



# City of Ann Arbor Pedestrian Safety & Access Task Force



**Task Force Meeting**

**Wednesday, May 6, from 5 to 7 PM**

**Basement Conference Room ,  
Larcom City Hall**

[www.a2gov.org/pedsafety](http://www.a2gov.org/pedsafety)



**The Greenway  
Collaborative, Inc.**



# 1. Introductions

## Task Force Members:

- Vivienne Armentrout
- Scott Campbell
- Ken Clark (Secretary)
- Neal Elyakin
- Linda Diane Feldt (Chair)
- Owen Jansson
- Anthony Pinnell
- Sarah Pressprich  
Gryniewicz
- Jim Rees



*Guest: Chief Seto*



## 2. Approval of Agenda

- Key meeting outcomes:
  - Sidewalk Snow and Ice Ordinance
  - Funding, Operations and Evaluation Draft Recommendations
  - Discussion and Consideration of Draft Recommendations
  - Approach for Round #3 Public Engagement

1. Introductions 5:00 – 5:05 pm
2. Approval of Agenda 5:05 – 5:10 pm
3. Public Commentary (3 minutes/speaker, limit three speakers) 5:10 – 5:20 pm
4. Approval of Meeting #13 Discussion Summary 5:20 – 5:25 pm
5. Enforcement Discussion with Chief Seto 5:25 – 5:45 pm
6. Update of the Proposed Sidewalk Snow & Ice Ordinance 5:45 – 6:00 pm
  - a) Commission on Disability Issues Resolution
  - b) Response to City Council for June 1, First Reading
7. Review of Approved Process to Consider Draft Recommendations 6:00 – 6:05 pm
8. Discussion and Consideration of Draft Recommendations 6:05 – 6:25 pm
  - a) See Draft Recommendation Worksheet
9. Review of First Pass at Consolidation of Draft Recommendations 6:25 – 6:35 pm
10. Draft Outline Agendas & Work Plan—June, July and August Meetings 6:35 -6:45 pm
  - a) Approval Process for Final Report
  - b) Schedule Task Force Meeting at end of August
11. Public Engagement 6:45 – 6:55 pm
  - a) Review of Round 2 - Community Wide Meeting on 3/25
  - b) Approach for Round 3 Public Engagement
    - i) Subcommittee for A2 Open City Hall Survey
12. Next Steps 6:55 – 7:00 pm
  - a) June 3rd Task Force Meeting
  - b) Upcoming Subcommittees
13. Public Commentary (3 minutes/speaker)

*Meeting Packet Available on PSATF's Google Drive  
<http://tinyurl.com/npdjeaz>*



## 3. Public Commentary

- Limit to 3 speakers
- 3 minutes per speaker
- If you comment at the beginning of the meeting you cannot comment at the end







## 4. Approval of Meeting #13 Discussion Summary

- No proposed changes submitted prior to today's meeting

### PEDESTRIAN SAFETY AND ACCESS TASK FORCE MEETING #13 – MEETING MINUTES

**Date:** Wednesday, April 1, 2015

**Time:** 5:00 - 7:00 pm

**Location:** Basement Conference Room – Larcom City Hall

**Attendees:**

Task Force Members Present, 8; Scott Campbell; Kenneth Clark; Linda Diane Feldt; Owen Jansson; Anthony Pinnell; Jim Rees; Sarah Pressprich Gryniwicz; Vivienne Armentrout;

Task Force Members Absent, 1: Neal Elyakin;

Public Present, 7: Larry Deck; Kathy Griswold; Barbara Kritt; Jason Wagryn; Kevin Kelliner; Alice Hancock; Collin Cannart; refer to Attachment B for sign-in sheet

City Staff Present, 1: Connie Pulcifer;

Consultant Present (The Greenway Collaborative), 2: Norman Cox and Carolyn Prudhomme

**Re:** Pedestrian Safety and Access Task Force Meeting

Meeting Called to Order: 5:00 pm

1. Introductions.
2. Changes to agenda: None, unanimously approved
3. Public Commentary: None
4. Changes to notes and minutes from last meeting: None, unanimously approved
5. Update on First Reading of the Proposed Sidewalk Snow & Ice Ordinance
  1. "Move that the Task Force response be postponed until the second reading." - Moved by V Armentrout; Seconded by S. Pressprich Gryniwicz – motion failed.
  2. "Move that the Task Force, or the Winter Maintenance Subcommittee and then the Task Force as a whole, revisit changes to the snow and ice ordinance after the Ann Arbor Commission on Disability Issues makes its recommendation and receives further input from disabled veteran groups. The Task Force also asks that City Council postpone its first reading of the snow and ice ordinance on April 20th so the Task Force has an opportunity to discuss and vote at its next regular meeting on May 6th." – Moved by O.Jansson; Seconded by A.Pinnell – approved.
6. Subcommittees



## 5. Enforcement Discussion with Chief Seto

- Open discussion





## 6. Update on the Proposed Sidewalk Snow & Ice Ordinance

- The first reading has been postponed – rescheduled for June 1<sup>st</sup> City Council meeting.
- City Council has asked the Task Force to consider the resolution from the Ann Arbor Commission on Disabilities Issues regarding Chapter 49 proposed ordinance changes.
- Task Force response to City Council.





**DRAFT of April 18, 2015**

Ann Arbor, May 6, 2015

Dear Mayor Taylor and City Council Members,

At your meeting on Monday April 20, 2015, City Council asked the Pedestrian Safety and Access Task Force to consider the resolution and recommendations submitted to you by the Ann Arbor Commission on Disability Issues regarding proposed amendments to the snow and ice removal requirements of the Chapter 49 ordinance. We are grateful to Council for postponing the first reading of those amendments until June 1, 2015, which has allowed the Task Force time to review the Commission's recommendations.

In general, the Task Force welcomes the recommendations made by the Ann Arbor Commission on Disability Issues, and believes they not only reflect the needs and wishes of the disability community, but would also greatly benefit the mobility and safety of all 120,000 residents of Ann Arbor. The Commission bases their recommendations on the Americans with Disabilities Act, putting their wishes on sound and compelling legal footing.

The Task force finds these recommendations to be firmly focused on achieving the defined goal of the ordinance, namely to "remove" snow and ice, and thereby ensure safe and timely access for everyone. They also request clearer definition and accommodation of persons affected by financial hardship or disability-related hardship to alleviate the concerns of those who feel compliance may be difficult.

The Task Force therefore urges Council to give these recommendations due consideration, not just in light of the concrete statutory framework on which they are based, but for the general good of all. We fully support the Disability Commission's recommendations with the minor deviations noted below.



## Paragraph 1:

- While the third sentence of this paragraph expresses the desire for the City to ultimately assume responsibility for removing snow and ice from sidewalks, this would be a major step requiring considerable further study to assess the financial and operational feasibility of mobilizing the quantity of flexibly deployable manpower needed to implement within the specified timeframes.
- While the final sentence of this paragraph urges the City in the long-term to “clear the streets to the same standards as residents are required to clear the sidewalks”, the Task Force believes that changing the word “streets” in that sentence to “intersection and midblock crosswalks” would provide a much more expedient and feasible goal for City-implemented efforts. It also enhances the concrete recommendation under Paragraph 5 for use of “square-dancing” bobcat-plows to clear snow and ice ridges from ramps and crosswalks (not sidewalks) *after* road plowing.

## Paragraphs 2, 3 and 4:

- Paragraph 2 states that “any snow or ice on the ground can be a barrier for people with disabilities.” Paragraph 1 recommends that sidewalks be “consistently clear of snow and ice in a manner which mandates full access” as stipulated in the ADA regulations. In this context, snow and ice removal for full access should be carried out on an on-going basis. However, the Task Force also believes that, for property owners and City staff charged with enforcement, it is important that the ordinance provide a reasonable but clear and specific deadline by which snow and ice must be removed. The Task Force therefore recommends that the ordinance:
  - Retain the stipulated timeframe for commercially zone properties currently in force;
  - Stipulate for properties zoned residential that all snow and ice be removed as soon as practicable after the end of each accumulation of snow or ice, but by no later than 24 hours after the end of each accumulation.

Sincerely,

Linda Diane Feldt, on behalf of the Ann Arbor Pedestrian Safety and Access Task Force  
[This letter was drafted and approved by the AAPSATF Winter Maintenance Committee.]



# 7. Review of Approved Process to Consider Draft Recommendations

- Funding, Operations, and Implementation Recommendations  
*(including all remaining recommendation)*
  - 11 proposed recommendations
  - 20 minutes
  - <2 minutes per issue
- Please keep discussion concise and focused on concerns with the proposed recommendation
- Not here to wordsmith tonight!
- These are preliminary recommendations; there will be a chance for more discussion

## CROSSING THE ROAD: ENGINEERING/PLANNING

### Issue: Enhancing Pedestrian Safety by Prioritizing Pavement Quality at Crosswalks

This issue should be addressed in a pedestrian safety and access plan

Agree     Disagree

Agree	Agree, with modifications	Disagree	General Recommendation:
<b>X</b>			Particularly high priority should be given to maintaining high-quality road conditions at crosswalks.

Agree	Agree, with modifications	Disagree	Specific Recommendations:
	<b>X</b>		Any potholes and cracking reported within crosswalk areas should be given priority and eliminated immediately. The same applies for loose gravel and broken bits of street materials.
<b>X</b>			The city should consider what manner of regular street sweepers can be hired to regularly monitor and maintain crosswalks at major/critical intersections and mid-block locations.

Please describe any additions, modifications or strong objections to the recommendations:

Same process we used at the last two meeting



## 8. Discussion and Consideration of Draft Recommendations

- Please refer to Meeting #14 Recommendations Worksheet as we go through all 11 issues.
- The purpose of the exercise is to help shape potential recommendations
- This is a first pass, we will revisit again later in the process
- You may change your mind, add / delete items at a later date
- ***We will be collecting everyone's worksheet following the meeting***

### *Funding, Implementation and Operation Recommendations:*

#### Crossing the Road:

- **14.1** Lack of dedicated funding and lack of publically announced and known schedule of implementation of crosswalks
- **14.2** Crosswalk funding

#### Maintenance Related:

- **14.3** Clearing “plow ridges” from curb ramps, mid-block crossings, pedestrian islands, and in front of bus stops\*
- **14.4** Poor road conditions lead to bicycles riding on the sidewalk

#### Other:

- **14.5** Funding pedestrian improvements
- **14.6** Act 51 Funding

### *Additional Recommendations that have been submitted over the last few months:*

#### Crossing the Road:

- **14.7** Use of red lights at pedestrian crosswalks\*
- **14.8** Changes in pedestrian traffic volumes with new construction

#### Maintenance:

- **14.9** Slush and water build up at crosswalk ramps\*

#### Traffic Management:

- **14.10** Speeding leading to pedestrian fatalities and injuries\*

#### Other:

- **14.11** Intersection of Main Street and Stadium Blvd

We are not voting on the draft recommendations tonight. Rather this is a first flush process to draft recommendations and get feedback.



## Issue 14.1: Lack of dedicated funding and lack of a publically announced and known schedule of implementation for crosswalks

This issue should be addressed in a pedestrian safety and access plan

Agree     Disagree

Agree	Agree, with modifications	Disagree	<b>General Recommendation:</b> 1: Based on the state-of-the-art, best-practice yet most economical solutions available, establish a detailed city-wide map and wish list for all envisaged pedestrian crosswalks, crosswalk equipment (lighting, signaling, signage and painting) and civil engineering structures (curb cuts, islands, structural narrowing measures, etc.), and perform a global costing of this total scope so that the city knows the “big picture” pricetag for its best-case scenario. Establish certain dedicated sources of funding, and schedule an economic implementation plan with work segments broken down into short-, medium- and long-term stages.
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## Issue 14.2: Funding crosswalks

This issue should be addressed in a pedestrian safety and access plan

Agree     Disagree

Agree	Agree, with modifications	Disagree	<b>General Recommendation:</b>
			<p>1: Obtain funding specifically channeled to paying for crosswalk equipment (lighting, signaling, signage and painting) and civil engineering structures (curb cuts, islands, structural narrowing measures, etc.) by charging owners of residential rental properties an annual fee, based on the size of the property (square footage and/or bedroom units), to be levied with the winter tax bill. The revenues from this fee would be used exclusively for pedestrian crosswalk equipment and civil engineering measures.</p>
			<p>1: Obtain funding to be specifically channeled to paying for crosswalk equipment (lighting, signaling, signage and painting) and civil engineering structures (curb cuts, islands, structural narrowing measures, etc.) by requesting the University of Michigan to pay the City of Ann Arbor (e.g.) 1 percent (or \$1.00) from every ticket sold to every sporting event at the university. The revenues from this cut would be used exclusively for pedestrian crosswalk equipment and civil engineering measures.</p>

MAINTENANCE RELATED: OPERATIONS

### Issue 14.3: Clearing “plow ridges” from curb ramps, mid-block crossings, pedestrian islands, and in front of bus stops

This issue should be addressed in a pedestrian safety and access plan

Agree     Disagree

Agree	Agree, with modifications	Disagree	
			<p><b>General Recommendation:</b></p> <p>1: City staff: investigate solutions, costs, plowing techniques and operational considerations for the City to eliminate, effectively clear, or not create blockages of curb ramps, mid-block crossings, and pedestrian islands, and in front of bus stops caused by plowing. See Cambridge, MA’s private bob-cat clearance as desirable example.</p>



MAINTENANCE RELATED: OPERATIONS

## Issue 14.4: Poor road conditions lead to bicycles riding on the sidewalk.

This issue should be addressed in a pedestrian safety and access plan

Agree     Disagree

Agree  
Agree, with  
modifications  
Disagree

**General Recommendation:**

1: Roads with bike lanes should be cleared as soon as feasible.

**OTHER: FUNDING**

## Issue 14.5: Funding pedestrian improvements

This issue should be addressed in a pedestrian safety and access plan

Agree     Disagree

Agree	Agree, with modifications	Disagree	
			<b>General Recommendation:</b> 1: Introduce a modest but effective annual city-wide tax/fee on all rental properties based on the registered number of units/tenants according to rental zoning law and city inspection.

Agree	Agree, with modifications	Disagree	
			<b>Specific Recommendations:</b> 2: The revenue generated by the tax/fee would be tied and applied directly to purchasing and implementing uniform crosswalk signing, lighting and signaling, closing sidewalk gaps, and building a modern system of bicycle and jogging paths that promote bicycling while getting bikes off sidewalks.

## OTHER: FUNDING

### Issue 14.6: Act 51 Funding

This issue should be addressed in a pedestrian safety and access plan

Agree       Disagree

Agree

Agree, with  
modifications

Disagree

#### General Recommendation:

			1: Set 1/2 of the percentage of trips by non-motorized as the maximum funding amount.
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## Issue 14.7: Use of red lights at pedestrian crosswalks

This issue should be addressed in a pedestrian safety and access plan

Agree     Disagree

Agree	Agree, with modifications	Disagree	<b>General Recommendation:</b>
			1: Let's introduce European-style traffic lights at pedestrian crossings that extensively rule out car-pedestrian accidents
			2: Regularly evaluate crosswalks for possible traffic signals, including combination of warrants, not just pedestrian volume warrant. If a crosswalk location meets the warrants, a signal should be put in place.

## Issue 14.8: Changes in pedestrian traffic volumes with new construction

This issue should be addressed in a pedestrian safety and access plan

Agree     Disagree

Agree	Agree, with modifications	Disagree	<b>General Recommendation:</b>
			1: Regularly evaluate crosswalks for possible traffic signals

MAINTENANCE RELATED: ENGINEERING/PLANNING

**Issue 14.9: Slush and water build up at crosswalk ramps.**

This issue should be addressed in a pedestrian safety and access plan

Agree     Disagree

Agree	Agree, with modifications	Disagree	<b>General Recommendation:</b>
			1: Investigate using porous pavement for new ramps and some sidewalks to help minimize slush and water build up in those areas

## Issue 14.10: Speeding leading to pedestrian fatalities and injuries

This issue should be addressed in a pedestrian safety and access plan

Agree     Disagree

Agree	Agree, with modifications	Disagree	<b>General Recommendation:</b>
			1: Make 25 MPH the speed limit for all of Ann Arbor.

## Issue 14.11: Intersection of Main Street and Stadium Blvd

This issue should be addressed in a pedestrian safety and access plan

Agree     Disagree

Agree	Agree, with modifications	Disagree	<b>General Recommendation:</b>
			1: Thorough review of the City's existing plan to renovate the intersection of Main Street and Stadium Boulevard to ensure plan provides the level of pedestrian access and safety fitting for Pioneer High School and Michigan football pedestrian traffic.

Agree	Agree, with modifications	Disagree	<b>Specific Recommendations:</b>
			2: It should be thoroughly reviewed on the basis of best practice, state-of-the-art signal-lights/equipment for crosswalks, and traffic calming techniques to ensure safety and access for all pedestrians.
			3: Trees should be planted and wide dual-use paths constructed on the sidewalk level around the entire perimeter of the school (i.e.the bicycle path NOT at the street level, but next to the pedestrian path)





## 8. Discussion and Consideration of Draft Recommendations

- We missed some draft recommendations that were submitted – Sorry
- Will send those out for input and then integrate them into the next steps

- Land Use
- Funding
- Outreach



## 9. Review of First Pass at Consolidation of Draft Recommendations

- As requested by the Task Force, recommendations from the last two meetings have been “wrangled” into a more cohesive format including an introduction
- The draft recommendations are a consolidation of input provided by the Task Force and reflect community input
- Funding, operation, and implementation recommendations will be incorporated following this meeting
- Pending Task Force direction we will set up a framework for input and voting

### Proposed Outline:

- Task Force Charge
- Process Summary
- The Perception
- The Reality
- The Common Ground
- The Five Underlying Issues
- The Seven Symptoms
- The Way Forward
- Goal – Vision Zero
- Key Objectives (guiding principals and primary recommendations provided)
  - Improve Pedestrian Access and Encourage Use
  - Improve Understanding of Traffic Laws and Local Expectations
  - Align Expectations and Environmental Realities
  - Address the Needs of All Users
  - Reduce Distractions and Minimize Consequences
- Implementation Strategy
- Recommended Data Collection
- Recommendation Specifics



# 10. Draft Outline Agendas & Work Plan

- June 3– Refine and vote on first half of draft recommendations
- July 1– Refine and vote on second half of draft recommendations
- August 5 –Finalize and Prioritize Recommendations
- End of August - Schedule an Full Task Force Meeting to approve final report
- September 14 – Task Force make presentation to City Council during Work Session

	May '15	Jun '15	Jul '15	Aug '15	End of Aug '15	Sept '15
Task G: Pedestrian Safety Action Plan Elements						
<b>Meeting Topics:</b>	Operations, Funding & Implementation Recommendations	Review Draft Recommendations	Review Draft Recommendations	Finalize Recommendations	Final Approval	Presentation at City Council
<b>Resource Group Meetings</b>	Mon. Apr 27	Wed. May 20	Mon. Jun 22	Mon. Jul 27		
<b>PSATF Meetings</b>	Meeting #14 Wed. May 6 5 - 7 pm Basement Conf Room Larcom City Hall	Meeting # 15 Wed. Jun 3 5 - 7 pm Basement Conf Room Larcom City Hall	Meeting #16 Wed. Jul 1 5 - 7 pm Basement Conf Room Larcom City Hall	Meeting #17 Wed. Aug 5 5 - 7 pm Basement Conf Room Larcom City Hall	Meeting #18 TBD	City Council Work Session Mon. Sep 14
<b>Stakeholder Focus Group</b> (meeting times, dates and locations tentative)	Thurs. May 21 ***Propose to Eliminate Meeting					
<b>Community-at-large Meeting</b> (meeting times, dates and locations tentative)	Wed. May 27 ***Original meeting date; proposed to move to July 14th		Tues. July 14 6:30 - 8:30 pm Downtown Library Multi-purpose Room			
<b>Surveys</b> (dates are tentative)			A2 Open City Hall Survey			
<b>Online Crowdsourcing Maps</b> (dates are tentative)						



# 11. Public Engagement – Proposed Round 3 Approach

## Recommended Approach for Round #3 Public Engagement

- Community wide survey launched after July 1<sup>st</sup> once Task Force has developed “final draft” of recommendations
- Community wide meeting Tuesday, July 14<sup>th</sup> for the Task Force to present their “final draft” recommendations
- Input from Round #3 included in the August 5<sup>th</sup> Agenda Packet (sent out on July 29<sup>th</sup>)
- August 5<sup>th</sup> – Task Force develops final recommendations based on the input

## Subcommittee for A2 Open City Hall Survey

- Meetings in May and June



## Round #2 Community Wide Meeting Summary:

- Held March 25<sup>th</sup> at the Downtown Library
- 33 participants
- Discussed potential solutions for the Top Ten Issues identified in the survey
- Input from the Community Wide Meeting on March 25<sup>th</sup> has been included in the agenda packet





# 11a. June 3<sup>rd</sup> Task Force Meeting

- Next Task Force Meeting is June 3<sup>rd</sup>
  - 5pm to 7pm
  - Basement Conference Room , Larcom City Hall
- Refine and Vote on First Half of Draft Recommendations
- Homework will be assigned in preparation for the June 3<sup>rd</sup> meeting



- June & July – Refinement and Vote on Recommendations
- August – Finalize and Approve Recommendations
- September – Present to City Council





## 11b. Subcommittees

- Notify Kayla Coleman and Connie Pulcifer **at least 48 hours in advance** if you are unable to make a scheduled meeting.
- Contact Kayla Coleman and Connie Pulcifer **at least 2 business days in advance** if you would like staff resources at your subcommittee meeting.
- Contact community stakeholders directly to attend meetings.
- Send meeting summaries to all subcommittee members for review before sending final version to Carolyn – final summaries should be sent in **at least 9 days in advance** of the next Task Force Meeting



### Upcoming Subcommittee Meetings:

Crosswalk Consistency – May 11

Winter Maintenance – May 13

Crosswalk Education/Outreach/Enforcement/Law – May 20

Crosswalk Budget/CIP – No Meeting Scheduled



## 12. Public Commentary

- 3 minutes per speaker
- If you commented at the beginning of the meeting you cannot comment at the end







# City of Ann Arbor Pedestrian Safety & Access Task Force



## Questions?

Norman COX, PLA, ASLA and  
Carolyn Prudhomme, ASLA

**The Greenway Collaborative, Inc.**  
Ann Arbor, Michigan

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