



City of Ann Arbor Pedestrian Safety & Access Task Force



Task Force Meeting

Wednesday, November 5, 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



Guest Speaker:

- *State Representative Adam Zemke*

City Staff:

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



2. Approve Agenda

- Proposed additional incorporated into agenda
- Based on discussions with the Resource Group, recommend adding item 6
 - a) Prioritization of winter maintenance enforcement
- Key meeting outcomes:
 - Winter maintenance policy recommendation
 - Understanding of crosswalk issues
 - Creation of subcommittees

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 #7 Discussion Summary	5:20 – 5:25 pm
5. Status of amendments to Pedestrian Safety and Access Plan Annotated Outline	5:25 – 5:30 pm
6. Winter Maintenance Policy Proposal	5:30 – 5:45 pm
7. Crosswalk Brief Follow-up Discussion	5:45 – 6:35 pm
a) Crosswalk Laws	6:40 pm
i) Presentation by State Representative Adam Zemke Presentation (15 minutes)	
b) Consistency of mid-block crosswalk design, beacons, signing and marking (20 minutes)	(15 min)
c) Education/Outreach/Enforcement (15 minutes)	
d) Budget/CIP Integration (10 minutes)	
8. Action Items	6:40 – 6:50 pm
a) Subcommittee formation and direction	
b) Approach to recommendations for City Staff and Council	
9. Round 1 Public Engagement	6:50 – 6:55 pm
a) Stakeholder Focus Groups	
b) Survey and Crowdsourcing Maps	
c) Community Wide Meeting	
10. Next Steps	6:55 – 7:00 pm
a) Confirm Attendance for Next Meeting	
b) Next Round of Issues and Resources Brief	
11. 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 #7 Discussion Summary

- No proposed changes submitted prior to today's meeting

PEDESTRIAN SAFETY AND ACCESS TASK FORCE MEETING #7 – MEETING MINUTES

Date: Wednesday, October 1, 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; Neal Elyakin ; Linda Diane Feldt; Owen Jansson; Anthony Pinnell; Sarah Pressprich Gryniewicz; Jim Rees;

Public Present: Sabra Briere; Larry Deck; Kathy Griswold; Seth Peterson; refer to Attachment B for sign-in sheet

City Staff Present, 3: Robert Kellar, Connie Pulcifer, Lawrence Schroeder

Consultant Present (The Greenway Collaborative), 2: Norman Cox and Carolyn Prudhomme

Re: Pedestrian Safety and Access Task Force Meeting

Meeting Called to Order: 5:00pm

1. Introductions.
2. Changes to agenda: None, unanimously approved
3. Public Commentary: See #10 below
4. Approval of Meeting 6 Discussion/Minutes - approved
5. Approve amendments to Pedestrian Safety and Access Plan Annotated Outline - approved
6. Paul Tinkerhess – presentation on SnowBuddy program. Snowbuddy.org, snowbuddy on Facebook, Waterhill neighborhood on nextdoor.com
7. This meeting was primarily a discussion with Ann Arbor staff of ordinance enforcement of the snow clearing ordinance.
8. This part of the meeting was largely a discussion of Ann Arbor's snow clearing ordinance as compared to others that Task Force members had compiled.



5. Status of PSAP Annotated Outline

- No changes since last Task Force meeting
- Will be updated based on outcomes from proposal submitted by the Winter Maintenance Subcommittee and any other outcomes of today's meeting

Pedestrian Safety Action Plan - Working Outline

Prepared for the Pedestrian Safety and Access Task Force
DRAFT – Updated September 24, 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.

From a broad view, a Pedestrian Safety Action Plan is nested under the City's Non-motorized Transportation Plan, Transportation Master Plan and Complete Streets Resolution. Based on the FHWA guide's direction, the Task Force reviewed the existing vision, goals and objectives from the City of Ann



6. Winter Maintenance Policy Proposal

Subcommittee Recommendation:

“Within 24 hours of the end of each accumulation of snow and/or ice greater than 1”, regardless of the source or any subsequent accumulation, the owner...”

“No snow and/or ice shall be removed from private property and placed on a public sidewalk or street.”

Also discussed:

- Amend the citation notice to indicate failure to comply can result in a civil infraction and fines – current notice is too tentative
- Clearing of crosswalk ramps and bus stops
- Other mid and long-term recommendations

5:30 – 5:40

PEDESTRIAN SAFETY AND ACCESS TASK FORCE WINTER MAINTENANCE SUBCOMMITTEE – MEETING MINUTES

Date: October 10, 2014

Location: Larcom City Hall, 2nd Floor Council Meeting Room

Attendees: Task Force Present: 4; V. Armentrout, K. Clark, A. Pinnell, S. Pressprich, V

Re: Winter Maintenance

Communication is important, including the existing mailings and publications. To save costs, make full use of existing mailings to strengthen the statement of the property owner's responsibilities and consequences of failure to comply.

Improving website and citation notice will be important to any change. We agree that the citation should include the costs on the citation.

Recommend a change to the current motion:

"Within 24 hours of the end of each accumulation of snow and/or ice greater than 1", regardless of the source or any subsequent accumulation, the owner ..." [proposal to include the **"No snow and/or ice shall be removed from private property and placed on a public sidewalk or street."**]

Vivienne moved, Sarah seconded. Approved unanimously.

The crosswalk ramp issue was another big topic of conversation. Sarah suggested that we get information from the city plowing staff on how they do plowing now, and if there are ways to reduce plow accumulation into crosswalk ramps and bus stops. What options do they know of to clear those ramps, and how much would those cost?

Some items to cover later: time certain wording, owner/occupant, funding, ways to clear crosswalks & bus stops.

Meeting adjourned 5:58

The recommended change in the ordinance is intended to clarify the 24 hour requirement and eliminate “loopholes”

Still a number of winter maintenance proposals yet to be deliberated



6a. Prioritization of Winter Maintenance Enforcement

- In addition to the existing complaint driven process, Community Standards has indicated that they can take a proactive approach to enforcement of winter maintenance ordinances
- The Task Force has an opportunity to provide guidance about priorities for proactive enforcement
- Potential to expand scope of existing winter maintenance subcommittee or create new subcommittee





7a. Crosswalk Brief Follow-up Discussion

- Presentation by State Representative Adam Zemke
- Ann Arbor crosswalk ordinance to be back in front of City Council in January





7b. Consistency of crosswalk approach

- **Design**
 - Context based – number of lanes, speed, etc. determine solution
- **Beacons**
 - Mandatory use of RRFB's on 4+ lane roads – Owen Jansson
 - Red RRFB experimentation – Owen Jansson
- **Roundabout vs. Signal**
- **Signing and Markings**
 - Mandatory use of stop bars – Jim Rees
- **Lighting**
 - Insufficient visibility and uniformity – Neal Elyakin and Anthony Pinnell
- **Curb Cuts**
 - Proposal for residential and DDA district – Jim Rees

RRFB Requirement on all Multi-lane Roads

Now therefore be it resolved, that the Pedestrian Safety and Access Task Force recommends to City Council that all mid-block crosswalks on multi-lane streets be RRFB-equipped, and that those mid-block crosswalks on multi-lane streets not currently so equipped be decommissioned until such time as they can be so equipped with RRFB's, and

Experimentation with Red RRFB's

Further be it resolved, that the Pedestrian Safety and Access Task Force recommends to City Council that the City explore with appropriate State agencies* - and, if necessary, the Federal Highway Administration (FHWA) – the feasibility of modifying the State MMUTCD and/or FHWA's MUTCD to allow for the use of flashing red RRFB's at mid-block crosswalks, flashing red being a universally accepted means of communicating "STOP AND PROCEED ONLY IF CLEAR AND SAFE TO DO SO."

Require use of Stop Bars

In accordance with our charter to explore strategies to improve pedestrian safety and access and to recommend to Council improvements in the development and application of the Complete Streets model, we recommend the City adopt the following policy.

As provided for in section 3B.16 of the Manual on Uniform Traffic Control Devices (MUTCD), the City should use stop lines at all crosswalks that cross a multi-lane approach at an unsignalized mid-block crosswalk. Stop lines should be provided at all such newly installed crossings, and should be retrofitted to all such existing crossings. When retrofitting existing crossings, priority should be given to those crossings where the motor vehicle speed limit is the highest.

As noted in the MUTCD, "When drivers yield or stop too close to crosswalks that cross uncontrolled multi-lane approaches, they place pedestrians at risk by blocking other drivers' views of pedestrians and by blocking pedestrians' views of vehicles approaching in other lanes."



7c. Law / Education / Outreach / Enforcement

- Crosswalk Stop Trigger
 - Definition of crosswalk to include ramp – Ken Clark
 - “At” vs. “within” language
- Tabled Council proposal
- Motorists passing other vehicles stopped at crosswalks
 - 2 lanes roads
 - 4 lane roads
- Meanings / what to do at Rectangular Rapid Flash Beacons and Pedestrian Hybrid Beacons
- Use of cameras to identify issues





7d. Budget / CIP Integration

- How to prioritize upgrades to existing crosswalks
 - Setting priority for multi-lane roads
- Integrating new best practices into scheduled maintenance
 - Adding stop bars





8. Action Items

- Subcommittee Formation
 - Identify chairs
 - Meeting notices
 - Need to report key outcomes back to Task Force
- Approach to recommendations
 - Don't worry about drafting specific ordinance language – focus on what the intent is and the supporting reasoning





9. Round One of Public Engagement

- 3 rounds of groups, 35 people attended stakeholder meetings
- Lots of input and good discussions
- Survey and on-line map reviewed by city staff will soft launch with Task Force this week
- Public workshop on Wednesday, November 19th from 6:30 – 8:30 pm in the Downtown Library Multi-purpose Room
 - Article in M-live this week

The following items were mentioned numerous times during different focus group sessions:

- RRFB should be a priority at midblock crosswalks on high speed, multi-lane roadways
- HAWKS vs RRFB – both confusing, need more education, conflicting opinions on which one is better
- Uniformity of crosswalk signals, signs and markings at mid-block crosswalks
- Increase crosswalk visibility with paint and signage
- Provide clear message to motorists on what they need to do when approaching a crosswalk
- Better education and enforcement of crosswalk law
- Other cities and cultures have a higher priority for pedestrian rights and obey signals and signs
- Snow piles left at edge of road from snow plow blocking crosswalks and ramps
- Pedestrians walk in road when snow and ice are not cleared from the sidewalk
- Enforcement and education of distracted driving and walking (e.g. using cell phone)
- How do we educate non-residents?



10. Next Steps

- Next Task Force Meeting is December 3rd
 - 5pm to 7pm
 - Basement Conference Room , Larcom City Hall
- Focus of the meeting will be Sidewalks and Pathways
 - Nick Hutchinson, Project Management Manager
 - Cresson Sloten, Systems Planning Unit Manger
 - Deb Gosselin, Systems Planning Engineer



You will be receiving an issues and resources brief on sidewalks and pathways prior to the meeting

In preparation for the next brief please review the existing Sidewalk Gap Brief and send any additional questions regarding sidewalks and pathways to Carolyn via Google Group by **EOB Wednesday November 12th**

Expect homework after the meeting regarding setting evaluation factors that will be used to prioritize sidewalk improvements



11. 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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