



City of Ann Arbor Pedestrian Safety & Access Task Force



Task Force Meeting

Wednesday, December 3, from 5 to 7 PM

**Basement Conference Room ,
Larcom City Hall**

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



City Staff:

- *Nick Hutchinson, Project Management Manager*
- *Deb Gosselin, Systems Planning Engineer*



2. Approve Agenda

- Key meeting outcomes:

- Subcommittee Updates
- Postponed City Council resolutions
- Sidewalk Prioritization
- Understanding of sidewalk and shared use path issues

1. Introductions	5 – 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 #8 Discussion Summary	5:20 – 5:25 pm
5. Round 1 Public Engagement Update	5:25 – 5:30 pm
6. Subcommittee Updates	5:30 – 5:45 pm
a) Prioritization of winter maintenance enforcement (5 minutes)	
b) Sidewalk maintenance ordinance (5 minutes)	
c) Crosswalk Education/Outreach/Enforcement/Law Subcommittee (5 minutes)	
7. Approve Correspondence regarding postponed City Council resolutions related to pedestrian safety and access	5:45 – 5:55 pm
a) Crosswalk Law (5 minutes)	
b) Vegetation (5 minutes)	
8. Sidewalk Prioritization Overview by Deb Gosselin and Nick Hutchinson	5:55 – 6:05 pm
9. Discussion and Action Items	6:05 – 6:55 pm
a) Sidewalks Gaps Prioritization (30 minutes)	
b) Shared Use Paths (5 minutes)	
c) Connector Sidewalks (5 minutes)	
d) Vegetation – encroachment and sight lines (5 minutes)	
e) Funding & Policies (5 minutes)	
10. Next Steps	6:55 – 7:00 pm
a) Next Round of Issues and Resources Brief	
11. 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 #8 Discussion Summary

- No proposed changes submitted prior to today's meeting

PEDESTRIAN SAFETY AND ACCESS TASK FORCE MEETING #8 – MEETING MINUTES

Date: Wednesday, November 5, 2014

Time: 5:00 - 7:00 pm

Location: Basement Conference Room – Larcom City Hall

Attendees:

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

Public Present: Sabra Briere; Clark Charnetski; Robert Gorden; Kathy Griswold; Devante Hargrow; Eleanor Linn; Eric Lipson; Jane Lumm; Bob Oneal; Seth Peterson; Marilyn Tower; Adam Zemke; refer to Attachment B for sign-in sheet

City Staff Present, 3: Eli Cooper , Connie Pulcifer, Cynthia Redinger ,
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

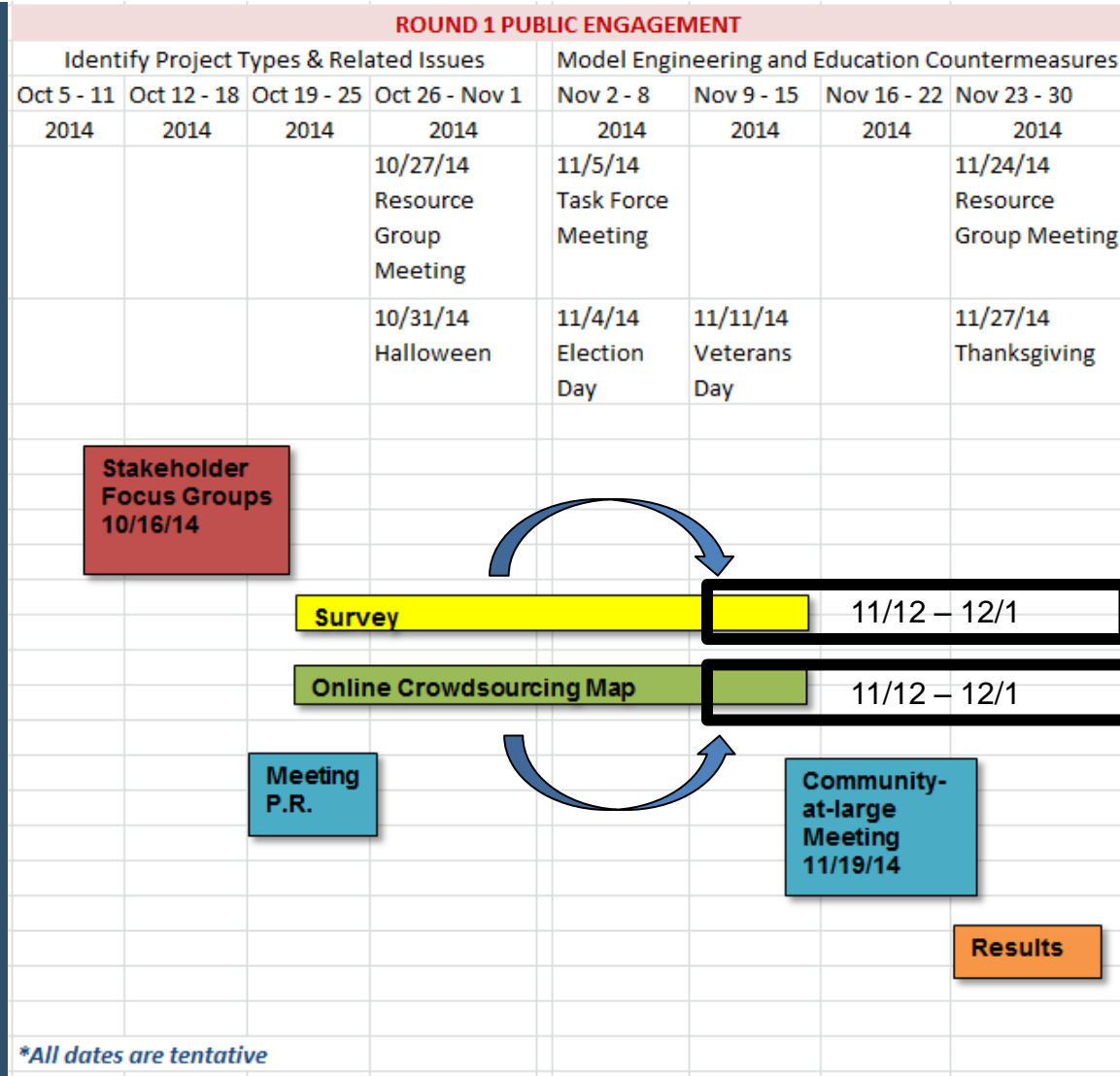
1. Introductions.
2. Changes to agenda: timing change, add a recommendation for winter maintenance (moved V. Armentrout, seconded S. Pressprich Gryniewicz - approved)
3. Public Commentary:
 1. Clark Charnetski – Plymouth several times per day. RRFBs are there and the laws have changed, and he sees that working quite well. He doesn't see a reason to repeal AA's ordinance, and would like the state law to be like AA. He's worked with disability groups for many years, and a big problem for them has always been making it safe for people to cross the streets.
 2. Bob O'neill – Onandaga @ Geddes, where a girl was recently killed. There is a hill to the left and it's hard to see because of that hill. He's been asked by his neighbors to ask that the city put in a crosswalk across Geddes. In the last week, a speed monitor was put in there, and he thinks that it has helped slow people to the speed limit.
 3. South of South U., she does most of her transportation by walking. Willard/Church/South U she loudly reminds people that there is a crosswalk there, and only about half of the vehicles stop.
4. Approval of Meeting 7 Discussion/Minutes - corrections – Public comment Liby Hunter (Elizabeth), Kathy Griswold made specific comments about line of sight. Approved with changes.
5. Snow Removal – discussion of how to handle the recommended changes to the snow removal ordinance. Moved by J Rees, seconded K Clark (original movers of the motion, approved as friendly) to postpone the committee's recommendation to the next meeting



5. Round 1 Public Engagement Update

Round 1 - focus on pedestrian issues and opportunities:

- Stakeholder Focus Group October 16
 - 35 participants
- Community-at-large Meeting November 19th
 - 39 participants
- Survey and Crowdsourcing Maps – OPEN 11/12 – 12/1
 - Over 920 survey participants
 - Over 390 map comments





3a. Survey: Top Issues within each Category

Sidewalks

- Gaps in the sidewalks

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 sidewalk

Other City Wide Issues

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



City wide issues were grouped into four general categories.



3a. Survey: Top Issues within each Category (continued)

Downtown

- Motorists not yielding to pedestrians when turning at intersections

U of M Campus

- Pedestrians crossing against the pedestrian signal
- Pedestrians cross the roadway outside 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



Four specific areas/districts were identified



3a. Survey: Top Ten Overall Issues to Date

1. Motorist 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



List based on the percentage of survey responses indicating that the issue is “very important”

Many of the top ten issues listed here have to do with crosswalks



3a. Survey: Common Themes from Comments

- Concerns with Ann Arbor's crosswalk law
- Flashing lights should be red instead of yellow to let motorists know that they need to stop
- Bicycles have a lot of the same issue as pedestrians
- Increase in police enforcement needed
- Pedestrians crossing the road against a signal or not in a crosswalk
- Difficult for motorists to see pedestrians who want to cross the street on high speed, multi-lane roads
- Inconsistent signage and markings at crosswalks
- Speed limits are too high to expect motorists to stop for pedestrians

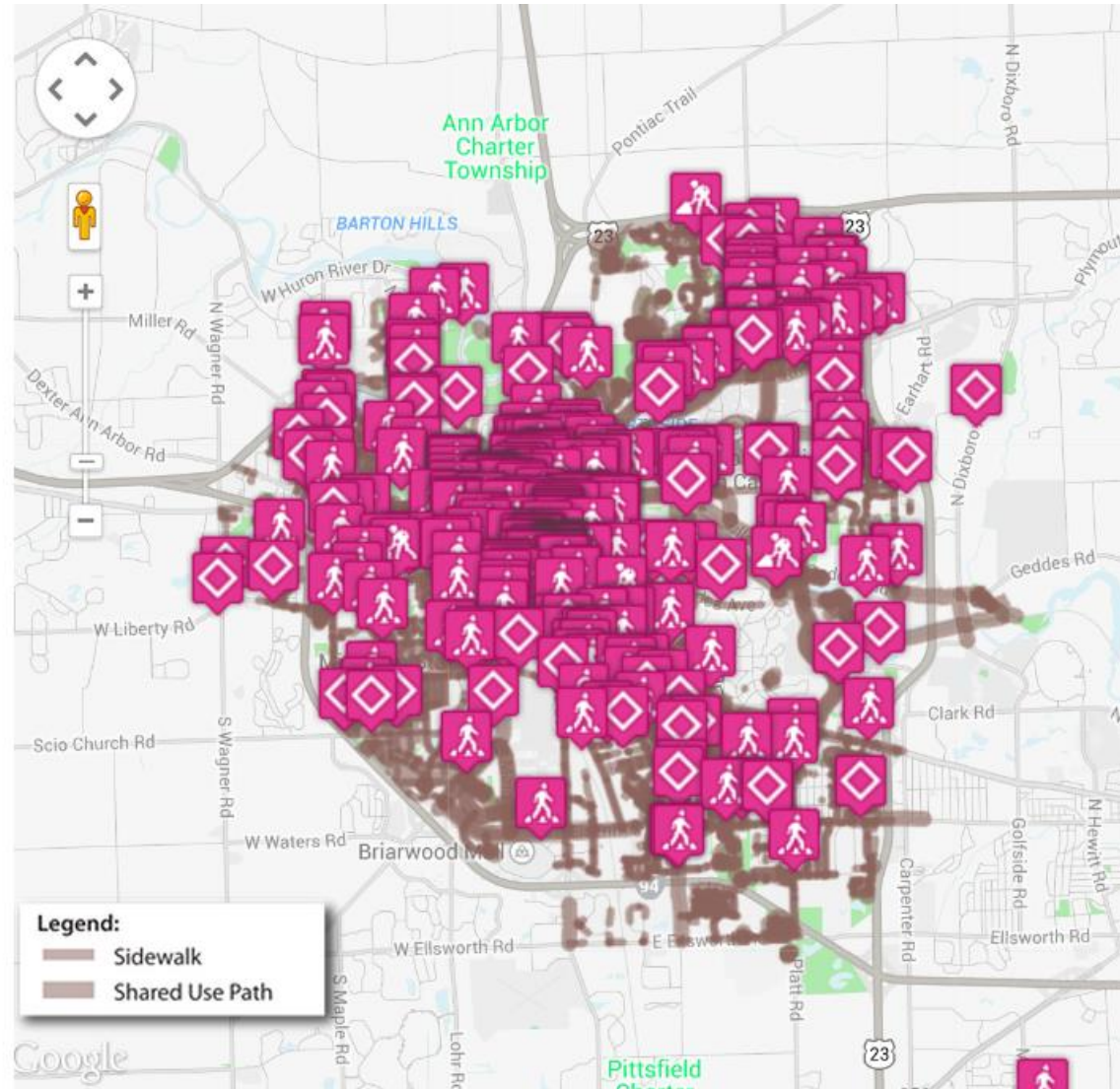


Participants have the option to list additional issues as part of the survey



3b. Web Map: Place Specific Issues

- Very few comments on roadways that have had recent pedestrian upgrades (Liberty, Stadium, Miller); mainly suggestions on additional pedestrian improvements
- Many of the comments focused on the Downtown, Central Campus and Northeast Ann Arbor (high pedestrian traffic areas)
- Examples of place specific issues:
 - 7th Street near West Park – Crosswalks to access park
 - Monroe and Oakland – high pedestrian traffic, needs crosswalk
 - Nixon Road near Clague Middle School – sidewalks and crosswalks needed



70% of the comments are about crosswalks



3c. Community Wide Meeting

- Presentation
 - Introduction, background, public input to date
- Large Group Discussion
 - Majority of the meeting
 - Each person given the opportunity to speak
 - Comments were very civilized
- Next Steps
 - Survey and Web Map open until Dec 1st
- Open House
 - Prioritization of issues
 - Comments cards
 - Place specific comments

Sidewalks that become pleasurable to walk on are those with separation.
Interest in pedestrian Mall for AZ
People do not have time or willingness to stop for people in the crosswalk.
Restrict turning movements downtown (no right on red).
What is the fine for failing to yield to a pedestrian? (up to \$500).
How many tickets written for this?
It is a state law that you not pass someone who has stopped for a pedestrian
High level of visitors in AZ, need to align local law with state law
getting off bus + timing of lights

Pedestrians - hard to see them at night in dark clothing
Snow & ice removal is critical this time of year
Speeding - Plymouth rd. crosswalks at the bottom of hill.
Plymouth Rd. not nice to walk along. a lot of traffic
AZ Beakes - are motorists required to stop? definition of midblock: not at a signalized intersection.
crosswalk constitutes condition that motorist should stop to allow ped to cross.
Bottom of Manchester to Green Rd. walked this route & was terrified of the entrance to US 23. worst when walking west (near Hogback). Frightening area to walk

Prioritization Exercise:

- Motorists do not respect pedestrian rights and safety (7 votes)
- Gaps in the sidewalk (5 votes)
- Motorists failing to stop for pedestrians on high speed roadways (5 votes)
- Motorists passing other vehicles that are stopped for pedestrians in crosswalk (5 votes)
- Sidewalk Gaps in neighborhoods (5 votes)



6a & b. Winter Maintenance Subcommittee

Priority Ordinance Enforcement Areas:

- Quarter-mile from schools and safe routes to schools
- Shopping districts
- Near health care facilities and doctors offices
- Near bus routes
- Areas with known people with disabilities

Sidewalk Maintenance Ordinance:

- Staff Resource Group drafted preliminary language based on the Task Force's stated intent
- Determine approach for advancing to City Council
 - Through subcommittee or January 5th/20th meeting
 - Reviewed by Task Force on January 7 for a later City Council meeting



6c. Crosswalk Education/Outreach/Enforcement/Law Subcommittee

- Had a discussion on topics for consideration
- Eli Cooper participated via telephone





7a & b. Approval of Correspondence regarding Postponed City Council Resolutions

- Both resolutions were postponed at the first reading at the 10/6/2014 City Council meeting
- City Staff is planning to produce an education pamphlet on vegetation
- Decide if and how the Task Force will address these postponed resolutions prior to Council's January 5th meeting
 - Linda Diane's two letters

Crosswalk Ordinance Amendment:

An Ordinance to Amend Section 10:148 of Chapter 126, Traffic, Title X, of the Code of the City of Ann Arbor

The attached ordinance amendment to Code Section 10:148 is sponsored by Council Member Kunselman. In Mayor John Hieftje's veto on December 9, 2013 (copy attached), of the ordinance amendment to Code Section 10:148 that had been passed by Council on December 2, 2013, the Mayor stated as follows:

"Section 10:148 in the Ann Arbor City Code differs from Rule 702 of the Michigan Uniform Traffic Code ("UTC") in that it explicitly requires drivers to stop, if they can do so safely, for pedestrians stopped on the curb, curb line or ramp."

The language requiring drivers "to stop, if they can do so safely" was not and is not in Section 10:148. The attached ordinance amendment will bring Section 10:148 into conformity with the language in Mayor Hieftje's veto.

Sponsor: Council Member Kunselman

Vegetation Ordinance Amendment:

An Ordinance to Amend Sections 3:11, 3:14, 3:15, 3:16, and 3:17 of Chapter 40, Trees and Other Vegetation, of Title III of the Code of The City of Ann Arbor

See attached Ordinance.

Sponsored by: Councilmember Briere



8. Sidewalk Prioritization Overview

- Presentation by:
 - Deb Gosselin
 - Nick Hutchinson
- Overview of City's Prioritization System
- Criteria for sidewalk gap evaluation





9a. Sidewalk Gap Prioritization

- Discussion and approval of preliminary list of criteria
- Prioritization and weighting of criteria can be vetted with the general public during the next round of public engagement

Q8: *In order to make recommendations for sidewalk gap prioritization we need to know how it is done now and what is currently being discussed.*

A8: At present, the only formal prioritization is per [The City of Ann Arbor Non-motorized Transportation Plan Update 2013](#) which defines Near Term and Long Term opportunities. The plan uses a non-motorized corridor approach and has a process for creating a priority listing relying on the overall non-motorized corridor needs.

Prior to formation of the Task Force, staff had begun developing a strategy to complete the City's sidewalk system.

Based on benchmark research, sample prioritization criteria in use by other communities include such factors as: a) Pedestrian Attractors (scoring based on proximity to schools, transit stops, government offices, public housing, parks, libraries, etc); b) Citizen Request (scoring points tied to specific citizen request); c) Identification as a gap per the City of Ann Arbor Non-Motorized Transportation Plan Update 2013; d) Safety Considerations (scoring based on factors such as volume of traffic on the street, recorded incidents of pedestrian/automobile incidents adjacent to the segment, etc); and e) Fiscal Availability (scoring points added for gap filling projects with a specific funding source).

Once criteria are established, each chosen prioritization criteria would then be weighted utilizing a procedure already employed in the City's Capital Improvement Plan Prioritization Model. Task Force input (as well as general community input) will be sought on the criteria themselves and the relative weights



9b. Shared Use Paths

- Design Standards

Q18: *Some shared-use trails are too narrow for bicycles and pedestrians, what are the design standards?*

A18: The City's present Public Services Department Standard Specifications (commonly called the "Orange Book") do not specifically address shared use paths. However, the "Bikepath" standard in Division II, subsection 8c, refers to paths in use for both bicycle and pedestrian with key portions of that standard as follows:

8C. Bikepaths

Bikepaths shall have 8 foot minimum width. They shall be either concrete or asphalt.

Concrete bikepaths shall be constructed using the same cross section required in Section 8B, Sidewalks.

Asphalt bikepaths shall be 3" MDOT 1100T, 20A, AC 200-250 asphalt placed in one course, on a 6" base of MDOT 21AA crushed limestone.

These standards are undergoing revision and will be in compliance with AASHTO standards.

The City's Non-motorized Transportation Plan already adopts AASHTO guidelines. Those are more contemporary than the Orange Book and essentially supersede them for Width. AASHTO standards require 10 foot width with 2 feet clear on either side for an independent bi-directional shared-use path. Although we have many 6 to 8 foot paths, most new construction including the path along Washtenaw Ave, are designed to the ten foot guideline

Q19: *Pedestrian Corridors (away from the roadway)*

A19: The same minimum standards shall apply as for sidewalks or shared used paths (as applicable) in the right of way.



9c. Connector Sidewalks

- 34 Connector walks accepted by City for public use
- Maintenance of connector walks is not the responsibility of the abutting owners

Q5: *The existing ordinance only defines a "sidewalk" and doesn't address other walkways away from the roadway such as connections between cul-de-sacs, walkways to schools, etc. This is key for defining ownership and responsibilities.*

A5: City Code, Chapter 49, Sidewalks, was amended on October 13, 2013 to expand the definition of a "sidewalk" to, among other changes, cover connector walks which meet specific criteria. Please note that the added criteria (see part (1) c. below) require that the land a connector walk sits on must be specifically dedicated to public use and that the City must also formally accept the walk for public use. Following this amendment, by resolution of Council, thirty-four (34) such connector walks were accepted for public use. Additional connector walks are being evaluated for possible acceptance for public use.

4:51. - Definitions.

Unless the context specifically indicates otherwise, the meanings of terms used in this Chapter shall be as follows:

(1) "Sidewalk" shall mean any concrete or bituminous walkway, or walkway of other materials that is designed particularly for pedestrian, bicycle, or other non-motorized travel and that is constructed (a) in a public right-of-way that contains an improved street or in an easement adjacent and parallel to a public right-of-way that contains an improved street, (b) in a public right-of-way without an improved street, or (c) within or upon an easement or strip of land that is not adjacent and parallel to a public right-of-way, and that was taken or accepted by the city or dedicated to and accepted by the city for public use by pedestrians, bicycles, or other non-motorized travel. As used in this chapter, "sidewalk" includes walks and ramps leading to a crosswalk.

Based on community engagement with owners abutting such connector walks, the October 13, 2013, amendment of Code Chapter 49, subsection 4:58, also specified that maintenance of such connector walks is specifically not the responsibility of the abutting owners:



9d. Vegetation

- Encroachment
- Sightlines

Q1: *How does the City address vegetation that is encroaching on the sidewalk?*

A1: Per Chapter 40, subsection 3:14 of the City Code (Trees and Vegetation), parcel owners are responsible to manage vegetative encroachments from their own parcels onto public sidewalks:

3:14. - Trimming and corner clearance.

(1) Trees and other vegetation on private property shall be maintained so that no part thereof intrudes upon public right-of-way in the space 8 feet above the surface of the right-of-way.

(2) Vegetation adjacent to intersections shall be maintained to allow for adequate sight distance based on the criteria in the AASHTO (American Association of State Highway Transportation Officials) Policy on Geometric Design of Highways and Streets, 5th Edition (2005), or as subsequently amended.

Per Chapter 40, subsection 3:15, parcel owners are also responsible to maintain vegetation (but not trees) within the right of way abutting their parcel:

3:15. - Lawn extension and city street right-of-way.

The owner of every parcel of land is responsible for grading, planting, mowing and raking the extension or city street right-of-way so that it is covered with turf grass with an average height not in excess of 12 inches or other ground cover vegetation with an average height not in excess of 36 inches above the adjacent road surface unless it presents a view hazard based on the criteria in the AASHTO (American Association of State Highway Transportation Officials) Policy on Geometric Design of Highways and Streets, 5th Edition (2005), or as subsequently amended. The city shall not be liable for damage to any vegetation planted, or to any property or fixtures placed, in or upon the lawn extension or the city right-of-way that results from work performed by the city in the lawn extension or right-of-way.

Please note that while subsection 3:14 requires owners to eliminate encroachments onto the public sidewalk from both trees and general vegetation located on private property, subsection 3:15 does not require owners to manage such encroachments from trees in the right-of-way. Maintenance of city trees in the right-of-way (commonly called "street trees") is managed by City staff.

Notices of violation of subsections 3:14 and 3:15 of Chapter 40 as referenced are issued by Community Standards. If an owner fails to comply, then enforcement may be carried out per Chapter 40, subsection 3:17:



9d. Funding & Policies

- Who pays for sidewalks?
 - City vs Property Owner
- How are decisions made to add sidewalks?
 - Gaps within existing system
 - Entire neighborhoods without sidewalks
 - Annexed properties

SIDEWALK GAPS

Current Policies:

Pending the recommendations of this Task Force, the City has an informal interim policy for how citizen initiated sidewalk gap petitions will be addressed. The flowchart for this is attached.

Under the City Complete Streets policy, City road reconstruction projects also include the filling in of sidewalk gaps along the project route.

Citizens are generally assessed for filling of those gaps which touch their front yards and side yards, but not their rear yards.

By City Code, Chapter 49, Sidewalks, Section 4:56, the City can order the filling of a sidewalk gap. This process has not, however, been heavily invoked. The text reads:

The City Council may, by resolution require the owners of lots and premises to construct, rebuild or repair sidewalks in the public right-of-way adjacent to and abutting upon such lots and premises, and shall specify in said resolution the material to be used for said sidewalks. When any such resolution is adopted, it shall be the duty of the city clerk to cause a notice of the same to be published in a newspaper of general circulation within the city in at least 2 issues thereof and on successive publishing days, directed to the owner or owners of the lots and premises, without naming him or them, in front of and adjacent to which said sidewalk is to be constructed, rebuilt or repaired, requiring such owner or owners to construct, rebuild or repair, as the case may be, such sidewalk as is required by such resolution, within 10 days from the date of the last publication of the notice, unless a different time shall be specified in the resolution of the City Council, and, if specified by Council, requiring said owner or owners to notify the city by a given date as to whether said improvements will be made by said owner or owners.

Who pays has a direct impact on the support to add sidewalks.



10. Next Steps

- Next Task Force Meeting is January 7th
 - 5pm to 7pm
 - Basement Conference Room , Larcom City Hall
- Focus of the meeting will be Complete Streets (Part 1)
 - Bicycle-related
 - Work-zone related
 - Traffic Management
- Staff Participants
 - Eli Cooper, Transportation Program Manager
 - Cynthia Redinger, Traffic Engineer



You will be receiving an issues and resources brief on sidewalks and pathways prior to the meeting

In preparation for the next brief please send any questions regarding bicycles-related, work-zone related and traffic management issues to Carolyn via Google Group by **EOB Wednesday December 10th**



11. 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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