

Community Advisory Committee Meeting #2 Meeting Summary

Meeting Date: 9/19/19

Location: Larcom City Hall, 301 E. Huron St, 2nd Floor
Council Chambers

** Meeting notes are a staff summary, not a transcript.*

Meeting Summary

Attendees

- CAC Members:** Peter Allen, Erica Briggs, Matthew Budd, Vince Caruso, Linda Diane Feldt, Christopher Graham, Toni Kayumi, Mary Kerr, Wonwoo Lee, Jessica Letaw, Jonathan Levine, Liz Margolis, Tedi Milgrom, Nate Phipps, Will Purves, Amanda Reel, Chris Simmons, Grace Singleton, Nathan Voght, Erika Williams-Hickman
- Public attendees:** Ira Mark, Jim Miller, Robert Gordon, Eric Petersen, Oliver Kiley, Susan Grasso, Kirk Westphal, Edna Jackson-Gray, Komal Doshi, Kenneth Koral
- City Staff:** Eli Cooper, Kayla Coleman, Robert Kellar
- Consultant Team:** Stacey Meekins, Sam Schwartz; Jeromie Winsor, AECOM; Sarah Lagpacan, AECOM

Meeting Agenda

Purpose: Present existing conditions findings and draft values; discuss opportunities to address issues

Agenda:

1. Introductions
2. Public Engagement Review
3. Draft Values
4. Existing Conditions Review
5. Small Group Exercise
6. Wrap up and next steps
7. Public comment

Public Engagement Review

The consultant team provided an overview of public outreach activities that occurred since the previous Community Advisory Committee (CAC) meeting, including one Open House event at City Hall and one pop-up event at the Mayor's Green Fair.

Draft Values and Existing Conditions Review

Five values were drafted from CAC, Technical Advisory Committee (TAC), and public input; these values will serve as an organizing framework for the plan. The values are Safety, Mobility, Accessibility for All, Healthy People/Sustainable Places, and Regional Connectivity.

Draft value statements and findings from the existing conditions analysis were presented to the CAC.

The complete CAC Meeting 2 presentation is available on a2gov.org/A2MovingTogether. Comments and questions from committee members are captured below. Responses from the project team are shown in italics.

Safety

- Why separate state routes from others?
 - o *The city does not control roads under state jurisdiction*
- The majority of severe injury bicycle and pedestrian crashes occurred at intersections
- Where are the “tiers” of focus corridors and intersections coming from?
 - o *The tiers were developed based locations of high incidences of fatal and severe injury crashes and incidences of pedestrian and bicycle crashes. The methodology was developed based on a review of analyses in other cities working towards Vision Zero and in consultation with City of Ann Arbor staff to be consistent with local practices.*
- Did the project team review the actual crash reports?
 - o *Crash reports were reviewed for a subset of the serious injury and fatal crashes to determine if there were discernable trends in behavior.*

Mobility

- Include the number or percentage of the population that is car-free. Stating this as a percentage increase could be easily misinterpreted.
- When did the Ann Arbor Area Transit Authority (AAATA) service area expand? What areas have demand to be added?
- Statistics on crosswalk spacing and amenities should include a differentiation between the type of street or functional classification.
- The trend data are being presented over different time periods, making it difficult to compare
- All public infrastructure is funded by the City except sidewalks

- In which corridors in Ann Arbor could we currently increase person throughput by reallocating space? What are the opportunities for increasing throughput while reallocating space?
- What is the relative cost for biking and pedestrian access, as compared to driving and transit?

Accessibility

- How do electric-assist or electric bikes expand access to jobs by bicycle?
- What happens when you begin to overlay zoning and potential development? In the past 5-7 years, Ann Arbor has seen an additional 7,000 students, 9,000 more faculty and staff, more companies, more employees; how will this plan take this and anticipated future trends into account?
 - o *The transportation plan will align with current and anticipated needs.*
 - o *Appropriate growth levels will be applied to this process; the team is working with Washtenaw Area Transportation Study (WATS) to take travel projections into account and with city planning staff to take land use assumptions into account.*
 - o *Planning and Development staff are participating on the TAC and will provide input and guidance from a land use planning perspective.*
- Accessibility is also a land use strategy
- Has the project team studied accessibility by race, income, neighborhood?
 - o *The results of this analysis will be included in the existing conditions report, but were not presented at the committee because there is no clear conclusion at this time.*
- Will there be targeted outreach to underserved, underrepresented community groups?
 - o *The team is currently working with Peace Neighborhood Center to schedule a pop-up meeting in October, aligned with their Family Night.*
 - o *The team reached out to several additional groups to join the Community Advisory Committee, based on feedback at the last meeting; additional suggestions for groups to engage are welcomed.*

Regional Connectivity

- How many people are coming from outside TheRide's service area?

Small Group Discussions

Following the presentation, committee members worked in small groups to discuss strategies for addressing the transportation challenges facing Ann Arbor. Each group focused on one of the following types of strategies: Education/Encouragement, Engineering, Equity, or Enforcement. Groups brainstormed strategies and identified each as high, medium, or low priority and short-, mid-, or long-term; results are provided below.

Education & Encouragement

- Commuter benefits ordinance; require employers citywide to offer pre-tax transit passes (medium priority, short-term)

- Safe Routes to School; establish non-auto routes, or specific auto routes (high priority, short-term)
 - o Informing parents
 - o Continual education
 - o Incentives
- Provide bus passes for high school students to use AAATA instead of yellow bus (high priority, short-term)
- Educate parents of school-aged children (high priority, short-term)
 - o Encouraging away from reliance on single family car
 - Post-meeting note: An example program is the Columbus Commuter Challenge <https://morpc.gohio.com/regional-programs/commuter-challenge/>
 - o Address perception of safety for kids getting to school
- Improve visitors' bureau (Destination Ann Arbor) web resources (high priority, mid-term)
- Partner with the University of Michigan and Destination Ann Arbor for their visitors (faculty/staff/students/parents) (high priority, short-term)
- Education for UM freshman parents
- UM advertisement through football stadium screens – public pressure for public service announcements (high priority, short-term)
- Demonstrate that you can get around here without a car
- Require/allow development to minimize parking or move it underground (high priority, long-term)
- Congestion tax (low priority, long-term)
- Education campaign for 5-ft passing ordinance (high priority, short-term)
- Utilize social media campaigns for education (high priority, short-term)
- Focus education at entry corridors (medium priority, mid-term)

Engineering

- Establish protected bike lanes and other low-stress bike routes, including signed bike routes (high priority)
- Address barriers to crossing the expressways on bike at the edge of the city; particularly at State Street and I-94 (high priority)
- Allow bicyclists to use the shoulder as a rule
- Build out regional bikeways
- Keep certain corridors dedicated/designated for cars
- Don't widen right-of-way by condemning property to add capacity or bike facilities
- We need political will to prioritize safety over throughput
- Design roads for the speed we want
- Use roundabouts to increase flow (10mph roundabouts) (high priority)
- Need to increase awareness, particularly of different types of crosswalks
- Distance between crosswalks is an issue, along Washtenaw, for instance (high priority)
- Lagging left turn arrows
- Engineer slower roads (high priority)
- Build and ensure capacity to maintain off-street bike paths
- Use smart signal technology and better traffic signal progression; this could be a good trade-off for slower speeds (high priority)

- Establish a 20mph universal speed limit; cars move more efficiently at slower speeds
- Increase availability of bike lockers and/or attended bike parking
- Scooters should be in bike lanes
- Expand/bring back bikeshare
- Bike lanes should extend to the intersections where there are heavy right-turn volumes
- Bike boxes at intersections
- Flashing lights at every crosswalk where speeds are greater than 25 mph
- 4-lane to 3-lane conversions (high priority)
- Infill sidewalk gaps (high priority)
- Use rumble strips to slow cars in key locations, such as along Nixon

Equity

- “Accessibility for All” value statement should explicitly state “ages” and add “cultures” to races & ethnicities
 - o Will there be an online mechanism for either the CAC or the public to give feedback on the values and goals?
 - Post-meeting note: Draft materials will be posted online for people to provide input. The public will also have the opportunity to provide additional feedback at future in-person outreach events.
- Identify/call-out fatalities and injuries of vulnerable users and the demographic makeup of areas with low safety/high crashes
- Conduct a deep dive into Safe Routes to School routes → Where are they? How suitable are they?
- Maintenance vs. improvements → How can things be prioritized above and beyond the normal “routine”?
- What is today’s project selection process, for making transportation system improvements? What factors are currently considered?
- Address funding for sidewalk gaps (currently must be filled by homeowners, those who need sidewalks most may not be able to afford them)
- Empower people to advocate for themselves through...
 - o Mapping
 - o Targeted outreach to vulnerable populations (Who/where are these? How to identify?)
 - o Partnering with community liaisons to share, promote, communicate projects and processes (How to designate these folks?)
 - o Those who advocate for/against new infrastructure get what they want (e.g., Maple bike facilities)
- Address mobility issues for individuals (speed of a person’s gait as a barrier to safety/mobility)
 - o 3rd & Huron is dangerous for pedestrians (senior housing, kids getting to West Park) → regular traffic light going in soon!
- Understanding the historical/cultural reasons why people don’t use infrastructure the way it’s supposed to be used and targeting education (e.g., riding the wrong direction / against traffic)
- Prioritize child mobility and safety; car crashes are the number one cause of death for people 8 or under

- Prioritize vulnerable populations from outside Ann Arbor traveling in
 - o Make transit for these folks faster (Bus Rapid Transit (BRT), express, etc.)
- Require employers to provide transit passes for employees (expand GoPass program)
- Uplift the dignity of taking transit
 - o Amenities at stops
 - o Allowing bags on the bus (groceries)
- Prioritize street lighting and signage in high-need neighborhoods
- Provide bike lights for low-income folks
- Expand bikeshare/offer more bikes for free
- Formally commit to equity as a value
 - o Dedicate a staff person (equity officer) to equitable outreach (e.g., Washtenaw County, City's Office of Sustainability)
- Address each goal of the plan through the lens of equity (equity as a key criteria of each strategy)
- Ensure the cultural competency of individuals doing research and work
- Ensure that accessing downtown remains affordable
 - o Privatization of parking leads to more expensive parking
 - o More governmentally-controlled parking structures?
 - o Low-income parking passes?
 - o How to pay for parking if cash is not an option?
- Address the fact that not everyone has the luxury of time
- Address walking long distances in the winter as a barrier to transit use (injuries, especially for seniors)
- Target education to those who have the ability to choose → inform what the impact of our choices is on the community
- Having the right people at the table and bringing the table to those who need to be at it
- Compensate community members for their time, provide childcare
- Define what we mean by "equity"
- Provide greater care/services for vulnerable communities (not just equal)
- Short-Term Strategies:
 - o Target investments in disproportionately affected communities
 - o Improve outreach to vulnerable communities
- Longer-Term Strategies:
 - o Ensure affordable access to destinations throughout the city (especially downtown)

Enforcement

- Enforce appropriate/safe bike behavior
- Remove biking on sidewalks (DDA) → difficult if no safe on-road option!
- Prohibit use of headphones by pedestrians/bikers
- Reduce speeds to 25 mph
- Enforce against distracted driving
- Explore systems to self-enforce
- Enforcement of E-scooters on sidewalks
- Rules for where to park and use scooters

- Incentivize flexible (non-peak) commuting
- Zoning to build business/employment growth outside the core
- Working with employers to reduce parking (incentives, etc.) - no monthly pass
- Use of high occupancy vehicle (HOV)/shared mobility lanes
- Speed enforcement cameras
- Create phone-based tracking incentives
 - o Post-meeting note: An example program is Allstate's "Drivewise"
- Enforcement of parking regulations through technology
- Creation of "Safe Bike Routes" or bikeways

Next Steps

The project team will continue to build an existing conditions report incorporating input from the CAC, TAC and the public.

A pop-up meeting is planned for October, pending confirmation with the Peace Neighborhood Center. Additional online engagement activities are coming soon, beginning with a bicycle-focused activity. The CAC will be informed in advance for all engagement activities.

The strategies discussed at this meeting will be compiled and presented to the TAC for feedback and discussion of priorities and timelines.

Community Advisory
Committee Mtg #2

September 18, 2019
9 a.m. - 11 a.m.

Sign-In

Initial	Name	organization
<i>PA</i>	Peter Allen	Peter Allen + Associates
<i>MKB</i>	Matthew Budd	St. Joseph's Regional Medical Center
	Matt Carpenter	Ann Arbor Area Transportation Authority
<i>VC</i>	Vince Caruso	Watershed Group; Allen Creek
<i>LF</i>	Linda Diane Feldt	Transportation Commission
	Claire Duvernoy	A2 Safe Transport
	Ellen Gottschling	Spin
<i>TK</i>	Toni Kayumi	Ann Arbor YMCA
	Mary Kerr	Ann Arbor Area Convention & Visitor's
	Bureau	
	Hilary King	University of Michigan Health System
	Paul Krutko	Ann Arbor SPARK
<i>WL</i>	Wonwoo Lee	Oxford Companies

Sign-In

Initial

Name

Organization

J

Jessica Letaw

Downtown Development Authority

JL

Jonathan Levine

University of Michigan Taubman College of
Architecture & Urban Planning

LM

Liz Margolis

Ann Arbor Public Schools

TM

Tedi Milgrom

Washtenaw County Public Health

Josie Parker

Ann Arbor District Library

Sally Petersen

Commission on Disability Issues

NP

Nate Phipps

Bicycle Alliance of Washtenaw

Will Purves

Ann Arbor Center of Independent Living

Amanda Reel

United Way of Washtenaw County

Jim Sayer

University of Michigan Transportation
Research Institute

Nancy Shiffler

The Huron Valley Group of the
Sierra Club

Grace Singleton

Zingerman's

NV

Nathan Voght

Washtenaw County Office of Community and
Economic Development

John Waterman

Programs to Educate All Cyclists

EW

Erika Williams-Hickman

Briarwood Mall

SIGN-IN SHEET

EVENT:

CAC 2 - members

DATE:

9/19/2019

NAME

EMAIL

AFFILIATION

Grace Singleton

Zingomaw's / resident

Chris Simons

AAATA

Wendy Crank

EC.

Erica Drigo

WBUC

Jonathan Levine

edu UM

(P) Kenneth Koral

UPM ret

Amanda Ruel

Member of the
United Way of Wash. (cont)

MARY KERR

DESTINATION
Ann Arbor

ANN ARBOR
MOVING
TOGETHER



SIGN-IN SHEET

EVENT:

CACZ - Public

DATE:

9/19/2019

NAME

EMAIL

AFFILIATION

Ira Mark

Jim Miller

Robert Gordon

Eric Petersen

Will Pynes

Oliver Kiley

Susan Grasso

Kirk Westphal

Adra Jackson-Gray

AZ Resident

Resident.

Wiscare

Resident

AACIL

Smith Group

resident

Bethel Hill Church

ANN ARBOR
MOVING
TOGETHER



Komal Doshi

Am Arbor SPARK

Population Density . Nitrogen Oxide Pollution 1 on 10/20/11