



City of Ann Arbor Pedestrian Safety & Access Task Force



Task Force Meeting

Wednesday, January 7, from 5 to 7 PM

**Basement Conference Room ,
Larcom City Hall**

www.a2gov.org/pedsafety



**The Greenway
Collaborative, Inc.**



1. Introductions

Task Force Members:

- Vivienne Armentrout
- Scott Campbell
- Ken Clark (Secretary)
- Neal Elyakin
- Linda Diane Feldt (Chair)
- Owen Jansson
- Anthony Pinnell
- Sarah Pressprich
Gryniewicz
- Jim Rees



City Staff:

- *Eli Cooper, Transportation Program Manager*
- *Cynthia Redinger, Traffic Engineer*



2. Approve Agenda

- Key meeting outcomes:
 - Traffic Management
 - Work-zone Related Issues
 - Bicycle Related Issues
 - Proposed Sidewalk Snow and Ice Ordinance Update
 - Snowbuddy Update
 - Subcommittee Updates

REVISED AGENDA

- | | |
|--|----------------|
| 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 #9 Discussion Summary | 5:20 – 5:25 pm |
| 5. Discussion and Action Items | 5:25 – 6:25 pm |
| a) Traffic Management (20 minutes) | |
| b) Work-zone Related (20 minutes) | |
| c) Bicycle-Related (20 minutes) | |
| 6. Update on the Proposed Sidewalk Snow & Ice Ordinance | 6:25 – 6:35 pm |
| 7. Snowbuddy Update | 6:35 – 6:40 pm |
| 8. Subcommittee Updates | 6:40 – 6:50 pm |
| a) Crosswalk Budget/CIP Subcommittee (10 minutes) | |
| 9. Next Steps | 6:50 – 7:00 pm |
| a) Next Round of Issues and Resources Brief | |
| 10. Public Commentary (3 minutes/speaker) | |

Due to time constraints of City Staff participants, Discussion and Action Items a, b and c have been moved from item #8 to item #5 on the agenda

*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 #9 Discussion Summary

- No proposed changes submitted prior to today's meeting

PEDESTRIAN SAFETY AND ACCESS TASK FORCE MEETING #9 – MEETING MINUTES

Date: Wednesday, December 3, 2014

Time: 5:00 - 7:00 pm

Location: Basement Conference Room – Larcom City Hall

Attendees:

Task Force Members Present, 7: Vivienne Armentrout; Scott Campbell; Kenneth Clark; Neal Elyakin ; Linda Diane Feldt; Owen Jansson; Sarah Pressprich Gryniewicz; Jim Rees;

Task Force Members Absent, 1: Anthony Pinnell;

Public Present, 2: Sabra Briere; Kathy Griswold; refer to Attachment B for sign-in sheet

City Staff Present, 3: Deb Gosselin, Nick Hutchinson, 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: No changes to the agenda.
3. Public Commentary:
 1. Kathy Griswold – Now is the time to get money set aside in the budget. Recommending \$2 million dollars a year put towards pedestrian infrastructure the next few years to catch up. Buses parked at crosswalks are an issue. Existing law does not apply if buses are loading or unloading within 20' of crosswalks and within crosswalks. If we want to be an exemplary pedestrian friendly community in the country we need to do everything possible to improve sight distance at corners. Plymouth Road, west of Nixon is confusing. The rectangular rapid flash beacons are too close together, there are lots of driveways and too many flashing lights.
4. Approval of Meeting 8 Discussion/Minutes – minutes approved.
5. Round 1 Public Engagement Update.
6. Subcommittee Updates.
 1. Prioritization of winter maintenance enforcement – (K. Clark, LD Feldt) approved as listed
 2. Snow clearing ordinance – Staff proposed changes were considered friendly (J. Rees, K. Clark) and approved by the Task Force.
 3. Crosswalk Education/Outreach/Enforcement/Law Subcommittee – minutes presented, but no discussion.



5a. Traffic Management

- Street Design
 - Pedestrian malls
 - Gateway treatments
 - One-way streets
 - Traffic calming
 - Pedestrian-oriented residential roadway design
- Speed Limits
 - 85th percentile State Police
 - Speed management policy
 - Design standards

Street Design

3. Have permanent/temporary street closure been considered for pedestrian malls?

Yes, the closure of Main Street for a pedestrian mall was proposed in the early 1960's, along with the Packard/Beakes bypass. Please note, many downtowns in the US that created them have since restored traffic due to the difficulty in sustaining retail. Kalamazoo and Lansing are examples of failed downtown pedestrian malls in Michigan communities.

The Art Fairs, Top of the Park, Mayor's Green Fair are examples of event-related temporary street closures. The DDA Street Design Manual process may result in policy recommendations for when it's appropriate to close streets for additional events.

4. Have gateway treatments been considered at entry points to the City?

Gateways have been considered in planning processes. They are a useful tool to welcome visitors to a community and alert drivers to expect a mix of uses, cars, buses, bikes and pedestrians in a busy urban environment. There are no significant gateway treatments in place in the City currently.



5b. Work-zone Related Issues

- Pedestrian safety and access in work zone
- Sidewalk closings for construction

Work-zone Related:

12. Do you have policies for providing pedestrian safety and access in work zones (public and private projects)?

Every temporary traffic control reviewed by the City is reviewed with pedestrian circulation in mind. At least one sidewalk must be accessible at every block with appropriate signs providing information of sidewalk closures ahead and pedestrian traffic detours signed. If sidewalks must be closed, appropriate detours or temporary paths must be secured. Examples are Washtenaw closure which redirected pedestrian traffic to University property, or Church Street closure which designated street pavement as a temporary pedestrian walkway.

Sidewalks

13. How are sidewalks closing for construction projects handled? (*Response to this question is provided in sidewalk and shared use path issues and resources brief*)

- A Barricade permit is required for construction that impacts the sidewalk.
- The Building Official responds to proposals from developers to shut sidewalks to accommodate construction activity. One of the main issues is to ensure safety of pedestrians. In some cases, even a shed can't protect pedestrians from some construction debris. Cranes often extend into sidewalks.
- The Building Official can require access even after construction has begun.
- Sheds or other forms of sidewalk might result in lane closures which can substantially restrict vehicular access for an extended period of time.
- Sheds or other forms of sidewalk might cross the main access point to the construction site which would create a safety issue.
- Sheds are currently not required. The City would need to amend Chapter 47 to require sheds if we wanted them installed for every construction project.
- Sheds must be ADA compliant.
- The 2009 Building Code includes a section called, "Protection of Pedestrians" (section 3306) for more detailed information.



5c. Bicycle Related Issues

- Separation of bicyclists and pedestrians
- Bike Routes

Bicycle-related:

Separation of bicyclists and pedestrian

1. What are the current City and State laws regarding bicycles on the sidewalks, especially in the downtown? Do bicycle have the same rights as pedestrians on sidewalks and in crosswalks? Additionally, does this include them riding their bicycles or must they walk their bicycles?

Bicyclist can operate; ride on sidewalks in Michigan including our downtown. There are rules for such use, they are described here.

From the Michigan Vehicle Code (1949 PA 300, MCL 257.1-257.923):

257.660c Operation of bicycle upon sidewalk or pedestrian crosswalk.

(1) An individual operating a bicycle upon a sidewalk or a pedestrian crosswalk shall yield the right-of-way to pedestrians and shall give an audible signal before overtaking and passing a pedestrian.

(2) An individual shall not operate a bicycle upon a sidewalk or a pedestrian crosswalk if that operation is prohibited by an official traffic control device.

(3) An individual lawfully operating a bicycle upon a sidewalk or a pedestrian crosswalk has all of the rights and responsibilities applicable to a pedestrian using that sidewalk or crosswalk.

Bicyclists do not have the same rights as pedestrians as the requirements above indicate the appropriate behavior for cyclists. The City of Ann Arbor does not have additional local rules for riding bicycles on sidewalks.

Council has discussed this issue many times in response to complaints and observations, there has always been recognition although some bicyclists do not operate properly, many cyclists do operate on sidewalks in an appropriate manner and many families have children that ride with them into the downtown area.



6. Update on Proposed Sidewalk Snow & Ice Ordinance

- The ordinance was not ready for first reading at City Council's January 5th Meeting
- Staff have identified details concerning enforceable procedures for noticing and ticketing that require additional discussion and editing





7. Snowbuddy Updates

- Snowbuddy Evaluation

Draft Evaluation plan for the Snowbuddy Project

- Select a random sample of 100 homes in the neighborhood , or 10% of the neighborhood, whichever is larger.
- Conduct two mail-in postcard surveys in January and March
- Postcards will have number identification to verify participation
- Follow up one time by mail for any missing surveys, additional times until the return rate is at least 70%
- Anonymous results tabulated and shared with Snowbuddy Board of Directors, Pedestrian Safety and Access Task Force, City, and anyone else interested
- Private funding for the survey has already been mostly obtained. Estimated cost: about \$250

Sample initial questions,

Have you heard about the Snowbuddy program in your neighborhood?

yes no

Are you a financial contributor to Snowbuddy?

yes no

How often do you normally walk in your neighborhood during the winter?

daily weekly monthly don't walk other_____

Does the safety and condition of the sidewalks in winter affect how often you walk?

Yes, I walk less or not at all

Yes, but I walk anyway

Sometimes

No, it has little effect

Would having clear and safe sidewalks in your neighborhood helped you to walk more often?

A lot A little Not much Not at all

What is your opinion of the Snowbuddy program?



8. Subcommittee Updates

a) Crosswalk Budget/CIP Subcommittee:

- Capital Improvement Plan
- State Funding Actions for Transportation
- Nonmotorized Funding
- Act 51

Please let fellow subcommittee members know if you are unable to make a scheduled meeting.

Please notify Kayla Coleman and Connie Pulcifer if a meeting is going to be canceled.

6:40 – 6:50



Upcoming Subcommittee Meetings:

Crosswalk Consistency – Jan 12

Winter Maintenance – Jan 14

Crosswalk Education/Outreach/Enforcement/Law – Jan 21



9. Next Steps

- Next Task Force Meeting is February 4th
 - 5pm to 7pm
 - Basement Conference Room ,
Larcom City Hall
- Focus of the meeting will be Complete Streets (Part 2)
 - Land Use/Site Design
 - Transit Related Issues
 - Roundabouts
- Staff Participants
 - Eli Cooper, Transportation Program Manager
 - Jeff Kahan, City Planner



You will be receiving an issues and resources brief on Complete Streets Part 2 prior to the meeting

In preparation for the next brief, please send any questions regarding land use/site design, transit related issues and roundabouts to Carolyn via Google Group by **EOB Monday, January 12th**



9. Next Steps

- March – Planning and Engineering Recommendations
- April – Education Recommendations
- May – Enforcement and Operations Recommendations
- June through August – Refinement of Recommendations



Final recommendations completed August 2015



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

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