Community Advisory Committee
Meeting #4
Meeting Summary

Meeting Date: 10/21/20
Location: Zoom

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

Meeting Summary

Attendees

CAC Members: Michael Appel, Vince Caruso, Linda Diane Feldt, Alex Gossage, Paul Krutko, Wonwoo Lee, Jessica Letaw, Seth Peterson, Nate Phipps, Will Purves, Jim Sayer, Grace Singleton, Nathan Voght, John Waterman,

Public attendees: Susan Grasso, Larry Deck, Leszek Sipowski, Mark Hymes, John Beeson, Bret Hautamaki

City Staff: Eli Cooper, Raymond Hess, Robert Kellar, Gage Belko

Consultant Team: Stacey Meekins, Sam Schwartz; Katherine Nickele, Sam Schwartz; Jeromie Winsor, AECOM; Sarah Lagpacan, AECOM

Meeting Agenda

Purpose: Present an overview of the draft final plan and collect feedback; discuss plan performance metrics

Agenda:

1. Introduction
   a. Plan process review
   b. Draft plan document overview
2. Strategy overview & metrics
3. Q&A
4. Public comment
This meeting was the final meeting of the Community Advisory Committee for the Ann Arbor Transportation Plan Update. Due to public health considerations, this meeting was held virtually via the Zoom platform, using the Zoom Webinar feature. The format of the meeting followed a pattern of a series of slides, followed by a poll, followed by an open question and answer period. The following outlines the presentation and question and answer portions of the meeting. Results from the polling sessions are attached.

**Introduction**

The consultant team provided an overview of the planning process, including the public engagement process and highlights from the phases along the way, including the plan goals, the plan values of Safety, Mobility, Accessibility for All, Healthy People/Sustainable Places, and Regional Connectivity.

The consultant team also provided an overview of the plan document. Based on input from the Technical Advisory Committee, the Transportation Commission, and the Community Advisory Committee, a list of strategies that had been compiled from best practice research and stakeholder input was refined. The resulting full list of strategies was organized by timeline and priority based on what would be needed to help the City of Ann Arbor achieve its two main goals of achieving zero deaths and zero emissions. In the plan document, each strategy is associated with the value or values it represents, which ‘E’s it represents (Engineering, Education, Encouragement, Enforcement, Equity, and Evaluation), and the timeline in which the strategy should be initiated.

The consultant team provided an overview of how the metrics for the plan were derived:

1. Validity – does the metric accurately measure the result?
2. Reliability – does the metric remain consistent over time?
3. Simplicity – is the data easily available and we have the resources to measure it?
4. Meaningful – if the measure improves, have we improved mobility and people’s lives in Ann Arbor?

**Strategy Overview & Metrics**

The consultant team provided an overview of some of the key strategies that address each value, followed by a polling session and a question and answer session. Below are notes from the question and answer session that followed each value discussion, including both questions and comments. Comments and questions submitted in writing through the Zoom Q&A feature are provided as submitted, which may include typographical errors. For each question or comment below, it is noted whether the question was asked live (via phone) or through the Q&A feature and whether it was answered live or is being answered here as a post-meeting response.

- **Q:** Are all these stats (e.g. 80% in the biking slide) from Ann Arbor? (Q&A)
  - **A:** Yes (Answered live)

- **Q:** Traffic levels were up and vehicle crashes were not rising, the numbers were looking better, are we looking at absolute numbers or percent of modes as well. (Asked live)
  - **A:** Both, we want to look at absolute numbers because we are trying to eliminate all crashes (Answered live)

- **Q:** The safety improvements installed seem too vague – maybe instead focus on a % improvement on each of the other categories every year (Q&A)

- **Q:** Given the pandemic, perhaps a switch from fixed routes to a hub and spoke system needs to be considered for transit. This can lessen the total time a person is on a bus and exposed to viral load (Shortening transit travel time with a hub and spoke) (Q&A)

- **Q:** In the “share of trips” question which is basically measuring trips taken not in a single-occupancy vehicle -
are the different modes being broken out? It can be hard to know which adjustments need to be tweaked if we don’t know that our overall number is 50%+ but that 90% of that is bike and very few people are opting into transit. (This is a rhetorical question, I don’t need an answer) (Q&A)

• I wondered how the park & ride locations play into this as a resource for those coming in from farther away & then connecting via transit to final destination (Q&A)

• Q: Proximity to transit is important, but won’t necessarily be used if they don’t feel safe or comfortable enough. Does "proximity" get coupled with variables of safety/comfort that helps to indicate overall likelihood of conversion of travel mode? (Q&A)
  o A: Service quality is addressed in the plan, as is investing in transit waiting infrastructure, mobility hubs, comfortable waiting experience outside of vehicles. (Answered live)

• Q: Also, do we have any seasonal adjustments on ridership? 36% -> 50% for non-motorized transit. (Q&A)
  o A: We are not differentiating mode share by seasons; the metric being proposed is an overall average shift from auto trips to non-auto trips, regardless of season. (Answered live)

• Q: Does the proposed strategy look at encouraging bike commuting from outside A2…. particularly connecting to Pittsfield Twp significant work in this area. I-94 is a barrier to linking (Q&A)
  o A: We will review the bike network recommendations with regard to access from outside the city. If you have specific suggestions, please let us know. (Answered live)
  o The 2007 NTP recognizes all grade separate intersections with interstate design facilities as barriers to active transportation. Many of the corridors are listed in that plan with extra-jurisdictional corridor recommendations. Those recommendations were circulated to the county and adjacent communities as part of the plan review process. (Post-meeting response)

• Inbound commuting is significant for workforce so connectivity at the A2 borders is important to consider (Q&A)

• 50% non-motorized transit in winter is ambitious. In summer, not so much so? (Q&A)

• Q: You may get to this in other sections, but what will be studied and/or supported regarding multi-modal travel (i.e brining a bike to a park and ride or using a bike-share or scooter for the "last mile")? (Q&A)
  o A: Improving access to transit is one of the key strategies in the plan, including development of mobility hubs that bring bikeshare and bike parking and bus stops together in the same location. (Answered live)

• Buses need to be more comfortable, not hard seats, better shocks and simpler routes riders can understand. Drivers seem to be carful which is great. (Q&A)
  o The Transportation Plan Update won’t go into this type of detail but this is important feedback to share with the AAATA. (Post-meeting response)

• Some sidewalk gaps are actually stairs. Few miles much money (Q&A)
  o We are aware and investigating those where it is feasible to make changes consistent with the Americans with Disabilities Act (ADA). A program for eliminating stairs in the sidewalk system is being considered as a part of the CIP process. (Post-meeting response)

• I’m curious about how we’re getting at equitable solutions, not just the users, but how we’re prioritizing different neighborhoods and gaps in infrastructure. One proxy for getting at this prioritization is to note communities that are disproportionately young (under 5) or seniors, majority low-income, majority non-white. Washtenaw County and equity officer Alize Asberry-Payne have been working on forefronting
equity, specifically racial equity, in their infrastructure plans and projects; it would be great if we could learn and take cues from their work. No response needed unless you want to follow up separately. Thank you. (Q&A)

- Several strategies address equity in a variety of ways, including reduced fare for low-income residents, prioritizing investments based on the equitable transportation model from the Fact Book. (Answered live)
- We will add a page to the plan that calls out these strategies to make them easier to identify. (Post-meeting response)

- Q: Does the current 20 minute neighborhood share of 80% mean that 80% of residents can access fresh food within a 20 minute walk? (Q&A)
  - A: The data we have is not detailed enough to identify if the commercial establishments serve fresh food. (Answered live)
  - However, to clarify, the 20-minute neighborhood is defined as having land uses classified as a school, park, grocery, and retail within a 20-minute walk. However, the parcels classified as “grocery” may include stores such as mini-marts that don’t serve fresh food. (Post-meeting response)

- Another question (that can be rhetorical) - are we asking these questions only of Ann Arbor residents or are we asking them of people working in Ann Arbor too? The VMT number would change drastically, and possibly so would the strategies we’re using (like more park-and-rides) if we’re accounting effectively for commuters. (Q&A)
  - The vehicle miles traveled reduction metric is for all miles traveled within the city, including trips that originated outside the city. (Answered live)

- I understand the pricing strategy but worry about the impact on the lower wage earners that are travelling from farther away, and the impact on the local retailers & restaurants. It could cause a more difficult time getting employees, etc. (Q&A)
  - The pricing strategy includes a recommendation to modify the pricing for lower wage earners. (Answered live)

- Q: I also wonder how much you’ve considered people coming into town for UM visits or our tourists- that is also quite a large impact on the volume of traffic issues ann arbor sees. (Q&A)
  - All trips within Ann Arbor were considered and corridors were evaluated for those that experience more congestion.

- Q: Does 20 minute include the ADA upgrades required for all travelers? (Q&A)
  - A: The 20-minute neighborhood assessment includes the sidewalk network, but does not include an assessment of the compliance of curb ramps. The plan recommends updating the ADA Transition Plan to ensure curb ramps are planned to continue to work towards compliance. (Answered live)

- RR Station in Fuller Park is a non starter. (Q&A)

- Would love to see the old station used on Depot as do others, or upgrade existing station. (Q&A)

•
What is your favorite way to get around?

- Walking: 2
- Biking: 12
- Taking Transit: 1
- Driving: 3
- Other: 0

Have you had a chance to review the plan?

- I have reviewed it entirely: [ ]
- I have reviewed portions: [X]
- I have not reviewed it: [ ]

Before this meeting, I participated in XX committee meetings

- 0: 1
- 1: 5
- 2: 5
- 3: 6

I have participated in public engagement for this plan

- Online: 12
- In-person: 8
- Neither: 3
In thinking about quick-build projects, what lessons were learned from Healthy Streets?

- I’m not sure, I’m really wanting to hear from the City on what they think...

- Global projects can incur some backlash ...

- Great effort, need to keep this going. Critical to reaching goals. Fewer cars is a must, Ann Arbor has great potential for this.

- Get council to support it, focus on public education

- It would be great to have better driver education. It would also be great to coordinate walks/rides through the pilot areas by stakeholders - students, cycling groups, etc - and then sit down and get feedback right away.

- More Council support and education of their constituents.

- Perhaps too much at the same time, we’d better signage, bollards are better than barrels - make the purpose clear to all road users.

- Insufficient advance notice to the community of when and where they will happen.

- Making many of the features permanent would have support and be less confusing for drivers

In thinking about quick-build projects, what lessons were learned from Healthy Streets?

- Pandemics impacted traffic volumes/patterns, so it was not a valid result long term.

- Different kit of parts that aren’t construction related?

- Anecdotally, driving around the City, I had no problem with any of the lane closures

- Although the separated bike lanes were nice they also added to more dangerous situations at intersections (car right turns across bikes). Some areas it added value & space where pedestrian density but others weren’t

- I think better explanatory signage is needed at each location for this sort of scattered, pilot program.

- Lots of things! Where to begin?
Are there other metrics we should track?

- Percent of children walking and biking to school.

- How drastic the increase in ridership would be when people feel safe enough to return to normal.

- Can you give feedback to the community when implementing strategies? For example, we've installed a curb extension, this is intended to satisfy X value and get us Y% closer to Vision Zero. It helps folks understand the both-and nature of strategies.

- Average length of commute trip into A2 via transit or non-moto? Could measure improvements in public transit such as impact of BRT or express routes into the city, and addition of bike lanes.

- What I meant by "avg. Length" is time it takes to commute into the city.

- How do the City's Transportation goals complement and support U transportation goals? Is there a way for communication platforms to cross-communicate these?

- I'm trying to think about an effort/ metric of getting people out of their cars. People are so committe to auto use and I want us to measure changes in that default behavior of "I have to go somewhere. Where's my helmet?" vs "where are the keys"?

- Addressing Dangerous Behaviors - Is there any mention of regular speed data collection? This seems important for staff to assess the success of treatments.

- Qualitative perception of public transportation. Are we improving the perception of public transit? Regional government cooperation (not sure how to measure - but how myopic are governments? Are we headed in the right direction?)

- How can we get more students out of individual cars and walking/on buses? School congestion is a real problem, and we have so many solutions that parents are hesitant to take advantage of.
Attendee Report

Topic: Comprehensive Transportation Plan Community Advisory Committee (CAC) Meeting
Webinar ID: 948 5907 7507
Actual Start Time: 10/22/2020  8:30:00 AM
Actual Duration (minutes): 141
# Registered: 21
Unique Viewers: 21

Attendee Details:

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Will Purves
Larry Deck
Nathan Voght
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Vince Caruso
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