

**PEDESTRIAN SAFETY AND ACCESS TASK FORCE  
MEETING #14 – MEETING MINUTES**

**Date:** Wednesday, May 6, 2015

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

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

**Attendees:**

Task Force Members Present, 7; Scott Campbell; Kenneth Clark ; Neal Elyakin; Linda Diane Feldt; Owen Jansson; Anthony Pinnell; Jim Rees;

Task Force Members Absent, 2: Sarah Pressprich Gryniewicz; Vivienne Armentrout;

Public Present, 5: Kathy Griswold; Seth Peterson; Richard Hausman; Clark Charnetski; Eric Lipson refer to Attachment B for sign-in sheet

City Staff Present, 2: Connie Pulcifer; Chief Seto

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:
  1. Chuck Charnetski – On the local advisory council for Ann Arbor Transportation Authority. One of the biggest complaints is getting to and from the bus stops in the winter. If we can't do something that is 100%, we shouldn't do it at all. Afraid that if the City took on the responsibility of clearing the sidewalks it would take too long to get things clear. Responsibility should be kept on the property owners.
4. Changes to notes and minutes from last meeting: None, unanimously approved
5. Enforcement discussion with AAPD Chief Seto
6. Sidewalk snow and ice ordinance  
Revised working for the recommendations was approved.
7. Discussion of draft process to formulate recommendations. Motion "The Task Force supports the draft process being used by the Greenway Collaborative to produce final Task Force recommendations." Was approved unanimously.
8. Discussion and Consideration of Draft Recommendations
  1. The Task Force provided comments on draft recommendations for planning and engineering.
9. [At this point the meeting was considered to be running quite late, so the remaining agenda items were briefly considered. But a decision was needed for how to handle the outreach meetings for the rest of the summer – agenda item 11.] Motion " The Task Force recommends canceling the scheduled May stakeholder & community meetings in favor of a July meeting and an on-line outreach opportunity." Was approved unanimously.

10. Public Commentary:

1. Richard Hausman – Sidewalk gaps are very important. This winter I had to walk in the road because the sidewalks were covered in snow and ice; it was very dangerous. I reported a lot of snow and ice issues to A2 Fix It. It is frustrating when you see the same segment of sidewalk that never gets cleared all winter. I don't understand why these properties did not get ticketed by community standards.
2. Eric Lipson – When it comes to the snow and ice ordinance I think it should be 12 hours, and the property owner gets a warning. After 24 hours if it hasn't been cleared then they should get a ticket. Sign consistency is needed; need to make sure we use the crosswalk "ahead" sign. A sign that states "Cross only if traffic stops or clears" should be at every crosswalk. Speed limits are set by law; you cannot go below 25 mph based on past rulings. The Task Force needs to provide a strong action plan that specifically addresses all of the items discussed at these meeting.
3. Seth Peterson – The Task Force should consider recommendations for City street maintenance equipment that is more flexible and can be used for bicycle and pedestrian infrastructure. There should be a prioritization to bury utility lines at tight intersection, as they interfere with sight lines.

Meeting adjourned at 7:10pm. Minutes taken by Sec. Clark

[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](http://www.a2gov.org/departments/systems-planning/Transportation/Pages/Pedestrian-Safety-and-Access-Task-Force.aspx)]

**PEDESTRIAN SAFETY AND ACCESS TASK FORCE  
MEETING #13- DISCUSSION SUMMARY**

*Note: This is not a direct transcription of the meeting discussion. The following summary has been developed from notes taken during the meeting; comments are paraphrased. Where staff and consultants provided information and responses they are shown in italics.*

- Approval of Agenda:
  - Unanimous approval.
- Approval of Meeting # 13 Minutes and Discussion Summary:
  - Unanimous approval.
- Update on the Proposed Sidewalk Snow and Ice Ordinance:
  - *The first reading has been postponed at the request of the Task Force and has been rescheduled to the June 1<sup>st</sup> City Council meeting for first reading. City Council asked for the Task Force to consider the resolution from the Ann Arbor Commission on Disability Issues. The Task Force should provide a response for the June 1<sup>st</sup> Meeting. The Winter Maintenance Subcommittee addressed the Ann Arbor Commission on Disability Issues resolution at their April 16<sup>th</sup> meeting.*
  - Although the Commission on Disability Issues discussed strict time limits on clearance of snow at a subcommittee level, in their final recommendations they did not include a time limit.
  - The Winter Maintenance Subcommittee produced a draft response for the Task Force to consider: [Draft Letter to City Council in Response to Recommendation by Ann Arbor Commission on Disabilities Issues](#)
  - Overall the Winter Maintenance Subcommittee agreed with most elements of the resolutions. Areas of disagreement included:
    - City taking on responsibility for city-wide snow and ice clearance – concerns that this should be dealt with in the long term, as there are financial and operational concerns.
    - Sidewalks being cleared down to the pavement level but City not held to the same standard when clearing roads – would like to see crosswalks (in the roadway) cleared to the same level as the sidewalks.
  - Paragraph 1:
    - This letter makes it sound like we are not in favor of a “municipal Snowbuddy”. We should recommend that the City seriously investigate taking on the ultimate responsibility for snow and ice removal from sidewalks (municipal Snowbuddy) and put a proposal on the ballot for the a future vote.
    - Using the term “Snowbuddy” may be confusing.
    - Remove “While” at the beginning of paragraph 1.
    - Replace “this would be a major step....within the specified timeframes.” with ““Task Force recommends that the City undertake a

## Attachment A: Discussion Summary

comprehensive study to assess the financial and operational feasibility of the City undertaking responsibility of snow and ice removal on the City's public sidewalk.”

- How can the City deploy that many people on such short time? *The feasibility study helps to address that very issue.*
- Paragraph 2,3 and 4:
  - No time recommendation made by the Commission on Disability Issues. Should the Task Force recommend it stay with the current 24-hour time period to clear snow or recommend a shorter time? At subcommittee level the Commission on Disability Issues had discussed a shorter time, but ultimately they did not make any recommendations for changing or shortening the time at the full commission level.
  - There will always be exceptions to what we recommend. The time limit needs to be reasonable for the vast majority of people that clear their sidewalks. 12 hours seems to be very reasonable. The Commission on Disability Issues has said very clearly that any snow or ice is an impediment for people with disabilities. They also reminded us that the ADA calls for full access at all times. With a 24-hour time limit, sidewalk and bus stops remain uncleared all day long, including morning and evening commutes. If 24 hours is used, we send a message to the disability community that in the overall scheme of things they do not matter that much. If City Council wants to convey that message that is fine, but the Task Force should not. The Task Force should put emphasis on trying to maximize full access and safety for everyone.
  - There will be those that say 12 hours is too long.
  - 12 hours provides enough time for people who have a long commute to clear the snow.
  - If the time is shortened to 12 hours, the economics of snow clearance changes and the advantage goes to snow clearing companies. If it stays at 24 hours, hired snow removal remains a buyer's market.
  - The shorter the time period, the more you are saying to people that it is not sufficient.
  - The requirement for snow removal provides an argument for not filling in sidewalk gaps.
  - The Winter Maintenance Subcommittee agreed on 12 hours at the meeting. It was changed to 24 hours based on follow-up circulation of the draft letter.
  - The implication of this letter is that the Task Force agrees with everything the Commission on Disabilities recommended, with a few minor modifications.
  - If we believe in 12 hours, then we should state it and let Council change it if they don't agree.
  - We need to give a specific time frame; general guidance is too subjective and is the crux of the Commission on Disability Issues recommendation.
  - The language in the letter should come as close as to what we want the language in the ordinance.

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- By changing the time frame from 24 hours to 12 hours we endanger the 1 inch threshold. Research on the elimination of the 1 inch threshold has been based on the fact that it will not increase the financial cost for those who pay to have the snow cleared. Having a 12-hour time limit will change that equation radically. The argument may come back to not change back to the 1 inch threshold if the time limit is changed to 12 hours.
  - We need to set reasonable standards that people can meet.
  - We should come up with the best recommendation for pedestrian safety and access and the politicians can work out if it goes into effect or not.
  - Why aren't commercial properties included? Everyone should be held to 12 hours as part of our recommendation.
- **Moved by K.Clark; Seconded by N.Elyakin: Move that the Task Force respond to City Council using the letter drafted by the Winter Maintenance Subcommittee with the following changes:**

**Paragraph 1: “The third sentence of this paragraph expresses the desire for the City to ultimately assume responsibly for removing snow and ice from sidewalks. The Task Force recommends that the City undertake a comprehensive study to assess the financial and operational feasibility of the City undertaking snow and ice removal on the City’s public sidewalk system.”**

**Paragraphs 2, 3 and 4: “Stipulate for all properties zoned residential or commercial 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 12 hours after the end of each accumulation.”**

**Ann Arbor Commission on Disabilities is copied on this correspondence by their May 20<sup>th</sup> meeting.**

### **Motion Approved Unanimously**

- Discussion with Chief Seto
  - What is the general feeling from the Police force on the crosswalk law, regarding the level of increase in acceptance when it comes to motorists and pedestrians? *Based on a general perspective, it seems that there is an increase in awareness and acceptance. However, it not the same at all locations. Some mid-block crosswalks are more challenging due to the number of lanes and speeds involved. Compliance seems to be greater where there are slower speeds. As a whole, progress has been made, but more still needs to be done to increase acceptance and awareness in the City.*
  - Are there any formal or de-facto policies the department has that say that someone will not be ticketed unless they are going some minimum amount

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over the speed limit? *There is no policy directing when someone is going to receive a ticket. Officers have a lot of discretion and it depends on the situation.*

- State Police say that it is impossible to enforce speed limits. The targeted enforcement campaign last year, in which 166 tickets were issued in the first 2 months and less than 20%, were for speed. It seems the chances of getting a speeding ticket are almost zero even with targeted enforcement. Do you believe that speed limits are unenforceable, or do you believe that given the political will and enough resources it could be enforced? *Enforcement of speed is possible and we do issue tickets. How well it is enforced is up to interpretation. The data referenced was specific to the 26-week campaign and did not include all of the other tickets that were issued by the traffic unit and general officers. During the 26-week campaign, 516 stops resulted in citations (31%) and 1059 stops were education opportunities (69%).*
- Would lowering speed limits in the City be effective? *Depends on a lot of factors.*
- Within the last year a pedestrian was hit and injured by a motor vehicle. The driver of the car did not have to go to court and only had to pay \$140 fine. That seems like a small penalty for that type of violation. How are these fines established? *Fines can be assessed in different ways, whether by city codes or assigned by judges. Tickets are issued based on the type of violation. For example with a civil infraction you may be able to just pay the fine if accepting responsibility; with a misdemeanor you would be required to go to court and the judge will assess the fine. The police determine what type of citation is issued based on what is appropriate for the offense that was committed.*
- What do you see as being the biggest risk to pedestrians? *Anecdotally, incidents at intersections seem to have the highest frequency, and the most severe incidents seem to occur at mid-block crosswalks.*
- Some cities have a policy that if pedestrians have the walk signal then all cars must wait.
- In a recent incident, a pedestrian was about to cross the crosswalk at an intersection with their daughter when a car made a right turn and almost hit them in the crosswalk. The event was observed by a police officer but no action was taken by the police officer. *That is disturbing to hear, however, without specific circumstances it is hard to assess the situation. The best way to address that type of incident is to report the incident to the police chief and they can look into the situation. General enforcement of crosswalks is a challenge, most traffic complaints are crosswalk related.*
- Can someone drop off a video of motor vehicle violating the crosswalk law? *At this point we do not have a system in place to evaluate citizen videos and it may present some legal challenges. If there is a specific time and location where people are violating crosswalks, citizens can report the incident and it will help with dedicated enforcement to that area. The [Ann Arbor Traffic Complaint Questionnaire](#), allows citizens to report this type of input and has led to 444 responses since its origination in January 2014. Based on this input, in 2015, there have been 53 traffic problems specifically assigned. In 2014, 248 traffic problems were assigned. Response depends on resources and officer's availability.*

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- What specifically do you mean by challenges with pedestrian-vehicle interactions? *Based on personal observation, the situation at some crosswalks may present challenges to enforcement. In locations where speeds are greater there is going to be subjectivity by officers to determine what a safe distance for stopping. Some locations have marking noting the safe zone of when you should be stopping.*
- If the City enacts lower speed limits in the downtown area, what would be your recommendations for City Council, the public and the police officers, in trying to make sure people learn that the speeds have been lowered? *There is only so much you can do with education and promotion. Consistency is very helpful in those types of situations.*
- *The police department is going to enforce whatever laws are established to the best of their ability, whether it is a 25 mph or 30 mph speed limit.*
- How do your staff and officers perceive the Pedestrian Hybrid Beacon and Rectangular Rapid Flash Beacons (RRFB)? *Based on general observations, the Pedestrian Hybrid Beacon on Huron seems to have a great deal of compliance. Compliance with the RRFB is improving, as well. These types of enhancements help at high speed, multi-lane mid-block crosswalks.*
- *Based on research, it seems that the use of camera for the use of citations is not legal in Michigan. There was an Attorney General opinion in 2008 that has carried through. There was also some legislation a few years back regarding red light cameras that did not pass.*
- Cameras have been used in other communities as an educational tool, where motorists are photographed and receive a letter to let them know they violated the law. No citations are given out, it is just for education. *Not completely opposed to it, but there may be some challenges. Staff and operational resources would need to be considered.*
- *Even though the police department's focus is on enforcement, it also has a role to play in education and awareness. See Appendix Item D for an example of education materials they have distributed as part of the 26-week campaign.*

## Attachment A: Discussion Summary

- Review of First Pass at Consolidation of Draft Recommendations
  - *At the last meeting, the Task Force asked the Consultants and/or City Staff to “wrangle” their draft recommendations and put them into a cohesive document. A first draft was created based on the draft recommendation homework from Meetings 12 and 13. If the Task Force approves the format we will use it over the next two months in conjunction with a polling process to determine which draft recommendations move forward to the final report.*
  - Complete Streets, which was part of our charge, only shows up twice in the document.
  - We need to insert elements about design and land use.
  - Would like to see a section on the philosophy and values around walking and shows the positive benefits to the community for supporting pedestrian safety and access. A subcommittee of the Task Force should be developed to help draft the section. *The subcommittee would need to provide their draft language for the next meeting in June.*  
The action document needs to be persuasive and include graphics and guidelines. *The document that the Task Force will be recommending to City Council will be the Task Force’s recommendations for what you want the City to consider in the development of a pedestrian and safety action plan. It is anticipated that the subsequent action plan will include graphics and guidelines.*
  - **Moved by K.Clark; Seconded by A.Pinnell; Move the Task Force supports the draft process being used by The Greenway Collaborative, Inc. to produce final Task Force recommendations.**

### **Motion Approved Unanimously**

- Moving forward, we will set up a framework for input on this document to be used at the next two meetings.
- Draft Outline Agendas & Work Plan:
  - *We need to schedule a full Task Force meeting at the end of August for final approval of recommendations.*
- Public Engagement
  - *Originally, round #3 of public engagement was schedule for the end of May to avoid the summer months when there tends to be less participation. However, there is a concern that it will be too soon and we do not want to present draft recommendations for public consumption that haven’t been vetted by the Task Force. It is recommended that the Task Force refine the draft recommendations over the next two months and then host a community wide meeting and opportunity for online input during the month of July.*
  - We got phenomenal input during the first two stakeholder meetings, and don’t see us needing a third meeting with this group; their input will be welcome at the Community-wide meeting or in the online feedback form.
  - Moving the public meeting to July is a good idea, as it allows us to get feedback that would be relevant and important at that point in the process.



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- We should stop calling the online input a “survey”. It is not scientific, but a way to provide information and get feedback.
- **Moved by K.Clark; Seconded by O. Jansson; The Task Force recommends cancelling the scheduled stakeholder and community meetings in May, in favor of a July meeting and an on-line outreach opportunity.**

### **Motion Approved Unanimously**

- *City Staff will look into the timing of the community wide meeting and if the tentative date of July 14<sup>th</sup> needs to be moved due to Art Fair. **Staff follow-up: The community wide meeting has been rescheduled to Wednesday, July 8<sup>th</sup> from 6:30 to 8:30 pm in the downtown library multi-purpose room***
- Discussion and Consideration of Draft Recommendations
  - Please refer to [Meeting #14 Homework Results](#) for a compiled summary of results from the recommendations worksheet.
- Next Steps:
  - The Task Force will receive an email regarding homework for the June 3<sup>rd</sup> Meeting.

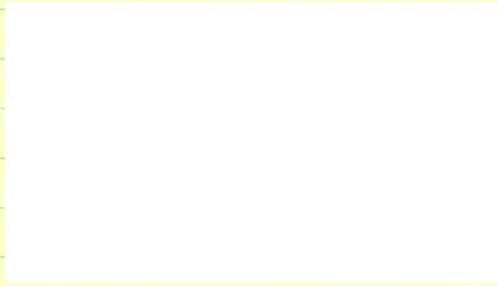
Attachment B: Sign-in Sheet

# PUBLIC SIGN-IN

May 6, 2015 - 5:00 to 7:00 PM  
Pedestrian Safety and Access Task Force

Name:

Kathy Gruswald  
Richard Hausman  
Clark Charnetski  
SETH PETERSON



## Attachment C: Agenda



CITY OF ANN ARBOR, MICHIGAN  
Public Services Area/Systems Planning  
301 E. Huron Street  
P.O. Box 8647, Ann Arbor, Michigan 48107

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

### APPROVED AGENDA - PEDESTRIAN SAFETY & ACCESS TASK FORCE TASK FORCE MEETING #14

**Date:** Wednesday, May 6, 2015

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

**Location:** Basement Conference Room – Larcom City Hall (301 E Huron Street)

Chair: Linda Diane Feldt

Secretary: Ken Clark

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)

# Attachment D: 26-week Traffic Enforcement Campaign Education Materials

The following is an example of the written warnings that were handed out during the 26-week traffic enforcement campaign.

Ann Arbor Police Department		Ticket No. <b>w0376</b>	
The People of: <b>Ann Arbor, Michigan</b>		<input type="checkbox"/> Driver	<input type="checkbox"/> Bicyclist
THE UNDERSIGNED SAYS THAT ON:		<input type="checkbox"/> Pedestrian	At approximately <input type="checkbox"/> A.M. <input type="checkbox"/> P.M.
State	Driver License #		
Name (First, Middle, Last)			
Vehicle Plate No.	Year	State	Vehicle description (Year, Make, Color)
The Person Named Above, in violation of <input type="checkbox"/> Local Ordinance			
Upon _____			
At or Near _____			
Within <input type="checkbox"/> City of Ann Arbor		Did the Following	
County of Washtenaw			
X	Violation	Amount	SOS Points
	Disregard Red Light/Stop Sign	\$130	3
	Speed 1- 10 over Limit	\$130	2
	Speed 11 – 15 over Limit	\$140	3
	Speed 16+ over Limit	\$160+	4
	No Turn of Red	\$130	2
	Failed to Yield to Pedestrian	\$130	2
	Impede Traffic Flow - Pedestrian	\$130	0
	Prohibited Turn	\$130	2
	Other*	\$\$\$\$	1-4
<p><b>Walk, bike or drive, we share a responsibility to keep each other safe.</b></p> <p>You are being issued a written warning today. <b>No further action is required</b> from you other than to do your part in keeping The City of Ann Arbor a safe place to walk, bike and drive.</p> <p><b>walk.BIKE.DRIVE.</b> OUR SAFETY DEPENDS ON YOU</p>			
Complainant's Signature		Month	Day Year
Officer's Name (printed)		Officer's ID No.	
Agency ORI MI- 8121800	Agency Name Ann Arbor Police Department		
Written Warning – No further action is required			

## WE SHARE THE RESPONSIBILITY TO KEEP ANN ARBOR | AND ONE ANOTHER | SAFE!



### WALK

- **Cross at the crosswalk.**
- **Look both ways before entering the street.** Be sure you give drivers enough time to see you and stop.
- **Use the signals.** Traffic signals help pedestrians communicate with drivers.
- **Take refuge.** Some crosswalks have a pedestrian refuge island in the street. Cross easily and safely, one side of traffic at a time.
- **Be visible.** Assume drivers can't see you so wear light-colored clothing and reflective gear.

### BIKE

- **Lights on.** Ann Arbor law requires front headlights and rear reflectors after dark.
- **Follow the rules of the road.** Ride with traffic, even in bike lanes, obey traffic signals and use hand signals.
- **Yield to pedestrians.** On the sidewalk, consider yourself an invited guest. Ride slowly, announce your presence, walk your bike on crowded sidewalks and always yield to pedestrians.
- **Wear a helmet.** Your brain is your most precious asset; protect it.

### DRIVE

- **Stop for pedestrians.** Ann Arbor law requires drivers to stop for pedestrians at or in crosswalks.
- **Stay out of bike lanes.** It is illegal for cars to drive or park in bike lanes.
- **Watch for bikes, and give them space.** Bicyclists may legally ride in roads both with and without bike lanes so give them and yourself room.
- **Take care near buses.** Watch for riders exiting buses, and yield the right of way to buses.
- **Stop on red.** Yellow means slow down, not speed up.
- **Don't pass vehicles stopped at crosswalks.**

Are you concerned about speeding cars, unsafe roadways or crosswalks? Please use our online tool for traffic complaints:

[WWW.SURVEYGIZMO.COM/S3/1463514/ANN-ARBOR-TRAFFIC-COMPLAINT-QUESTIONNAIRE](http://WWW.SURVEYGIZMO.COM/S3/1463514/ANN-ARBOR-TRAFFIC-COMPLAINT-QUESTIONNAIRE)



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