk snow.	11/16/2014 8:03 AM
79	Sidewalk safety, bikes speeding when using sidewalks, Bikes should have a license and a bell.	11/16/2014 8:03 AM
80	The biggest issues are bicycles on the sidewalks and the snow and ice removal. I'm pretty sure the city's ordinance is that bicycles can ride on the sidewalk when they can't ride in the road, but they have to do it at a pedestrian speed, or close to it. The fact that bicyclists are going road speeds down insanely busy sidewalks (e.g., all of State Street between Washington and Hill) is ridiculous. Some type of enforcement should really be done, especially since these bikers never seem to alert pedestrians that they're coming at all. Also, sidewalks in Kerrytown are a mess when it snows. The town absolutely needs to start fining landlords/maintenance people when the snow and ice isn't removed within 24/48 hours of the last snowfall. The fact it took until February/March of last year to enforce this rule was ridiculous and likely opened up landlords and the city to a lot of liability should anyone have been seriously hurt.	11/16/2014 12:06 AM
81	Pedestrians would benefit the most in my opinion if they made stricter regulations about downtown traffic and improved the infrastructure (for both bikes and cars). In general, there seem to be far more bike-person collisions, but the ones between people and cars I see are 100% of the time much worse. Therefore, we should really focus on getting cars either out/around downtown areas, or at least make the infrastructure better so that they are less impatient and aggressive.	11/15/2014 11:23 PM
82	Nothing is missing however, I think the most important topic that needs to be addressed is the current pedestrian crosswalk law. I think it's widely misunderstood I suspect many people, both residents and visitors, are confused about the law.	11/15/2014 8:02 PM
83	walkers need to be safe and the city really really needs to think about the Geddes Ave project-- no removal of private land for improvement-- no questions about this in survey	11/15/2014 6:51 PM
84	Some roads need to be devoted to motor vehicles only, particularly those which access the interstates, in particular Washtenaw Ave. At US23. Other, parallel routes should have features that attract bicycle and pedestrian traffic, i.e. Grades and/or Packard. You can't offer all options on all roads.	11/15/2014 5:56 PM
85	The mandatory stopping of vehicles on pedestrian fast multiple lane roads like Packard and Stadium creates a safety issue. Pedestrians should wait their turn on these busy roads or walk to an intersection.	11/15/2014 5:03 PM



## APPENDIX: OPEN ENDED QUESTIONS

86	I am concerned that the police are not enforcing the law which dictates that motorists yield to pedestrians who intend to or enter crosswalks. I truly believe that if we ticketed people Ann Arbor would become even more pedestrian friendly. How about a slogan? 60\$ if you don't yield.....?? Stop or pay.... How about a city wide contest to come up with a logo and slogan?	11/15/2014 5:01 PM
87	The ann arbor city ordinance, creates misunderstandings and confusion. It's dangerous for cars and pedestrians and needs to be put back to what the state law is and left alone. Look before crossing and take responsibility, stop vilifying those that drive.	11/15/2014 4:27 PM
88	There is a lack of knowledge of the vegetation regulations, particularly for lawn extensions. As more homeowners turn away from grass, I predict increasing problems affecting visibility and with intrusion onto the sidewalk. Shrubs and trees are being planted close to the sidewalk and not pruned to keep the sidewalk clear. Of course, the city is also guilty of not keeping sidewalks clear: see the walkway between Manor and Cloverdale Rds. I took a pruning saw to a branch this summer after being whipped on the head while riding my bike in the dark. Fortunately, I always wear a helmet. I can't overstate how disturbed I was by the poor condition of sidewalks last winter and by the city's lack of response. I noticed that many pedestrians walked in the streets for this reason - an unsafe remedy. I suggest taking staff off of ticketing cars to ticketing homeowners after the first decent snow. That's the only way some will take their responsibility seriously.	11/15/2014 4:24 PM
89	The survey doesn't discuss attitudes of drivers/pedestrians which is ultimately important here. For example, as a frequent driver I am struck by the number of pedestrians who venture into traffic without regard to verifying that traffic is clear simply because there is a law that says they have a right of way. Conversely attitudes of drivers can be quite extreme against pedestrians. These attitudes against people as opposed to the physical structures are very important.	11/15/2014 2:43 PM
90	Urban bicyclists need to have more strict guidelines that are also consistently enforced. They cause safety concerns for BOTH drivers AND pedestrians!	11/15/2014 1:25 PM
91	- How to accommodate people with disabilities in the right of way in construction zones. - Lack of information regarding road construction, detours, and delays (or at least, information about that is not well publicized).	11/15/2014 1:20 PM
92	Lack of safe pedestrian access from North Main and Bird Hills to Argo and Bandamer Park is a huge issue that affects hundreds of bikers, walkers, joggers, canoers, families, etc each week. This recreational area is a gem of our city yet pedestrian access is difficult and dangerous.	11/15/2014 12:34 PM
93	I think the lack of attention paid to bus stops/shelters in the winter is shameful. Bus riders have to climb snow banks and stand in the street-children too. It's terrible.	11/15/2014 11:57 AM
94	Consistent placement of sidewalks in every neighborhood in the city of Ann Arbor should be considered! There must be the political will by City Council to incorporate sidewalks into every neighborhood in the city even the affluent neighborhoods and the less affluent neighborhoods.	11/15/2014 11:51 AM
95	parents parking in NO Parking Zones while waiting for students from Middle School, specifically Clague, create a DANGEROUS situation for drivers and all pedestrians.	11/15/2014 11:03 AM
96	There needs to be bike lanes on all the roads, not just parts of the road. You are riding along on the path and then it is gone and you are back in traffic, scary! Also, need to extend the west sidewalk along north main. There is no bus service to the Research Park or the health care facility there and it is very difficult to bike or walk, there is no place to safely cross and traffic speeds south off the ramp. It is very dangerous for us all there	11/15/2014 10:54 AM
97	I work on the east side of north main and live on the west side of the river. Every morning and evening I have to run across north main. I'm worried about what will happen when there is a lot of snow and ice on the roads. My alternate route is to use the B2B trail, cross the train tracks by the pedestrian bridge at barton, and then walk on the side of the road/in the brush along huron river drive.	11/15/2014 10:22 AM
98	Planning & Zoning not considering pedestrian issues when approving new development including adequate parking for commercial developments.	11/15/2014 9:12 AM
99	there is a strong need for pedestrian crossing at arch and packard. this is a major route to campus for students living in lower burns park somebody is going to get hit one day	11/15/2014 9:06 AM
100	Many pedestrians misunderstand crosswalk laws. They treat a crosswalk as a safe haven with no regard to cars that have a green light or are already halfway across the intersection. Some pedestrians do not check for traffic but stroll right in front of cars without looking up from their phones. I do not want to hit a pedestrian with my vehicle. I often get terrible anxiety when driving on roads that border campus just because the pedestrians are so clueless. Because of this, I avoid those streets, and businesses that are on those streets.	11/15/2014 7:08 AM
101	Stopping for pedestrians standing waiting at a crosswalk is a bad - and dangerous - law and should be repealed.	11/15/2014 7:06 AM

## APPENDIX: OPEN ENDED QUESTIONS

102	We need snow and ice removal. We should impose a fee and let the city do it. A lot of folks my age can still shovel ordinary snow, but the ice we had last winter was just beyond our ability. People tried, and could not do it. Also I thought the city did not do an adequate job clearing the roads. We also still have potholes that need to be fixed. All of these issue affect pedestrians, bicyclists, and motorists because we are all out there together.	11/15/2014 5:26 AM
103	Mid block crosswalks, especially on busy roads like Stadium need flashing lights otherwise sometimes pedestrians aren't noticeable, especially at dusk	11/15/2014 4:53 AM
104	There is a general lack of respect amongst road users; more enforcement of all violators (pedestrian, bicycle, and vehicle) will lead to a safer and more respectful transportation environment. Enforce jaywalking and bicycle violations, don't just entirely focus on vehicle enforcement.	11/15/2014 12:44 AM
105	Students are not the problem. There are a lot of drivers who are very aggressive. Aggressive pedestrians are not nearly as dangerous. There is incredibly inconsistent enforcement and signage of pedestrian crosswalks. For instance the Huron Street crosswalk near the diag should have flashing indicating lights. The stop light for the crosswalk on Huron Street near Third Street has very ambiguous instructions. Either make it a stop light or not.	11/15/2014 12:29 AM
106	It is fantastic that there are signs in some places informing drivers of the Ann Arbor ordinance requiring them to stop at crosswalks for pedestrians. However, many places still lack this signage. As Michigan is the only state in the US to lack this very basic safety requirement, it is wonderful that Ann Arbor has taken the initiative to have it, but many places (especially those with crosswalks but no stop signs) still need them. A driver recently honked when a different driver stopped for me at a crosswalk, then yelled that she had a right to go because there was "no stop sign." Especially around the UMich campus, where many students have come from out-of-state and are accustomed to the law, but many drivers have come from elsewhere in Michigan and may not know of Ann Arbor's ordinance, signage is important.	11/14/2014 10:18 PM
107	-Development on arterial four-lane roads (Washtenaw, Stadium, Plymouth) lack any mixed-use, pedestrian-friendly or aesthetic design requirements. Buildings are not required to significantly front the street, have entrances onto the main street, have transparency requirements, etc., which will perpetuate an environment that encourages driving from store to store, speeding, lots of curb cuts and hostility to pedestrians. -"Free" (i.e., customer and taxpayer subsidized) nighttime parking downtown can lead to 30% more traffic cruising for free spots. Not sure what the hold-up is here, folks! -Why do we have 4-lane roads when 2 plus a turn lane are safer and just as efficient? Maybe Washtenaw is justified, but come on. -Why are Division, Fifth, Ashley and 1st one-way? Those roads will never live up to their pedestrian (and economic) potential if they stay one-way. -When it comes to pedestrian comfort and the economy, Huron is like a knife cutting through the flesh of our downtown. People are getting maimed because of this awful traffic sewer. We parallel park it on Sundays, how about the rest of the week? Two lanes plus a turn lane! Refuge islands! -More bike lanes will help enable a culture of both pedestrian and bike acceptance and use. Narrowing auto lanes and adding bike lanes will add to pedestrian safety.	11/14/2014 9:59 PM
108	Yeah - Ann Arbor needs to have Liberty Street become pedestrian ONLY from State to Ashley. All great cities have a city center free from cars. cars suck.	11/14/2014 9:30 PM
109	Too many unsafe crosswalks	11/14/2014 9:17 PM
110	The crosswalks on Huron Parkway and Fuller adjacent to Huron High School need improvement. Not all vehicles stop for students in the cross walks, making it unsafe for students.	11/14/2014 9:10 PM
111	There are too many crosswalks. We should focus funding on standardizing signage, lighting, and maintenance of main crosswalks rather than creating excess crosswalks all over with little paint and often no signage.	11/14/2014 9:06 PM
112	Why did the survey questions related to traffic near campus only focus on things pedestrians are doing wrong? Cars failing to yield to pedestrians in the crosswalk and cars getting frustrated about having to wait for pedestrians in the crosswalk is definitely a problem there. The intersection at Hill and Forest is really challenging.	11/14/2014 9:03 PM
113	The lack of consistent, functioning street lamps makes me uncomfortable when walking home at night. I live near Jefferson and Division and there are so few lights on the streets even around downtown that I have slipped on ice and tripped over objects I couldn't see. I also have safety concerns about walking home at night on pitch-black streets. I have encouraged students to attend other schools besides the U of Michigan specifically because the streets/sidewalks aren't kept up in the winter, and I never feel safe walking home at night because of the lack of lighting. I can't wait to leave Ann Arbor and live in a place where safety is a priority.	11/14/2014 9:03 PM
114	The crosswalk signals on Plymouth Rd should flash RED (like at the YMCA), not yellow. Flashing yellow does not tell drivers to stop for pedestrians, it just tells them to slow down. Also, these crosswalks, in addition to all crosswalks, should be raised into slight speed humps that alert drivers to pedestrians.	11/14/2014 8:48 PM

## APPENDIX: OPEN ENDED QUESTIONS

115	I just want to mention the issue of hurried/distracted drivers searching for parking between 7th and 3rd on West Washington. Many walkers and children almost get hit by drivers whipping into driveways in attempts to turn around for a parking spot. It's very dangerous, happens constantly, and is unchecked.	11/14/2014 8:06 PM
116	I live on the west side, Maple/Miller area. There are many areas on either side of Miller that do not have sidewalks. For instance, several blocks of Arborview, Hatcher Crescent, etc. These sidewalks need to be installed for pedestrian safety. It is ridiculous to be walking down a street in this city and find areas without side walks.	11/14/2014 7:48 PM
117	I travel daily on Plymouth Road, I find the lighting poor underneath the crosswalk signs for the 3 RFB crosswalks between Murfin and Nixon, making it difficult to see pedestrians crossing the street.	11/14/2014 7:31 PM
118	Most of the near misses, and accident I have observed or been made aware of have been from one car stopping for a pedestrian, and another car failing to stop at the same time. The pedestrian sees one car stopped and starts across then is struck by the second vehicle.	11/14/2014 7:30 PM
119	Mid-block crosswalks on multi-lane busy roads (eg. Huron at Fletcher) MUST have flashing lights or else one lane may stop but another lane's traffic may continue, and this is extremely dangerous. Furthermore, in low-light conditions it is unreasonable to expect even attentive motorists to notice a waiting pedestrian without the pedestrian-activated flashing crosswalk lights. I'd like to see more of these systems added (and, perhaps consequently, other non-lighted crosswalks removed). Also, "sharrows" for cyclists are useless: motorists do not understand nor respect them. Please create separate, traffic-protected bike lanes on 1 street east-west and 1 street north-south similar to what Montreal has done.	11/14/2014 7:13 PM
120	Snow and ice removal NEEDS to be better enforced across the city. Gaps in sidewalk are an issue. Terrible sidewalks (stone school between packard and Eisenhower!!) are also a problem.	11/14/2014 6:52 PM
121	I think it's crazy to have a question about motorists rights. How could motorists driving in climate controlled, 2,000 pound vehicles, at high speed have any more rights? Cars swerve around buses that are stopped for pedestrians. Cars speed through crosswalks where pedestrians are attempting to cross. Cars make right turn on red without coming to a complete stop. Cars start left turns as soon as the light turns green without looking for pedestrians. Any of those actions can lead to a collision that can send a pedestrian or cyclist to the hospital. So how can we talk about not respecting motorists rights.	11/14/2014 6:44 PM
122	It is unrealistic to expect motorists to stop every block for pedestrians. It is unrealistic to expect motorists to wait for three plus cycles of a light and not use cut throughout. Taking two lane roads down to one lane AKA Jackson, Catherine etc. will only excasserbate the problem. Elevated walkways over places like Plymouth Rd. would be safest.	11/14/2014 6:32 PM
123	The cross walk at Chapin and Huron is terrifying and I avoid it at all costs as a pedestrian. We can't trust motorists to stop even with flahing lights. Especially out of town motorists I think.	11/14/2014 6:08 PM

## APPENDIX: OPEN ENDED QUESTIONS

124	<p>The goal of making the city of Ann Arbor more pedestrian friendly is great. The problem is, it's implementation and execution has left a lot to be desired. The issue with the new pedestrian law and the mid block crosswalks has been particularly problematic. Ann Arbor pedestrians are under the impression that they no longer have to practice good judgement and wait for a break in traffic, that they can walk out into the street in any location and traffic is required come to a complete stop. The flashing yellow lights are confusing to both pedestrians and motorists and they encourage this behavior. They give a false sense of security to pedestrians making them think they are as safe as crossing at a "real" traffic signal. With a "real" traffic light, a yellow light precedes a red light and then a "walk" signal is triggered once traffic has come to a stop safely. A big part of the safety of a traffic light is the yellow light that gives motorists a heads up that they will need to stop, before there are any concerns about cross traffic or pedestrians. In a lot of locations, i.e. on Plymouth Rd., pedestrians will push the button for the flashing yellow light and then immediately enter the street without looking, expecting traffic to be able to stop from relatively high speeds. In these situations it is not always safe or reasonable for motorists to immediately stop given the lack of warning. Another issue with these signals (vs a traffic light) is that they flash yellow. Drivers are taught almost universally that yellow means yield and red means stop. Several people have been hit by cars (and one killed) in the Plymouth Rd. area alone. Another issue is the placement of mid-block cross walks in relation to bus stops. Many of these cross walks are put in front of the bus stop. While this makes sense on the surface, its is a danger to motorists and pedestrians alike. What frequently happens is a bus will stop and start unloading, blocking the right lane on a four lane road. The bus passengers will then start crossing the street in front of the bus. However, neither the pedestrians, or the motorists in the left lane (which is not stopped) can see each other due to the bus blocking visibility. I have seen several people nearly hit by cars due to this. There hasn't been adequate education among motorists and pedestrians about the current rules. I question if such an education program could ever succeed given the high number of visitors Ann Arbor from other cities, states, and countries. Its going to be difficult to educate both pedestrians and motorists about the inconsistencies of the Ann Arbor law with the state law, let alone other states or countries. In general, even though there are many mid-block crosswalks installed pedestrians still cross whenever and wherever they please. On fuller road, near the hospital I frequently see people wandering out into traffic a four lane road, even when they are within 50 feet of a "real" intersection or mid block cross walk. This happens all over the university of Michigan campus all day long. This is unsafe and I wonder if there shouldn't be more enforcement of laws against this practice. In order to make Ann Arbor both pedestrian friendly and safe I think the following things should be implemented. 1.) Think hard about how many mid-block crosswalks are really necessary, in many cases they are very close to existing intersections with "real" traffic signals and people still don't use them. It might be better to just encourage people to use existing intersections or in locations where roads are wide and speed limits are high to implement grade separated pedestrian bridges or tunnels. 2.) In locations that they make sense, implement "real" traffic signals where upon an indication from the pedestrian via a button, the driver is presented with a yellow, then red light, before a "walk" signal is shown to the pedestrian. This would be much safer for both parties. 3.) Change the location of the mid-block crosswalks in relation to bus stops so that the crosswalk ends up being behind the bus instead of the front. 4.) Enforce jay-walking laws. Educate people about the dangers of walking in front of cars, especially UM students. 5.) Even if the above suggestions are implemented, consider the confusion that the inconsistency between the Ann Arbor law and other state/country laws causes. If it is still deemed necessary to make our law different, put much more effort put into education about the differences.</p>	11/14/2014 5:34 PM
125	Change (drop) existing ordinance requiring vehicle to stop at crosswalks. Dangerous to both pedestrian and vehicles!	11/14/2014 5:31 PM
126	Lack of appropriate crossings at major intersections/ roadways. For example, there is no opportunity for residents to cross at Yost and Washtenaw from the bus stop to Arborland without back-tracking a block. This ultimately contributes for the other issues listed in the survey.	11/14/2014 5:23 PM
127	The intersection @3rd & Liberty is a death trap. I see cars blowing through the 4 way stop all the time. I really hope the city will consider putting flashing stop lights there & also put some police there at rush hour to enforce the laws.	11/14/2014 5:16 PM
128	This is more of a comment about snow removal on the sidewalks. As a homeowner, I try to keep my sidewalk clear for myself and everyone else, and as a runner I appreciate when the sidewalks are cleared. However, when we have an abnormal amount of snow fall like we did last year, it is not very reasonable for the city (or anyone else) to expect that neighborhood sidewalks are going to be perfectly cleared after a certain time everyday. I just hope that the city and residents show a little flexibility/understanding during winters where the snowfall accumulation makes it difficult to keep up with the statutes. From my experience living on the West side of Ann Arbor, it appears most residents are doing a pretty good job!	11/14/2014 4:59 PM
129	I wish I could select 'All of the above' for the U of M section! State between North & South U is a nightmare! It's the one area of town where PEDESTRIANS are the issue (walking between cars, crossing against lights, walking with their head in their cell phones, etc...). Thanks!	11/14/2014 4:54 PM
130	Start treating motorists like human beings, you hippie morons.	11/14/2014 4:35 PM

## APPENDIX: OPEN ENDED QUESTIONS

131	I love the millage-funded repair work that is improving our sidewalks--but there are still a huge number of gaps. Please fix the gaps!	11/14/2014 4:33 PM
132	It is extremely difficult to see pedestrians on 4 lanes roads. These crossing should either be removed or a consistent system of lights should be used so drivers can easily know that there are pedestrians present. Sidewalk need to be installed especially in zones where school age children are forced to walk in the street due to absence of sidewalks.	11/14/2014 4:16 PM
133	The city needs to recognize that most motorists do try to be safe in regard to pedestrians. More sanctions for drivers and attention paid on that side of the equation is not going to fix anything. Midblock crossing without crosswalks is a fine idea except that I can think of multiple areas where this was added and yet many pedestrians still choose to cross where they may instead of that the new crosswalk. Pedestrian education must be the next step. Using crosswalks, respecting signaled crosswalks, and not darting out from between cars need to be on the list, but most importantly advocating common sense we were all taught to look both ways before crossing.	11/14/2014 4:06 PM
134	Leaves in road where pedestrians walk because there are no sidewalks. My dog got caught in a storm grate because it was covered in leaves. Also upper Brooks is in such bad shape that one has to walk in the middle of the road in places to avoid loose asphalt, holes, rough areas. No sidewalks in that area.	11/14/2014 3:59 PM
135	I notice that in the 7 years I have lived in Ann Arbor, traffic has gotten much less respectful of others. Where cars used to back out of crosswalks for pedestrians, they now often routinely stop within the crosswalk--perhaps the lines need to be repainted on heavily traveled roads, or in a different color? Many motorists do not "turn right on red after stop" but instead roll (or race) up to the corner and continue through the turn. Any pedestrian that didn't look before heading the cross signal would be in trouble! The green light seems to be a signal to gun it and start speeding up to the next light. The answer is NOT to increase speed limits on roads...that will just encourage people to go even faster! Many motorists seem "confused" about what a red light with the word "right" over it means, and just drive through. I drive daily along Stadium between Pauline and Packard, and see all of these behaviors routinely. I think the city really needs to have some speed traps to educate drivers.	11/14/2014 3:58 PM
136	Middle school students, high school students and other pedestrians need to be taught to wait till all traffic in the crosswalk they are entering has actually stopped. I have seen two near misses because all traffic but one vehicle had stopped and the student did not realize the one car not stopped would need to slam on their breaks to avoid hitting them. The student and the stopped cars where doing things correctly, the vehicle slamming on the breaks just was not paying attention.	11/14/2014 3:57 PM
137	Thanks for doing the survey and serving on the task force. More islands would greatly assist crossing busy streets. See 7th and Liberty during school starting and ending time to see the effect; from past experience it is huge. Cars are much better by orders of magnitude. Thanks	11/14/2014 3:55 PM
138	There needs to be better lighting on Hill Street. It's very dark and dangerous to walk there.	11/14/2014 3:55 PM
139	Some of the neighborhood streets are VERY dark and poorly lit. This is dangerous for students and faculty walking home at night, especially when it is icy and cold. Many students wear dark colored or black winter coats. At night it is VERY difficult for motorists to see students walking home. Streets need more street lamps with brighter bulbs. Crosswalks need to be LIT with flashing signs (like the new sign near Tappan and S. University). This will help keep students safe.	11/14/2014 3:55 PM
140	All the little here and there placements of crosswalks have not been clearly thought out. It would be beneficial to the driver and pedestrian if there were more crosswalks in place like the one on Huron in front of the YMCA. When I'm driving, I can see if I'm stopped for a pedestrian or a traffic backup and the pedestrian has a clear sense of when to cross as well.	11/14/2014 3:54 PM
141	Do away with making cars stop for people to cross streets, it In dangers people and cars.	11/14/2014 3:54 PM

## APPENDIX: OPEN ENDED QUESTIONS

142	<p>I've lived in Ann Arbor for 40 years and think things have gotten worse since the city started changing the crosswalk ordinance. If the goal is for vehicles to stop, the lights at crosswalks should be red, not yellow, and stopping should be mandatory. As much as I'd like to stop for pedestrians at crosswalks without flashing lights, I generally don't when I'm being followed by one or more cars, for fear that I'll be rear-ended. I've seen plenty of such accidents recently. I'm fine with lighted crosswalks and flashing lights on major four lane roads (i.e. Huron, Plymouth, Stadium), and feel they're appropriate there. However I really don't want all these fluorescent yellow signs and flashing lights on our neighborhood roads (I live on Miller). I think they destroy the character. I think drivers in such neighborhoods can be alerted to crosswalks with pavement cuts, like they have on Nixon near Plymouth Mall. I was taught to look both ways before crossing the street, and as a pedestrian, I'm ultimately responsible for my own safety. I never cross until I'm sure it's safe. This practice seems to be waning for many, particularly those with the wires coming out their ears. How about if we put signs at the crosswalk to "Look both ways before crossing". That said, the city has a responsibility to address locations where crossing is "exceptionally" difficult. We don't need a lighted, flashing crosswalk on every block. I ride the AAATA bus about six times a week. Standing at the bus stops and riding the bus, I cannot believe how many drivers I see (every single day) looking down at their cell phones and pushing buttons while driving, even through intersections. I would really like the city to enact an ordinance banning any hand held communication devices in vehicles. I would also like the Ann Arbor Police Department start ticketing distracted drivers and imposing steep fines. This would make our city safer for drivers and pedestrians and reduce accidents and deaths. The ticket revenue could easily fund the program. Finally, I'm deeply dismayed with two of the latest automotive trends - very darkly tinted windows and the dashboard screen. Tinted windows make eye contact between driver and pedestrian nearly impossible. There used to be a state law governing how dark windows could be, though I'm not sure if it is still in effect. Where drivers once could reach down (without taking their eyes off the road) and turn a knob or move a lever to activate the heater or radio, they now have to navigate through a maze of screens to accomplish this. It's only a matter of time before we'll have on screen ads to further distract drivers. I said enough, this topic really makes me angry. KC Ann Arbor</p>	11/14/2014 3:49 PM
143	<p>The "Safe Walk to School" was incorrectly linked to <a href="http://michigancompletestreets.wordpress.com/2014/01/21/mid-block-pedestrian-crossings-explained/">http://michigancompletestreets.wordpress.com/2014/01/21/mid-block-pedestrian-crossings-explained/</a> so I couldn't fully understand the question. However, I am an AAPS parent with a child who walks to school, and I haven't ever seen anything directly about walking routes, so clearly publicity is insufficient on this point. Also, the main problem with pedestrian / vehicle interactions on Central Campus is that at high traffic times (i.e. class changes on the hour, lunch), the pedestrians don't let cars pass through at all. If I waited until all the pedestrians cross, more start crossing, and it could take 5 minutes to get one car through the intersection of State Street and South University. So I generally avoid that area if possible, but current street closures have made that more difficult. The other big problem is when construction closes a sidewalk but there's a sidewalk gap on the other side of the road, or it's not walkable for other reasons. Way too many pedestrians just walk in the road next to the construction fence, right under signs saying "don't walk in road". There ought to be a better way.</p>	11/14/2014 3:37 PM
144	<p>The most important item - in my opinion - is consistent and on-going enforcement of existing laws (even the confusing ones) - no enforcement means the law "virtually" doesn't exist; Second in importance is consistent, visible signage that is kept up to date; I think there are too many signs and too many types of signs - many of the signs for specific locations can be just as distracting as cell phones and texting to the driver trying to read them all;</p>	11/14/2014 3:34 PM
145	<p>Overall, the biggest thing I am concerned with is drivers lack of attention to pedestrians. Pedestrians sometimes do surprising (often illegal) things but they take a much greater risk when doing so than do drivers, so the brunt of responsibility to follow rules and act predictably &amp; safely should be on drivers. I see frequent failure-to-yield and speeding behaviors by drivers. Infrastructure to make crossings more visible and safe may both assist drivers in spotting pedestrians and encourage safer pedestrian behavior. Also, enforcement of rules to yield to crossing pedestrians, especially mid-block.</p>	11/14/2014 3:34 PM
146	<p>Please help the speeding in neighborhoods especially in northeast Ann Arbor. Speeding along Green Road and Nixon are also a concern. Is it possible to stop or reduce the amount of large trucks (like gravel trucks, big semi trucks etc) that drive Green due to their noise. There are mail trucks from the Post Office on Green that make loud noise starting at 0530. Very disturbing!</p>	11/14/2014 3:27 PM
147	<p>A lot of the issues can be mitigated with better enforcement of the law!</p>	11/14/2014 3:20 PM
148	<p>I live near Traverwood and Plymouth Roads. There is a pedestrian crossing with yellow flashing lights near that intersection. I see motorists continually disobeying the local law of stopping when flashing. Those who live here should understand these signals by now but they don't. Visitors would not tend to stop because of the color of the flashing lights and their inability to view all signs associated with the crossing because they are busy watching traffic. CHANGE THE COLOR OF ALL FLASHING LIGHTS TO RED!!! RED MEANS STOP, YELLOW MEANS CAUTION. Mid-block crosswalks are confusing too. If we are supposed to stop, add RED flashing lights to those as well, otherwise it is inconsistent and especially confusing to visitors.</p>	11/14/2014 3:19 PM

## APPENDIX: OPEN ENDED QUESTIONS

149	In the Dicken neighborhood - there's a prevalence of motorists yielding for stop signs and ignoring yields. I live on Barrington near Weldon and would estimate 1 in 10 cars completely ignore the yield sign on Weldon at Barrington	11/14/2014 3:18 PM
150	The new crosswalk ordinance/law. This is a hazard to pedestrians and motorists. I have witnessed too many near misses and fender benders at these crosswalks. What is wrong with crossing at the traffic signals? This way everyone is much, much more safe.	11/14/2014 3:17 PM
151	We need more stop signs and signaled places where pedestrians can cross, as well as for cars to cross at busy places. Drivers on Third/Chapin will frequently try to race across, or turn left onto Huron when a pedestrian pushes the HAWK signal.	11/14/2014 3:09 PM
152	It isn't always on the motorists...as both a driver and a pedestrian, drivers need to stop, when it is safe to do so, for pedestrians crossing the road BUT pedestrians need to not step out in the street expecting cars to stop safely. Just because there is a crosswalk and the law for motorists to stop (if able to do so safely) does not give pedestrians the right to step into a crosswalk without checking traffic first and the cars ability to stop safely.	11/14/2014 3:09 PM
153	A number of countries in Europe (e.g., Germany, Austria) have had laws for many years for cars and bicycles (!) to yield to pedestrians at marked pedestrian crossings. There are virtually ZERO issues with cars failing to stop, and fines for failing to stop are very high. However, such crossings are usually in areas where cars do not travel at high speeds, and never in areas where the speed limit is above 50 km/h (about 35 mph). I personally find the Ann Arbor ped. crossings across roads where the speed limit is up to 45 mph (such as on Washtenaw near Packard, Plymouth Rd, Carpenter Rd) extremely unsafe, both for cars (fear of being rear-ended) and pedestrians (false sense of security regarding cars traveling at such speeds). I would love to see traffic lights installed that would help pedestrians cross such streets, similar to the one on Huron near the YMCA.	11/14/2014 3:08 PM
154	There needs to be a pedestrian crossing on Packard between Stadium and Granger (near the bus stop, possibly). I walk a lot and am very disturbed that so many drivers turn right on red without noticing pedestrians who have the right of way. They are often using their phones. Sidewalk snow and ice in front of residences were a particular problem last winter.	11/14/2014 3:04 PM
155	Ann Arbor street traffic & pedestrian safety could benefit from increased police patrol & enforcement/ticketing of motorists speeding, jaywalkers, & bicyclists riding on streets w/o regard for traffic ordinances.	11/14/2014 2:59 PM
156	There should be more speed bumps in neighborhoods with schools and/or parks with sporting events or practices. Please spend some time on Merston Drive, south of Scio Church. Every single car guns it either down the hill or up the hill. Not only are there young children living on the block near Lawton Park, but dozens of families park on the street to pick up and drop off children in the fall and spring for sport practices and games. And then there is the school traffic as Merston Drive is an exit option from Lawton Elementary. The speeding cars make it a lethal combination. There should be 2-3 speed bumps installed between Delaware and Scio Church.	11/14/2014 2:59 PM
157	I have been appalled by the trend towards making walking and bicycling more difficult in Ann Arbor as traffic density has increased. My husband and I are comfortable retirees and are seriously considering selling our home and moving to a more walkable city. The west side is turning into something that resembles a suburb of Detroit and all of its angry fast motorists and we don't like it. It isn't just the young who want high walkability scores. We want to be able to live, shop, and dine without driving, and we want to be able to do it safely. The last car to keep driving through even though I was IN (not just approaching or getting ready to enter) the crosswalk was an Ann Arbor police officer. The fact that this is constantly before the city council indicates to me that there is a large group of people who like the Detroit suburban feel and don't want driving impeded. Fine, we'll leave them to it. There are many midwestern cities that offer the culture and opportunities of Ann Arbor, if not more, that are committed to the new urbanism, the good news is housing prices in Ann Arbor have rebounded, it is a good time to change.	11/14/2014 2:57 PM

## APPENDIX: OPEN ENDED QUESTIONS

158	Lack of understanding and lack of enforcement on the part of pedestrians is a huge problem. They frequently cross the street when and where they should not cross, causing both danger for them, vehicles, and other pedestrians who could be hurt when a driver swerves out of their way. This is probably a phenomenon of our total lack of jaywalking law enforcement. In fact, some people think it's been totally legalized in Ann Arbor. When people cross the street illegally they say "That's just Ann Arbor" or "You know you've lived in Ann Arbor when you cross wherever you want to." This idea is not only dangerous, it is infuriating to motorists, who feel condescended to; pedestrians are treated far better than motorists and act like it as well. The public roadways and sidewalks are designed for use by a multitude of transportation methods, from walking to driving to bicycling to scootering. All of these methods of transportation should be regarded equally even if they cannot be treated equally. The fact that walking is a healthy, cheap, environmentally friendly, and non-congestive method of transportation gives the city a reason to encourage it, but when the law is applied to motorists and not to pedestrians the city moves from encouragement to discrimination. I almost never drive, as I get to take advantage of both excellent bus systems and the city's well maintained sidewalks. But I feel far safer on those sidewalks than I do when I drive our streets, which are at times totally unpredictable and require more focus on nearby pedestrians than in any other place which I've lived. There is an imbalance here, and one which I greatly hope the city will work to correct.	11/14/2014 2:55 PM
159	crosswalks that are the same throughout the city	11/14/2014 2:43 PM
160	Just want to re-emphasize the increasing danger of aggressive and distracted driving in the city - I see it in every age group of drivers: old and young, students and residents, etc. We need to have reinforcement of the danger of this and I fear it will only come with increased patrols who can administer heavy fines/penalties for people to take it seriously.	11/14/2014 2:41 PM
161	No bicycle vs pedestrian/motorist issues included in this survey. Bicyclists not obeying traffic rules are a serious hazard for both motorists and pedestrians.	11/14/2014 2:40 PM
162	Not really MISSING, but not enough focus has been on motorist rights. The fact is, pedestrians are an issue in Ann Arbor, specifically downtown, RARELY do I actually see a pedestrian even look at my car. There needs to be strong (ENFORCED, ACTUALLY ENFORCED) J-walking and even endangerment laws for pedestrians, in the area of the Union, it has gotten unbearable. FORCE them to use the crosswalks, and PUT IN WALKING LIGHTS. because I have a camera on my car that will show you 4 out of 5 pedestrians walking directly into oncoming traffic with face in-phones, causing issues that the motorist would be responsible for. Its unfair to only impose laws on motorists when the pedestrian issues downtown are so blatantly ignored and they have absolutely no consequences for their actions.	11/14/2014 2:40 PM
163	Drivers have the burden to stop when a pedestrian approaches a crosswalk; however, pedestrians often walk into the road almost causing accidents and forcing drivers to slam on their brakes. Pedestrian safety is just as important as driver safety. Pedestrians need to be ticketed for jaywalking, because when only one party is at fault there is an imbalance in the system. Pedestrians can do what they want and often are distracted, care-free, or inconsiderate. As both a pedestrian and driver I see it from both sides and am disturbed by how many pedestrians simply walk into the street because they know the car or truck has to stop.	11/14/2014 2:38 PM
164	We are trying to change state standards from the ground up, which is noble but highly likely to fail. Townies will get used to local custom but the millions who visit from in and out of state will not be tuned in. This is an issue that should be addressed at the state level, and state standards set for Ann Arbor and Bad Axe alike. I feel that the driver is always the bad guy in this issue. I have seen NO enforcement of pedestrian laws and NO public education about distracted walking of just plain defiant walking. Share the road, know the rules and follow them, one and all.	11/14/2014 2:37 PM
165	Different methods for crossing around town. Many areas of poor lighting, flashing yellow causes confusion for all	11/14/2014 2:36 PM
166	Several issues were on your list, but not combined in the right way. Ann Arbor Schools now uses AATA bus routes to transport students, as on Miller Road. More traffic has been routed down Miller due to construction on other roads. The cars on Miller DO NOT STOP for students attempting to cross. The crossing are very poorly lit, and it is difficult to see the students when it is dark. This is extremely dangerous and crossing lights should be installed at each cross walk, in addition to sufficient street lighting.	11/14/2014 2:36 PM
167	Traffic signs view blocked by tree branches Poorly lit intersections Pedestrians randomly crossing streets in campus area Cell phone use by moving motorists AND pedestrians	11/14/2014 2:32 PM
168	Pedestrians cross the street wherever and whenever they want. Expecting a car to randomly stop for people who don't use common sense when crossing the road is unsafe for all involved.	11/14/2014 2:27 PM



## APPENDIX: OPEN ENDED QUESTIONS

169	Adults or teens (not children) riding bicycles at high speeds on sidewalks all over Ann Arbor. This even occurs along streets where there is an on-street bike lane right there. If they travel at pedestrian pace, it's not a problem, but many travel fast and come upon you without warning. Also, bicyclists traveling the wrong direction in the on-street bike lane - they come upon peds quickly and unexpectedly.	11/14/2014 2:22 PM
170	Construction projects downtown should NEVER be allowed to close pedestrian right of way for extended periods of time (ala like Ann Arbor City Apartments did for a full year on the southside of Washington St at 1st). This was very dangerous, protracted, and in the winter, icy and poorly maintained when that developer was allowed to close that side of the sidewalk for so long. This must never happen again.	11/14/2014 2:18 PM
171	The snow removal problem I have is the city throwing ice and snow onto my sidewalk after I have cleared it. Ice chunks from the plow up to one foot in diameter which would require heavy equipment to remove. This has made the sidewalk impassable and driven pedestrians to walk in the bike lane between a wall of ice and busy traffic. (Last block of Packard at Main). There is no safe place to bicycle other than on the sidewalks in most parts of downtown. Riding in the street in the designated paths is suicidal. The only references to bicyclists in this survey seems to be to invite walkers to designate bicyclists as a problem. I agree that some are and I think they should be treated the same as reckless drivers, that is, to be ticketed and/or lose the right to bike in Ann Arbor. Meanwhile, let me emphasize, I would be hit on my bike about once a month if I rode in the designated paths because many drivers do not see bicyclists and some, even in downtown, think it's funny to drive us off the road.	11/14/2014 2:17 PM
172	The basic issue I understand is the inconsistent signage and general public lack of understanding how Ann Arbor pedestrian/bike rules should be applied. The pedestrians seemingly cavalier attitude when crossing anywhere is very much a problem BUT unfortunately nothing the city of Ann Arbor can do anything about. Good luck.	11/14/2014 2:17 PM
173	If you want motorists to stop for pedestrians the lights should be red. Red means stop. The crosswalk at Third and Huron is clear and unambiguous. The flashing lights on Plymouth road sometimes look white and sometimes look yellow depending on the bulbs and the sunlight. Nobody knows quite what they are supposed to mean. Stop if you see somebody, otherwise continue at a high rate of speed. If they flashed red, people would be forced to stop, and a woman would be alive.	11/14/2014 2:12 PM
174	In regards to a specific issue, I submitted a complaint regarding the intersection of Catherine and Fourth Avenue but never got confirmation that my email was received. The two lanes heading west on Catherine toward Main St is a major concern since both lanes head straight. I have almost been hit twice because the vehicle in the right lane does not stop for the stop sign, they think the left lane is stopped to turn. It is a very big concern!	11/14/2014 2:10 PM
175	Need a pedestrian crossing between stadium and start of Jackson in downtown. Currently none on a four lane road	11/14/2014 2:09 PM
176	Snow and Ice is, to me, the worst problem walkers face (impossible for folks in wheelchairs or the elderly with walkers!), while also being the easiest to solve. Just WRITE TICKETS to home owners, apartment owners and business owners when they don't shovel. NO WARNINGS are necessary (remember Ann Arbor has been noted as one of the most intelligent cities in the country - everyone knows clearing their sidewalks is not only the right thing but legally mandated). Just write tickets and make it expensive. It would be extremely smart to lower the speed limit CITY WIDE. NYC just did it. Take it down to a max of 30 MPH everywhere in the city limits, no exceptions. And then put the police to work actually writing some tickets. I used to live in Connecticut and everyone knew not to speed in Darien, the police did their work, nobody was speeding and traffic moved just fine. Make A2 a place where people just know, don't speed here! Nowhere in your survey was the fact that A2 drivers rarely if ever actually stop at a stop sign, they cruise through.	11/14/2014 2:09 PM
177	You need to partner with UM (and EMU, and WCC) to educate students on being pedestrians. Students will walk out anywhere on the street without any regard to traffic safety, and frequently are dressed totally in dark clothes, making them nearly impossible to see. Also would like to see strengthening of no texting while in a running car (not while driving), may need to change state law, but I take the bus and see many, many drivers texting while waiting at lights, and then continuing to watch their device as they start to drive. It is completely unsafe and should be both illegal and the law enforced. I have never heard of anyone being ticketed for texting in spite of many accidents due to that activity.	11/14/2014 2:07 PM
178	Yes, on the question about the most important issue downtown -- Pedestrians crossing the street against the signal was not listed, but I believe that is by far the most important issue facing downtown traffic.	11/14/2014 1:57 PM

## APPENDIX: OPEN ENDED QUESTIONS

179	Pedestrians are most impacted by the general lack of "joined up planning" and aura of "doing it on the cheap" in Ann Arbor. 1. Designing safe pedestrian crossings is not rocket science, and has been successfully done in most of Europe (google UK style pelican crossings). Pedestrian crossings on busy roads need a push button, *standard three light traffic light signage on a time for vehicles* and fences near sidewalks to funnel pedestrians to appropriate crossing places. Pedestrian crossings need adequate lighting: pedestrians don't stop crossing the road because it is dark. Cars require signals that are commonly used (Hawks and city specific flashing lights are not commonly used in the rest of Michigan), easy to interpret and are "distraction proof". Both the Hawk light near the YMCA and the flashing lights in NE Ann Arbor do not meet this criteria. Standard three light traffic signals are commonly understood, and leave no room for driver interpretation. Traffic signals have the huge advantage that drivers can see them from a reasonable stopping distance, and drivers do not need to interpret whether or not a pedestrian is in a crosswalk (which given tall vehicles that can block views of crossing pedestrians matters). A red light means stop, no matter what. 2. Pedestrians cannot safely use sidewalks which do not exist. It is impossible to safely walk along some Ann Arbor roads because of the large numbers of sidewalk gaps. 3. A pedestrian friendly environment is one where you would let a 10 year old walk solo and cross roads in the winter, when its dark, and traffic is at its peak. Very few "busy" Ann Arbor roads meet this definition	11/14/2014 1:56 PM
180	The lack of a clearly marked crosswalk at South Division and East Jefferson. It is an incredibly dangerous intersection. Some cars stop and some do not; a crosswalk is painted on the street but there is no sign directing either pedestrians or motorists.	11/14/2014 1:55 PM
181	Two of the worst problems in the Slauson neighborhood is (1) parents blocking crosswalks and (2) parking in front of "no parking" signs (thus blocking view of the crosswalk and endangering children). I recently pointed out to a woman blocking a crosswalk that she was doing so and putting kids in danger; she said "I know" (implying "and I don't care that they're in danger"). Perhaps the Ped Safety committee should write up short flyers explaining why these behaviors are dangerous, then someone (district safety committee, ped safety committee, PTSO reps, whatever) should patrol these areas and hand out the flyers to guilt drivers/parkers into safe behavior. In the survey, I wonder what you are counting as school walk zones. For example, do you consider the crossing at Huron & 7th? There are no school zone crosswalks there, yet students are crossing to go to Slauson. Walk zones may be much larger than people are thinking of when they respond to these questions.	11/14/2014 1:54 PM
182	At night and in heavy traffic and where the road rises before a crosswalk, it is very difficult or impossible to see crosswalks painted on the road. And pedestrians wearing dark clothes are very hard to see.	11/14/2014 1:50 PM
183	The pedestrian crossings across *four lanes* of high speed traffic (e.g. Plymouth Rd) present a uniquely dangerous situation, especially since these are also major commuter routes, hence, they are subject simultaneous large volumes of distracted hurried drivers and commuters. One lane may stop, obscuring the view of both pedestrians and drivers for the other lanes. Drivers in the "not stopped" lanes often speed up to get through the light ahead of the pedestrians. Pedestrians often trail each other - the first crosses with the full signal time, followed by another who races through trying to beat the light. And so on . . .	11/14/2014 1:49 PM
184	Lack of crosswalks on South Maple Rd where everyone walks or takes the bus!	11/14/2014 1:48 PM
185	Desperate need for a well defined crosswalk at the corner of S. Division and E. Madison -- students and motorists are nearly involved in daily collisions because of the lack of proper crosswalk marking. Moreover, it's unclear whether cars must yield to pedestrians crossing there.	11/14/2014 1:46 PM
186	Georgetown Blvd and Prairie St near Thurston elementary desperately need speed humps! The crosswalk at Georgetown and Yorktown Dr is on a curve so drivers usually end up slamming on their brakes if a pedestrian is cruising. People going 40mph is about average through there when the limit is 25.	11/14/2014 1:45 PM
187	I walk my dog very early in the morning and this time of year it is pitch dark. It is amazing and terrifying to me that drivers do not even look for pedestrians when it is dark. If I were not uber aware of my surroundings, I would have been killed 20 times over. The most dangerous place to cross the street, ironically is at an intersection with a traffic light. Crossing with the walk light DOES NOT make it safe. I have had cars not even look and go to turn right on red, with me standing on the curb (with a walk light). Also cars turning left do not look for walkers. It is crazy. AND I have found that it does not even matter if I am wearing reflective clothing and/ or blinking lights.	11/14/2014 1:44 PM
188	The new crosswalk policy being enforced in Ann Arbor is having the opposite effect of what was intended. Pedestrians are less safe and are being given a false sense of security. Ann Arbor has a higher percentage of visitors than most cities and towns in MI, and most of those places don't enforce the crosswalk policy the way Ann Arbor does. It would make both pedestrians and motorists safer to repeal the crosswalk changes that have been recently implemented and instead go back to the previous policy (making everyone more responsible for their own safety).	11/14/2014 1:38 PM
189	A concern that wasn't covered was snow plows (private and public) that put snow on sidewalks. This happens every winter on Sunset Rd. Another missed concern is " traffic calming" that diverts traffic to other neighborhood streets.	11/14/2014 1:37 PM

## APPENDIX: OPEN ENDED QUESTIONS

190	Lack of pedestrian signals near central campus especially at state and s university. Also length of lights crossing main east to west during evening rush hour not time right. We also might consider bridges or tunnels for crossing Huron near chapin.	11/14/2014 1:37 PM
191	Inconsistency of whether pedestrians have a walk signal when a motorist making a left turn has a green light. In other words, at some intersections, when a motorist is making a left turn and a pedestrian is attempting to cross the street that the motorist is turning on to, that pedestrian has a Walk signal. But at other intersections, the pedestrian has a Don't Walk signal under the very same circumstances. As the motorist, I can't always see whether the pedestrian has a Walk or Don't Walk signal (and the Walk/Don't Walk lights aren't always situated in a way that makes it easy for the motorist to tell), I don't know whether it is safe to proceed through the intersection or whether the pedestrian. Should the motorist always wait - whether the pedestrian has a Walk or Don't Walk, and whether the motorist can see what signal the pedestrian has? This leads to lots of confusion, especially when the pedestrian and the motorist are each trying to follow the law - the pedestrian has a Don't Walk signal and is waiting at the corner, while the motorist doesn't know the pedestrian has a Don't Walk signal and is waiting for the pedestrian to cross. The result - I fear - is that motorists more readily proceed through the intersection even when the pedestrian has a Walk signal, because so many intersections have Don't Walk signals. Consistency - in either direction - will likely lead to better adherence to the law.	11/14/2014 1:33 PM
192	There was a "sidewalk gap" recently filled from Riverwood to Wines School. The claim now is that its not wide enough, and not fenced in enough and they demand the school still bus them the barely 1 mile distance. The sidewalk is more than sufficient, and is quite high in relation to traffic. They have reached a point where it is enough, and they need to learn how to walk. The money they are demanding for additional widening or for an entire pedestrian bridge (like the one pulled down by the truck on the southfield freeway recently) MUST be spent elsewhere, where there are actual pedestrian dangers.	11/14/2014 1:33 PM
193	This summer, I watched 3 pedestrians stop traffic to cross, against the light, on 5th Ave.. They laughed. and one said: Don't worry, Ann Arbor has a no-hit law. The ludicrous pedestrian crossing statute, in which drivers are supposed to divine the intention of pedestrians at crosswalks on busy roads is unsafe and is directly responsible for several MVA/pedestrian collisions. The statute is not consistent with state rules and is needlessly confusing, endangering pedestrians and making drivers susceptible to being rear-ended. This needs to be changed.	11/14/2014 1:25 PM
194	Changing the current cross-walk law to match the rest of the state (to avoid current confusion). It is impossible to anticipate whether someone on the side of the street is waiting for a friend, waiting for the bus, just taking a smoke break, or getting ready to enter the cross-walk. If one car guesses one way (stops), but the car behind guesses another way (and was not ready for the sudden stop of the car in front), there can be traffic accidents. Often the lead car purposely does not stop, just to avoid a rear-end collision. So the law is not improving safety for anybody. Also need to improve enforcing laws for pedestrians and bicyclist (not just those in motor vehicles)...so that they are ticketed when they do unsafe/illegal things that endanger others.	11/14/2014 1:20 PM
195	The City should seek an additional tax levy specifically for now and leaf removal in residential and commercial areas. I think the majority of citizens would support it if carefully explained.	11/14/2014 1:16 PM
196	This survey appears to reflect an attitude of anti-student bias. This is clearly evidenced in the questions specifically about UM campus/students. All the questions under "question 11" are about students' "improper" behavior. This is especially apparent when you compare it to the questions concerning school zones.	11/14/2014 1:16 PM
197	There is a very good reason why the universal traffic code exists. Please adhere to it.	11/14/2014 1:14 PM
198	I think there are some issues that should be combined, and that combination causes a serious issue for both motorists and pedestrians. I'm not sure what you'd label it but, for instance, The intersection in front of the Michigan Union where there's a 3 way stop. At peak times there's a constant stream of students crossing. The students are doing what the law permits -- walking up to the crosswalk and crossing. The cars are doing, usually, what they're supposed to do -- waiting for the pedestrians to cross. However, this unique intersection causes a huge problem, and there are a few others like it around campus. Because there are so many pedestrians crossing, cars essentially cannot cross this intersection legally according to the Ann Arbor ordinance. It's not that the intersection is not marked, it's that the intersection should not be a 3 way stop sign. It should be a traffic light with clear pedestrian crossing lights.	11/14/2014 1:09 PM
199	Need flashing signal light at ALL pedestrian crossings---ESPECIALLY the one on Stadium in front of Pioneer.	11/14/2014 1:09 PM
200	This survey does not address doing away with Ann Arbor's crosswalk ordinance and sticking with the state standard. I have witnessed too many close calls when pedestrians walked and runners ran into oncoming traffic without first stopping and looking to see if it was safe. This boneheaded ordinance has elevated risk.	11/14/2014 1:07 PM

## APPENDIX: OPEN ENDED QUESTIONS

201	There should be no pedestrian crosswalks on roads with speed limits above 30 mph, because vehicles simply cannot safely stop for pedestrians in those situations. By the time I see that a pedestrian is at the curb (so I am supposed to stop for him/her) it is too late. I would have to jam on the brakes and get rear-ended. City council has created a terribly dangerous situation. Pay for a traffic light if there is a need. Do not hypocritically pass an ordinance (in the name of safety) that cannot be safely observed.	11/14/2014 1:07 PM
202	I hope safety questions will be decided by experts not random survey respondents. For the most part I've answered questions according to what is most likely to inconvenience me or discourage me from walking rather than strictly what I think is most dangerous, as I don't know that.	11/14/2014 1:06 PM
203	I am an active pedestrian and driver in our city. 1. Our local ordinances regarding crosswalks are at odds with MI state law and US consensus. It causes confusion for everyone and is creating a LESS SAFE environment. It is unreasonable for drivers to telepathically anticipate pedestrian behavior, or wait for every nearby pedestrian to proceed (lest they suddenly change direction and step into your path). Pedestrians need to have common sense and stop briefly before crossing, to make sure the cars nearby have seen them. Pedestrian safety requires two-way communication between drivers and pedestrians. Our law flouts that basic common sense. 2. Putting crosswalks mid-block on high-speed roads (> or = 30 mph, such as Plymouth, Washtenaw, and parts of 7th Street) is not a good idea. The "hawk" lights and other measures are not good solutions because you will never get 100% compliance: at speeds > 30 mph all it takes is one mistake by driver or pedestrian to cause a casualty - there is no time to correct an honest mistake. I know people don't want to walk to the nearest traffic light. So then the solutions are to add a real traffic light (solid red/green) that is triggered by pedestrian button, or create an overhead or underground crossing, as is common throughout Europe. Please get rid of the damn hawk lights, they are a real danger to everyone. 3. The inconsistency of cross-walk markings and special lighting is very confusing even to those of us who try to follow the law carefully. They are implemented at least three different ways around the city (some have blinking lights, some flashing lights, some white, some yellow, some red). Different signage/lighting implies that different rules apply at each intersection - and indeed this is the case, because (to the best of my ability to understand) for a flashing HAWK, the driver should always stop until the light is off, whereas a flashing red means the driver should stop but can proceed once the intersection is clear, and at a flashing yellow the driver may proceed with caution as long as there are no pedestrians. I encounter all three types of intersections during my daily commute in Ann Arbor. At every intersection I have to think about what rules apply. It is distracting and confusing and leads to people making errors, and people getting hurt. "Educating" us is not the solution - you need to make it easier for drivers to do the right thing by using CONSISTENT SIGNAGE AND LIGHTING. This is really basic public health - make it easy for people to do the right thing.	11/14/2014 1:04 PM
204	There is not enough visual friction in the street design in Ann Arbor. Road diets and restriping for bike lanes only go so far. Look up Hans Monderman. He showed how traffic can be calmed through road design. The more road signs needed, the more we've failed at road design. Look at the ridiculous signage at the roundabouts in Ann Arbor! The signs are so packed they distract the driver from actually paying attention to the road, let alone pedestrians or bicyclists trying to navigate through safely.	11/14/2014 1:03 PM
205	More attention needs to be given to parents using neighborhoods as "cut through" access for to/from school. I lived on the corner of Brockman and Ferdon for 25 years and the EXCESSIVE amount of traffic generated by parents using Brockman as a cut through to Tappan and St. Francis, and Pattengill to a smaller extent, was horrible. These parents routinely failed to stop at the intersection, were speeding and usually had a cellphone glued to their ear. I have since moved, in no small part due to the increasing difficulty exiting my driveway to get to work in the morning, not to mention the increased risk to life and limb.	11/14/2014 12:58 PM
206	I think the key for pedestrian safety and for setting clear expectations for both pedestrians and motorists alike is to have consistent crosswalk markings throughout the City. Some crosswalks are parallel lines, some have a crosshatch pattern filling the crosswalk area, some don't have markings other than a curb cut to the street (see 7th St. between Miller and Huron). In areas out east, the crosswalk area is always painted with two parallel white lines and filled in with green paint. Very clearly and consistently defined area. They also have painted these instructions on the edge, "Stop, Look, Wave" which is great advice. A wave implies eye contact with the motorist, which is key to safely crossing. If nothing else, please consider establishing a consistent way of marking crosswalks throughout the City.	11/14/2014 12:57 PM
207	Ann Arbor should confirm to State of Michigan traffic and pedestrian regulations and not make up its own rules. This results in a lot of confusion for pedestrians, drivers, bicyclers. Need more education for all parties.	11/14/2014 12:55 PM
208	I believe pedestrians also need accountability. I disagree that when there is not a light/stop or yield sign drivers should have to stop when a pedestrian enters the crosswalk area. I believe pedestrians need to remember what I was told by my mother..."Look both ways before crossing the street". Drivers should not have to be accountable for every intersection.	11/14/2014 12:53 PM

## APPENDIX: OPEN ENDED QUESTIONS

209	I walk a lot in Ann Arbor (my dogs and to work and home again -- easily 1.5-2 hours a day) -- and I bike and I drive (occasionally). I think there needs to be a lot more education about all modes of transport and respect for all modes of transport. (and more enforcement of the rules -- if a biker goes through a red light, they should get the same 'moving violation' a car driver gets) When walking or biking, I avoid the crosswalks in the 45 mph zones -- they are death traps if you're not in car. I'm not sure that any amount of education will make those crossings safe. I can say from experience that only about 10% of cars stop at those and when you're crossing multiple lanes it's foolhardy to go in front of the stopped car and expect all other cars to stop. You end up angering the car that has stopped while you wait for other cars to stop -- everyone gets mad and then you feel even more vulnerable. One other thing -- in the downtown area (including campus) there should be a "no bicycles on the sidewalk" rule (it works in Minneapolis and can work here) --- sort of okay to have bikes on neighborhood sidewalks (esp if the biker is under 10 years old) -- but generally bikes should be in the street. Motorists just need to get used to it. thanks for asking!!	11/14/2014 12:52 PM
210	Roundabouts and sidewalks needed to facilitate foot and car traffic	11/14/2014 12:51 PM
211	Having too many crosswalks makes it very difficult for motorists to get to work. There's has to be a level of compromise between pedestrian rights and mortorist rights. Pedestrians must use common sense when walking out into traffic. I would never trust that a blinking signal mean I can just walk out into traffic and be safe. The city council seems to be guided by unrealistic expectations and always considers pedestrains first. Motorist have rights too. It is difficult enough to navigate the downtown area near the UM when you drive, much less fill every roadway with multiple crosswalks. I don't want to have to add a hour to my commute in order to stop every block to allow pedestrians to cross at spots they and the city council think are convienient. The crosswalks as they are, give naive pedestrians a false sense of secuti y and are harzardous for drives since you have to stop quickly and run the risk of getting rear ended by cars following.	11/14/2014 12:51 PM
212	It's interesting how many of the questions are framed stating "motorists misunderstanding" and NONE of the questions have to do with "pedestrian misunderstanding". The biggest issue is that walkers feel they have the right of way no matter where they are and, even when crossing at a crosswalk, don't even bother to look to see if there is a car coming. They expect cars to see them and stop even as they risk their safety.	11/14/2014 12:50 PM

## APPENDIX: OPEN ENDED QUESTIONS

213	<p>My husband and I both drive and walk through downtown Ann Arbor frequently with our 10 month old baby. We both also drive to and from work through downtown Ann Arbor. Issues walking and driving safety is the responsibility of the driver, pedestrian and the city. As a driver, you see people randomly cutting through people parked at a red light, cross when the light is green or simply not paying attention. Many people cross streets without looking to see if the light is green or red. The lights do not provide a situation where people can move through town at a reasonable speed during rush hour which creates stressed out drivers who may do things that they normally won't do if they haven't been stuck at the past 5 lights for 20 minutes. As a pedestrian, you see drivers sometimes looking to see where they are turning, but sometimes not. You also see pedestrians not paying attention to whether if the drivers are paying attention or not. Some pedestrians are on their phone talking or texting as are the drivers. Overall, I see more pedestrians doing more things that could potentially put themselves in danger if the driver were to make a mistake, standing too close to the edge of the sidewalk (sometimes even on the street, why???), crossing when there is incoming traffic, and not paying attention at all to their surroundings. While I do think many drivers do many things that could put pedestrians in danger as well, I do think most drivers are more aware of their surroundings and is actively driving. The city also "mandates" many things that put both drivers and pedestrians in danger. Many pedestrian crosswalk where cars has to stop / yield, but on wide open highway (ie Jackson/Huron, Plymouth, Huron Parkway, again why??) In 2004 one of my classmates was hit by a truck on Plymouth road near the Islamic Center. She was crossing the road with a friend in the late winter afternoon. Since then the city put up numerous stop for pedestrian crosswalks, but people still get hit and killed crossing Plymouth road. I used to drive down Plymouth road and cross the road prior to the crosswalk signs. During the late winter afternoons, it is hard to drive down that road westbound as the sun is setting and is very much in your eye. It is difficult to see, especially by the Islamic Center area. It is hard to see a pedestrian crossing if one already crossed and another is coming, but that person is blocked by another vehicle. The lights are too long for a vehicle to park at the light and what does a flashing yellow mean when there is "no pedestrian" crossing the road? That road is difficult to cross, especially around the bend by Kroger. I am not sure what the solution is, but I do believe current solution puts both cars and pedestrians in danger. Also many bikers use the crosswalk while the light is lite, but it's hard for cars to predict which direction the biker is going since they are moving so fast. There are also many blindspots near alleys in downtown where you can't see cars coming or cars see you coming. And one last caveat last year when many homeowners cleared their sidewalks and even received fines for not completely clearing their sidewalks (maybe some ice), city parks nor school had to clear theirs. I live by a city park, my sidewalk was cleared soon after snow, our neighbor who is adjacent to the park tried to as well, but not a vigilant as us. They at some point received a warning from the city for not clearing their sidewalk. Ironically, the side walk in front of the park that is adjacent to the city was rarely ever cleaned. Basically all the snow that was tracked from the park side walk landed on their sidewalk and formed a layer of ice. I don't understand how the city can get away with saying you didn't clear your sidewalk because there is ice but most of that ice was formed by snow tracked in from the sidewalk that the city didn't clean. If anything, the city needs to get a warning. Fortunately (maybe?) we live one house away from the city sidewalk, so we didn't have this issue, but if I were to get that warning I would be very upset. Also, the elementary school near my house never cleared their side walk on the weekends because no one walks by it during the weekend right?</p>	11/14/2014 12:49 PM
214	<p>With all this crosswalk confusion, I feel pedestrians have been emboldened to expect traffic to see them and stop when stepping onto any roadway, anywhere. Worst is at the marked crosswalks where dangerous assumptions are made by pedestrians that drivers will see them and come to a halt, with or without other traffic whizzing by. It is ALWAYS the pedestrian's responsibility to STOP, LOOK, and LISTEN! That's what I was taught as a kid. You don't just go for it against a 2-ton vehicle. You wait for a break in the traffic, even in an official crosswalk. I see people all the time now crossing without looking at all, as if to say, "This is my right. I don't need to be careful." The onus is on the driver and the pedestrian.</p>	11/14/2014 12:47 PM
215	<p>Protected bike lanes that would promote biking in the road instead on sidewalks. People who bike on the sidewalks do so usually because they don't feel safe in the streets, especially downtown and around U-M campus where there is a lot of traffic. Can I promote again more mid-block crosswalks? and more installation of the "crosswalk lights?" Those really help. For example, the new crosswalk at the Michigan Union has been great. It may have increased traffic jams but then motorists can always choose an alternate routes.</p>	11/14/2014 12:44 PM
216	<p>I think the current crosswalk situation is very dangerous and confusing. I have many times failed to stop for a pedestrian in a cross-walk, never deliberately, but because I didn't see them. This is particularly true on busy streets like Packard, Stadium, where you don't necessarily expect to find a crosswalk, and in the dusk to evening hours when it is very hard to see. The crosswalks with the lights are the best option. I think responsibility also lies with pedestrians to practice safe walking. I frequently walk to work and am always careful to cross at an official cross-walk, or when the light permits me to cross. It is very dangerous when pedestrians cross the street where there is no official cross-walk. I cringe every time I see this happen. I came very close to hitting an entire family on State Street by Briarwood Mall because they were crossing State where there was no cross-walk.</p>	11/14/2014 12:39 PM
217	<p>nope, just too many different crosswalks and misuse of signage.</p>	11/14/2014 12:39 PM

## APPENDIX: OPEN ENDED QUESTIONS

218	The best thing that could be done for pedestrian safety in Ann Arbor is the repeal of the pedestrian ordinance. Pedestrian safety depends on mutual understanding of the rules and expectations of the road. The idiosyncratic safety ordinance makes this impossible.	11/14/2014 12:37 PM
219	Bicycles need to follow the rules of the road just like cars.	11/14/2014 12:35 PM
220	I strongly feel that midblock crosswalks should only exist where there is roadside or overhead lighting that alerts drivers to someone about to cross. I have witnessed numerous near misses when pedestrians or drivers don't get each others attention at crosswalks. Very scary.	11/14/2014 12:34 PM
221	the crosswalk law that forces vehicles to stop for pedestrians is very unsafe for both pedestrians and motorists. People not from Ann Arbor are unaware of the law and can run pedestrians over. I do not understand why this is not clear to lawmakers.	11/14/2014 12:31 PM
222	Lights at pedestrian crosswalks are not consistent. Some just flash yellow while others flash red then show solid red. There are places (e.g., Washtenaw) where there is a busy four-lane crossing where there is not pedestrian crossing light and it is almost impossible to see pedestrians due to high volumes of traffic. Somehow, drivers are supposed to watch traffic going 45 mph while trying to locate any pedestrians waiting to cross, even if this means seeing through cars or high-profile vehicles.	11/14/2014 12:31 PM
223	Ann Arbor's ordinance differs from Michigan's UTC.	11/14/2014 12:29 PM
224	Many of these issues are related. There needs to be a comprehensive approach to pedestrian safety and access.	11/14/2014 12:29 PM
225	Lack of posted information at city line signs ( i.e: Entering City of Ann arbor) to clue in out of towners about local laws- should be so obvious as an inexpensive fix to alert commuters and visitors. Flashing yellow crossing lights on Plymouth Rd easy to misunderstand- they should be red and the approaches need to be better lit at night- many pedestrians enter from the sidewalk in shadow, The markings of pedestrian crossings are completely inconsistent - especially at crossings where children cross on a route to school- prime example is along Green Road where there are at least (4) different types of marked cross walks. Other examples include city side of Broadway bridge and crossing on Detroit St between Zingermans and Farmers Market. Bus stops should be shoveled - recent reply to such a question after last winter by AAATA that that is not their responsibility is unacceptable- no reason why rider should walk into middle of " cleared" road intersection to board bus.	11/14/2014 12:27 PM
226	Want to re emphasize the confusion to motorists caused by inconsistent signs at pedestrian cross walks throughout the city. Using the example of England, all pedestrian crosswalks have stripes in the road surface all the way across & permanently flashing lights on each curb or they are by request (push button) with a green or red signal. It is also illegal to overtake on the approach to a pedestrian cross walk & cars MUST stop for a pedestrian at the curb. Ann Arbor has placed too many cross walks adjacent to bus stops which also causes confusion to the driver	11/14/2014 12:25 PM
227	Current city ordinance regarding pedestrians is very confusing. Language at many crosswalk markings does not match ordinance. Crosswalk markings are highly diverse. Too many crosswalks are appearing inefficiently close. An alarming number of motorists are unaware of pedestrians due to inattention or callousness, or do not see nighttime pedestrians due to poor lighting and pedestrian visibility. The current pedestrian ordinance is unworkable for a town with so many visitors. If residents can't understand and follow current city law, how do we expect visitors to do so? Speeding, inattentive drivers pose the most danger to pedestrians and other motorists alike. That the city chooses not to enforce traffic safety is a major element in this escalating, dangerous problem. Passing unenforced/unenforcable laws is a major waste of taxpayer money, as well as leadership failure, and demonstrates poor problem solving ability and resource utilization.	11/14/2014 12:22 PM
228	I think that the RFRB lights are very effective for marking crosswalks on busy two lane roads (e.g. 7th at Washington). At busy 4 lane roads though (e.g. Huron, Washtneaw) I think the RFRBs sometimes lead to problematic situations where the first driver to see the activated RFRB yields to the crossing pedestrian and the second driver then tries to pass the first driver. I know HAWK walks are much more expensive than RFRBs but I think they are worth the expense to mark crosswalks on 4 lane roads. Love the crosswalk ordinance.	11/14/2014 12:19 PM
229	Midblock crosswalks are a very bad and dangerous idea especially on multilane roads. As a pedestrian, I have noticed that Motorists dont stop even when pedestrians are in the crosswalk. As a motorist I find the markings poor and pedestrians difficult to see. Because of the bad design a young pedestrian died on Plym	11/14/2014 12:18 PM
230	Ham-handed local laws that seek to make pedestrians 'Right' but dead - just because the law is on their side doesn't mean that physics stops working. Confrontational style of "pedestrians rights OVER motorists" (or vice versa) rather than seeking to harmonize traffic in ways that are safe and sensible for both groups.	11/14/2014 12:15 PM
231	uneven sidewalks	11/14/2014 12:15 PM

## APPENDIX: OPEN ENDED QUESTIONS

232	A big concern of mine, as both driver & pedestrian, is drivers' lack of crosswalk knowledge. As a driver, I worry that the the person behind me won't stop when I do, resulting in a rear-ender or, worse, a swerve-around resulting in injured pedestrians. As a pedestrian, I worry about flying debris. A good friend of ours, John Lieberman, devised a brilliant fix. Out-of-towners, or the inattentive, might not grasp the intent of yellow flashing lights: To most, yellow lights indicate "caution"—not "stop." And if there are no flashing lights, visitors likely won't have a clue as to why the driver ahead stopped. So when a pedestrian starts to cross, John stops and turns on his hazard lights. That's one thing everybody understands. I've been doing this ever since I first heard it and feel much safer. I hope he comes up with something for inattentive walkers. You'd think the basic survival instinct would be sufficient, but, apparently, no....	11/14/2014 12:13 PM
233	The mid-block crossings on Plymouth Road seem dangerous for pedestrians and drivers alike. Clearly there needs to be some way to cross the street because true intersections are few and far between. Have pedestrian bridges been considered?	11/14/2014 12:13 PM
234	Lack of crossing guards for schools	11/14/2014 12:12 PM
235	Drivers do not understand that you have to stop for a pedestrian in EVERY crosswalk, not just the marked ones. They NEVER stop on Maiden Lane. Also, they often think they only have to stop at the blinking yellow lights or the crosswalks with signs that say you have to stop. The crosswalk in front of Huron High School is a bad accident waiting to happen. No blinking lights and lots of students crossing a two lane road in the dark. There should be consistency in the marking of crosswalks so drivers realize they have to stop for pedestrians in ANY crosswalk. Works in California.	11/14/2014 12:07 PM
236	Lack of any enforcement of jaywalking along State in front of the Student Union is a huge problem both in terms of safety and road capacity. A timed crosswalk needs to be put in place to allow traffic to flow well and students to get across in a timely manner.	11/14/2014 12:06 PM
237	I believe that there are too many 3 and 4 way stops near campus... State/S. University, S. University/Church. Student traffic can block cars for 3-5 minutes. Often cars are stuck in the middle of the intersection turning while students keep walking. This causes people to drive in unsafe manners trying to rush through the intersection. And traffic can be blocked up to the end of the block. AND this is only during the day, when events are going on it can be so much work.	11/14/2014 12:04 PM
238	We need more policing with bicyclists and speeding in neighborhoods	11/14/2014 12:02 PM
239	I do not feel cross walks should be installed in the middle of blocks. There is nothing safe about them. Some one is going to get hit. The first Car can block cars following from seeing someone walking out into road. People should walk to corners to cross the street. Streets are designed for cars. There is no reason people can not walk to a intersection to cross a busy road. Drivers should not have to slam on brakes with a very short notice for some one walking across a road mid-block. Drivers can never be prepared for these situations and especially cars that are not the lead car. This could really be divistating to Drivers from out of town that do not know where to look for these locations. Not a GOOD situation and someone is going to get hurt !	11/14/2014 12:01 PM
240	It would be helpful if all the flashing hawk lights were RED! Yellow is caution - RED MEANS STOP!!!! I see too many people passing cars that are stopped on the left side about when the pedestrian steps in front of the car on the right! Crack down on all the people on their stupid phones!!!	11/14/2014 11:57 AM
241	Washtenaw near Tappan Middle school is a disaster waiting to happen! Motorists consistently speed going inbound in morning and run the light at Devonshire/Austin intersection. Students cross the busy road on their way to school. Need I say more. Also the erroneous assumption by home owners, that if they have a sidewalk service, their walk is cleared. There are too many falls by all residents of neighborhoods because of this attitude. Driveway plow services do not clean up sidewalks and there are snow ridges left which then become dangerous ice dams on the walk. Home owners do not take responsibility for their walks if a 'service' has been contracted.	11/14/2014 11:54 AM
242	Bikes that ignore traffic lights	11/14/2014 11:53 AM
243	I have lived in Ann Arbor for over 20 years. I am a driver, bicyclist, and pedestrian in this community. The recent crosswalk laws are dangerous to all concerned. As a cyclist and walker, I hate when cars stop for me as I wait at a crosswalk since I do not want to risk another oncoming car (perhaps a visitor from out of town) plowing through. It's much smarter and safer for everyone to just abide by what was taught to us as children: Stop, look, and cross when the coast is clear. Seriously, is the average Ann Arbor citizen such an antsy-pants that they can not wait for traffic to clear? Since this crosswalk law is local and Ann Arbor is a cosmopolitan community, it's unsafe to assume all drivers will know to stop when lights are flashing at a crosswalk. It also lulls pedestrians into a false sense of security. Has anyone ever thought of the possibility of a driver having a medical emergency (heart attack, seizure) while approaching a crosswalk? Please get rid of this unsafe crosswalk law before more needless deaths and accidents result. And I assure you, they will. It's like passing a law to allow children to skip rope on the freeway.	11/14/2014 11:52 AM



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244	Uncertainty is the underlying problem. Crossing situations cause uncertainty - uncertainty over what the pedestrian will do, what a driver will do and what a driver behind (or headed in the opposite direction) will do. Increase safety by decreasing uncertainty. Creating a law or ordinance that is unfamiliar or misaligned with common perception creates a situation increases uncertainty. Issues like mounds of snow or sidewalk gaps are problems but the effect is additional uncertainty: by making a pedestrian leap over snow (and slip/fall?) or forcing a sudden change in route.	11/14/2014 11:52 AM
245	The pedestrian crosswalk law that calls for cars to yield to pedestrians at mid-block crosswalks is confusing and unsafe for both pedestrians and motorists. There need to be more HAWK signals and lit mid-block crosswalks to warn motorists in both lanes to stop. Otherwise, long blocks need to be separated with stop lights or signs to allow pedestrians a place to cross and not impede pedestrian mobility (I'm thinking Washtenaw specifically...)	11/14/2014 11:52 AM
246	Parents for decades, whether it was horse drawn carriages or today's cars, have taught their children to look both ways before crossing the street. By insisting that a 1 to 4 thousand pound vehicle stop on a dime, when someone just steps out without looking for traffic, IS JUST CRIMINAL! Especially when there is more than two lanes of traffic. That is why Michigan's pedestrian crossing law, puts the responsibility for safe crossing, on the pedestrian, to ensure the pedestrian looks both ways and allows the vehicle enough time to stop safely. As for for these foolish mid-block crosswalks. That's way people are so DAMN obese. They can't walk a few extra feet to cross a roadway. Besides the ACTUAL facts that the either don't use them, or, they cross 3 feet from the actually walkway. Try driving north on, Washtenaw near University, and dodge the law breakers crossing at the curve. Perhaps, we should give the streets to the pedestrians. Force ALL vehicles to park at the city limits and have people only walk within the the city. Because current city law will only KILL more people!	11/14/2014 11:51 AM
247	More yield to pedestrian signs needed at intersections, so that cars do not make right and left hand turns into pedestrians lawfully crossing with pedestrian signals. Scramble signal needed at State and Liberty and State and S. University.	11/14/2014 11:51 AM
248	Lack of respect/understanding between pedestrians and motorists (in both directions) should be addressed in some way -- perhaps a public relations campaign.	11/14/2014 11:51 AM
249	where is law enforcement regarding crosswalks? I have never once seen an officer near a crosswalk or any attempt to ticket the drivers who drive through cws when people are crossing.	11/14/2014 11:48 AM
250	The pedestrian crosswalks are unsafe People on right side have NO CLUE why people on left are stopped Law is crazy!!!!	11/14/2014 11:47 AM
251	I don't think this is an issue of more devices, plans to be implemented by the city. People just need to use common sense (something sorely lacking in our world today). Pay attention to others (not your cell phones, etc.) and try and predict what they are going to do - or be prepared if they do something out of the ordinary. Also be considerate of others and don't think you are the only person on the road, sidewalk, etc. (e.g., don't walk in front of cars without looking, cut people off in your car, etc.). But - on the other hand, be proactive and take responsibility - don't expect others to do everything for your safety. It's your life after all!	11/14/2014 11:46 AM
252	Biggest concerns: 1. When I stop at crosswalks for pedestrians will the person behind me rear-end my car? So do I stop for pedestrians (the law) or risk an accident because the car behind me is either too close to my car (speeding); distracted on phone or texting; or doesn't know the laws regarding stopping for pedestrians and therefore cannot stop without hitting my car. 2. Pedestrians texting as they cross the street while disregarding the pedestrian signal. This happens all the time when I am driving downtown. Most of these pedestrians look older than UM students.	11/14/2014 11:45 AM
253	Ann Arbor's horrible traffic ordinance when it comes to pedestrian right of way. Why is it that the City of Ann Arbor can't follow the standard state laws regarding this? Also, STOP BLAMING MOTORISTS!!! As a motorist I've had countless people in the down town area walk out in front of me against the (rather clear) signals, walk out in the middle of the road where there is no cross walk, and I'm not just talking about UM students either. The elimination of the parallel parking in down town Ann Arbor would likely help with some of the above issues as it is just dumb to continue the parallel parking as the traffic demands on the roads are too great to allow it. Also enforcement of red lights needs to be stepped up. I've been almost hit several times as a pedestrian because people run the light at Division and Packard. Oh, and the snow and ice removal in the city of Ann Arbor on sidewalks and on the streets is horrid in general and needs to be stepped up. Also potholes in the crosswalks need to be fixed as someone could twist/sprain an ankle and collapse in the middle of a busy street and not be able to get up again and put any weight on that ankle.	11/14/2014 11:44 AM

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254	Highspeed multilane roadways such as Plymouth Road should not rely on the crosswalk ordinance for pedestrian safety. In essence, this turns the pedestrian into their own traffic light! One that is invisible for the most part! One that means that 4 lanes of motorists have to understand the law, comply with the law, and see that a pedestrian is trying to cross. The other day I noticed that a lane of traffic (not my lane) was stopped on Beakes street which often happens as a traffic back-up. But this wasn't a traffic back up, as I found out when as I passed the lead car and noticed a pedestrian in front of it. Thank heavens the pedestrian looked to make sure my lane was clear before they stepped out because I didn't have stopping distance, couldn't see the pedestrian, and didn't expect a pedestrian even though I care about pedestrians, care about the law, and often travel on Beakes. Another big problem is too much signage clutter. There are stretches along Miller and along Seventh where there are a series of signs showing pedestrians and the actual pedestrian crossings get lost in the clutter. The new pedestrian crossings on Miller are very well done -- fluorescent signs on both sides of the road, an island in the middle, and only one lane to cross at a time.	11/14/2014 11:44 AM
255	City and University of Michigan buses and their speeding, difficult turning at tight corners, accidents with other vehicles and pedestrians, etc.	11/14/2014 11:42 AM
256	Laws that require motorist to yield to pedesditraisl at intersections where there is no traffic signal are not helpful. They are always ignored and are not very well signed or lite.	11/14/2014 11:41 AM
257	ENFORCEMENT: Motorists have to be held to a higher standard in enforcement because the consequences of their mistakes are severe. Penalties for speeding, distracted driving, and ignoring crosswalk laws should be rigorously enforced. The pedestrian safety culture will change over time if motorists understand their responsibilities and that they will be held accountable for mistakes (even if unintentional).	11/14/2014 11:38 AM
258	Mid street crosswalks should only be approved when it is clear that the risks associated with this feature outweigh the risks of not having one. It is unclear to me that this standard is being applied throughout the city.	11/14/2014 11:37 AM
259	LACK OF POLICE ENFORCEMENT OF APPLICABLE LAWS WHEN THEY WITNESS THE INFRACTIONS. As a pedestrian I have been run over and knocked down twice this year by bicycles. Once on the sidewalk and once within the marked crosswalk. The overwhelming issue is the lack of concern by law enforcement when they have witnessed the incident. One officer (City of Ann Arbor) told me that there is pressure to leave pedestrians and bicycles alone- no enforcement when they violate the rules. If everyone was subject to the same enforcement maybe things would improve. Force pedestrians to cross the road properly, force bicycles to stop for pedestrians in a crosswalk and stop for red lights and stop signs. Ticket them. Many times I will stop from just stepping into a crosswalk and allow traffic to continue. I believe that is called give and take. The focus to make AA walk and bicycle friendly is laudable, but is the plan to do away with all motorized transport in AA? If we refuse to work together and have the ME attitude then nothing will change.	11/14/2014 11:35 AM
260	One question lightly alluded to the issue of confusion relating to the bus stops being right next to the cross walks. I understand people wanting to cross the street right after getting off the bus, but it's impossible in some areas to discern whether a person is standing waiting for the bus or waiting to cross in some areas. Seems an area that should really be looked at within this task force. Thanks.	11/14/2014 11:33 AM
261	I think you covered most of my concerns. I realize not every law can be enforced all the time but I think we could do a better job of educating everyone of what is a law and what is a courtesy.	11/14/2014 11:32 AM
262	Implementing laws regarding pedestrian crosswalks that the public has NO IDEA about is not a way to encourage people to come to Ann Arbor. The special laws done by Ann Arbor have had no net effect. I, as a driver, now have to guess if a person is standing for a bus, or is trying to cross the street. This creates unsafe situations for both the driver and the pedestrian.	11/14/2014 11:31 AM
263	The design of the mid block cross walks is idiotic and dangerous. In many places the traffic is moving 35 to 45 mph and is supposed to stop when someone steps into the road. This is physically impossible. The simple solution is to put a pedestrian activated red light at these mid block cross walks.	11/14/2014 11:26 AM
264	There should be more emphasis on the inconsistency of the way crosswalks are marked throughout the city. As someone who tries to be hyper-aware of crosswalks, I still find it confusing, especially at speeds of 35 and above. And no, I don't want speed limits reduced.	11/14/2014 11:24 AM
265	The most dangerous thing I witness multiple times a week as both a pedestrian and a motorist is that there are an incredible amount of people who cross without looking first. My hypothesis is that because this is a pedestrian friendly town, there is a lot of signalling, and 99% of cars stop there is almost an entitlement feeling. However this is just poor self preservation because they will be the one hurt if their assumption is wrong. I see this all of the time and it shocks me that smart people walk into a street at all without looking, yet I see it all the time. To me that is an attitude thing and the onus cannot be put squarely on the motorist. If it is, I fear this encourages this behavior even more.	11/14/2014 11:23 AM

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266	Pedestrians walking looking at their phone instead of paying attention to traffic. Smart enough to get into u of m but not SMART enough to cross a street it is common sense.	11/14/2014 11:21 AM
267	I have found that pedestrian safety in Ann Arbor some of the worst of anywhere I have lived. I do not see the policing presence needed to keep people safe. Pedestrians do not cross at crosswalks and often cut through between cars. Cars weave in and out of traffic and speed through areas without any ramifications. This town is not safe in comparison to places I've lived in on the east and west coast. I am confused about why there seem to be no enforcement and lackadaisical attitude toward pedestrian and traffic safety.	11/14/2014 11:16 AM
268	I cross Nixon at Bluett and Meade Ct. every morning, 5 days a week. The single most important issue about pedestrian safety to me is that when I am waiting to cross the street at this marked pedestrian crosswalk, most cars do not stop. When a car stops in one direction, I may be stranded in the road for a while before cars stop in the opposite direction. In low light or bad weather this is very dangerous. This intersection is not marked with the local law that says cars must stop, but it seems to me that it should be applicable here. There is no school crossing signage in the road. The speed limit is too high to allow drivers to believe they can safely stop when cars are behind them, so they don't. The posted speed limit is 30 mph, most cars go faster because there is nothing in the way the road is designed to slow them down. Many drivers are glancing at phones, radios or are slightly distracted at the this long straight stretch in the road. Traffic volume is very heavy during the morning hours when people are going to work, dropping off at Clague at 8 and dropping off at Thurston at 8:45. With the proposed new residential housing developments at Dhu Varren and Nixon, the traffic at this intersection will greatly increase. The bus stop is poorly situated on the edge of the road. The drainage ditch behind forces those waiting for hte bus to be perched on the curb. In bad weather (rain or ice) this feels very dangerous. There is no sidewalk to reach the bus stop, in snow and icy weather those waiting at this stop have to trek through large snowdrifts and wait on a little patch of ice. However I do not want the bus stop moved or closed, it is a very convenient location - but if you want to make it safer, please create a little platform where people can safely stand and not feel like oncoming traffic is coming right at them. Clague school in general does a good job of removing snow along traditional sidewalks leading to the school, but the housing development to the west until one reaches the crosswalk at Nixon is almost never cleared (abuts the back of houses, not the front). There is also a stretch of sidewalk along Clague fronting bluett that is in very poor condition, the city told me that it is Clague's responsibility but I worry that the school cannot afford to fix it. It is broken asphalt and it has very poor drainage. I wonder why the city never cites the school to fix it.	11/14/2014 11:14 AM
269	The current pedestrian ordinance is the stupidest piece of citizen-driven legislation our city has. It causes confusion among pedestrians and motorists alike, and the use of the flashing yellow signals, because there was no money for HAWK signals at every crossing, is negligence.	11/14/2014 11:14 AM
270	Crosswalks in the middle of blocks on high traffic, multi-lane roads cause additional hazards to pedestrians and drivers. Multiple lanes of cars and large vehicles (like trucks and buses) block visibility for drivers to see pedestrians entering the roadway.	11/14/2014 11:13 AM
271	the more effort you put into "pedestrian safety", the more people die. Maybe you suck.	11/14/2014 11:12 AM
272	1. The flashers at intersections are a rotten halfway house: most drivers don't understand them well and they are inconsistent in lights etc (eg between Huron and Plymouth). 2. The intersection of 7th and Washington, especially, is a comedy of errors. Why not just have a proper stop light instead of a pedestrian/bike/car situation that a large minority don't understand? 3. I do not worry about ice and snow on sidewalks anywhere near as much as I worry about ice and snow on city streets. It's crossing streets in winter that I fear. 4. Don't forget bikes are a thing we are encouraging!	11/14/2014 11:11 AM
273	Eliminate confusion regarding pedestrian/crosswalk laws in A2. Put your money where your mouth is---make this town truly pedestrian-friendly by making sure every place has a sidewalk. Then MAINTAIN that sidewalk so that pedestrians can actually USE them (clear a path in the ice & snow). Don't just favor the downtown rich, either. Once the actual means are in place, THEN get self-rightous & condescending about people choosing to drive in to town to work. Until then, stop the smarmy arrogance on the issue.	11/14/2014 11:10 AM
274	Lack of signage, markings, lighting etc at pedestrian crossings at otherwise unsignaled intersections.	11/14/2014 11:08 AM
275	Question # 11 is confusing - are you referring to pedestrians or motorists? I understood it as motorists.	11/14/2014 11:08 AM
276	Due to numerous visitors, or drivers that do not understand or comply with the cross walk ordinances, its seems reasonable and protective that most cross walks should have very good signage (including overhead) that indicates drivers must stop when lights are flashing. The lack of signage and drivers not complying has stopped me from using certain cross walks.	11/14/2014 11:07 AM
277	Ann Arbor has no consistency - look at Geddes and Hill (no overhead signage), at Gallop Park the talking lights basically say you are taking your life in your hands if you cross while on State street the sign says you must stop? Why?	11/14/2014 11:06 AM

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278	My own experience over more than a decade within Ann Arbor, whether I am walking, biking, or driving indicates that the majority of issues with pedestrian and cyclist safety result from pedestrians and cyclists themselves ignoring common safety practices. Countless times, I have seen people bike through a red light, with cross traffic coming through the intersection. Likewise, particularly along Main in downtown and State and South U near campus, pedestrians routinely cross against traffic signals or walk out into traffic - away from crosswalks - and without looking. I am predominantly a pedestrian, driving less than 20 miles per week. In that context, I implore you, in the name of public safety, bring back the jay walking ordinance and enforce it harshly. No amount of rules for motorists can address the complete failure of pedestrians and cyclists to look after their own safety.	11/14/2014 11:01 AM
279	Need more warning signals at mid-block crosswalks.	11/14/2014 11:01 AM
280	I live in proximity of a school drop-off zone and I have frequently observed parents speeding to drop off and pick up students and also driving in school zone while on cell phone. This is an accident waiting to happen.	11/14/2014 10:58 AM
281	Repeal idiotic AA crosswalk laws, return to state standards	11/14/2014 10:56 AM
282	This is a really terrible survey. It is overly specific in some places, not specific enough in others. It's worded like somebody is trying to pin blame for a large problem on either drivers or pedestrians, and the questions that invite you to pick the most pressing concern don't take into account that maybe a distracted driver and a distracted pedestrian are equally problematic. I doubt you achieve anything with this survey but reinforce the views of whoever wrote it. It seems like they're more on the pedestrian side of the fence than the motorist. Since I both walk and drive in the city, I see plenty of bad behavior on all sides of this. (Also plenty of good behavior.) In terms of snow removal, I tend to cut people some slack, particularly when the city has a habit of pushing snow from the roadway onto sidewalks. This winter, I regularly saw corners with snow piled 5 or 6 feet high and just as deep, pushed there by snowplows. I think it is completely unreasonable to expect a citizen armed with a shovel to go out and remove that much snow by hand. Also there is terrain that is likely to be a little safer un-shoveled than shoveled (eg: a hill which gets a lot of daytime melt from the snow which can freeze if temps drop or the sun goes away). In that kind of terrain, I'm grateful for additional traction.	11/14/2014 10:55 AM
283	Traffic to the hospital during morning commutes and from the hospitals in evening commutes creates safety hazards for pedestrians, especially along Main and Depot streets. Summit Street has too high of a speed limit for a pedestrian area with few stop signs.	11/14/2014 10:51 AM
284	I'd like to emphasize the inconsistent midblock crosswalks throughout Ann Arbor. This inconsistency makes it very unsafe and frustrating for motorists and pedestrians. For example, compare Plymouth Rd midblock crosswalks to Ellsworth Rd., between Platt and Stone School midblock crosswalks, or Eisenhower midblock crosswalks.	11/14/2014 10:51 AM
285	I think the blinking light/crosswalk ordinance was a real peril and I am glad that it has not spread. The usual crosswalks we had for ages were much better. I have seen pedestrians come VERY VERY CLOSE to being killed when a driver stopped for the blinking light and other drivers coming from behind didn't. Also, the roundabouts on Geddes are okay at this point but roundabouts should not be in high traffic areas like State and Ellsworth. Really a bad idea, stop doing this.	11/14/2014 10:51 AM
286	This survey seems to have the assumption that the current pedestrian laws are sufficient and clear to all residents and visitors to the Ann Arbor area. Rather than trying to correct other issues first, the pedestrian laws should be corrected. Due to the large number of nonresidents who visit the Ann Arbor area daily, our pedestrian laws should align and be EXACTLY the same as those mandated by the state and typically reflected in other communities. We should NOT be trying to extend rights to pedestrians that go beyond this. It has simply created confusion for both pedestrians and motorists. I have been almost hit by vehicles when I am using a crosswalk or waiting to use one simply because everyone is not aware of the laws. As a motorist I also have been in circumstances where there is confusion & I have been rear-ended by other motorists. How many more pedestrians need to die because of these confusing laws? How many more increased car accidents need to occur due to this confusion? The current pedestrian laws needs to be revoked and then the city council can look at some of these other issues.	11/14/2014 10:48 AM
287	Pedestrians must assume responsibility for their own safety too. Eye contact, people. Unless you are blind obviously.	11/14/2014 10:44 AM
288	The corner near Maiden Lane and Island Drive is a very dangerous area. There have been numerous pedestrians hit by cars, and I frequently see cars failing to slow down and even swerving around people crossing the road here. The crosswalk markings are almost non-existent at this location. There is no reason for there not to be signage, adequate markings on the road, and even possibly a signal like on Plymouth Rd, considering the number of students and hospital staff that cross here every single day. I am wondering how many more people need to be hit or killed here before the city does something about it.	11/14/2014 10:44 AM

## APPENDIX: OPEN ENDED QUESTIONS

289	A vast majority of these questions are "What do you dislike about cars". The real problem is pedestrians and bicyclist. They run red lights, cross where there are no crosswalks, and in the case of bicyclists use the road when there are specifically designated bike lanes or paths. Most pedestrian accidents are the pedestrian's fault in this city, but no one will ever take them to task. I've see jaywalkers who have almost caused accidents being watched by a police officer who did nothing. The apathy of law enforcement in this city is disgusting.	11/14/2014 10:42 AM
290	Failing to merge a appropriate intervals in areas of construction. Many problems on carpenter with people merging last minute from turn lanes during construction. These places need more law enforcement.	11/14/2014 10:42 AM
291	I find the font on the "stop for pedestrians local law" signs to be pretty small. Is a car driving at 25+ mph going to be able to read it?	11/14/2014 10:40 AM
292	why can't there be more "hawks" like by the YMCA in locations that pedestrians use, especially on huron, at Rackham Graduate school crossing.	11/14/2014 10:40 AM
293	Sidewalk width is an important consideration. There are sidewalks, such as on State Street near North University, that frequently become overcrowded. The city should consider expanding these sidewalks to accommodate the volume of pedestrian traffic they receive.	11/14/2014 10:38 AM
294	Lack of light at pedestrian crossing across Stadium Road to Pioneer High School that high school students use to cross in the morning and after school.	11/14/2014 10:38 AM
295	Crosswalks in high-speed areas. I don't understand why you have cross walks on roads where the speed is over 25. It doesn't make sense. Roads where the speed limit is over 25 usually means there are businesses along that road which then distracts drivers, which results to not paying attention to the crosswalks. It's a very dangerous situation that needs to be addressed. I think they should be taken away. Example: Plymouth and Stadium... way too busy for crosswalks. There are enough intersections on both those roads that people can cross at. If it's that important that you make people lazy and put in crosswalks, maybe invest in cross bridges. 20 years ago this was never an issue for people to cross at intersections. And if people want to take a risk and not cross at an intersection then it's their prerogative!	11/14/2014 10:37 AM
296	This survey is poorly worded which will likely lead to inconsistent results. Example: INSUFFICIENT lighting and MISUNDERSTANDING laws are not important, what is important is SUFFICIENT lighting and ensuring UNDERSTANDING of laws. In addition, there is no place to indicate whether the important issues are being handled. Example: MANAGING snow and ice accumulation is important, however the City does is well already so it need not be on the top of the priorities to discuss improving.	11/14/2014 10:36 AM
297	Very little addressing bikes here. Bikes and pedestrians can be a dangerous combo. Bikes are too often on sidewalks and ignore pedestrian crossings and pedestrian rights.	11/14/2014 10:35 AM
298	Please send out a similar survey for bicycle commuters. I get around by foot and bicycle, and it is way easier to feel safe as a pedestrian than it is as a cyclist. Many of the issues covered here apply to bicycle commuters too, and the city is extremely neglectful of the safety and rights of this population.	11/14/2014 10:34 AM
299	Ann Arbor pedestrian ordinances should match the State's Uniform Traffic Code. With as many out of town visitors we get there is no way to sufficiently educate about local anomalies in Ann Arbor. Otherwise the HAWK lights should just be standard traffic lights activated by a pedestrian push button.	11/14/2014 10:31 AM
300	Repeal city ordinance requiring vehicle stopping at crosswalks!!!!!!!!!!!!!!	11/14/2014 10:30 AM
301	There are many questions missing from this survey. For example, some areas that should have been covered include: Does Ann Arbor have too many crosswalks in certain areas? Does Ann Arbor's change from State guidelines help confuse people about the laws? Should Ann Arbor coordinate traffic flow (vehicular and pedestrian) better, i.e. time traffic lights and cross lights? This survey seems designed so pedestrian advocates can claim "We need more!" and "They (drivers) want to mow us down!"	11/14/2014 10:28 AM
302	no	11/14/2014 10:27 AM
303	This is not an additional issue, but I really want to stress the problem with gaps and lack of sidewalks across certain parts of the city. Walking is my main mode of transportation. In the last few years, I have walked two different routes to and from my place of employment--one mostly along Ellsworth Rd the other mostly within a neighborhood--and in both routes at least 1/3 of the route has no existing sidewalk. I do not feel safe walking in the street, especially along a busy road like Ellsworth. My first several years in Ann Arbor I felt it was pedestrian friendly because I lived and walking in Kerrytown, downtown, and campus, but since moving outside of those areas, I feel that Ann Arbor has not invested enough resources in making itself pedestrian friendly.	11/14/2014 10:25 AM
304	I believe the most important remedy is educating people on the crosswalk law. People just don't know. Signage needs to be better	11/14/2014 10:25 AM

## APPENDIX: OPEN ENDED QUESTIONS

305	Design of complex intersections such as the Beakes/Detroit/Division that are meant to facilitate flow of cars, not safety of pedestrians Lack of official railroad crossing in spots where they are obviously needed (btwn the Arb and Geddes path, btwn Bandemer park and Huron River Drive) Greater emphasis on how design and planning affects pedestrian and motorist behavior	11/14/2014 10:25 AM
306	Not all the pedestrians press the stop signal lights early enough for some drivers to stop safely	11/14/2014 10:24 AM
307	pedestrians and bicyclists are out of control and behave as if they are invincible. I blame the city's "Pedestrians Rule" campaign for this. The questions about snow and ice are laughable. This is Michigan. We have learned how to walk in snow and on ice. If you cannot do that, move to Florida.	11/14/2014 10:22 AM
308	In general, more main road crosswalks need to be like the one at Huron and 3rd/Chapin. The overhanging red light and flashing yellow get cars to stop. The ones with just the flashing yellow caution signs by the side of the road often get ignored.	11/14/2014 10:19 AM
309	Puddles at sidewalk ramp crossings was mentioned, but not the road puddles adjacent to sidewalks that are immediately next to the roadway curb ... splashing from cars during and after rain (e.g. North Main Street, Stadium Blvd.).	11/14/2014 10:17 AM
310	Drivers are increasingly out of control. The norm has become driving aggressively and speeding while on the phone. Please increase enforcement many fold. Police could start by ticketing everyone who fails to stop before the line at stop lights encroaching on the crosswalk. Give them educational materials along with their ticket. No warnings. Get tough like we actually mean it.	11/14/2014 10:17 AM
311	The public should be asked about repealing the crosswalk ordinance instead of just being asked what parts of it need improvement.	11/14/2014 10:16 AM
312	I support the law requiring motorists to stop when a pedestrian is "indicating" a desire to cross a road...but...with so many visitors driving in Ann Arbor, I think it's impossible to inform a good portion of our driving public. So unless that law becomes national (or at least state-wide), I think it should be rescinded because pedestrians have to realize that a good proportion of drivers in our city have no idea we have that law. It's also unreasonable to expect a pedestrian to walk one or two blocks to get to a crosswalk. We need more crosswalks...for example, across Seventh.	11/14/2014 10:16 AM
313	I'm not sure that trying to prioritize issues in this way is productive -- most of these survey questions included multiple important issues, and we should be trying to address all of them rather than putting any above the others. A failure to follow traffic laws and city ordinances seems to be behind many of these issues; I for one would like to see more enforcement of both.	11/14/2014 10:16 AM
314	It seems the mindset of our local police department is to only enforce violations committed by motorist (and often only when prompted to by a complaining neighbor). If pedestrians knows hey might get ticketed if they cross a street unsafely, a cyclist knows hey might get ticketed they run a red light or a motorist knows hey might get ticketed if they try to beat cyclist to a right hand turn at an intersection, the safety of all users not just pedestrians will improve.	11/14/2014 10:14 AM
315	Biggest safety problem in our neighborhood is kids playing in the street not respecting cars; i.e. getting out of the street to let cars pass. (Dartmoor Rd)	11/14/2014 10:11 AM
316	I take the bus to work, I fear for my life when I am crossing Eisenhower at Stone School. Drivers almost run me over when the are turning left into the intersection when I have the right of way. It is extremely dangerous.	11/14/2014 10:09 AM
317	Huron and Third- where there is a fancy crosswalk is still dangerous. Cars are join very fast- many don't stop. They think the blinking red light means they can run through and the traffic with construction is so backed up (and with the YMCA traffic) it is difficult to drive across Huron too. There is also a bus stop too close to the intersection and the signage for the car rental blocks the view of the driver to Huron. Please turn that to a regular light or re-flow traffic, e.g. make it a right hand turn off of chapin only and/or a right hand turn off of huron only and/or a no-turn onto third, or something. Also, there needs to be better lighting on campus- especially the crosswalk at Tappan and Hill. Students are regularly running/biking out and it's impossible to see. Last- Fuller and Depot intersection should have it's own cross walk light- the intersection is so long and the angle of it for drivers makes it very hard when bikers ride across without slowing- a,lost can't see them. That has been the site of a few accidents.	11/14/2014 10:05 AM
318	I do not like the new pedestrian law, it is dangerous. Go back to crossing with the traffic lights.	11/14/2014 10:05 AM
319	In Downtown, you fail to offer the problem of pedestrians crossing against signals. I've found this causes a fair bit of chaos, especially during busier periods.	11/14/2014 10:03 AM

## APPENDIX: OPEN ENDED QUESTIONS

320	I feel that the pedestrian crossing rules are a HUGE, dangerous mistake. It leads pedestrians to be careless around cars, and some of the crossings are in ridiculous places. Another problem is that pedestrians seem to think that they can cross against the light if there's a crosswalk painted.	11/14/2014 10:03 AM
321	Lack of serious penalties for drivers who injure or kill pedestrians despite the driver's having been at fault. The fact that crosswalk signals don't change unless a pedestrian was there prior to the traffic light changing encourages pedestrians to cross against signals. If the light just turned green but the pedestrian got there two seconds late, they are making a decision between waiting for a full light cycle - often several minutes - or crossing without a 'walk' sign. Which would you choose? This conditions pedestrians that 'walk' signs mean nothing.	11/14/2014 10:02 AM
322	There is total disrespect by students on campus when crossing, many times they don't even look they just continue to walk. Pedestrians should be held accountable when becoming the problem instead of being a part of the solution.	11/14/2014 10:00 AM
323	The crosswalks cause more problems and accidents than I believe they are worth. Inconsistent, language used. Most people are not sure what to do, or what they are supposed to do.	11/14/2014 10:00 AM
324	Misunderstanding of sidewalk ordinance. Need for pedestrians to make judgments about the time needed for a car to stop.	11/14/2014 9:59 AM
325	Pedestrians near the Diag are the worst, zero respect for vehicles.	11/14/2014 9:58 AM
326	The Ann Arbor Crosswalk law/ordinance is TERRIBLE and DANGEROUS and UNENFORCEABLE. I can't tell you how many times my car has been almost rear-ended by cars who are not stopping behind me when a pedestrian is at a crosswalk waiting to cross. I have been honked at and experienced yelling/swearing/road rage directed at me because I'm TRYING to follow the Ann Arbor laws. IT'S NOT WORKING and IT'S UNSAFE. Please make the crosswalk laws of Ann Arbor equivalent to the laws of the rest of the state. Making this point is the entire reason I took the time to fill out this long survey. Thank you.	11/14/2014 9:55 AM
327	Little attention paid to crosswalks outside the main downtown area; for example, it gets increasingly harder to cross Main Street as a pedestrian anywhere farther north than Kingsley or farther south than William. These areas are becoming more popular/populated as residential and commercial/office areas, but it remains challenging for people to walk or bike to and from these areas as it feels unsafe.	11/14/2014 9:55 AM
328	I feel the new crosswalk law has made it less safe, not more safe, for me as a pedestrian, since there's no way out-of-towners can be expected to know about it. I see you don't have any option to express this. This is how you people ask for public input without really asking for public input.	11/14/2014 9:55 AM
329	Local crosswalk law is going to get someone killed soon. Sidewalk gaps on the OWS are annoying. Inconsistent sidewalk repairs make our community look bad.	11/14/2014 9:53 AM
330	I am a downtown resident and regular walker and driver along the roads of Ann Arbor. I cross Ann Arbor streets on crosswalks every day. The significant majority of drivers do not stop at crosswalks for pedestrians. This occurs regardless of whether the pedestrians are approaching the sidewalk, standing on the curb, or already in the crosswalk. Most drivers only stop if the pedestrian is in the direct path of the car. So the recent debate about the exact wording of crosswalk laws is a red herring. The only way to begin to change driver behavior is to state that, at crosswalks, the driver must yield to pedestrians unless it is dangerous to do so. There does not need to be ambiguity about whether a pedestrian was approaching a crosswalk, on the curb or in the crosswalk. There is no doubt that, at present, most drivers consider that the driver has the right of way, and to adopt any rule that reinforces this perception will endorse the existing behavior. In the absence of a change to drivers' perception that pedestrians do not have the right of way, there will continue to be avoidable pedestrian fatalities and injuries.	11/14/2014 9:49 AM
331	Until the roads are safe for people of all abilities to bike in (children, elderly, etc.) then we must accommodate bikes on our sidewalks. Bicyclists must be taught to yield to pedestrians, and to travel very slowly in their presence in case one should step in front of the bike suddenly. Same holds for cars, which should be traveling slowly enough that if a bike should veer suddenly (due to hitting an obstruction in the road, or whatever) then the collision will not result in a fatality. Thus the speed limit in all areas where bikes may travel (pretty much everywhere but the freeways) should be reduced to protect the bike rider. Either that or build physically-separate bike paths.	11/14/2014 9:36 AM
332	Just a comment. Since all this pedestrian rights issues have come into play, I've noticed an absolute free-for-all by pedestrians. I'd love to see monitoring near the Union and at State St. and South University by police. It is scary to drive there because of the wily nilly whims of student pedestrians. I often wonder about out-of-towner drivers who don't know the reputation of the area.	11/14/2014 9:24 AM

## APPENDIX: OPEN ENDED QUESTIONS

333	<p>1. Ann Arbor needs an effective "Share the Road" education campaign. 2. The location of RRFB's on Plymouth Rd, especially the one near the Kroger shopping center. Two exits onto Plymouth Rd from the shopping center plus the nearby RRFB creates a dangerous condition. It is too much activity for drivers to process, especially after dark. Area needs to be reengineered based on best practices. 3. UM did not adopt the local ordinance, adding to the confusion. 4. Michigan needs a state crosswalk law for consistency and also for teaching in drivers education. 5. Ann Arbor has not not prioritize funding for pedestrian safety. We have over \$10 million of unmet needs, thus the CIP needs a \$2 million line item/year for pedestrian safety infrastructure. 6. A2 Fix It needs to be promoted to the public and the city needs to streamline the problem-reporting process. 7. City needs to improve its customer service/problem resolution effort with respect to pedestrian-related issues. 8. City needs to consistently and proactively enforce ordinances for sight distance and safe sidewalks (free of ice, snow, vehicles, and vegetation). 9. In summary, city leaders need to 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!</p>	11/14/2014 9:23 AM
334	<p>Drivers not stopping and looking for cross walk traffic / Pulling too far up and blocking walking lanes when they are trying to turn right on a red light.</p>	11/14/2014 9:16 AM
335	<p>While pedestrian injuries or deaths are very sad, our city seems to over-react when one occurs, with "solutions" that are poorly thought through. Example: the additional crosswalks, reduced speed limits and yellow lights on Plymouth Road. Often these programs do not follow established traffic management protocols (such as the manual on Uniform Traffic Control Devices). We need a more consistent, professional engineering approach, not over-reactions and well intentioned meddling by politicians and activists.</p>	11/14/2014 8:59 AM
336	<p>Police should ticket motorists who blatantly ignore the right of pedestrians to cross on pedestrian crossing!</p>	11/14/2014 8:59 AM
337	<p>Yes! Until the city eliminates all mv traffic from downtown, ped safety AND driver frustration will be an issue, no matter how many more crosswalks you install -- unless you make a strategic effort to change traffic patterns. I drive and walk frequently in town, so I can speak to both sides: as a driver, it's maddening to lose an opportunity to turn because a pedestrian is crossing when they shouldn't. As a pedestrian, it's scary to cross a street when you know the driver is not looking for you, but for a gap in oncoming traffic to turn. One of two things need to happen. 1: stop synching cross signals with traffic lights so that peds and turning cars aren't playing chicken. 2: widen the busiest streets for easier turning (especially left!!!) by making them one-way at the most congested and walked parts of downtown. With a one way, you can essentially have a turning lane and eliminate the backups that occur when ped traffic impedes turning and blocks all traffic from proceeding. This shit just makes sense, folks. :)</p>	11/14/2014 8:52 AM
338	<p>Lighting! Many A2 neighborhoods have insufficient streetlights, and our lovely trees can block the light. We need downward-directed lighting which illuminates walkways without creating light pollution. No safe place for bicycles! On streets like S Main bikes are forced onto sidewalks. And most bike lanes evaporate at intersections, but the bike can't teleport across the intersection. And speed limits should be lowered in school zones at start and end of school day. This is especially true for high schools, with inexperienced, sleep-deprived young drivers. Such a policy should be clearly explained beforehand, and be consistently implemented, with very clear &amp; consistent signage.</p>	11/14/2014 8:49 AM
339	<p>At the intersection of S. 5th Ave and Packard road many pedestrians have been mowed down by cars turning left when it says "walk." The neighborhood complained about this to the City and was told that pedestrians should cross when it says "don't walk." This is not fair and not safe. That intersection is very dangerous and needs a bump-out on Packard for pedestrians to cross on the east side of S. 5th at Packard. Signage is also needed just before the intersection on S. 5th. It should be conspicuous like an overhead sign such as can be found at a well-marked school crossing on Liberty. A great many students walk to the university using this intersection. I have monitored the situation since 1988, made numerous complaints to the city, and there was a bit of work done (cutting down a tree and moving an electrical box) that was highly ineffectual. The city is not taking the problem seriously and is liable to be sued.</p>	11/14/2014 8:06 AM
340	<p>The culture in the City is one of "pedestrian immunity". Pedestrians often cross where and when they shouldn't because the culture here is that "pedestrians are always right". Reaction time of pedestrians walking out into the road way in front of a vehicle is a recipe for disaster because the reaction time and stopping distance of a vehicle is much greater than that of a pedestrian. Ann Arbor needs a jaywalking law to be able to incentivize pedestrians to cross the road properly.</p>	11/14/2014 8:05 AM



## APPENDIX: OPEN ENDED QUESTIONS

341	One of the most important issues regarding snow removal is the accumulation of large piles of snow (and ice and sometimes water) at curbs at corners. This was a big problem in my neighborhood last winter and has been a problem in the downtown as long as I can remember. Another issue: Bicyclists have an ambiguous position regarding use of crosswalks. It appears tome that they can switch from street access/motorized vehicle rights, access and responsibilities to pedestrian access, rights and responsibilities at will. For a motorist approaching a crosswalk, a person on a bicycle can appear suddenly to use the crosswalk when the driver may not be prepared to stop. I think this issue ought to be addressed. A possible solution might be to require a person on a bicycle to dismount and walk the bike across the crosswalk. While this would cause the person to slow down, it would improve safety, visibility and ease of motorists' compliance with crosswalk laws.	11/14/2014 8:01 AM
342	1. If you want cars to stop, you must have blinking RED lights at all crosswalks. 2. I don't think it's asking too much for pedestrians to walk to a corner to cross the street, and we don't need to provide crosswalks every 100 feet, which is what it seems like on Plymouth Rd. Jaywalking should be ticketed. We can't protect stupid walkers from themselves. We're making it impossible for cars to safely use roads.....too many mid-block crosswalks.	11/14/2014 7:45 AM
343	Even with the passing of taxes for new sidewalks, the sidewalks on Packard R's from stadium to Hill st have not been fixed! Many people walk this section to work and there are many tripping hazards! Also snow and ice removal is spotty even by apartments.	11/13/2014 11:25 PM
344	Too much hostility between drivers and pedestrians. Need to change driving culture.	11/13/2014 10:55 PM
345	It would be nice to know how to report areas with high potential for injury due to unsafe pedestrian crossing	11/13/2014 10:08 PM
346	I am often reluctant to get around by waking because of exhaust fumes from vehicles. I have asthma and so I an especially sensitive to vehicular exhaust fumes. It would be great to see streets designed in a way that places sidewalks as far from moving traffic as possible. Landscaping, street trees, and on-street posting can be used as buyers between traffic and pedestrians.	11/13/2014 10:08 PM
347	Lights seem to give preference to vehicles over pedestrians, often making people wait in the rain or snow while drivers drive by for several minutes in warm dry cars. Walk lights should be first and should last the whole time the vehicle light is green.	11/13/2014 9:59 PM
348	This is NOT California, drivers need as much respect as pedestrians. We are too focused on pedestrian safety and not focused on driver rights.	11/13/2014 8:52 PM
349	Speed limits are too high in many areas. If speed limits are reduced it increases pedestrian safety as well as discouraging some folks from driving, thus reducing traffic.	11/13/2014 8:42 PM
350	Important to design consistent signage. The flashing light system along Plymouth Road is ideal: stop when there's a pedestrian. The crosswalk on Stadium in front of the UM golf course should be removed because drivers do not have enough time to react. There's no need for a mid-block crossing there. Need flashing light crosswalks on State Street at the Dewey and Granger intersections where there are bus stops.	11/13/2014 7:32 PM
351	Inconsistent midblock crosswalks!!!! Some are yellow, one is red, some have zebra stripes, some have 2 faded lines, some have HUGE multiple signs and some have no signs at all!!!	11/13/2014 7:08 PM
352	Safety of kids walking to school because of lack of stop signs or drivers not following posted rules (I.e., no right turn during certain hours). No monitoring school areas during times kids arrive and leave school by police.	11/13/2014 5:35 PM
353	I find when I'm walking in downtown, crossing in a crosswalk, that cars will race to get across before I get there, even though I'm partway out. Happens a lot at 4th and Catherine and it's scary.	11/13/2014 4:55 PM
354	There are some fantastic recent improvements in the infrastructure for walking/biking in recent years. There's tons more to do. I'd love to see more off road paths connecting residential areas to downtown - for example, along Liberty. The Liberty route going west out of downtown seems a fairly popular bike route. I worry about fatal car/bike/pedestrian accidents along there. A fabulous, off-road path would increase safety AND generate tons more walking and biking to businesses on the west side and all the way into downtown.	11/13/2014 4:43 PM
355	I think the goal should be a city whose very design makes walking and biking the obvious choice. Currently in Ann Arbor it is largely the choice of those who are environmentally compelled or economically constrained. Because only extremists and those with no alternative risk their lives for basic mobility. In truly world-class cities, pedestrian status is not an indication of poverty or politics. The poor and the politically active walk and bike alongside the lawyer and the programmer, the shopper and the child crossing town safely to play. Ann Arbor should hold itself to that standard.	11/13/2014 4:29 PM
356	Lack of sidewalks along all roads.	11/13/2014 4:23 PM
357	lack of responsibility of both drivers and pedestrians to practice safe habits across the board is wide spread.	11/13/2014 3:57 PM

## APPENDIX: OPEN ENDED QUESTIONS

358	the drivers in michigan are aggressive and terrifying. i want to move. why don't the police assist with this? i once saw the ann arbor sheriff tail an ambulance. that's sad.	11/13/2014 3:42 PM
359	Failure of motorists to stop at marked STOPs in our neighborhood on East Davis where cross traffic on Brown does not have STOPs.	11/13/2014 3:21 PM
360	The overall lack of enforcement of both speeding and drivers not stopping at crosswalks is really a big problem. There simply is not enough police presence or ticketing, except, it seems in construction areas. Indeed, when I have called to ask police to monitor crosswalks where children are crossing to walk to school, the response has been nil. This is a big issue - we cannot get drivers to change their behavior unless we make ticketing violations a normal thing in Ann Arbor.	11/13/2014 3:12 PM
361	I don't like any of the "misunderstanding" questions. They're unclear. But please attend to ice and snow on the sidewalks, including ramps. This seems the most direct way to facilitate walking in all weather. Thanks for caring.	11/13/2014 2:53 PM
362	Speed limits are too high in much of Ann Arbor, including neighborhoods (25mph is too fast) and main streets, (35mph too fast on Plymouth, 45mph too fast on Washtenaw.)	11/13/2014 2:08 PM
363	This was a confusing survey and I'm not sure the results will be useful or valid.	11/13/2014 2:01 PM
364	Several of the questions refer to motorists and pedestrians not respecting, or abiding by, each other's rights. There was no option to answer CONFUSION or OVERWHELM as being factors. This isn't a war of drivers against pedestrians or vice versa...as a driver I DO NOT WANT TO INJURE OR KILL A PEDESTRIAN! Yet there have been several times as a driver that I've been startled at how difficult it is to obey pedestrian crossing laws. And I'm a good, experienced driver! The crosswalks have made it absolutely necessary that every driver in town be COMPLETELY alert and aware, AT ALL TIMES. I think this is unrealistic, if not unreasonable, and therefore dangerous. As I said, I'm a good, experienced, careful driver and I am made very nervous anymore when driving in town. It shouldn't be this hard.	11/13/2014 1:40 PM
365	As a pedestrian, bus rider and a driver in Ann Arbor nearly my whole life (and I'm old), in my opinion the MOST important issue to solve is the inconsistency of the crosswalk signs on two lane streets, i.e. Madison, Seventh, Liberty, etc. There are multiple iterations of how crosswalks are marked, which is confusing to everyone. Equally or maybe more important, the use of the flashing lights to indicate a pedestrian is in the crosswalk on multiple lane, high/fast traffic roads (i.e. Plymouth Road) SHOULD BE ELIMINATED. I think any kind of crosswalk where drivers are legally obligated to stop on ALL multiple lane, high/fast traffic roads where there is NOT an actual stop & go light should be marked as a crosswalk SHOULD BE ELIMINATED. Pedestrians just need to wait for traffic to clear to safely cross, or walk to where a stop/go light is. The confusion caused by cars not seeing a pedestrian because of cars in other lanes, or not seeing or understanding the signs, then needing to slam on their brakes when they realize a pedestrian is crossing is MUCH WORSE than pedestrians using their brain to wait to cross safely. The false security on the part of pedestrians at those crosswalks has caused DEATH. Waiting to cross until it's safe is not life-threatening. I ride AATA and get off where there is a marked pedestrian crosswalk on 4 lane portion of Fuller Road. I NEVER just walk out into the crosswalk. I ALWAYS look and wait to make sure drivers were going to/ able to stop before I crossed. Unfortunately, some pedestrians are too stupid to do that.	11/13/2014 1:38 PM
366	Yes! 1. Pedestrian ways: - shade, wind protection - signaled intersection crossing time: many intersections outside downtown, like Fuller and Maiden Lane, have much too long cycles that pedestrians have to wait far too long for. Pedestrian wait times should be considered and, particular at intersections with common pedestrian use like Fuller and Maiden the walk cycle should be included in every cycle and not only by call (button push). If you catch the wrong part of the cycle than have to push the button you wait a very long time and longer than any car would. 2. Bus stops: - shade, sun and rain protection	11/13/2014 1:34 PM

## APPENDIX: OPEN ENDED QUESTIONS

367	The consistent issue within the City of Ann Arbor regarding pedestrian safety is simply the lack of traffic enforcement which leads to speeding, especially in neighborhoods where drivers use our neighborhood streets as cut-throughs with no regard for the people who reside and walk there. If the speed limits were strictly and consistently enforced it would make for a much safer situation for both drivers and pedestrians. Additionally, pedestrians also play a significant role in their own lack of safety by failing to obey the pedestrian signals and their own distraction which disrupts the entire flow of traffic, both vehicle and pedestrian, in this town. Driving in Ann Arbor is like an obstacle course, where near misses are constant. It is extremely stressful for drivers. It amazes me that more people aren't hit by cars and it isn't always the fault of the driver. If I could change the way things are done in this town, I would put forth an edict that this is a town where speeding will not be tolerated. It would be known to all that enter the town that if you speed you are likely to be ticketed. I would also work with the University to share this information with students and notify them that distracted walking or "jay-walking" will also be ticketed. I'm curious what the University does tell students. Do they say, just walk and cross streets wherever you want and cars will stop for you? If so, that's a bad message and is unfair to drivers in this town. Both drivers and pedestrians have responsibility here and both things need to be addressed. Further, I would work the University to request that Freshman and sophmores not bring vehicles to campus. Other Universities do this so I know U of M could, as well. We simply have too many cars in this town and out of state student drivers tend to make mistakes that cause a lot of danger to pedestrians and other drivers. We have an excellent bus service and less vehicles would make pedestrian travel that much better.	11/13/2014 1:07 PM
368	I want the pedestrian areas to be very very clearly marked. So many are not	11/13/2014 12:55 PM
369	Insufficient lighting resulting in a feeling of insecurity for pedestrians. Break in buildings with store fronts that makes walking unpleasant (e.g. where there are banks and apartments downtown that don't have store fronts -- it makes an immediate visual end to a ped-friendly area, and creates a feeling of insecurity).	11/13/2014 12:54 PM
370	congestion during peak hours within the whole city	11/13/2014 12:36 PM
371	N/A	11/13/2014 12:29 PM
372	Road width, lane width, and crossing width. One-way streets. Multiple same-direction road lanes. Lack of bike lanes. Inconsistency of on-time buses (because it discourages use, which includes walking). Infrequent and limited hours bus service. Below-market-rate downtown parking fees, including no cost for on-street parking in the evening and no cost anywhere on Sundays. Excessive land use for parking citywide. Lack of street trees and proper care of existing ones. Pedestrian unfriendly zoning and development. Lack of protected bike lanes (because more people drive and worsen pedestrian experience). Vehicle noise. Vehicle exhaust. Subsidized fuel prices. Chemical applications to lawns and adjacent sidewalks and air space. Lack of crosswalks at intersections. 'Mother may I?' crossing buttons. Short crossing times for signalized crosswalks. Lack of a ubiquitous and holistic environment and culture of walkability and its benefits. Substandard (too narrow) bike lanes. Insufficient bike parking, some of which encroaches on pedestrian access.	11/13/2014 12:24 PM
373	There is no question asking directly if the city should have crosswalk regulations more stringent than those in the rest of the state (it should not). This survey is statistically meaningless, as those taking it are self-selected or prompted by special interest groups, and there is no means of verification that respondents actually do live and pay taxes in A2.	11/13/2014 12:24 PM
374	ann arbor needs better snow and ice removal. other communities in this climate do a much better job. go take ideas and lessons from other states/communities that do a better job.	11/13/2014 12:14 PM
375	Inconsistent marking/lighting of crosswalks is biggest issue	11/13/2014 11:58 AM
376	Lack of response from city on reports (last year I reported the same block of houses about four times over a two- or three-month period for having several-feet-deep snow on the sidewalk, and it was not fixed nor was I replied to; however, at one point the snow was still not cleared and the home owners had left notes saying the City had given them a "reprieve" due to "the extreme conditions." We all had the same extreme conditions!)	11/13/2014 11:42 AM
377	Lack of enforcement for pedestrian disregard of regulations and safety.	11/13/2014 11:40 AM
378	I think you give too much credence to the claims that people don't understand when and where they are supposed to stop for pedestrians. They just don't want to. That is all there is to it. I say this as a pedestrian and a driver. It feels inconvenient to wait and in Michigan especially the car is king.	11/13/2014 11:34 AM

## APPENDIX: OPEN ENDED QUESTIONS

379	<p>Three issues related to use of inconsistent signs and signals: a) Signs say, "Stop for pedestrians IN CROSSWALK" (according to state law), but the local ordinance says, "Stop for pedestrians ATTEMPTING TO CROSS." This renders the ordinance unenforceable. b) Use of flashing YELLOW signal, which for many decades have meant "You have the right-of-way, proceed with caution", but which in Ann Arbor now means "You do NOT have the right of way, and must yield to pedestrians." c) The "HAWK" signal is another example of an inconsistent signalling. HAWK usage defines a pair of alternating red flashing lights to mean "Stop, but proceed when pedestrians are clear". At a railroad crossing, a pair of alternating red flashing lights for decades has meant, "Absolute Stop". Many people have been killed or injured at RR crossings for thinking the signal means "Stop, but proceed if the tracks appear to be clear". Introducing the HAWK usage for alternating red flashing can only cause increased confusion and carnage at RR crossings. Further, a dark HAWK signal means "Proceed", while any dark traffic signal is to be treated as a four-way stop. Such inconsistency is a recipe for confusion and tragedy. It is essentially an attempt to do a very important job "on the cheap", and blame those who are confused for the City's failure. In addition, drivers are trained to scan the roadway ahead of their vehicle at a distance that corresponds to their speed: the faster the vehicle, the further ahead a driver must scan in order to bring the vehicle to a safe stop. Pedestrians who have never driven have no conception of the distance a vehicle needs for stopping. Hence, in most places, pedestrians are legally required to yield to oncoming vehicles except at designated and controlled locations. But in Ann Arbor, someone who, at one moment is walking along the side of the road near a crosswalk may at any moment turn and "attempt to cross", even within the zone where oncoming vehicles cannot safely stop. The pedestrian, believing that City ordinance outweighs the laws of physics, may step into the street. Who is at fault if the pedestrian is struck? Legally within Ann Arbor, the driver. Yet the laws of physics and normal safe-driving procedures may have rendered the driver incapable of legal compliance, and tragedy for both driver and pedestrian are the result. There are two responsible options for the City: revert to state law, or spend the funds necessary to put consistent signs and signals in place. At heavily-used crossings, the only truly safe, consistent signal is the traditional red-yellow-green signal for motor vehicles, and the traditional WALK / DON'T WALK signals for pedestrians, ideally with count-down timer for pedestrians. At less heavily used crossings, or as a preliminary measure, crosswalks should have a standard triangular YIELD sign (AASHTO R1-2) surmounting a black-on-white TO PEDESTRIANS sign (AASHTO 903.6.3 Option). Advance traffic control signs YIELD AHEAD (AASHTO W3-2) surmounting a black-on-white TO PEDESTRIANS sign should be placed according to AASHTO Table 903.6.28. If the City is serious about pedestrian safety, signs and signals consistent with the rest of the United States are the only responsible option.</p>	11/13/2014 11:33 AM
380	<p>1. Near campus - students on cells and distracted while walking. 2. Teach pedestrians to Walk Defensively. There is a false sense of security if you are a pedestrian in Ann Arbor.</p>	11/13/2014 11:33 AM
381	<p>User conflicts initiated by motorists regarding cycling in the city along city streets/roadways, pathways, etc.</p>	11/13/2014 11:26 AM
382	<p>I don't think the danger involves drivers who misunderstand existing crosswalk laws, because I don't think they misunderstand crosswalk laws any more than they misunderstand the stop sign or traffic signal laws. Rather, I think they are aware of the laws, but ignore them. I happen to think that IGNORING crosswalk laws is a huge problem, but misunderstanding them is not. I think a question involving deliberate traffic law violations should be added.</p>	11/13/2014 11:09 AM
383	<p>Number of crosswalks</p>	11/13/2014 11:04 AM
384	<p>Pedestrians should know that if they want cars to yield, they need to start the crossing motion, otherwise, cars waste time slowing down and even stopping while a pedestrian is either not intending to cross at all or so timid that they wait until cars come to a complete stop and make lots of gestures before they even head down the crossing ramp and then into the street. this only frustrates drivers and makes them not want to support a walkable community</p>	11/13/2014 10:53 AM
385	<p>Very dangerous areas for pedestrians in my neighborhood: 1) walking from Broadway Bridges to downtown, crossing Division and/or the little street that splits from Division to go down by Gandy Dancer. 2) sidewalk gaps near top of Broadway street hill. Many students walk on road here day and night and cannot be seen by drivers because of hill.</p>	11/13/2014 10:37 AM
386	<p>As an avid runner, I support the local laws regarding crosswalks and advocate for increased enforcement of the local laws. If enforcement was done on a consistent basis, than resident drivers would be aware of the implications of not following the law. There should be more "local law" signage at crosswalks and increased educational efforts so drivers are aware of what is to be done at crosswalks. There should be enforcement at the blinking crosswalks on Plymouth Road (my neighborhood) as I see many drivers ignoring these lights. Tickets should be issued! Are they? I've never seen any motorists stopped there, Bus stops should be placed away from crosswalks so it is clear where the crosswalk is located and the bus stop is located to avoid confusion.</p>	11/13/2014 10:12 AM
387	<p>Something that would assist bikers and walkers safety is having a bright reflector on their arm or coat. Even with good lighting it can be difficult to see a person in the street. This situation is especially a problem when pedestrians wear dark clothing and hoodies.</p>	11/13/2014 10:11 AM

## APPENDIX: OPEN ENDED QUESTIONS

388	When stopped at a Cross Walk to allow a pedestrian to cross, the other cars speed by, since they can not see the person crossing directly in front of my car, This is highly dangerous and a huge concern for all involved. Other concern is pedestrians crossing at the cross walk without looking Left/Right before processing. Pedestrians of all ages are stepping out in traffic, totally unaware of what is approaching. This needs to be corrected ASAP	11/13/2014 10:02 AM
389	Bike lanes are insufficient in my opinion and that contributes to unsafe sidewalks. Also-I think a biking and walking Millage would definitely pass in this community. Our infrastructure is lagging behind peer cities. And, to address high traffic for school of choice generated traffic and commuter traffic -there should be a discussion about better and more efficient mass transit or ride share incentives. For instance, if commuters car pool or ride share they should receive a free downtown Ann Arbor gift card or something. And we should reintroduce a discussion of taxing non residents that work in our city to help subsidize the issues they are causing (speeding, pollution, etc.) by driving in and out of the city every day.	11/13/2014 9:47 AM
390	Inconsistencies with enforcement. Speeding through neighborhoods without traffic calming. Granger Ave is a great example of this. No stop signs, so speed bumps or narrowing of the road. It's a straight shot from State to Packard. With cut through traffic, some people drive really fast. Another thing that worries me is people not stopping at the sidewalk to look for pedestrians when pulling out of driveways or parking lots. Delivery vehicles blocking sidewalks are a peeve of mine as well. Why can't they park on the street or, at least, pull further up the driveways?	11/13/2014 9:42 AM
391	I find that the signs with the push buttons that light up at cross walks are very helpful in identifying when someone is ready to cross the road, especially at dawn and dusk. I also think that some cross walks are too close to corners where drivers can not see when someone is in the cross walk. University of Michigan bus drivers need to be taken to task about their speeding and hit records of pedestrians. I have not seen any incident where an AATA bus driver has hit a pedestrian. Maybe the U of M bus drivers need to be required to take the same training that the city bus drivers.	11/13/2014 9:42 AM
392	In the City of Ann Arbor, a huge portion of people use public transit and their own two feet as primary transportation, but a lot of them do so unsafely, with my primary concern being crossing outside of crosswalks. I can't even count how many times I see people standing in the turning lane, waiting to get across the rest of the road. It's unsafe for the person, and nerve-wracking for the drivers trying to figure out what they're doing.	11/13/2014 9:21 AM
393	Speed set too high plus speeding. Street markings not visible when covered with snow and ice and on rainy nights. Inconsistent lighting at cross walks - flashing, hawks etc Need consistent red lights to tell drivers to stop.	11/13/2014 9:11 AM
394	Location of bus stops and the crosswalks supporting bus stops. Take a look at what is on Nixon - east side just north of Aurora across from Parkway Meadows	11/13/2014 8:49 AM
395	Pedestrian DO NOT use the "new crosswalks" that are on our city streets. They still cross where ever they want. What was the point in spending \$1,000 and \$1,000 of tax money when they are not used. The mentality of people in Ann Arbor is what laws and safety concerns, we are walking all car need to stop for me. Whether in a new crosswalk or at corners, they just walk when they want. I am surprised that more people are not hit. And don't get me started on the bike riders who run stop signs and stop lights in the city.....	11/13/2014 8:18 AM
396	I have serious concern regarding the ped crosswalk at the stadium Blvd. entrance to Pioneer High School. There are signs and a marked area on the street, however, early in the morning, when students are crossing to get to school, the situation is extremely dangerous. Traffic is attempting to turn into and out of the school, students are crossing in the dark and the rest of the traffic is focussed on the road. I drive this route every day, and I have seen some near misses that have worried me to no end. At a minimum, some blinking lights to show traffic that someone is ready to cross the street! PLEASE make this a priority BEFORE a student gets hit by a car.	11/13/2014 8:12 AM
397	bikes are not safe for pedestrians on downtown sidewalks, yet bikers are not safe without being on the sidewalks there. true also for streets such as Washtenaw.	11/13/2014 7:59 AM
398	Insufficient efforts/results at educating the public/visitors to the laws. Proximity of cross walks to bus stops is confusing...people are standing around waiting for the bus but they look like they are in the cross walk from a distance or vice versa. Too many street signs...it is confusing to drive down some streets and try to read all the signs and pay attention to driving at the same time plus look for pedestrians, bikers, squirrels, dogs, etc. The blinker lights at the pedestrian crossings are helpful in identifying a crossing that is being used. Also, pedestrian audio warning at the Geddes crossing to Gallup park is a good idea.	11/13/2014 7:47 AM
399	Bikes on U of M campus walkways, often going very fast.	11/13/2014 7:41 AM

## APPENDIX: OPEN ENDED QUESTIONS

400	I work with young men and women with disabilities and a couple of my main concerns stem mostly from winter. Last winter a number of bus stops we frequented were un accessible due to ice and snow. Also, a number of sidewalks also became very hazardous and remained that way for good chunks of the winter. Many of the people I work with require the use of public transit and when there is no viable route for them to walk to bus stops it impedes their independence and causes a number of difficulties. One thing I do like that happened this year is adding a side walk and more bus stops on Carpenter road between Packard and Washtenaw. This was a major plus for many of the people I work with. If more things like this (as well as adding more visible and useable cross walks) could happen it would mean the world to many of our disabled men and women who rely so heavily on public transit.	11/13/2014 7:22 AM
401	Ped traffic during class change at U of M near the Central Campus Transit Center is ridiculous. Hundreds of peds crossing at the same time causes traffic backups all the way to Washtenaw to the east and Fletcher to the west. A ped signal might help at that crossing to give traffic a chance to move. There's similar frustration for motorists at State and S University by the union. The students cross in a herd and don't give the cars a chance to advance through the intersection.	11/13/2014 7:16 AM
402	pedestrian cross walks near school that do NOT have pedestrian activated "flashing lights" to alert motorists and other in immediate area.	11/13/2014 7:10 AM
403	Lack of consistent, active enforcement of existing laws for pedestrians as well as drivers.	11/13/2014 6:52 AM
404	The intersection at Green Road, Nixon Road and Dhu Varren Road needs to be a traffic circle.	11/13/2014 6:27 AM
405	I hope that sidewalks will be installed SOON on Nixon Rd. just north of Clague Middle School. This project (promised in the Safe Routes to School funding) has been delayed repeatedly.	11/13/2014 4:54 AM
406	Please add sidewalks to all of Brockman Blvd. It is not a safe street for pedestrians.	11/12/2014 11:30 PM
407	Snow/ice removal outside student housing (ie. Share houses/fraternities etc) is very disappointing. Especially when their residential Neighbours work so hard to keep the sidewalks clear for their foot traffic	11/12/2014 11:08 PM
408	The inconsistency of crosswalks both on and off campus. There are a dozen or more configurations in the city. If you ticket cars for crosswalk violations then you should ticket pedestrians for jay walking...they do in California!	11/12/2014 10:51 PM
409	Lack of sufficient sidewalks in pedestrian neighborhoods	11/12/2014 10:46 PM
410	To look at new ways of defining pedestrian walkways in areas where there are no sidewalks or gaps in sidewalks. Such as marking a strip of street width perhaps where the bike paths are , for pedestrians....etc	11/12/2014 10:44 PM
411	Ann Arbor needs either a jaywalking law or more vigorous ticketing for stepping in front of moving vehicles. The midblock crosswalk law and the persistent general misconception that pedestrians have right of way everywhere and at all times in Ann Arbor have created a giant game of Reverse Whack-a-Mole with potentially deadly consequences. It's astonishing that more pedestrians don't get run over.	11/12/2014 10:26 PM
412	Conflicting signage: as an example, the traffic + crosswalk signal at the intersection of Glen St. and Catherine St. near the University of Michigan Medical School and Ann/Catherine parking garage. When turning left (south) onto Glen St. from Catherine St., there is a traffic sign on the light pole on the southeast corner of the intersection that states "Left Turn Vehicles Must Yield to Pedestrians." However, when the traffic signal at Glen and Catherine shows Green for the left turn (not an arrow – solid green), the Crosswalk signal shows the solid red-orange hand for "DON'T WALK" for the duration of the Green signal (and obviously, no left turn is permitted on the Red traffic signal). I have observed more and more frequently that pedestrians walk into the intersection headed West to cross Glen St., even though the Crosswalk Signal displays the "DON'T WALK" signal for the duration of the Green light for westbound traffic and turning vehicles. This "DON'T WALK" signal seems to be the safest arrangement for the left turning vehicles and pedestrians because when there are multiple cars making a left turn, braking for these errant pedestrians (I say errant because "DON'T WALK" is clearly displayed) is dangerous since drivers often move at a high rate of speed down the steep hill of Catherine Street. Moreover, the "WALK" signal displays when the traffic signal displays Red for the left turn. Therefore, the signage indicating that "Left Turn Vehicles Yield to Pedestrians" seems ill-advised given the timing of the Crosswalk Signal. While I am extremely observant of pedestrians at crosswalks throughout the city, at both traffic signals and designated road crossings, this particular signage seems to encourage pedestrians to disobey the "DON'T WALK" signal by suggesting they have right of way over left-turning vehicles. Additionally, drivers' safety is threatened because some drivers notice the solid "DON'T WALK" Crosswalk Signal while others observe the "Left Turn Vehicles Must Yield to Pedestrians" signage. A collision involving vehicles and/or pedestrians is possible if pedestrians disobeying the "DON'T WALK" signal enter the intersection on a Green signal. I fully support safe conditions for pedestrians, but I do not believe that signage should direct turning vehicles to yield to pedestrians crossing under a "DON'T WALK" signal – conceding of course that a car must avoid hitting a pedestrian whether they are crossing legally or illegally. I suggest the removal of the aforementioned Yield sign, given the timing of the Traffic & Crosswalk signals, and driver and pedestrian behavior at the intersection.	11/12/2014 10:25 PM

## APPENDIX: OPEN ENDED QUESTIONS

413	While my answers may indicate my neighbors do not shovel, that is not the case. My conscientious neighbors shovel well before the snow plows come by. While many comment on the inconvenience of this pushing snow into driveways, it also blocks crosswalks. The snow mountain might be passable for those on foot, but not those with mobility challenges or strollers. Generally, inability to leave the house and cross at intersections or cross driveways due to people parking over the sidewalk made my first winter as a parent almost as bad as the lack of sleep.	11/12/2014 10:22 PM
414	This is very dangerous new sidewalk crossing law which most people don't even understand pedestrians, motorists And especially city Council. Literally if the law is abided by there is more than 15 minutes many streets are impassable Legally.	11/12/2014 10:10 PM
415	vehicle traffic turning right into a cross walk ignoring pedestrians about to enter the cross walk.	11/12/2014 9:56 PM
416	Lincoln Ave and Wells near Burns Park is a notoriously dangerous intersection and crosswalk. Parents have contacted the city over the years, but the problem has seen little attention. Motorists often run the stop signs (distracted driving and/or simply don't see the signage). There are a lot of little kids crossing at this intersection and it's only a matter of time until tragedy strikes. Please, we need your help!	11/12/2014 9:50 PM
417	I do think that pedestrian safety is also affect by and with bicycle traffic, especially downtown. On streets where there is not a clear bike lane or traffic is very heavy, cyclists may be inclined to be on the sidewalk (especially with children who are not proficient riders) for their own safety. But this also can be dangerous for pedestrians. I think having clearly marked bike lanes throughout the downtown area would also help improve pedestrian, and also cyclist, safety.	11/12/2014 9:46 PM
418	visibility of pedestrians from buses - the two recent fatalities by UM buses were terrible. Left turns seem to be a big problem; drivers focused on oncoming traffic and ignoring pedestrians. Above all, speed.	11/12/2014 9:44 PM
419	Speeding on Granger, people treating it like a major thoroughfare--I nearly got hit recently turning left into my own driveway.	11/12/2014 9:32 PM
420	It's noteworthy that motorists include the UM and AATA bus drivers. I've been shocked at how many times both sorts of drivers don't stop when I'm near or already in an official crosswalk.	11/12/2014 9:31 PM
421	I teach students with visual impairments and most of these issues are high on my list. Many of these are obstacles that my students must overcome to travel safely in Ann Arbor.	11/12/2014 9:19 PM
422	I worry especially about the kids crossing Huron Parkway to go from the bus stop to Huron High. There needs to be a HAWK crossing system there to get cars to stop more reliably for them. I'd really like to see an improved educational campaign to teach locals and visitors about crosswalk & roundabout laws and expectations.	11/12/2014 9:03 PM
423	Speeding on S.Main from W.Stadium to Madison. Especially midway.	11/12/2014 8:41 PM

## APPENDIX: OPEN ENDED QUESTIONS

424	The city just moved the pedestrian crossing on state street near the LSA building so that it is now closer to an existing intersection with crosswalks. While I am sure that this is more convenient for the students going to the union now people have to walk out of their way to cross from ISR and LSA to the main campus. Therefore the city needs to add an additional crosswalk between LSA and Williams Street, perhaps near Kelsey or the dorms.	11/12/2014 8:29 PM
425	I was surprised that you mentioned bikes on sidewalks as an issue downtown but not on campus. I work on campus so walk more there and in my neighborhood. Bikes are really a hazard on campus. They are silent, fast, and navigated by young people with earphones. I have become more afraid of bikes than cars on campus, although i know people injured by both. Everyone-eveyone-needs to slow down. I taught my kids to let people know when they are coming up behind someone on a bike. I feel like if I step slightly to the left or right some mad cyclist is going to run into me. And injure me. They are not going at appropriate speeds for the sidewalk. If they feel safer on the sidewalk, fine. Go slow and give warning. If they want to speed to class, take the road and compete with the other speed demons. And i will note that i am very sympathetic to-and married and related to-avid cyclists who would never ride like this.	11/12/2014 8:24 PM
426	Driving and cycling around campus is unsafe for pedestrians and vice versa. The pedestrians and cyclists walking and riding makes driving treacherous as well! He cycling and walking routes near the high schools are also dangerous.	11/12/2014 8:15 PM
427	creation of strong re-enforcement fines for motorists neglecting pedestrians, whether is due to their lack of care or distraction (cell phone use while driving for example is really high ). I am sure that will make a significant differenece if reinforced by authorities.	11/12/2014 8:09 PM
428	CITY should clear & salt public sidewalks, not force/fine residents in neighborhoods.	11/12/2014 7:51 PM
429	Common sense! A false sense of security only makes situations more dangerous. Logic should be the model. Solutions should never make situations worse. Pedestrian bridges are the only real solution for safety.	11/12/2014 7:29 PM
430	Crosswalk signage is an utter disaster. No consistency makes it so unsafe. Imagine if we had 50 types of stop signs across the City - nobody would know what was going on. Well, that's what we have with crosswalks currently.	11/12/2014 6:57 PM
431	Lack of educational material on buses or distributed at events telling visitors, students and even residents basic pedestrian safety. 1) People not knowing that they need to wear reflective or light colored clothing at night. 2) People not knowing that cyclists are safer in the road. 3) Cyclists almost knocking down pedestrians on campus and downtown. 4) Motorists and cyclist failing to stop at red lights or stop signs to let pedestrians pass.	11/12/2014 6:23 PM
432	Might be included in some of the options, but inconsistent signage at crosswalks. Not every midblock crossing has the same signage or is treated equally by motorists. Curb cuts/ramps that don't lead to a marked crosswalk but that are at busy intersections (w/e Madison and main at)	11/12/2014 6:00 PM
433	Challenges for safety at the roundabouts.	11/12/2014 6:00 PM
434	Lack of continuity of curb ramps (may have one at one end of a sidewalk, but not at the other, for example, or most sidewalk segments along a roadway have curb ramps, but one or more segments do not, making the entire road not handicap-accessible).	11/12/2014 5:57 PM
435	Where to begin? Lanes are too wide. If lanes narrowing can't be accomplished for the whole road, at least narrow lanes to absolute minimum at midblock crosswalks--traffic engineers need to provide some means of slowing cars at crosswalks whether there are pedestrians there or not. If they can do this, it will help it become a reflex for drivers, if they have to slow anyway, they are much more likely to stop for peds as their momentum is already broken. More stop signs on neighborhood roads--this will limit cut-through traffic in neighborhoods and keep drivers to the main roads where speed limits can be enforced. Traffic engineers hate friction in the system, but we need more friction in the system if the pedestrian environment has a prayer of improving. 25mph 25mph 25mph! Citywide.	11/12/2014 5:53 PM
436	Bicycles should not be allowed on the sidewalks.	11/12/2014 5:31 PM
437	Motorists not stopping at stop signs when there are pedestrians trying to cross using the crosswalk in that same intersection. Education and enforcement are needed.	11/12/2014 5:18 PM



## APPENDIX: OPEN ENDED QUESTIONS

438	Yes. This survey is totally pedestrian-centered. It appears that this city's default mode is to blame the driver for all issues related to pedestrian safety/accidents. For example, a bicyclist hit the side of my car while I was turning right on a light that had turned green several seconds before. My vision of the bicyclist was blocked by the car in the next lane. But I wonder if this accident was reported on this survey. Those reported accidents should also indicate WHO was at fault! Luckily, both witnesses and the bicyclist himself reported that he was at fault for trying to beat the light. If I had small children, I would continue to teach them to stop and look both ways before crossing the street. Why in hell would someone step out in front of traffic just because they are "in a crosswalk?" This law, and particularly Ann Arbor's version of it, is asinine and very dangerous. AND...there is no consistent marking of these crosswalks so if drivers need to be aware of the possibility of pedestrians wanting to cross, they need to not only be aware of the usual crazy drivers and heavier and heavier traffic on our roads, but now take our attention off all that to watch the sides of the street for pedestrians about to step off the curb at a variety of marked/poorly marked crosswalks! And then hope that the cars behind us see that we are about to stop. Obviously, the people in power that thought up this twist on the Michigan law do not have much experience driving in Ann Arbor.	11/12/2014 5:05 PM
439	Large vehicles stopping at mid block crosswalks (in a right lane) create a site distance issue for a car in the middle lane who may pass and not see a person in the crosswalk. Educate the motorists.	11/12/2014 5:05 PM
440	buses blocking view for cross walks	11/12/2014 5:04 PM
441	Failure to use turn signals!!!! Give them expensive tickets!!! As a pedestrian I can't tell what a car is going to do when they can't be bothered to signal because they're stupid or lazy or have a phone in their hand. Use turn signal for every turn, or get a ticket!	11/12/2014 4:49 PM
442	The inconsistent markings are a problem. Markings traditionally used to define the "crossing area" at intersections (i.e., two 6-inch lines several feet apart, running across the width of the road from sidewalk to sidewalk) have been replaced with "zebra" markings (which traditionally are only used at proper crosswalks). This makes it unclear whether motorists are supposed to yield to pedestrians waiting to cross at an intersection. If motorists are expected to stop for pedestrians, there should be either a stop signal (sign or light) or a signed crosswalk. Otherwise the assumption is that the vehicle has the right of way. A good example of this is the intersection of South Division at Jefferson, or Pauline St alongside Allmendinger park (where there are at least 3 zebras, but only one is signed as a crosswalk--what is the expectation at the others?)	11/12/2014 4:41 PM
443	There are two specific areas that are examples of sidewalk gaps, one the walking route to school for the entire Broadway neighborhood(s). The abandoned Leaird Road path through the woods is a liability nightmare for the City - no maintenance and many trip/slip hazards due to uneven surface, erosion of the street itself. No lighting through wooded area that has 6-8" woody plants and trees growing IN the old road (as one walks past a home where someone was shot dead a few years ago). Similar hazard, but maybe not City liability is along the south side of Broadway near the north intersection with Plymouth (I think along UM property), and a short stretch on the north side. People are constantly walking in the street and across the street, often in dark clothing at night, in an area with driver sight distance issues. And the City and UM are the primary owners of the area in question in these situations, so its not a matter of how to charge homeowners.	11/12/2014 4:36 PM
444	Trend of moving city bus stops out of shopping centers. This happened at arborland, and the Kmart/plum market on Maple. I understand this is not the city's fault, but it affects my experience as a bus rider and pedestrian, by requiring more street crossings and longer walks across parking lots. These are in the less pedestrian friendly areas, so these are unpleasant crossings of busy streets that have many of the problems mentioned in the survey. At arborland, what was once a quick walk across the parking lot now requires waiting for 3 lights to cross Washtenaw.	11/12/2014 4:23 PM
445	Walkers no having lights on both their front and back when walking at night. I can not tell you how many times I have been driving at night and did not see a pedestrian till I was right on top of them	11/12/2014 4:19 PM
446	Current midblock cross-walk system is insane and very dangerous. Their locations are counter-intuitive since they tend to be laced on uninterrupted stretches of road where drivers do not expect to stop (e.g. along Plymouth). Drivers who do stop risk rear end collisions from drivers behind them. The walks lull pedestrians into false sense of security, especially when cars in one lane stop but not the adjacent lane. Inconsistency adds to confusion: those equipped with flashing lights are obviously somewhat safer, those lacking the lights are simply dangerous. And even if all residents became totally obedient, this is a town with large numbers of visitors. They cannot be expected to know the local norms.	11/12/2014 4:10 PM

## APPENDIX: OPEN ENDED QUESTIONS

447	I don't like the pedestrian law in Ann Arbor at all, especially on higher speed streets like portions of Plymouth Road and Washtenaw Avenue. It's next to impossible to stop quickly at 45mph and on roads with 4 lanes when you can't see pedestrians from the left lane since there are cars to your right. Even in the right lane when I start slowing down I am hesitant to stop when I see the car to my left continuing at full speed. We should: 1. Change the pedestrian law so pedestrians stop entering roadways in front of cars. It's much easier for them to see the cars than vice versa. 2. Add more islands to make it easier to cross busy roads. 3. Change the white and yellow pedestrian signals to red, since red means stop. Drivers from other areas see flashing white lights and have no idea what that means. Yellow typically means "slow down but you have the right of way unless turning", which is not true in pedestrian crosswalks. Red means stop - use red for crosswalks when pedestrians are present.	11/12/2014 4:06 PM
448	The flashing pedestrian lights - some people stop, some don't. Just last week I saw a 3 car accident on Plymouth when the first car stopped and the two cars behind him didn't (at least until they rear ended each other). We also desperately need one of the flashing lights in front of Pioneer High! In the morning during the winter, it is so dark and there are so many children dashing across the street - it's super scary. I think the biggest issue is people crossing the street outside of the crosswalks.	11/12/2014 4:00 PM
449	Having midblock crosswalks on four lane roadways that are marked for 45mph speed limit. Specifically I'm thinking of the crosswalk on Washtenaw Ave. right after it splits from Stadium Blvd. There are many pedestrians that like to run across that road to the bus stop (not even using the crosswalk provided). There needs to be a pedestrian bridge or something safer.	11/12/2014 4:00 PM
450	Sidewalks have been placed so families are able to walk to school, they say the walkway is too narrow(Newport rd) gap in sidewalk on Nixon rd,	11/12/2014 3:23 PM
451	excessive distance between crosswalks (traffic signals, stop signs, etc.) on busy roads make crossing difficult. slowing down traffic is likely the most effective strategy. "Twenty is plenty" campaign is a worthwhile strategy.	11/12/2014 2:58 PM
452	Some sidewalks are also less navigable because of leaves allowed to accumulate on sidewalks. These become slippery when wet and partly decomposed.	11/8/2014 7:47 AM