

**PEDESTRIAN SAFETY AND ACCESS TASK FORCE (PSATF)
COMMUNITY-WIDE MEETING – ROUND #3 DISCUSSION SUMMARY**

Date: Wednesday, July 8, 2015

Time: 6:30 to 8:30 p.m.

Location: Multi-purpose Room, Downtown Branch of the Public Library (343 S. Fifth Street)

Attendees: Public Present: 34; refer to Appendix A for sign-in sheet.

PSATF members present: 5; Scott Campbell, Neal Elyakin, Linda Diane Feldt (chair), Owen Jansson, Jim Rees

Council members present: 4; Mike Anglin (Ward 5), Julie Grand (Ward 3), Jane Lumm (Ward 2), Kirk Westphal (Ward 2)

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

Consultant present: 1; Norm Cox (The Greenway Collaborative)

Purpose: PSATF hosted public meeting to present their draft recommendations, and open house to gather community priorities regarding their draft recommendations.

A copy of the presentation, prepared by PSATF members and shared at the meeting, is available at a2gov.org/pedsafety on the project's Documents page.

Note: This is not a direct transcript of the meeting. The following summary has been developed from notes taken during the community-wide meeting; comments are paraphrased.

ICE BREAKER

Meeting participants were asked to line up on a continuum to represent whether they thought that all streets in Ann Arbor should have a 25 mph speed limit, or no streets in the City should have a 25 mph speed limit. A few participants were asked to share their views, provided below:

- I believe the issue with traffic is that it moves too quickly. When accidents occur at high speeds the death rate is much higher. Although people may drive faster on roads like Plymouth Road, at 35 or 40 mph, their average speed generally comes out closer to 30mph.
- One speed limit would make it less confusing; one speed limit would be very good. But for some streets, like Washtenaw Avenue, it really needs to be higher.
- In general there is not enough courtesy from the drivers in this town toward pedestrians and bicyclists. I question if it is an issue of enforcement.
- The faster the drivers go the more responsibility they have. The trouble I have is when drivers speed up when they aren't supposed to anyways.
- Since we have started focusing on this issue drivers have become better, I have seen a change in the last year or two.
- It is great to be able to go 45 mph on a road that you should be able to go 45 mph (e.g. Stadium, Washtenaw, Packard). There are arteries where traffic should be able to move, and then areas where there is higher pedestrian traffic of course people need to slow down.
- I think that 25 mph is plenty, perhaps even 20 mph in residential areas. I have not seen greater courtesy toward pedestrians and cyclists. I want to remind people who want to go faster that the bottleneck principle means that when we try to go faster we sometimes end up actually going slower, and there's more congestion; I want to keep that principle in mind.

- In response to the thought that if you go faster you handle more traffic and get more cars to move, the speed that you actually get the most movement is at 25 mph. Because if you go faster you have to allow more room for breaking and fewer cars can get through.

OPEN DISCUSSION SUMMARY

Comments from the open discussion portion of the meeting are provided below.

- Where can the public find information about the laws regarding crosswalk spacing?
- I am not able to see things at all so when you talk about lights and stripes in the street, that won't help me. Is there something else that can be used to alert me of the crosswalk, since I can't see?
- Has the Task Force looked at the economic value of pedestrians and walkability? Cincinnati is moving at fast speeds to be pedestrian friendly because of the economic value. We need to make sure that we are not left behind. This is an economic priority. Other cities are focusing on pedestrian and bike friendly improvements for the economic benefit.
- Need to talk about enforcement. Some type of enforcement is needed so that people can see the effects of cutting a pedestrian off, or almost running over a pedestrian.
- The Task Force process has been very transparent; I hope that this sets a new standard for the City.
- Vegetation and sight distance in this City is a problem; there is no effort to really address it. The AASHTO green book is where the answer is and the City did not have this to provide when requested. It has to be purchased and it costs around \$300. Without the Green Book the work of the Task Force will be much more difficult.
- Washtenaw Bicycling and Walking Coalition (WBWC) is looking forward to ways to partner with the City to implement the recommendations from the PSATF.
- I live on Nixon Rd across from Clauge School, they just finally poured the last part of sidewalk that should have been done 40 years ago. The sidewalks in my area are being improved to meet American's with Disability Act (ADA) requirements, where they didn't before. The tilt, slope, and connectivity of sidewalks is very important. Often there is good connectivity within the subdivision but not outside of subdivision.
- Would like to see lobbying for lower speed limits. Particularly N. Main Street; 45 mph speed limit and no bike lanes is ridiculous.
- Recommendation #5 should go up to #1, that is very critical.
- Traffic volume and speed on S. Seventh near Waterworks Park is a problem. The volume and speed of traffic in that area is so much that you can't hear conversations while standing on the sidewalk right there. Volume is so high and speed limit is so high.
 - Speed needs to be enforced. I fear for my kids' lives as they try to cross the street.
 - Pollution level and amount of dust from all the traffic is a problem.
- Thank you to the Task Force and all who have participated in the process. Want to understand how we can create more consistency across communities. Pedestrians should be able to

understand what a motorist is going to do, and vice versa. We would like to work to establish some standards of consistency across communities.

- Where bike lanes have been added as an afterthought, it is extremely dangerous. I stay in the sidewalk because I have tried riding in the street and have had people heading straight for me. We need the data on bicyclists that have been injured and killed on the streets and how it happened, is that available? Is data being collected? If we have a rule in Ann Arbor that is not what people expect, and is one that puts pedestrians and bicyclists in danger then I think we should not go with it. We cannot expect that visitors coming into town will know what to expect, or that they will read a sign on the way into town.
- Excellent set of recommendations and objectives. I am surprised that I don't see pedestrian refuge islands anywhere. Those have been a huge success. The island near Zion Lutheran Church where Virginia hits Liberty has made a huge difference in the number of people who allow their children to walk to school at Eberwhite. At Seventh Street and Washington is another success. My children recognized this when they were riding their bikes to Community High School. I would like to see pedestrian islands as part of the Task Force recommendations.
- Engage the University students and staff. Have to get the University of Michigan on board; driving around campus in the fall is most dangerous.
- The Task Force work has followed a good process. Well thought out recommendations.
- The Task Force should take issues that have been discussed and make specific recommendations. Specific locations where there are hazards. The Task Force should make a recommendation about signage; specifically what style and type of crosswalk signage is recommended. The Task Force should prioritize where the sidewalk gaps are, where the lighting should be better, etc. The Task Force should take the next steps and be specific in their recommendations.
- There are not signs at all the crosswalks between stop lights.
- The signage around construction zones is inadequate. For example around the Downtown Branch of the Ann Arbor District Library need better signage to let people know where to cross; the existing conditions provide inadequate guidance to the pedestrian.
- Something important to note is that a lot of these recommendations are already laws. Detectable warnings have to be at every crosswalk; not some, every single one.
- It is not enough for these to just be recommendations; as a group of community members we need to come together to make sure that City Council funds implementation of these recommendations. Not just about walkers, a comfortable environment needs to be provided for all modes of transportation.

COMMUNITY PRIORITY RESULTS

Through a prioritization exercise at the meeting, the public was asked to share which three recommendations within each objective are most important to them. Results of the prioritization exercise are below. The number following each recommendation indicates the number of meeting participants who indicated the recommendation is a priority for them. Some additional comments were provided through this exercise, as noted.

Objective No. 1: Improve Pedestrian Access and Encourage Use

- A. Prioritization System to Eliminate Sidewalk Gaps (10)
- B. Provide Safe and Accessible Pedestrians Routes in All Construction Zones (6)
- C. Improve Pedestrian Access through Crosswalk Placement and Spacing (7)
- D. Improve Crosswalk Maintenance (5)
- E. Enhance and Maintain Pedestrian Network Connectivity (1)
- F. Maximize Crossing Time for Pedestrians at Pedestrian Signals
- G. Provide Accessible and Responsive Pedestrian Push Buttons at Signals (2)
- H. Land Use Planning that Promotes Pedestrian Travel (3)
- I. Implement Best Practices for Complete Street Planning and Design (12)
- J. Develop Placemaking Street Design Guidelines (2)

Additional comment:

- Include pedestrian refuge islands in recommendations

Objective No. 2: Improve Understanding of Traffic Laws and Local Expectations

- A. Preserve the Pedestrian Crosswalk Law (6)
- B. Provide a Sustained Public Outreach Campaign (7)
- C. Implement Gateway Treatments (1)
- D. Targeted Enforcement Aimed at Improving the Yield Rates at Crosswalk Locations (14)
- E. Zone Treatments to Address Identified Problems or Barriers to Pedestrian Safety (3)
- F. Provide Education Materials to Driver Education Programs (5)
- G. Adopt the Uniform Vehicle Code Definition of a Crosswalk (6)

Additional comments:

- Ann Arbor should not be inconsistent with state law (7)
- Bicycles need to be considered from the start- not as an after thought
- Work with UM to have UM institute an education and policy campaign that ALL UM VEHICLES (buses, trucks, etc.) stop for pedestrians in crosswalks, should advertise how to report violators.

Objective No. 3: Improve the Physical Conditions of the Roadway and Pedestrian Environment to Reflect Best Practices for Pedestrian Safety

- A. Improve Sight Lines Between Pedestrians and Motorists (11)
- B. Improve Lighting at Pedestrian Crossings (6)
- C. Utilize Active Warning Beacons at Crosswalk on Multi-lane Roads and Locations with Poor Visibility (10)
- D. Adopt Design Guidelines that Promote Crosswalk Consistency (3)
- E. Reduce Conflicts by Restricting Turning Movements (2)
- F. Evaluate and Implement Alternative Signalization Approaches for Intersections with High Conflicts (2)
- G. Coordination of Transit Stops and Crosswalks (2)
- H. Encourage Roadway Bicycling to Minimize Conflicts with Pedestrians on Sidewalks (8)

- I. Additional comment: first need safe bicycling alternative to sidewalk
- J. Widen Shared Use Pathways
- K. Ramp Drainage (4)
- L. Sidewalk Drainage (3)

Additional comment:

- Signage needs to be consistent!!! (11)

Objective No. 4: Address the Needs of All Users

- A. Make the Transportation System Accessible for All (7)
- B. Strengthen the Sidewalk Snow Removal Ordinance (5)
- C. Set Priorities for the Sidewalk Snow Removal Ordinance Enforcement (4)
- D. Provide Ice Mitigation Resources (1)
- E. Establish Sidewalk Snow Removal Enforcement Appeal Process
- F. Implement a Sidewalk Snow Removal Education Campaign
- G. Improve Road Snow Removal Practices to Eliminate Snow Piles on Pedestrian Routes (8)
- H. Research Feasibility of City Undertaking Snow and Ice Removal on Public Sidewalks (1)
- I. Install and Maintain Rumble Strips at Roundabouts
- J. Minimize Conflict between Bicycles and Pedestrians (3)
- K. Encourage Bicycles to stay off the Sidewalk in the Downtown (5)
- L. Establish a Sidewalk Snow Assistance Removal Program. (1)
- M. Regular Enforcement of Pedestrian Crossing Laws (4)

Additional comments:

- This is somewhat specific, but absolutely critical with regard to bikes on sidewalks downtown: bike parking. Almost all bike parking is currently on the sidewalk or accessible only from curb cuts at crosswalks. On street bike parking is critical (1)
- Do you mean all users of the sidewalk? The street? 880cities.org

OBJECTIVE NO. 5: REDUCE DISTRACTIONS AND MINIMIZE CONSEQUENCES

- A. Implement Arterial and Collector Traffic Management to Encourage Driving Speeds of 30 mph or Less (3)
- B. Implement Local Road Traffic Management to Encourage Driving Speeds of 25 mph or Less (5)
- C. Lobby for Greater Local Control Over Speed Limits (4)
- D. Work Toward Lower Speed Limits Citywide of 25 mph or Less (12)
- E. Implement a Distracted Driving / Walking Campaign (7)
- F. Partner with Research Institutions (3)
- G. Implement Local Ordinance that Bans the Use of Hand-held and Hands Free Devices by Vehicle Operators (7)

Additional comments:

- Reduce distractions for whom?
- Minimize consequences for whom?
- Consequences of what? Driving badly?

APPENDIX A: Sign-in Sheet

PETER HOUK	MARIC FUNNIEGAN	Larry Keeler
Bob Descola	JERRY MCKAY	Nicole Banks
Dick Norton	Jared Malestein	Kathy Guivold
Barb & Bernie Bane	ADAM ZENKE	Barbara Kriff
Richard Hausman	MICHAEL L HARRIS	Cindy Carvan
Erin Elly	Alison Stroud	Robert Gordon
Kirk Westphal	JEFF OGDEN	TONY CATCHOT
Mike Anglin	SETH PETERSON	Julie Grand
Anne Eisen	Jonathan Levine	Julia Roberts
Vince Caruso	Jane Luman	Robert Kligler
Clark Charnetski	Pita Mitchell	
LLOYD SHELTON	Rita Caruso	
Eric Lipson	Carolyn Grawi	
Michael Shapiro		