City of Ann Arbor
Pedestrian Safety & Access Task Force

Resource Group Meeting

Wednesday, September 3rd from 5 to 7 PM

**Basement Conference Room ,
Larcom City Hall**

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

2. Approval of Agenda

- No proposed changes submitted prior to today's meeting

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 #5 Discussion Summary   5:20 – 5:25 pm
5. Approve amendments to Pedestrian Safety and Access Plan Annotated Outline   5:25 – 5:30 pm
6. Data Types Q & A Panel   5:30 – 6:40 pm

   For each of the following items 8 minutes will be allocated with approximately 5 minutes for Q & A and 3 minutes to identify additional data requests

   a) Crash Analysis Data
   b) Pedestrian Counts
   c) Sidewalk Inventory
   d) Crosswalk Inventory
   e) AAATA Data
   f) Lighting Inventory
   g) Existing Projects and Programs
   h) Design Manuals and Standards

7. Next Steps   6:40 – 6:50 pm

   a) Draft Outline Agendas and Work Plan
   b) October 1st Task Force Meeting
   c) Confirm Attendance for Next Meeting
   d) Next Round of Issues and Resources Briefs

8. Public Commentary (3 minutes/speaker)

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 #5 Discussion Summary

- No proposed changes submitted prior to today's meeting

PEDESTRIAN SAFETY AND ACCESS TASK FORCE
MEETING #5 – MEETING MINUTES

Date: Wednesday, August 20, 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; Linda Diane Feldt; Owen Jansson; Anthony Pinnell; Sarah Pressprich Gryniewicz; Jim Rees;
Task Force Members Absent,1: Neal Elyakin
Public Present: Larry Deck; refer to Attachment B for sign-in sheet
City Staff Present, 1: Connie Pulcipher
Consultant Present, 2: Norman Cox and Carolyn Prudhomme

Re: Pedestrian Safety and Access Task Force Meeting

Meeting Called to Order: 5:01pm

1. Changes to agenda: none, unanimously approved

2. Notes from last meeting: unanimously approved

3. Public comment proposal:

   a. J. Reese moved to add a new public comment period to the agenda at this and all future meetings, to follow the approval of the agenda. This period will be limited to no more than three speakers, each speaker limited to no more than three minutes. Speaking slots will be allocated on a first come, first serve basis via a signup sheet available just before the meeting starts. A speaking period will be retained at the end of the meeting. Speakers are limited to a single slot, either at the beginning or at the end of the meeting.

   b. Proposal as an amendment to the Rules of Order effective immediately: unanimously approved

4. The Task Force directed consultant to make amendments to the Pedestrian Safety and Access Plan Working Outline.

5:20 (5 min. discussion)

5. Approve Amendments to PSAP Annotated/Working Outline

Updated to address:

- Task force will focus its energies on pedestrian issues but will address bicycle, transit and motor vehicle issues when they directly impact pedestrian safety and accommodation.

- Review of the City's existing Goals and Objectives was based on the recommended process in the FHWA Guide

- Recognizing that there is an improvement in pedestrian safety with the increase in the number of pedestrians, thus increasing the number of pedestrian trips is one means to improve pedestrian safety

- Enforcement of laws that affect pedestrians

Pedestrian Safety Action Plan - Working Outline

Prepared for the Pedestrian Safety and Access Task Force
DRAFT – Updated August 27, 2014

This includes all of the elements included in the Federal Highway Administration (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. This is a draft working outline that can be edited or changed throughout the process. It will be updated after each Task Force meeting, based on the topics covered at that meeting. Draft items that are pending review and approval by the Pedestrian Safety and Action Task Force are highlighted with blue text.

I. Introduction

    A. Task Force mission from the City Council resolution R-13-367: 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 also address sidewalk gaps and create a tool for setting priorities for funding and filling those gaps; the task force will also recommend whether pedestrian safety and access should be the focus of ongoing community scrutiny through the establishment of a standing committee on pedestrian safety;

    B. *In addition to the charge given to the Task Force by City Council, it is recognized that in the process of addressing pedestrian safety and access issues related to other modes of transportation may arise. The Task Force will focus its energies on pedestrian issues but will address bicycle, transit, and motor vehicle issues when they directly impact pedestrian safety and accommodation.*

II. Goals/Objectives/Commitment

    A. Goals & Objectives

        1. Discussion/Rationale:

        The FHWA Guide on "How to Develop a Pedestrian Safety Action Plan" is being referenced throughout this process. On page 64, the guide notes that clear goals are needed for a pedestrian plan to be successful in reducing pedestrian crashes and increasing the number of pedestrian trips.

6. Data Types Q & A

70 Minutes for Q & A Session

- The goal is for the Task Force to understand what data is currently available and determine what additional data sets should be added to a wish list.

- 8 topics to discuss

- 8 minutes will be assigned per topic

  - ➢ 5 minute Q & A

  - ➢ 3 minutes to determine data wish list

Staff will do their best to answer your questions - any questions they can't answer will be brought back to other City staff who may be more versed in the topic.

5:30 (70 min. discussion)

Data Topics:

1. Crash Analysis Data

2. Pedestrian Counts

3. Sidewalk Inventory

4. Crosswalk Inventory

5. AAATA Data

6. Lighting Inventory

7. Existing Projects and Programs

8. Design Manuals and Standards

City Staff Panel:

- *Cresson Slotten, Systems Planning Unit Manager*

- *Deb Gosselin, Systems Planning Engineer*

- *Matt Warba, Assistant Manager Field Operations Services*

- *Eli Cooper, Transportation Program Manager*

- *Jeff Kahan, City Planner*

- *Nick Hutchinson, Project Management Manager*

No specific question from the Task Force

5:32 – 5:40

CRASH ANALYSIS DATA

Note: All datasets use the same crash database maintained by the Michigan State Police. This database is drawn from UD-10's submitted by the police department to the state. The UD-10's includes date and time of crash, crash type, crash severity, roadway parameters etc. This information is housed and presented in a variety of formats by numerous different agencies, some accessible by public and others through proprietary software. Two of the most frequently accessed are the Michigan Traffic Crash Facts and SEMCOG Crash Database. The City recommends using the SEMCOG Crash Database as it has a combination of tabular and mapping data that is easily accessible to the public.

For more information about UD-10's and traffic crash reporting, visit the Michigan State Police Website at: http://www.michigan.gov/msp/0,4643,7-123-1593_24055-28578--,00.html

Existing Publically Accessible Data Sets:

Michigan Traffic Crash Facts
http://www.michigantrafficcrashfacts.org/
- **Purpose:** Source of crash data for the State of Michigan
- **Is the Database tied to a geographic location?** Yes, GIS
- **What information in included?** All standard data of Crash Report including date, time, crash type, crash severity, roadway parameters etc.
- **How current is the data/how is it updated?** Updated in the spring with past year data
- **What department/agency is responsible for maintaining the data?** The Office of Highway Safety Planning
- **What information in available publically and in what format?** Maps, tables, lists
- **How is the City currently using the data?** Used occasionally

SEMCOG Crash Database
http://www.semcog.org/Data/Apps/crash.cfm?mcd=8999
- **Purpose:** Source of crash data for Southeast Michigan
- **Is the Database tied to a geographic location?** Yes, GIS
- **What information in included?** All standard data of Crash Report including date, time, crash type, crash severity, roadway
- **How current is the data/how is it updated?** Updated in the spring with past year data
- **What department/agency is responsible for maintaining the data?** SEMCOG
- **What information in available publically and in what format?** Maps, tables, lists
- **How is the City currently using the data?** Used occasionally

6b. Pedestrian Counts

Task Force Questions:

- Are there examples from cities that have developed effective ways to get pedestrian counts?

5:40 – 5:48

PEDESTRIAN COUNT/TRAVEL DATA

Pedestrian data collection is a relatively new data set collected by the City. The process of gaining an understanding of our non-motorized system began following the Council adoption of the comprehensive non-motorized transportation plan in 2007. Staff quickly learned the complexity and challenge of collecting such information. In spite of the challenges we have moved forward with a simple data collection format and have found the data useful in describing and supporting our non-motorized efforts.

To place this data area in proper context for the Task Force, links to national and state level materials are provided. In these few links a thorough description regarding this data can be easily captured. Of course, staff will be present at the coming meeting to explain on more detail our level of effort in this area.

Existing Publically Accessible Data Sets:

Non-motorized Travel Data—National Trends and Collection Methods

- **Purpose:** This data illuminates current issues associated with pedestrian and bicycle data trends and collection.
- **Is the database tied to a geographic location?** N/A.
- **What information is included?** Various reports from FHWA, PBIC (Pedestrian and Bicycle Information Center), and state, regional, and local agencies provide an overview of major trends, methods, and data shortcomings.
- **How current is the data/how is it updated?** Staff generally tracks changes in the information about data by networking with other professionals, following the latest available publications, maintaining contact with PBIC staff, and participating in webinars offered by leading organizations.
- **What information is available publically and in what format?** Reports and documents are all public domain.
- **How is the City currently using the data?** Know what others are doing, understand the contemporary data collection processes and to assure our data collection and processing are keeping in sync with our program needs.
- **Key links:**

Pedestrian Information Clearinghouse Fact Sheet
http://www.pedbikeinfo.org/data/factsheet_general.cfm#No1

6c. Sidewalk Inventory

Task Force Questions:

- It would be nice to have a GIS map where you can click on a sidewalk and see for whom maintenance responsibly lies.

- Can we determine if there is a pattern to walk locations that routinely are not maintained in the winter? (e.g. elderly homes, vacant properties, people out of town etc.)

- Is there a data base that describes who is responsible for orphan pathways, such as between private property and pathways at the end of a cul-de-sac?

- Is it possible to determine what pedestrian trips are not occurring because of lack of access? Is there a way to find out how people deal with sidewalk gaps?

- Is there more information on how winter maintenance enforcement actually works?

- What enforcement is currently used to maintain an open passage along sidewalks in regards to vegetation intrusion and do we have data on this has been performed over the last 10 years?

SIDEWALK INVENTORY DATA

Existing Data Sets:

- **What is the purpose of the data set?**
  To indicate whether a sidewalk is present or absent along the public road frontage of each City parcel and the nature of the walk if present

- **Is the database tied to a geographic location? (GIS)**
  Yes

- **What information is included?**
  For existing walks: sidewalk material, length, parcel owner
  For sidewalk gaps: Length of gap, parcel owner

- **How current is the data/how is it updated?**
  Inventory was updated globally in 2013

  GIS staff update the layer annually based on as-built drawings for public and private construction projects where they indicate that new sidewalks have been installed.

  The Transportation Manager also prepares an annual Non-Motorized Progress Report that includes a summary of new sidewalks that have been installed (as well as bike lanes added).

- **What department/agency is responsible for maintaining the data?**
  Systems Planning GIS staff (with data from Project Management and Planning)

- **What information is available publically and in what format? (e.g. online maps)**
  A pdf of the sidewalk inventory map is available to the task force

- **How is the City currently using the data? (e.g. CIP)**
  Data from the inventory is being use for long-range planning to determine needed funding to fill sidewalk gaps.

5:48 – 5:56

Task Force Questions:

- Do we have information on how pedestrian signal heads work in different areas of the City?

5:56 – 6:04

CROSSWALK INVENTORY DATA

Existing Data Sets:

GIS Curb Ramp Corners Layer

- **What is the purpose of the data set?** It is the inventory of the curb ramps on public streets within the City; it is used to manage this set of assets.
- **Is the database tied to a geographic location? (GIS)** Yes, it is a GIS data layer
- **What information is included? (list of key data fields in common terminology)** Year constructed (many are <null>); if the ramp has received a variance from ADA requirements for site specific circumstances;
- **How current is the data/how is it updated?** As ramps are constructed, repaired or replaced as part of a construction project, the project staff update the dataset.
- **What department/agency is responsible for maintaining the data?** Public Services Area, Project Management Unit and Systems Planning Unit.
- **What information is available publically and in what format? (e.g. online maps)** This data is currently not available for public use (it has not been previously requested).
- **How is the City currently using the data? (e.g. CIP)** Tracking work related to the ADA Curb Ramp Consent Decree; updating new curb ramp installations.

Related Documents and Reports:

- **List any documents that utilize the data sets listed above (e.g. crash analysis)** Curb Ramp Summary Report
- **Provide meta data if available**
- **Provide link to access the data online (e.g. online maps)**

Are there any new data sets currently being discussed by City Staff?

- **Has the city already identified a way to expand or add to the data and what is the status of that initiative?**

Pavement Marking Lines Layer

- **What is the purpose of the data set?** It is the inventory of the linear pavement markings on public streets within the City; it is used to manage this set of assets.
- **Is the database tied to a geographic location? (GIS)** Yes, it is a GIS data layer
- **What information is included? (list of key data fields in common terminology)** Marking Type; Street (location); Length;
- **How current is the data/how is it updated?** Unknown. Task is in transition from Field Operations to Project Management
- **What department/agency is responsible for maintaining the data?** Public Services Area.
- **What information is available publically and in what format? (e.g. online maps)** This data is

No specific question from the Task Force

Anticipated question:

- Are bus stop access pads included in the sidewalk inventory

6:04 – 6:12

AAATA DATA

TRANSIT STOP LOCATION CONCERNS

The Ride's bus stop improvement program addresses accessibility concerns at bus stops with existing pedestrian networks. The Ride directs a concrete contractor to make these accessibility improvements. Additionally The Ride meets regularly with municipalities regarding the inclusion of bus stops in the final set of road construction plans. It is important that public transit is included early in the planning stages.

Comfort amenities (benches/ shelters) are added at bus stops that meet ridership criteria of 50+ daily riders. This is a common benchmark in the transit industry. However the Adopt-a-Stop program creates opportunities for partnerships with property owners to acquire a shelter at lower ridership stops, if they have the resources to maintain a shelter.

AAATA Bus stops by the numbers
- The Ride has 1,200 bus stops in the service area including Ann Arbor and Ypsilanti.
- 510 of these bus stops have a lead walk connecting the sidewalk to the curb. (considered ADA accessible).
- 271 of these bus stops have an existing sidewalk network but are not connected to the bus stop.
- 285 bus stops are considered rural stops. By definition these are stops located in undeveloped corridors lacking curb and gutter, sidewalks, ramps, crossing facilities and often times street lighting.
- 117 passenger shelters are installed throughout the service area.
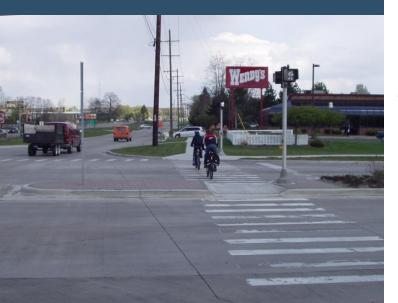
Transit stop location challenges
- **Passenger Activity Data**: Public transit passenger activity data should be included in the planning stages. This would assist the planners when selecting locations for crosswalks, lighting, access points and other street design factors that impact public transit.
- **Crosswalks:** *Bus stops should be located 50 feet far side of a cross walk*. New guideline resulted in relocation of 30 bus stops.
- **Rear Door Clearance:** Bus stop design needs to consider both front and rear door clearance. *Bus vehicle doors are 22 ft. from front door to back door.*
- **Severe slopes:** (sidewalk height is greater than curb height). Sidewalk must be lowered to curb level for an ADA compliant bus stop, but high-ridership stop on recently reconstructed corridor did not receive proper ADA treatment.
- **Street Lighting:** All bus stops regardless of passenger frequency will benefit from being under a street light. When new lighting is planned in a corridor, the transit stop(s) should be considered when selecting light pole locations. Although The Ride does have a few shelters with solar lights, it lacks the resources to light all of them.
- **Access Points**

6f. Lighting Inventory

No specific question from the Task Force

6:12 – 6:20

LIGHTING INVENTORY DATA

Existing Data Sets:

GIS Streetlights Layer
- **What is the purpose of the data set?** It is the inventory of known, existing streetlights within the City, as well as at City-owned properties (e.g., parks, fire stations), utilized for the management of this category of assets.
- **Is the database tied to a geographic location? (GIS)** Yes, it is a part of the City's GIS data sets.
- **What information is included?** Streetlight ownership (DTE; City; U-M; Private); Pole Type; Bulb Type; Wattage; Number of Heads;
- **How current is the data/how is it updated?** The dataset is still not confirmed as 100% complete/accurate (the data is compiled from DTE, City and U-M data sets)
- **What department/agency is responsible for maintaining the data?** Public Services Area, Systems Planning Unit and Field Operations Unit
- **What information is available publically and in what format?** *(e.g. online maps)* Spatial/location is shown on *mapAnnArbor*, but not attribute data at this time
- **How is the City currently using the data? (e.g. CIP)** For maintenance (tied to Cityworks and thu to A2FixIt); for billing review for DTE lights and energy for City streetlights; for capital planning; for preliminary design of road construction projects; for budget preparation;

Related Documents and Reports:
- Ann Arbor Streetlights Whitepaper

Are there any new data sets currently being discussed by City Staff?
- **Has the city already identified a way to expand or add to the data and what is the status of that initiative?** A request has been submitted for coordinate data for the streetlights, and this request is currently being evaluated for implementation; a draft streetlight policy is being prepared by staff for review by City administration;

6g. Existing Projects and Programs

Task Force Questions:

- Have any pilot areas been considered or talked about regarding filling of sidewalk gaps?

6:20 – 6:28

EXISTING PROJECTS AND PROGRAMS DATASET

Existing Data Sets:

- **What is the purpose of the data set?**
  The Capital Improvement Program ("CIP") and other Council initiated or funded projects target pedestrian safety projects. Other near and long-term projects are identified in the Non-Motorized Plan

- **Is the database tied to a geographic location? (GIS)**
  Yes; proposed projects are depicted on a CIP layer in the City's GIS

- **What information is included?**
  CIP Projects include name of project, cost, fiscal year scheduled, and scope of project

  City Council minutes include similar information for projects which arise from citizen petition or other avenues

  The Non-Motorized Transportation Plan includes extensive mapping of existing and proposed pedestrian facilities

- **How current is the data/how is it updated?**
  The CIP is updated each fall with major updating every other year. Projects which arose through City Council action are added to the CIP if they are of sufficient size to warrant inclusion

  An annual progress report is issued for non-motorized facility improvements and rehabilitations

- **What department/agency is responsible for maintaining the data?**
  Systems Planning (with data from Project Management, Planning, and Council)

- **What information is available publically and in what format? (e.g. online maps)**
  CIP documents are available online on the Systems Planning Department page of the City website.

  The Non-Motorized Plan is available online on the Systems Planning Department page of the City website. It includes maps of proposed short-term and long-term improvements including sidewalks, safety paths, pedestrian refuge islands, pedestrian signals, and other non-motorized improvements.

- **How is the City currently using the data? (e.g. CIP)**
  Data is being used for short and long-range planning to determine pedestrian facility needs.

Related Documents and Reports:
Capital Improvement Plan
Non-Motorized Transportation Plan

No specific question from the Task Force

6:28 – 6:36

DESIGN MANUALS AND STANDARDS DATASET

Existing Data Sets:

- **What is the purpose of the data set?**
  The Public Services Department Standard Specifications (commonly called the "Orange Book") provide technical details related to design, allowable materials, and construction techniques for all capital improvements including sidewalks and safety paths.

  City Code, Chapter 49, Sidewalks, provides the authority to enforce the Orange Book standards and also gives Council the authority to order construction of a sidewalk by resolution

- **Is the database tied to a geographic location? (GIS)**
  N/A

- **What information is included?**
  The Orange Book establishes standard location, width, thickness, materials, subbase materials, and allowable slope for sidewalks and "bikepaths."

- **How current is the data/how is it updated?**
  The Orange Book has not been updated in total in many years but is currently undergoing revision. Significant changes to the sidewalk standards are not anticipated.

  "Bikepath" terminology will be updated to "shared use paths" and width and construction materials are being evaluated with updates anticipated.

  After the present Orange Book total revision is completed, a standing committee will be formed and meet semi-annually to consider any needed updates to the standards. This will include consideration of any new techniques being utilized by others based on benchmarking research.

  A similar products/materials committee will met quarterly to evaluate new materials which might offer cost-saving and/or greater sustainability advantages.

- **What department/agency is responsible for maintaining the data?**
  Systems Planning (with input from all units)

- **What information is available publically and in what format? (e.g. online maps)**
  The Orange Book is available in pdf format on the City website as is the City Code

- **How is the City currently using the data? (e.g. CIP)**
  The Orange Book is utilized on a daily basis in the design of City construction projects as well as in review of proposed private development projects.

Pedestrian Safety and Access Task Force
Work Plan Schedule
PRELIMINARY DRAFT - Updated 8/25/14

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

	July '14	Aug '14	Sep '14	Oct '14	Nov '14	Dec '14	Jan '15	Feb '15	Mar '15	Apr '15	May '15	Jun '15	Jul '15	Aug '15
Meeting Topics:	Goals & Objectives	Community Outreach & Engagement	Data Types	Identify project types and related issues	Model Engineering and Education Countermeasures	Model Enforcement, & Operations Countermeasures	Prioritization Systems & Approaches	Funding Issues & Options	Planning and Engineering Recommendations	Education Recommendations	Enforcement and Operations Recommendations	PSAP Elements	Draft Recommendations	Final Recommendations
Resource Group Meetings	Tue. July 8	Wed. Aug 6	Mon. Aug 25	Mon. Sep 22	Mon. Oct 27	Mon. Nov 24	Mon. Dec 22	Mon. Jan 26	Mon. Feb 23	Mon. Mar 23	Mon. Apr 27	Wed. May 20	Mon. Jun 22	Mon. Jul 27
PSATF Meetings	Meeting #4, Thu. July 17 5 - 7 pm Traverwood Library	Meeting #5 Wed. Aug 20 5 - 7 pm Basement Conf Room Larcom City Hall	Meeting #6 Wed. Sep 3 5 - 7 pm Basement Conf Room Larcom City Hall	Meeting #7 Wed. Oct 1 5 - 7 pm Council Work Room, 2nd Floor, Larcom City Hall	Meeting #8 Wed. Nov 5 5 - 7 pm Basement Conf Room Larcom City Hall	Meeting #9 Wed. Dec 3 5 - 7 pm Basement Conf Room Larcom City Hall	Meeting # 10 Wed. Jan 7 5 - 7 pm Basement Conf Room Larcom City Hall	Meeting #11 Wed. Feb 4 5 - 7 pm Basement Conf Room Larcom City Hall	Meeting #12 Wed. Mar 4 5 - 7 pm Basement Conf Room Larcom City Hall	Meeting # 13 Wed. Apr 1 5 - 7 pm Basement Conf Room Larcom City Hall	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
Stakeholder Focus Group (meeting times, dates and locations tenative)				Thurs. Oct 16 7 am - 7 pm Basement Conf Room Larcom City Hall					Wed. Mar 11 7 am - 7 pm Basement Conf Room Larcom City Hall		Wed. May 13 7 am - 7 pm Basement Conf Room Larcom City Hall			
Community-at-large Meeting (meeting times, dates and locations tenative)					Wed. Nov 19 6:30 - 8:30 pm Downtown Library Multi-purpose Room				Wed. Mar 25 6:30 - 8:30 pm Downtown Library Multi-purpose Room		Thurs. May 28 6:30 - 8:30 pm Downtown Library Multi-purpose Room			
Surveys (dates are tenative)				Week of Oct 19 through week of Nov 9					Week of Mar 8 through week of Mar 22		Week of May 10 through week of May 31			
Online Crowdsourcing Maps (dates are tenative)				Week of Oct 19 through week of Nov 9					Week of Mar 8 through week of Mar 22		Week of May 10 through week of May 31			

Updates:
• Community-at-large meetings will be held in Library Multi-purpose Room instead of Cobblestone
• Community-at-large meeting changed from 6/2/2015 to 5/28/2015
• Noted where ordinance review will be addressed in draft agendas

Identify Project Types and Related Issues

- Spot Locations – intersections and/or mid-block areas

- Corridors – including roadway sections and/or entire corridors

- Targeted Areas – specific neighborhoods, school zones or business districts, etc.

- Entire City – system-wide improvements and policies, such as enforcement and programs

Confirm Task Force attendance for next meeting

7d. Next Round of Issues and Resource Briefs

Crosswalks / Moving Across the Roadway

- Email any additional questions you want to make sure are addressed in the Crosswalk Issues Brief by EOB Wednesday, September 10th
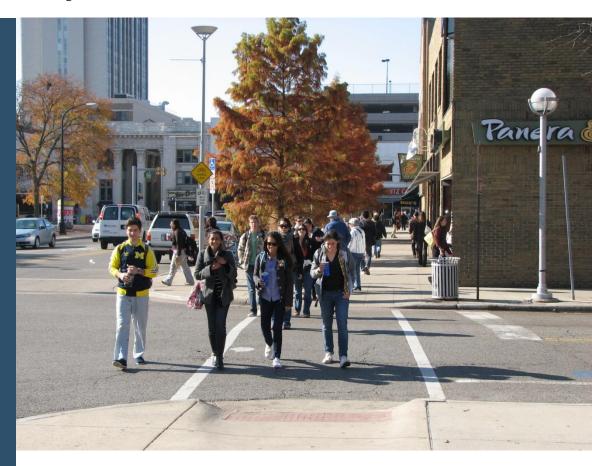
Crosswalks / Moving across the Roadway

- Crosswalk Laws & Ordinance
  - What is being done to educate the public and get critics of the ordinance onboard?
  - Is anything being done to provide adequate separation between crosswalk and bus stops to increase motorist compliance with the City's crosswalk ordinance?
  - What are bicyclist's rights and responsibilities when using a crosswalk, do pedestrians have exclusive use of the crosswalk?
  - What are the laws at the State and Local level?
- Crosswalk Signs, Signals & Markings
  - What is the role of signalized pedestrian crosswalks?
  - What types of signals are more appropriate (red vs. yellow)?
  - How does the City address unmarked crosswalks and crosswalk gaps (sidewalk ends with no way to cross)?
  - What is the City's policy for using leading pedestrian intervals and pedestrian countdown signals?
  - Has signal timing been considered to optimize bicycle and pedestrian travel, especially in the downtown?
  - Accessibility issues
- Crosswalk Lighting and Visibility
- Crosswalks Downtown
  - Should we be attempting to have more midblock crosswalks in the downtown?
- Crosswalk Enforcement
  - How are crosswalk laws enforced?
  - Cars failing to yield to pedestrians, specifically at Ashley and William.
- Crosswalk Maintenance
  - How does the City address winter maintenance on crossing islands?
- Crosswalk Education
  - What are the current campaigns and initiatives?
  - What is being done to educate nonresident motorists visiting or commuting to Ann Arbor about Ann Arbor's crosswalk law?

- 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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