



City of Ann Arbor Pedestrian Safety & Access Task Force



Task Force Meeting

Wednesday, Aug 5, from 5 to 7 PM

**Basement Conference Room ,
Larcom City Hall**

www.a2gov.org/pedsafety



**The Greenway
Collaborative, Inc.**



1. Introductions

Task Force Members:

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





2. Approval of Agenda

- Key meeting outcomes:
 - Vote on Remaining Draft Recommendations
 - Prioritization

| | |
|--|----------------|
| 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 #16 Minutes and Discussion Summary | 5:20 – 5:25 pm |
| 5. A2 Open City Hall Feedback Opportunity & Community Wide Meeting | 5:25 – 5:35 pm |
| 6. Draft Introduction Letter from the Chair | 5:35 – 5:40 pm |
| 7. Public Engagement Appendix Addition | 5:40 – 5:45 pm |
| 8. New Recommendations | 5:45 – 6:15 pm |
| 9. Enforcement Reorganization | 6:15 – 6:20 pm |
| 10. Prioritization | 6:20 – 6:45 pm |
| 11. Next Steps | 6:45 – 6:50 pm |
| a) August 17 th Task Force Planning Meeting for September 14 Work Session | |
| b) August 26 th Task Force Meeting – Approve Final Recommendations Report | |
| 12. September 14 th City Council Work Session | 6:50 – 7:00 pm |
| 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 #16 Discussion Summary

- No proposed changes submitted prior to today's meeting

PEDESTRIAN SAFETY AND ACCESS TASK FORCE MEETING #16 – MEETING MINUTES

Date: Wednesday, July 1, 2015

Time: 5:00 - 7:00 pm

Location: Basement Conference Room – Larcom City Hall

Attendees:

Task Force Members Present, 6; Scott Campbell; Kenneth Clark ; Linda Diane Feldt; Owen Jansson; Anthony Pinnell (via Skype); Jim Rees;

Task Force Members Absent, 2: Neal Elyakin; Sarah Pressprich Gryniewicz

Public Present, 4: Kathy Griswold; Seth Peterson; Eric Lipson; Linda Evans; 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 minutes were not recorded.

[Secretary note: for all of these meetings there will be two records of the meeting. These minutes are a record of official actions taken and public commentary. Ann Arbor City staff and/or the consultant on this project, the Greenway Collaborative, will produce a second record of the discussion points of the meeting, with more detail. Both of these records will be available on the Pedestrian Safety and Access Task Force Google Drive repository, available through the City of Ann Arbor website at www.a2gov.org/departments/systems-planning/Transportation/Pages/Pedestrian-Safety-and-Access-Task-Force.aspx]



5. A2 Open City Hall Feedback Opportunity & Community Wide Meeting

A2 Open City Hall

- 103 Responses
- Asked to prioritize recommendations under each objective











July 8th Community Wide Meeting

- 34 members of the public present
- 4 members of City Council public
- Task Force members presented draft recommendations
- Open house to gather community priorities on draft recommendations

5:25 – 5:35

Pedestrian Safety and Access Task Force

Which Pedestrian Safety and Access Task Force draft recommendations are most important to you?

| | | % | Count |
|--|--|-------|-------|
| Prioritization System to Eliminate Sidewalk Gaps |  | 33.0% | 33 |
| Provide Safe and Accessible Pedestrians Routes in All Construction Zones |  | 20.0% | 20 |
| Improve Pedestrian Access through Crosswalk Placement and Spacing |  | 32.0% | 32 |
| Improve Crosswalk Maintenance |  | 19.0% | 19 |
| Enhance and Maintain Pedestrian Network Connectivity |  | 32.0% | 32 |
| Maximize Crossing Time for Pedestrians at Pedestrian Signals |  | 10.0% | 10 |
| Provide Accessible and Responsive Pedestrian Push Buttons at Signals |  | 20.0% | 20 |
| Land Use Planning that Promotes Pedestrian Travel |  | 51.0% | 51 |
| Implement Best Practices for Complete Street Planning and Design |  | 43.0% | 43 |
| Develop Placemaking Street Design Guidelines |  | 11.0% | 11 |



6. Draft Introduction Letter from the Chair





7. Public Engagement Appendix Addition

- Drafted by City Staff
- Gives overview of the public engagement process
- Add as appendix item

PEDESTRIAN SAFETY & ACCESS TASK FORCE WORK PLAN & SCHEDULE

Community Outreach & Engagement Strategy

Seeking input from the members of the community and discussing issues with city staff was a major component of the Pedestrian Safety and Access Task Force (PSATF) effort. Due to the complexity and breadth of the work plan, a PSATF subgroup participated in the competitive process of reviewing proposals and interviewing consultant facilitators to assist with their effort. The Greenway Collaborative was chosen by the PSATF subcommittee/staff selection committee to facilitate the involvement of the following groups.

- **Pedestrian Safety and Access Task Force**
 - City Council appointed members with a broad range of perspectives.
- **Resource Group**
 - Consisting of city staff representing several disciplines.
- **Stakeholders**
 - Including individual citizens; neighborhood associations; citizen-based organizations; public officials; public agencies; private sector groups; media outlets.
- **Public/Community**
 - Consisting of any and all city residents, stakeholders and others interested in participating in the formulation of the PSATF recommendations.

The roles and responsibilities for each of these groups are described below.

1. Pedestrian Safety and Access Task Force

As stated in the City Council resolution: the City Council will appoint a Task Force that will consist of nine (9) residents, and shall include representatives from organizations that address the needs of school aged youth, senior citizens, pedestrian safety, and people with mobility impairments. The Pedestrian Safety and Access Task Force will explore strategies to improve pedestrian safety and access within a framework of shared responsibility through community outreach and data collection, and will recommend to Council improvements in the development and application of the Complete Streets model, using best practices, sound data and objective analysis

The PSATF also provided guidance on the best approaches for engaging other stakeholder groups and the broader public over the course of their effort.

Early in the process the PSATF determined that some of their work effort would be best accomplished by subcommittees who then reported back to the full Task Force for final deliberations and decisions. Four subcommittees were formed:

- Winter Maintenance Subcommittee
- Crosswalk Education/Outreach/Enforcement/Law Subcommittee
- Crosswalk Budget/CIP Subcommittee
- Crosswalk Consistency Subcommittee



8. New Recommendations

- Tonight we are approving any remaining recommendations to be included into the final document
 - Will vote on the entire document on August 26
- Where there is agreement, we need to address quickly
- Staff will send final draft of document to Task Force on August 19th for final review

Similar to the Motion to last Meeting:

To expedite the consideration of the items to be incorporated into the final draft, a formal motion, second and vote will not be utilized for each item.

After discussion of each item and the incorporation of proposed revisions, a show of hands will be used to approve the draft language as recorded in the PSATF Recommendations to City Council Document (updated 7/28/15).



9. Enforcement Reorganization

- Move enforcement related recommendations from Objective No.4 to Objective No.2

4C. Regular Enforcement of Pedestrian Crossing Laws. The City of Ann Arbor Police Department should provide regular enforcement of motorists and pedestrian laws. This should include enforcement efforts at both crosswalk and non-crosswalk locations. The safety of pedestrians is a basic part of the safety of our community, and it should not require special funding from the City or scheduling on the part of our public safety officers. This should be considered a part of basic policing. At this point there should be four designated and advertised crosswalk enforcement operations per year, in a manner recommended by the Federal Highway Administration. It may be reasonable to reduce or increase this number in the future, depending on the results of crosswalk enforcement operations, and crash history in the City.

4G. Establish Sidewalk Snow Removal Enforcement Appeal Process. To improve enforcement consistency, the City should use an administrative referee or hearing board (as is utilized by Ypsilanti and Madison, WI) to consider appeals to violations of the Sidewalk Snow Removal Ordinance. A description of what consists of “hardship” that would allow individuals to escape sanctions in the ordinance needs to be developed.

4I. Set Priorities for the Sidewalk Snow Removal Ordinance Enforcement. The City should proactively enforce sidewalk clearance using the following priority areas: (1) within a ¼ mile of schools; (2) high volume bus stops; (3) established school pedestrian routes; (4) shopping districts; (5) near health care facilities; and (6) areas with known people with disabilities.



9. Prioritization

- Priorities of the Task Force and Public were very similar
- Recommendations were reorganized to match the results of A2 Open City Hall/Community Wide Meeting Prioritization Exercise

| A2 OPEN CITY HALL/COMMUNITY WIDE MEETING | TASK FORCE |
|---|---|
| Improve Pedestrian Access and Encourage Use | |
| <ol style="list-style-type: none"> 1. Land Use Planning that Promotes Pedestrian Travel (53%) 2. Implement Best Practices for Complete Street Planning and Design (52%) 3. Prioritization System to Eliminate Sidewalk Gaps (40%) 4. Improve Pedestrian Access through Crosswalk Placement and Spacing (37%) 5. Enhance and Maintain Pedestrian Network Connectivity (32%) 6. Provide Safe and Accessible Pedestrian Routes in All Construction Zones (24%) 7. Improve Crosswalk Maintenance (23%) 8. Provide Accessible and Responsive Pedestrian Push Buttons at Signals (20%) 9. Develop Placemaking Street Design Guidelines (11%) 10. Maximize Crossing Time for Pedestrians at Pedestrian Signals (10%) | <ol style="list-style-type: none"> 1. Implement Best Practices for Complete Street Planning and Design (85.7%) 2. Improve Pedestrian Access through Crosswalk Placement and Spacing (57.1%) 3. Land Use Planning that Promotes Pedestrian Travel (28.6%) 4. Enhance and Maintain Pedestrian Network Connectivity (28.6%) 5. Develop Placemaking Street Design Guidelines (28.6%) 6. Prioritization System to Eliminate Sidewalk Gaps (14.3%) 7. Provide Safe and Accessible Pedestrian Routes in All Construction Zones (14.3%) 8. Provide Accessible and Responsive Pedestrian Push Buttons at Signals (14.3%) 9. Improve Crosswalk Maintenance (14.3%) 10. Maximize Crossing Time for Pedestrians at Pedestrian Signals (14.3%) |
| Improve Understanding of Traffic Laws and Local Expectations | |
| <ol style="list-style-type: none"> 1. Preserve the Pedestrian Crosswalk Law (60%) 2. Provide a Sustained Public Outreach Campaign (54%) 3. Targeted Enforcement Aimed at Improving the Yield Rates at Crosswalk Locations (50%) 4. Zone Treatments to Address Identified Problems or Barriers to Pedestrian Safety (40%) 5. Adopt the Uniform Vehicle Code Definition of a Crosswalk (30%) 6. Provide Education Materials to Driver Education Programs (26%) 7. Implement Gateway Treatments (21%) | <ol style="list-style-type: none"> 1. Preserve the Pedestrian Crosswalk Law (85.7%) 2. Targeted Enforcement Aimed at Improving the Yield Rates at Crosswalk Locations (71.4%) 3. Provide a Sustained Public Outreach Campaign (57.1%) 4. Zone Treatments to Address Identified Problems or Barriers to Pedestrian Safety (28.6%) 5. Adopt the Uniform Vehicle Code Definition of a Crosswalk (28.6%) 6. Implement Gateway Treatments (28.6%) 7. Provide Education Materials to Driver Education Programs (0%) |
| Improve the Physical Conditions of the Roadway and Pedestrian Environment to Reflect Best Practices for Pedestrian Safety | |
| <ol style="list-style-type: none"> 1. Utilize Active Warning Beacons at Crosswalk on Multi-lane Roads and Locations with Poor Visibility (63%) 2. Improve Sight Lines Between Pedestrians and Motorists (43%) 3. Improve Lighting at Pedestrian Crossings (39%) 4. Encourage Roadway Bicycling to Minimize Conflicts with Pedestrians on Sidewalks (34%) 5. Adopt Design Guidelines that Promote Crosswalk Consistency (32%) 6. Evaluate and Implement Alternative Signalization Approaches for Intersections with High Conflicts (23%) | <ol style="list-style-type: none"> 1. Utilize Active Warning Beacons at Crosswalk on Multi-lane Roads and Locations with Poor Visibility (57.1%) 2. Adopt Design Guidelines that Promote Crosswalk Consistency (57.1%) 3. Reduce Conflicts by Restricting Turning Movements (57.1%) 4. Improve Sight Lines Between Pedestrians and Motorists (42.9%) 5. Improve Lighting at Pedestrian Crossings (42.9%) 6. Encourage Roadway Bicycling to Minimize Conflicts with Pedestrians on Sidewalks (28.6%) |



11. Next Steps

- August 17 – Task Force Meeting to prepare for work session with City Council
- August 19 – Task Force receives final draft for review
- August 26- Full Task Force Meeting to approve final report
- September 14 – Task Force make presentation to City Council during Work Session

| Jul '15 | Aug '15 | End of Aug '15 | Sept '15 |
|---------|---------|----------------|----------|
| | | | |
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Elements

| Meeting Topics: | Review Draft Recommendations | Finalize Recommendations | Final Approval | Presentation at City Council |
|---|---|---|---|---|
| Resource Group Meetings | Mon. Jun 22 | Mon. Jul 27 | | |
| PSATF Meetings | 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 We. Aug 26 5 - 7 pm Basement Conf Room Larcom City Hall | City Council Work Session Mon. Sep 14 |
| Stakeholder Focus Group (meeting times, dates and locations tentative) | | | | |
| Community-at-large Meeting (meeting times, dates and locations tentative) | Tues. July 8 6:30 - 8:30 pm Downtown Library Multi-purpose Room | | | |
| Surveys (dates are tentative) | A2 Open City Hall Feedback Opportunity | | | |
| Online Crowdsourcing Map (dates are tentative) | | | | |



12. September 14th City Council Work Session

- Task Force make presentation to City Council during Work Session





13. 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

www.a2gov.org/pedsafety



**The Greenway
Collaborative, Inc.**