



City of Ann Arbor Pedestrian Safety & Access Task Force



Task Force Meeting #4

Thursday, July 17, 2014 from 5:00 to 7:00 PM

**Traverwood Library, Program Room
3333 Traverwood Dr. (at Huron Parkway)**



**The Greenway
Collaborative, Inc.**



Approval of Agenda

Additional Items:

- Under Goals and Objectives, move 5.b before 5.a
- Under Next Steps, add “Set Future Meeting Dates” to beginning”

PRELIMINARY AGENDA - PEDESTRIAN SAFETY & ACCESS TASK FORCE

TASK FORCE MEETING #4

Date: Thursday, July 17, 2014

Time: 5:00 - 7:00 pm

Location: Traverwood Library, Program Room
3333 Traverwood Dr. (at Huron Parkway)

Chair: Linda Diane Feldt

Secretary: Ken Clark

1. Approval of Agenda 5 – 5:05 pm
2. Introductions 5:05 – 5:15 pm
3. Approval of Meeting #3 Summary 5:15 – 5:20 pm
4. Work Plan Understanding 5:20 – 5:45 pm
 - a) Addressing Task Force Priorities within the Process Framework
 - b) Building an Annotated Outline for the Pedestrian Safety Action Plan
5. Goals & Objectives 5:45 – 6:15 pm
 - a) City of Ann Arbor 2013 Non-motorized Transportation Plan
 - b) City Council Resolution to Appoint a Pedestrian Safety & Access Task Force
6. Crowdsourcing Tools 6:15 – 6:35 pm
7. Next Steps 6:35 – 6: 50 pm
 - a.) **Set Future Meeting Dates**
 - b.) Community Outreach & Engagement Plan
 - c.) Homework
8. Public Commentary (3 minutes/speaker)



Introductions

- Please provide your name and describe your role on this task force
 - Vivienne Armentrout
 - Scott Campbell
 - Kenneth Clark (Secretary)
 - Neal Elyakin
 - Linda Diane Feldt (Chair)
 - Owen Jansson
 - Anthony Pinnell
 - Sarah Pressprich Gryniewicz
 - Jim Rees





Approval of Meeting #3 Summary

- Sent out in meeting packet
- Any edits or changes?
- Approved summary and agenda from meeting #3 will be posted to City of Ann Arbor Website

PEDESTRIAN SAFETY AND ACCESS TASK FORCE MEETING #3 DISCUSSION SUMMARY

Date: Thursday, June 5, 2014

Time: 5:00 to 7:00 PM

Location: Larcom City Hall, Basement conference room

Attendees: Task Force members present: 8; Vivienne Armentrout; Scott Campbell; Kenneth Clark; Linda Diane Feldt; Owen Jansson; Anthony Pinnell; Sarah Pressprich Gryniewicz; Jim Rees

Task Force members absent: 1; Neal Elyakin

Public Present: 5; refer to Attachment A for sign-in sheet.

City staff present: 3; Kayla Coleman, Eli Cooper, Connie Pulcifer

Re: Pedestrian Safety and Access Task Force Meeting

Meeting Notes

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 provided information and responses they are shown in italics. Additional staff comments added after the meeting are denoted as "post meeting notes."*

- Approval of agenda
 - Unanimous approval of agenda (Attachment B).
- Approval of Meeting #2 discussion summary; moved by V. Armentrout, seconded by T. Pinnell, approved by all others (K. Clark abstained).
- Consultant selection update: *interviewed three consulting firms, the recommendation to contract with Greenway Collaborative will be considered at the June 16 City Council meeting.*
 - Extensive interview process was conducted: scoring sheets, interview of all three consulting firms, questions and deliberation.
 - City Council approval will require 8 votes.
 - Recommendation from Task Force chair that each Task Force member contact two people in each ward and ask that they email their councilmembers.
- Eli Cooper, Transportation Program Manager Q & A (presentation available at a2gov.org/pedsafety)
 - Are the statistics provided in the presentation based only on people within the City of Ann Arbor? Or people commuting from elsewhere? *The statistics are commuter based, not just from those living within Ann Arbor.*
 - If the pedestrian leaves the curb when a light is flashing red isn't that illegal? *Post meeting note: to be addressed in future discussions with Transportation Program Manager.*
 - Typically engineers have not been very receptive toward non-motorized transportation



Work Plan Understanding

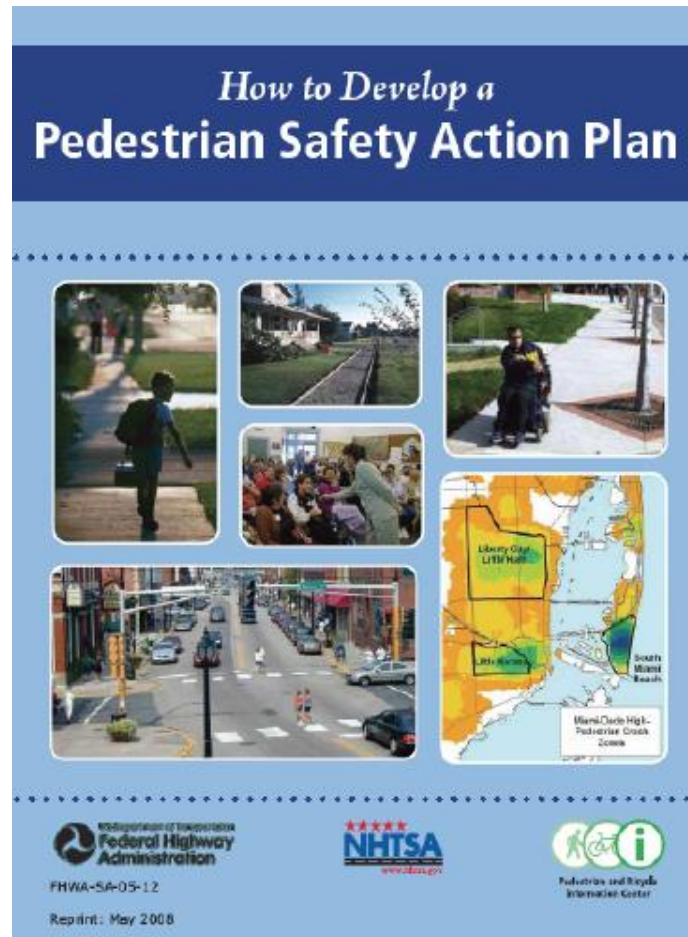
- Pedestrian Safety and Access Task Force (PSATF) was appointed by City Council to explore strategies to improve pedestrian safety and access
- 14 Month Process ending August 2015
- PSATF meets once a month
- 3 sets of public and stakeholder meetings





Scope of Work

- A. Identify Goals & Objectives
- B. Develop Community Outreach & Engagement Plan
- C. Ongoing Communications
- D. Determine Data Types & Issues Identification
- E. Analysis & Prioritization
- F. Safety Solution Alternatives & Funding Options
- G. Pedestrian Safety Action Plan Elements



The end product is NOT a Pedestrian Safety Action Plan. The Task Force will inform the subsequent development of a PSAP.



Task Force Priorities

The following is a summary of issues the Task Force would like to see addressed as part of this process:

- Sidewalks: usage, maintenance, gaps, enforcement
- Crosswalks: preservation of local ordinance, signage/markings, enforcement
- Location and design issues
- Culture/behavior, education and information
- Other pedestrian safety measures/technologies
- Funding
- Data Needs
- On-going committees



The Task Force has identified a number of issues that they would like to see addressed.



Addressing Task Force Priorities

- There is a correlation between the scope of work and the priority issues
- The priority issues will be addressed at different stages of the project

For example:

Sidewalk Maintenance will be address in Task D, E, F and G

SCOPE OF WORK			
Task	Description	Tenative Timeframe	Sidewalk Maintenance
TASK A.	IDENTIFY GOALS & OBJECTIVES	July 2014	
TASK B.	DEVELOP COMMUNITY OUTREACH & ENGAGEMENT PLAN	Aug 2014	
A1	Pedestrian Safety and Access Task Force		
A2	Resource Group		
A3	Stakeholders		
A4	Public/Community		
TASK C.	ONGOING COMMUNICATIONS	July 2014 - Aug 2015	
C1	Audiences		
C2	Key Messages		
C3	Communication Methods		
TASK D.	DETERMINE DATA TIEPS & ISSUES IDENTIFICATION	Sept. 2014 - Dec 2014	
D1	Understanding Data Types		
D2	Project Types & Issues Identification		
D3	Community Outreach & Engagement - First Round		
TASK E.	ANALYSIS & PRIORITIZATION	Dec 2014 - March 2015	
E1	Understanding Countermeasures		
E2	Categorizing Safety Concerns and Solution Types		
E3	Development of Prioritization Systems		
TASK F.	SAFETY SOLUTION ALTERNATIVES & FUNDING OPTIONS	March 2015 - June 2015	
F1	Engineering & Planning Solutions		
F2	Education-Related Solutions		
F3	Enforcement & Legislative Solutions		
F4	Funding Options		
F5	Community Outreach & Engagement - Second Round		
TASK G.	PEDESTRIAN SAFETY ACTION PLAN ELEMENTS	June 2015 - Aug 2015	
G1	Checklist for Pedestrian Safety Action Plan Elements		
G2	Draft Recommendations		
G3	Community Outreach & Engagement - Third Round		
G4	Final Documentation		



Building a Pedestrian Safety Action Plan Outline

- Rather than wait until end of process to outline a PSAP we will build it as we go along
 - Include details on content and rationale
 - List existing resources
 - Note action items with roles and timeline
- Provides a framework on how to move forward once this project is complete

Pedestrian Safety Action Plan - Working Outline

Prepared for the Pedestrian Safety and Access Task Force

This includes all of the elements included in the FHWA Guide, reordered for a more logical report sequence. A few elements have been added or renamed to address the City's scope of work.

- I. Introduction
- II. Goals/Objectives/Commitment
 - A. Goals
 - B. Objectives
 - C. Commitment to Safety
- III. Data Collection, Analysis and Prioritization
 - A. Design Manuals and Standards
 - B. Crash Analysis
 - C. Pedestrian Counts
 - D. Sidewalk Inventory
 - E. Crosswalk Inventory
 - F. Lighting Inventory
 - G. Existing Projects and Programs
 - H. Prioritization
- IV. Engineering & Planning
 - A. Along the Road
 - B. Across the Road
 - C. Crossing Countermeasures
 - D. Intersection Geometry
 - E. Signalized Intersections
 - F. Other Techniques to Slow Traffic
 - G. Land Use and Site Design
- V. Education
 - A. Public Education
 - B. Partnerships
- VI. Enforcement & Legislative
 - A. Communication
 - B. Collaboration
 - C. Enforcement
- VII. Public Involvement
 - A. Public Involvement
 - B. Pedestrian Advisory Board
 - C. Other Governmental Agencies
 - D. Special Interest Groups
 - E. Individual Stakeholder Involvement
- VIII. Funding Options
 - A. Complete Streets
 - B. Dedicated Funds
- IX. Evaluation/Accountability
 - A. Performance Measures
 - B. Infrastructure Accomplishments
 - C. Sales and Events
 - D. Evaluate Results



City Council Resolution to Appoint a PSATF

- The charge set forth for the Task Force
 - The 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 task force will address sidewalk gaps and create a tool for setting priorities for funding and filling those gaps;
 - The task force will recommend whether pedestrian safety and access should be the focus of ongoing community scrutiny through the establishment of a standing committee on pedestrian safety



Goals/Objectives

FHWA Pedestrian Safety Action Plan

- Assess existing goals and objectives
- State proposed goals and objectives
- Focus on reducing pedestrian crashes and increasing the number of pedestrian trips.

Clear goals are needed for a pedestrian plan to be successful in reducing pedestrian crashes and increasing the number of pedestrian trips. They allow for the development of practical and achievable strategies; they also provide a way to measure progress over time.

1) Existing

- Do you have clearly stated goals for reducing pedestrian crashes and increasing the number of pedestrian trips? Yes / No
- If yes, state existing policy:

2) Proposed

- Assess your current goals – are you satisfied with them – are they what you want?
- State proposed goals – could be completely new, a revision of current goals or a restating of existing goals:

Each Plan also requires specific and measurable objectives designed to reduce the risk factors that lead to crashes as well as to encourage more walking. If recognized and embraced, they help provide the rationale for allocating resources to implement necessary countermeasures.

1) Existing

- Do you have clearly articulated objectives that can be accomplished by reducing crashes and encouraging walking? Yes / No
- If yes, state existing objectives:

2) Proposed

- Assess your current, stated objectives that can be accomplished by reducing crashes and encouraging walking – are you satisfied with them – are they what you want?
-
- State proposed objectives – could be completely new, a revision or restating of existing objectives:
-

Examples

- Walkinginfo.org
 - [Community Vision and Objectives](#)
- [City of Morena CA](#)
 - [Pedestrian and Bicycle Master plan](#)
- [City of Sacramento](#)
 - [Pedestrian Master Plan](#)

References/Guidance

[NHTSA – Economic cost of crashes](#)

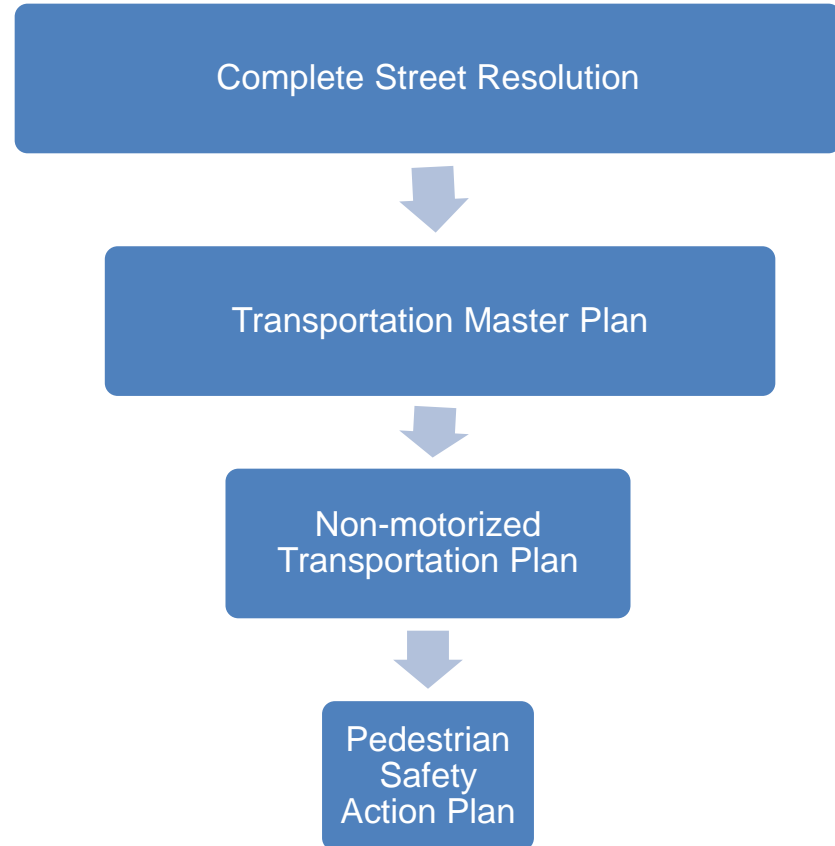
Examples

- [City of Marina](#)
 - [Guidelines for healthy Streets](#)
- [Marin County, CA](#)
 - [Case Study - PEDSAFE](#)
 - health, congestion, air pollution
- [Clemson, SC](#)
 - [Case Study – PEDSAFE](#)
 - Revitalization



Goals & Objectives

- PSAP is one element in the City's transportation strategy
- Existing plans already include relevant goals and objectives related to pedestrian safety and mode share
- Are these sufficient or do we need to further establish goals and objectives?





Goals & Objectives: City of Ann Arbor 2013 NoMo Plan

- The vision speaks to improving pedestrian safety as well as increasing the number of people who walk.

Vision:

The purpose of the plan is to identify the means to establish a physical and cultural environment that supports and encourages safe, comfortable and convenient ways for pedestrians and bicyclists to travel throughout the City and into the surrounding communities.

It is further envisioned that this environment will result in a greater number of individuals freely choosing alternative transportation modes (walking, bicycling, mass transit, etc.) which will lead to healthier lifestyles, improved air and water quality, and a safer, more sustainable transportation system.



Goals & Objectives: City of Ann Arbor 2013 NoMo Plan

- Goal 1, regarding policy and planning integration, speaks to guidelines, prioritization, and implementation of pedestrian facilities.

Goal 1:

Incorporate non-motorized best practices into all relevant policies, and all aspects and stages of planning available to the City and its partner organizations.

Objectives:

1. Develop best practices guidelines that define a true multi-modal perspective for transportation planning.
2. Identify changes to planning processes, City policies and regulations that will further non-motorized transportation.
3. Define a sustainable financing mechanism for non-motorized transportation policy development, policy implementation, construction and maintenance of facilities, education, and other needs that may arise to implement the City's non-motorized transportation plan.
4. Encourage and provide a framework for coordination between the City of Ann Arbor, the public school system, the University of Michigan, surrounding communities and regional agencies to facilitate connecting the non-motorized network to the region.
5. Define the process for prioritizing and implementing improvements.



Goals & Objectives: City of Ann Arbor 2013 NoMo Plan

- Goal 2, regarding completion of the system, speaks to pedestrian access, integration, obstacles and conflicts.

Goal 2:

Provide a comprehensive, easy to implement non-motorized network as an integral component of the City's transportation system.

Objectives:

1. Provide convenient and safe non-motorized connections between destinations in every part of the community, such as residential, commercial, school, recreational and other areas.
2. Integrate non-motorized transportation into existing transportation infrastructure.
3. Eliminate obstacles in the current non-motorized network.
4. Minimize conflict between modes of travel while still accommodating all modes.
5. Link the City's network to the regional non-motorized network.



Goals & Objectives: City of Ann Arbor 2013 NoMo Plan

- Goal 3, regarding education, speaks to pedestrian safety education to a diverse audience of pedestrians as well as other roadway users.

Goal 3:

Increase awareness of the opportunities for, and benefits of, non-motorized transportation, as well as provide information to all users on safe ways to integrate motorized and non-motorized modes of transportation.

Objectives:

1. Develop strategies to educate the general public, the school system, and the University of Michigan on the available non-motorized transportation network and encourage its use, including promotion of Safe Routes to School.
2. Develop strategies to educate the general public, the school system, and the University of Michigan community on the personal and community wide benefits of non-motorized transportation modes of travel.
3. Develop strategies to educate all transportation system users (motorists, cyclists, pedestrians, etc.) on key safety issues related to integrating walking, bicycling and motorized travel to create an atmosphere of respect among all travelers.
4. Develop strategies to emphasize the benefits of and opportunities for non-motorized transportation into public schools, including promotion of Safe Routes to School.



Goals/Objectives

- Recognizing that the PSAP recommendations may include detailed metrics to evaluate pedestrian safety and mode share, are the vision, goals and objectives from the non-motorized plan a sufficient foundation to build upon?
- If not, what recommendations does the committee have for the City to modify the existing vision, goals and objectives

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 - health, congestion, air pollution
- [Clemson, SC](#)
 - [Case Study – PEDSAFE](#)
 - Revitalization



Crowdsourcing Tools

- Provide as much or little input as desired
- Allow place specific input
 - Spot location
 - Corridor
 - Specific Area
- Explore the map at different scales, with air photo, or in street view
- Can vote and comment on previous posts
- Allow for non-time contained thoughtful input
- May not get a lot more input than at a public workshop, but quality input



Home Mapped Comments +

Ferndale Moves! is a project to make it safer, easier and more convenient to walk, bike, take transit around town. Click on any line or point for more information about the Complete Streets Network Plan. Add your comments to the map based on the categories below, or check out other people's comments and give a "thumbs up" or "thumbs down". Thanks!

Add a comment to this map by zooming and clicking on the location for your comment | View in Full Screen Mode

Jennifer H
57 Votes | 7 Votes

Pincrest is falling apart at the seams. Please devise a plan to repave it. Pot holes are appearing regularly. Bicycle lanes are terrible, as are the main lanes for motor vehicle traffic. Please devise this plan with the thought that it should not be torn up immediately thereafter, like it was the last time.

COMMENT

PROPOSED BICYCLE FACILITIES

Legend:

- Cycle Track
- Buffered Bike Lane
- Conventional Bike Lane
- Shared Lane Marking
- Neighborhood Connector Route

Show/Hide Layer Menu

- Cross Section
- Road Crossings
- Spot Improvement
- Multi-Modal Hubs
- Transit Enhancements

REMOVE ALL LAYERS

Jump To A Location +

Community Remarks



Instructions

- 1 add your ideas on the map by clicking on "add issue / opportunity to map" below.
- 2 describe your ideas in the pop-up.
- 3 click a street and prioritize the street design.

LEGEND

- ISSUES
- OPPORTUNITIES



About & Help | Add Issue / Opportunity to Map

Add Comment

Description: Streets
Initial comment: N 4th Ave between E Kingsley St. & E Ann St.

This street should prioritize this activity:*

- Parking, outdoor dining and walking
- Biking and neighborhood use
- Trucks and traffic
- Transit

Please select one.

Ann Arbor should _____ this street.*

- Preserve
- Enhance
- Catalyze

Please select one.

Please describe your ideas to Preserve, Enhance or Catalyze this street.

Submit

Wikimaps



PSATF Project Scheduling

- Wednesday or Thursday evening from 5 – 7:30 pm
- First week of the month has the fewest conflicts with Holidays, Task Force Members and the Consultants
- We recommend the first Wednesday of each month from 5-7pm
- Who is able to make the August 6th Task Force Meeting?

First Wednesday of the Month:

August 6, 2014

September 3, 2014

October 1, 2014

November 5, 2014

December 3, 2014

January 7, 2015

February 4, 2015

March 4, 2015

April 1, 2015

May 6, 2015

June 3, 2015

July 1, 2015

August 5, 2014



Next PSAFT Meeting

Community Outreach and Engagement

- Public engagement toolkit
- Identify Stakeholders
- Potential Partnerships
- Promotion
- Public Meetings
- Other public engagement tools (ex. surveys, web maps, street interviews)



Tentatively the meeting is planned for August 6, 2014



Homework Tasks

Just to get you thinking ahead for next meeting:

- Prepare a list of potential stakeholders

Any left over tasks from this meeting?

Anything to review prior to next meeting?



Homework task may be given out between meetings to help educate and prepare task force members for upcoming meetings



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