



City of Ann Arbor Pedestrian Safety & Access Task Force



Task Force Meeting

Wednesday, April 1, 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





2. Approval of Agenda

- Key meeting outcomes:
 - Education, Enforcement and Legislation Recommendations

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 #12 Discussion Summary	5:20 – 5:25 pm
5. Update on Second Reading of the Proposed Sidewalk Snow & Ice Ordinance	5:25 – 5:35 pm
a) Follow-up meeting with A2 Commission on Disabilities Issues	
6. Subcommittees	5:35 – 5:40 pm
a) Meeting Procedures and Cancellations	
b) Confirmation of Attendance at Future Meetings	
7. Public Engagement Round #2 Update	5:40 – 5:45 pm
a) Stakeholder Focus Groups on 3/12	
b) Community Wide Meeting on 3/25	
c) Potential A2 Open City Hall Survey	
8. Review of Approved Process to Consider Draft Recommendations	5:45 – 5:50 pm
9. Discussion and Consideration of Draft Recommendations	5:50 – 6:40 pm
a) See Draft Recommendation Worksheet	
10. Resource Group Input on Planning and Engineering Draft Recommendation	6:40 – 6:50 pm
11. Next Steps	6:50 – 7:00 pm
a) May 6th Task Force Meeting – Funding, Operations and Evaluation (Chief Seto to Attend)	
12. 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 #12 Discussion Summary

- No proposed changes submitted prior to today's meeting

PEDESTRIAN SAFETY AND ACCESS TASK FORCE MEETING #12 – MEETING MINUTES

Date: Wednesday, March 4, 2015

Time: 5:00 - 7:00 pm

Location: Basement Conference Room – Larcom City Hall

Attendees:

Task Force Members Present, 7; Scott Campbell; Kenneth Clark ; Linda Diane Feldt; Anthony Pinnell; Jim Rees; Sarah Pressprich Gryniewicz; Vivienne Armentrout;
Task Force Members Absent, 2: Neal Elyakin; Owen Jansson;
Public Present, 6: Larry Deck; Kathy Griswold; Eric Lipson; Seth Peterson; Clark Charnetski; Eleanor Linn; refer to Attachment B for sign-in sheet
City Staff Present, 1: Connie Pulcifer;
Consultant Present (The Greenway Collaborative), 2: Norman Cox and Carolyn Prudhomme

Re: Pedestrian Safety and Access Task Force Meeting

Meeting Called to Order: 5:00 pm

1. Introductions.
2. Changes to agenda: None, unanimously approved
3. Public Commentary:
 1. Seth Peterson – Midblock crosswalks on Stadium, Plymouth and Washtenaw should be designed correctly or not be put in at all. The crosswalk designs are inadequate to inform drivers or protect pedestrians. The biggest problems with these crosswalk is that the variable that determines whether or not drivers stop is not the presence of a big yellow sign or flashing light, but presence of a pedestrian; who has a much smaller presence on the roadway. Consequently pedestrians are not seen soon enough for vehicles to safely stop. The solution to the problem is to slow traffic at crosswalks, so pedestrians can be seen with enough time for cars to stop for them. Physical cues, such as rumble strips and raised crosswalks, are needed at crosswalks to get drivers to slow down before passing over a crosswalk.
 2. Eric Lipson – Attended second public meeting on improvements to Stadium Blvd between Seventh and Kipke. Issues regarding inadequate lighting and marking in front of Pioneer High School (at Edgewood) were brought up. Based on a study at that intersection improvements to the crosswalk, including rectangular rapid flash beacons, are warranted. Non-committal on whether these improvements would happen prior to 2016. Existing crosswalks on Stadium between Maple and Pauline only have the white "stop here for pedestrian" signs, and do not have the yellow diamond warning signs or advance warning signs. These crosswalks should be



5. Update on Second Reading of the Proposed Sidewalk Snow & Ice Ordinance

- Follow-up meetings with the A2 Commission on Disabilities Issues





6. Subcommittees

- Notify Kayla Coleman and Connie Pulcifer **at least 48 hours in advance** if you are unable to make a scheduled meeting.
- Contact Kayla Coleman and Connie Pulcifer **at least 2 business days in advance** if you would like staff resources at your subcommittee meeting.
- Contact community stakeholders directly to attend meetings.
- Send meeting summaries to all subcommittee members for review before sending final version to Carolyn – final summaries should be sent in **at least 9 days in advance** of the next Task Force Meeting



Upcoming Subcommittee Meetings:

Winter Maintenance – April 8

Crosswalk Consistency – April 13

Crosswalk Education/Outreach/Enforcement/Law – April 15

Crosswalk Budget/CIP - ?



7. Round #2 Public Engagement Update

- Discussed potential solutions for the Top Ten Issues identified in the survey
- Stakeholder Focus Groups on March 12th
 - 29 participants
- Community Wide Meeting on March 25th
 - 33 participants
- Potential for A2 Open City Hall Survey



Examples of Common Solutions:

- Consistent signing, marking and signaling
- No right turn on red
- Lower speed limits / Vision Zero
- Regular maintenance of signs and markings
- Hands free or cell phone ban for distracted driving
- Education campaigns (catchy phrase, events, printed media, social media, signs at City entry, drivers' education, etc.)
- More flashing beacons at crosswalks
- Speed humps in neighborhoods
- Lighting



8. Draft Recommendations Process Refresher

- Sept. 2014 – February 2015
 - Identify and understand issues
- March – May 2015
 - Develop draft recommendations
 - **March** – Planning and Engineering
 - **April** – Education, Enforcement & Legislation
 - **May** – Operations, Funding & Implementation
- June – August 2015
 - Refinement and voting on final recommendations

How the Process Works:

- A month prior to consideration, responsibilities are assigned to individuals and/or subcommittees
- 1 ½ weeks prior to the Task Force meeting draft recommendations are submitted
- 1 week before the Task Force meeting the draft recommendation worksheets are provided
- Review and discuss the worksheets at the Task Force meeting
- Worksheet results are sent to the Task Force about a week after the meeting
- City Staff Resource Group reviews and provides additional comments (in process)

We are not voting on the draft recommendations tonight. Rather this is a first flush process to draft recommendations and get feedback.



8. Review of Approved Process to Consider Draft Recommendations

- Education, Enforcement and Legislation Recommendations
 - 21 proposed recommendations
 - 50 minutes
 - 2 minutes per issue
- Please keep discussion concise and focused on concerns with the proposed recommendation
- Not here to wordsmith tonight!
- These are preliminary recommendations; there will be a chance for more discussion

Education, Enforcement and Legislation Recommendations:

- 13.1 Identifying non-compliant motorists at critical crosswalks
- 13.2 Enforcing crosswalk compliance through occasional pro-active sting operations
- 13.3 City vs State Crosswalk Ordinance
- 13.4 Education and Enforcement at Crosswalks
- 13.5 Roundabout Education
- 13.6 Eliminating Community Standards “one-warning-per-annum” policy for violation of snow and ice clearance ordinance
- 13.7 Clarify precisely who is responsible for snow and ice clearance of bus stops
- 13.8 Problems arising from the local judiciary overturning snow and ice ordinance violation citation issues of Community Standards for reasons of “hardship”, etc.
- 13.9 Make it clear that it is the owner that is ultimately responsible and the one that would be fined
- 13.10 Make the time requirement for snow clearing “time-certain”
- 13.11 Enforcement of snow ordinance
- 13.12 Priority enforcement of snow ordinance by Community Standards
- 13.13 Safe and alternative solutions for melting
- 13.14 Clarify roles and responsibilities for snow and ice clearance
- 13.15 Property owners under the services of SnowBuddy need to be aware that SnowBuddy does not remove homeowner’s responsibility for clearing their own sidewalk
- 13.16 Poor sight lines between motorists and pedestrians caused by overgrown vegetation and large snow piles
- 13.17 Ensure accessibility and safety to and from bus stops after snow and ice fall
- 13.18 Safety in numbers
- 13.19 High-level person to champion implementation of overall pedestrian safety effort
- 13.20 Educating fresh arrivals in Ann Arbor as well as long-standing residents
- 13.21 Education of the 70,000 plus people per day who come into Ann Arbor for work, education and recreation



8. Process to Consider Draft Recommendations

- Please complete the worksheet as we go through each issue
- The structure of some of the recommendations has been altered to fit the worksheet format, please refer to following sheet for original language and additional information
- The goal is to help get recommendations closer to something that the Task Force can vote on at a later date
- ***We will be collecting everyone's worksheet following the meeting***

CROSSING THE ROAD: ENGINEERING/PLANNING

Issue: Enhancing Pedestrian Safety by Prioritizing Pavement Quality at Crosswalks

This issue should be addressed in a pedestrian safety and access plan

Agree Disagree

Agree	Agree, with modifications	Disagree	General Recommendation:
X			Particularly high priority should be given to maintaining high-quality road conditions at crosswalks.

Agree	Agree, with modifications	Disagree	Specific Recommendations:
	X		Any potholes and cracking reported within crosswalk areas should be given priority and eliminated immediately. The same applies for loose gravel and broken bits of street materials.
X			The city should consider what manner of regular street sweepers can be hired to regularly monitor and maintain crosswalks at major/critical intersections and mid-block locations.

Please describe any additions, modifications or strong objections to the recommendations:



9. Discussion and Consideration of Draft Recommendations

- Please refer to Meeting #13 Recommendations Worksheet as we go through all 16 issues.
- The purpose of the exercise is to help shape potential recommendations
- This is a first pass, we will revisit again later in the process
- You may change your mind, add / delete items at a later date

Education, Enforcement and Legislation Recommendations:

- 13.1 Identifying non-compliant motorists at critical crosswalks
- 13.2 Enforcing crosswalk compliance through occasional pro-active sting operations
- 13.3 City vs State Crosswalk Ordinance
- 13.4 Education and Enforcement at Crosswalks
- 13.5 Roundabout Education
- 13.6 Eliminating Community Standards “one-warning-per-annum” policy for violation of snow and ice clearance ordinance
- 13.7 Clarify precisely who is responsible for snow and ice clearance of bus stops
- 13.8 Problems arising from the local judiciary overturning snow and ice ordinance violation citation issues of Community Standards for reasons of “hardship”, etc.
- 13.9 Make it clear that it is the owner that is ultimately responsible and the one that would be fined
- 13.10 Make the time requirement for snow clearing “time-certain”
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- 13.18 Safety in numbers
- 13.19 High-level person to champion implementation of overall pedestrian safety effort
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- 13.21 Education of the 70,000 plus people per day who come into Ann Arbor for work, education and recreation

Issue 13.1: Identifying Non-Compliant Motorists at Critical Crosswalks

This issue should be addressed in a pedestrian safety and access plan

Agree Disagree

Agree	Agree, with modifications	Disagree	General Recommendation:
			1: The non-compliant drivers in cases of recorded violations should receive official warning letters from the city police stating they have been caught on camera violating crosswalk laws and thereby endangering pedestrians.

Issue 13.2: Enforcing Crosswalk Compliance through Occasional Pro-Active Sting Operations

This issue should be addressed in a pedestrian safety and access plan

Agree Disagree

Agree	Agree, with modifications	Disagree	General Recommendation: 1: Pro-actively educate through pro-active enforcement.

Issue 13.3: City vs State Crosswalk Ordinance

This issue should be addressed in a pedestrian safety and access plan

Agree Disagree

Agree	Agree, with modifications	Disagree	General Recommendation:
			1: Ann Arbor should preserve the increased safety provided to pedestrians by its crosswalk ordinance as currently worded, and should work with State officials to insure State-wide uniformity via legislation that would adopt Ann Arbor's standards for vehicular responsibility at crosswalks, or failing that, would preserve Ann Arbor's ability to maintain its current ordinance.

Agree	Agree, with modifications	Disagree	Specific Recommendations:
			2: Focused and on-going publicity targeting residents, college and University students and out-of-town visitors
			3: Use enforcement to educate and increase “yielding behavior”
			4: Design the road to safely accommodate all users
			5: Marketing campaign to encourage safer pedestrian behavior that identifies specific audiences and targets specific problems
			6: Develop “walk defensively” program for pedestrians

Agree	Agree, with modifications	Disagree	Specific Recommendations: 7: Driver education
			8: When enforcing the law, give motorists citations for violations and give pedestrians warnings
			9: Targeted enforcement zones (ex. Schools zones, high risk pedestrian locations, etc.)
			10: Pedestrian decoy operations with media blitzing
			11: Enforcement must have support from politicians, court judges and law enforcement personnel

Issue 13.4: Education and Enforcement at Crosswalks

This issue should be addressed in a pedestrian safety and access plan

Agree Disagree

Agree	Agree, with modifications	Disagree	
			General Recommendations:
			1: Use portable changeable message signs where allowable.
			2: Use entrance treatments that provide friendly, catchy warning/information as well as changing the tone on the roadway
			3: Better pavement markings – either painting more often or recessing thermoplastic
			4: More informational/tourist signage to help change the tone
			5: If the police think sting operations are entrapment, use sting operations for warnings only, regular enforcement as the police are willing
			6: Issue warnings from photo cameras, no actual enforcement

ROUNABOUTS: EDUCATION

Issue 13.5: Roundabout Education

This issue should be addressed in a pedestrian safety and access plan

Agree Disagree

Agree	Agree, with modifications	Disagree	
			General Recommendation: 1: Include information on pedestrian crossing in materials explaining roundabouts, including driver's education training.

Please describe any additions, modifications or strong objections to the recommendations:

Issue 13.6: Eliminating Community Standards “one-warning-per-annum” policy for violation of snow and ice clearance ordinance

This issue should be addressed in a pedestrian safety and access plan

Agree Disagree

Agree	Agree, with modifications	Disagree	General Recommendation:
			1: Keep 1 warning per season in proposed ordinance. Note, warning is for 24 hours only; if snow/ice not cleared, this first offense per season will be cited as a violation.
			2: Conduct follow-up Effectiveness Analysis and Report back to leadership.

Issue 13.7 : Clarify precisely who is responsible for snow and ice clearance of bus stops

This issue should be addressed in a pedestrian safety and access plan

Agree Disagree

Agree	Agree, with modifications	Disagree	General Recommendation:
			1: Include diagrams and descriptive language for what needs to be cleared in education pieces, warning notices, etc.
			2: As feasible, include language in the proposed ordinance to make clear: "Including, but not limited to...sidewalks, ramps, bus stops, [etc]..."

MAINTENANCE RELATED: LEGISLATION

Issue 13.8: Problems arising from the local judiciary overturning snow and ice ordinance violation citations issues of Community Standards for reasons of “hardship”, etc.

This issue should be addressed in a pedestrian safety and access plan

Agree Disagree

Agree	Agree, with modifications	Disagree	General Recommendation:
			1: In the interest of consistency, strongly consider moving this from the judiciary to an administrative referee (e.g. Madison and Ypsilanti are examples of Administrative Hearing Boards.)
			2: Judiciary education is needed (Attorney’s Office), particularly in the consideration of hardship of pedestrians in challenging conditions, and addressing systemic mobility-limitation and repeat offenders.

MAINTENANCE RELATED: LEGISLATION

Issue 13.9: Make it clear that it is the owner that is ultimately responsible and the one that would be fined.

This issue should be addressed in a pedestrian safety and access plan

Agree Disagree

Agree	Agree, with modifications	Disagree	General Recommendation:
			1: Consider changing the ordinance language to make the "owner" ultimately responsible.

MAINTENANCE RELATED: LEGISLATION

Issue 13.10: Make the time requirement for snow clearing “time-certain”.

This issue should be addressed in a pedestrian safety and access plan

Agree Disagree

Agree	Agree, with modifications	Disagree	General Recommendation:
			1: Include language in the ordinance to make the time requirements for snow clearing “time-certain”

Issue 13.11: Enforcement of Snow Ordinance

This issue should be addressed in a pedestrian safety and access plan

Agree Disagree

Agree	Agree, with modifications	Disagree	General Recommendation:
			1: Increase effectiveness of enforcement of ordinance

Agree	Agree, with modifications	Disagree	Specific Recommendations:
			2: Eliminate 24 hour warning.
			3: Issue more citations, but consider adjusting the penalty structure so that the first citation (formerly a warning) is relatively low cost, but subsequent violations escalate.
			4: Minimize timeframe between snow and time of notification by eliminating barriers/steps/time to issue citation – speed up process to find owner (e.g. enable officer to look up with smart phone on site)
			5: Clarify the cost of fines for noncompliance on the Sidewalk Snow Removal Notice.
			6: Make language on citation warning/citation very clear. Communicate that it is serious, important, and costly. Consider using or adapting Madison’s ordinance.
			7: Consider creating and communicating “Snow Emergency” procedures.

Issue 13.12: Priority Enforcement of Snow Ordinance by Community Standards

This issue should be addressed in a pedestrian safety and access plan

Agree Disagree

Agree	Agree, with modifications	Disagree	General Recommendation: 1: Priority Ordinance Enforcement Areas for Community Standards: <ul style="list-style-type: none">1. Quarter-Mile from Schools and Safe Routes to Schools2. Shopping Districts3. Near Health Care Facilities and Doctor's Offices4. Near Bus Routes5. Areas with known people with disabilities (List may be coordinated with the sidewalk gap priority rating criteria)

Issue 13.13: Safe and alternative solutions for melting

This issue should be addressed in a pedestrian safety and access plan

Agree Disagree

Agree	Agree, with modifications	Disagree	General Recommendation:
			1: Include information about pros and cons of various types of salts in City publications

Issue 13.14: Clarify Roles and Responsibilities for snow and ice clearance

This issue should be addressed in a pedestrian safety and access plan

Agree Disagree

Agree	Agree, with modifications	Disagree	General Recommendation:
			1: Community outreach clarifying roles and responsibilities

Agree	Agree, with modifications	Disagree	Specific Recommendations:
			2: Refrigerator magnets sent out in City mailings that provide contact information for complaints, particularly A2FixIt.
			3: Clarify to public that citizens call Community Standards about Ann Arbors Public Schools and University of Michigan snow violations.
			4: Educate public to “keep up” with snow removal – if you fall behind, the snow becomes compacted and difficult
			5: Clarify to property owners that clearing walks are key to helping avoid injury and ensuring everyone, especially those with disabilities, have an accessible transportation network
			6: Include diagrams and descriptive language of what needs to be cleared in education pieces, warning notices etc.

MAINTENANCE RELATED: EDUCATION

Issue 13.15: Property owners under the services of SnowBuddy need to be aware that SnowBuddy does not remove homeowner's responsibility for clearing their own sidewalk.

This issue should be addressed in a pedestrian safety and access plan

Agree Disagree

Agree	Agree, with modifications	Disagree	General Recommendation:
			1: Request Task Force Chair to suggest SnowBuddy include this information/disclaimer on SnowBuddy website, consider including in evaluation.

MAINTENANCE RELATED: EDUCATION

Issue 13.16: Poor sight lines between motorists and pedestrians caused by overgrown vegetation and large snow piles.

This issue should be addressed in a pedestrian safety and access plan

Agree Disagree

Agree	Agree, with modifications	Disagree	General Recommendation:
			1: Staff to research further and develop recommendation on appropriate next steps with ordinances, enforcement, and education.

Issue 13.17: Ensure accessibility and safety to and from bus stops after snow and ice fall.

This issue should be addressed in a pedestrian safety and access plan

Agree Disagree

Agree	Agree, with modifications	Disagree	General Recommendation:
			1: Improve the Sidewalk snow clearing ordinance, educations and enforcement (per recommendation in the Maintenance section above) to ensure accessibility and safety after snow fall for people who walk and ride transit.

Issue 13.18: Safety in numbers

This issue should be addressed in a pedestrian safety and access plan

Agree Disagree

Agree	Agree, with modifications	Disagree	General Recommendation:
			1: Promote greater pedestrian activity

Agree	Agree, with modifications	Disagree	Specific Recommendations:
			2: Strategically place parking to encourage more people to park and walk
			3: Encourage people to park at the edge of downtown and walk around
			4: Encourage people to park at a city park and walk the trails
			5: Encourage people to use park & ride lot (city or university owned) and take the bus and then walk
			6: System for filling in existing postwar sidewalk gaps
			7: Explore encouraging "cul-de-sac connectors" for new developments
			8: Design pathways so they are perceived as safe by the users
			9: Design pathways that are aesthetically appealing to the users
			10: Pathways are clear from snow and vegetation obstructions

Issue 13.19: High-level Person to Champion Implementation of Overall Pedestrian Safety Effort

This issue should be addressed in a pedestrian safety and access plan

Agree Disagree

Agree

Agree, with
modifications

Disagree

General Recommendation:

1: Either the Mayor or Chief of Police or a City Councilperson could assume this role to act in the role of promotional officer and publicity voice.

Issue 13.20: Educating fresh arrivals in Ann Arbor as well as long-standing residents

This issue should be addressed in a pedestrian safety and access plan

Agree Disagree

Agree	Agree, with modifications	Disagree	General Recommendation:
			1: Raising awareness among fresh arrivals in Ann Arbor as well as long-standing residents.
Agree	Agree, with modifications	Disagree	Specific Recommendations:
			2: The city could use a catchy pedestrian/cycling program name that promotes all the issues involved and which everyone can identify and identify with.
			3: Related informational and tourist signage should be billboarded on the major artery entryways into the city, signaling to visitors that this is a pedestrian-friendly city, but we take that friendly side very seriously, i.e. violations will not be tolerated.
			4: This initiative should be permanent, talked about in schools, and become ingrained in the upbringing of every child, especially as they do drivers education.

Issue 13.21: Educating the 70,000 plus people per day who come into Ann Arbor for work, education and recreation

This issue should be addressed in a pedestrian safety and access plan

Agree Disagree

Agree	Agree, with modifications	Disagree	General Recommendation:
			1: Increase awareness of pedestrian and bicycle issues among Ann Arbor Visitors (e.g. crosswalk law, bus service, pedestrian and bike culture etc.)

Agree	Agree, with modifications	Disagree	Specific Recommendations:
			2: Target significant populations (e.g. UM students, faculty and staff, UM health services, large employers, football fans and sporting events, convention attendees etc.).
			3: Public Service Announcements (e.g. health care appointment slips, cab drive, gas stations, Convention and Visitors bureau, GetDowntown etc.)
			4: Drivers education training at the state level.
			5: Year round educational campaigns (eg. in the fall for new arrivals and in the spring for districted driving).
			6: A catchy slogan, maybe even rhyming, would be very helpful to use in most venues. The focus would be on pedestrian safety and driver awareness.
			7: Working in close partnership with the Ann Arbor Public Schools, and UM is critical to the success of any educational effort. One or two people can be identified from those groups to partner with. Other major employers can be a priority.
			8: Keep up the educational efforts of A2FixIt and encourage reporting of non-urgent issues through that application.
			9: Regular articles and reminders in Wastewatcher, the city Newsletter, on the Web site, at special city events (Green Fair, and other events).



10. Process for Resource Group Input on Task Force Recommendations

- Input from all of the worksheets will be compiled
- Resource Group reviews your input and provide feedback on recommendations

WORK ZONE RELATED: PLANNING

Issue 12.5: Sidewalks closed for Construction.

This issue should be addressed in a pedestrian safety and access plan

(8) Agree (0) Disagree

Agree	Agree, with modifications	Disagree	General Recommendation:
7	2	0	The City should re-evaluate the costs to developers for closing a sidewalk for construction relative to the cost for keeping the sidewalk open.
5	3	0	The City should consider whether it is appropriate to charge a meter bag fee when metered parking spaces are being closed for the purpose of providing a place for pedestrians to walk at a construction site.

Please describe any additions, modifications or strong objections to the recommendations:

Task Force Comments

- I agree that the current level of construction has created a number of obstacles to pedestrians, especially with snow piles making passage even more difficult. And yes, perhaps the amount of fees charged to developers might be reevaluated. But the wording of these proposals are somewhat ambiguous or general, especially the second one.
- Also: a seasonal concern: snow piles and berms make the navigation around construction sites even trickier.
- #2 – yes it should be changed
- Meter bags usage is complicated and involved DDA policy

Resource Group Comments

- *Right now is it cheaper to close a sidewalk*
- *Make the intent clearer*
- *If parking area is converted to a walkway it needs to be ADA accessible*
- *Be more specific if this is also addressing sheds*

Meeting #12 Homework Results:

- Planning and Engineering Draft Recommendations
- Posted on the Google Drive under: Task Force > Meeting #12 Folder
- Input from both the Task Force and Resource Group has been included



9a. May 6th Task Force Meeting

- Next Task Force Meeting is May 6th
 - 5pm to 7pm
 - Basement Conference Room , Larcom City Hall
- Focus on Operations, Funding and Implementation
- Chief Seto to Attend



- June & July – Refinement and Prioritization of Recommendations
- Final Recommendations completed in August 2015



9a. May 6th Task Force Meeting

Roles & Responsibilities:

- Winter Maintenance
Winter Maintenance Subcommittee
- Crossing the Road
Crosswalk E.O.E.L. Subcommittee
Crosswalk Consistency Subcommittee
- Sidewalks & Shared Use Paths
J. Rees?
- Traffic Management
K. Clark?
- Bicycle Related
K. Clark?
- Transit Related
S. Pressprich Gryniewicz?
- Work-zone Related
J. Rees?
- Land Use / Site Design
S. Campbell?
- Roundabouts
L.D. Feldt?



Focus is on Operations, Funding and Implementation
Recommendations for next month

You can include other recommendations but main
objective is to have the first pass of the operations,
funding and implementation recommendations
completed



10. Public Commentary

- 3 minutes per speaker
- If you commented at the beginning of the meeting you cannot comment at the end





City of Ann Arbor Pedestrian Safety & Access Task Force



Questions?

Norman COX, PLA, ASLA and
Carolyn Prudhomme, ASLA

The Greenway Collaborative, Inc.
Ann Arbor, Michigan

www.a2gov.org/pedsafety



**The Greenway
Collaborative, Inc.**