



Community Advisory Committee Meeting #1

Meeting Summary

Meeting Date: 5/30/19

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, Matthew Budd, Vince Caruso, Bill DeGroot, Linda Diane Feldt, Claire Duvernoy, Toni Kayumi, Hilary King, Paul Krutko, Wonwoo Lee, Jessica Letaw, Jonathan Levine, Liz Margolis, Josie Parker, Nate Phipps, Will Purves, Ellen Rabinowitz, Jim Sayre, Kristin Schrader, Nancy Shiffler, Nathan Voght, John Waterman, Erika Williams-Hickman

City Staff: Eli Cooper, Kayla Coleman

Consultant Team: Stacey Meekins, Sam Schwartz; Alex Hanson, Sam Schwartz; Jeromie Winsor, AECOM; Debra Power, Power Marketing Research

See sign-in sheet attached.

Meeting Agenda

Purpose: Introduce the Transportation Plan Update to the committee; provide an overview of engagement efforts to date; discuss vision and goals for the plan.

Agenda:

1. Introductions
2. Plan overview
3. Findings: Public Survey and Focus Groups
4. Goals from other plans
5. Values and goals exercise
6. Wrap up and next steps
7. Public comment

Introductions

The committee introduced themselves by responding to the question and discussing their favorite Ann Arbor streets.

Q: What is your favorite street in Ann Arbor?

A:

- Liberty (+5)
- Main (+4)
- State (+2)
- W Washington (+1)
- E Madison
- Arbana
- Packard
- King George
- Hickory Lane
- Miller (Maple - 7th)
- Baldwin
- Any well-lit street with lighted sidewalks
- Jefferson
- Ashley
- N Main
- Eisenhower
- 7th
- Hilldale
- Detroit
- KMS Place
- 5th
- Washtenaw
- Huron Parkway
- Geddes

Key Takeaways:

- People love where they live
- Residents want slower streets
- It's not just the street that matters, but the uses and variety along it
- Importance of tree canopy and connections with nature

Plan Overview

The consultant team gave a presentation, providing an overview of what a comprehensive transportation plan is, the history and background of Vision Zero, and an overview of the process that this plan will follow, with a focus on the public engagement component and the committee's role in the planning process.

Findings: Public Survey and Focus Groups

The consultant team reported on public engagement efforts to date, which included 4 focus groups and a survey conducted online and as an intercept survey. A total of 30 participants took part in the focus groups. A total of 1,859 responses to the survey were recorded, with 1,801 coming from the online version and 58 from the intercept survey. Key takeaways from the public engagement are included in the presentation.

Goals from Other Plans

The presentation included an overview of goals from the following previous planning efforts in Ann Arbor:

- Master Transportation Plan Update (2009)
- Non-motorized Transportation Plans (2013 & 2017)
- Sustainability Framework (2017)
- Parks & Recreation Open Space Plan (2015)
- Master Plan: Land Use Element (2009)

In addition, examples of values and goals used to guide plans in other cities were provided as background for committee members and in order to frame the discussion for the values and goals exercise.

Values and Goals Exercise

The committee had an open discussion on the values that should drive the plan update. The discussion was consolidated into ten clear values and the committee was polled to determine which were of the highest priority.

Committee members shared the following questions and perspectives:

- Were any driving schools invited to participate in this committee or the plan update process?
- We need to continue to value the motor vehicles, it is an important part of the economy - how do we value multimodalism without demonizing vehicles?
- We need to prevent school children from dying. There is not enough lighting/signaling for motorists.
- Address infrastructure to keep up with growth.
- Equity and transportation costs are important- everyone should be able to get around.
- Don't forget movement of goods.
- Consider those with different abilities: seniors, people with children, etc.
- We need more education on the value and benefits of active transportation.
- Leverage the academic community, where people live/work on the north side. Thousands of people drive into the health system, how could people share and connect their driving with academics?
- Recognize that Ann Arbor is also a hub for infrequent visitors who drive in - how can we engage them in multimodal / safety culture?
- Accessibility, as a metric - how successful are we?
- Sense of place is diminished by gridlock - additionally, consider for safety.

- During football season, a lot of people come into town but there is only one way out.
- We want a system that functions well and is easy to use.
- Consider solid waste coordination.
- Committee needs better minority representation - plans and strategies need to be anti-racist.
- Design with safety in mind and encourage safe behavior - people hop on scooters with no helmet.
- A system that connects to other major cities would make us competitive.
- Shared responsibility among all roadway users (pedestrians, motorists).
- Civic engagement, maintenance, and aesthetics - dedicate resources to upkeep, make it attractive.
- Training and education for everyone.
- Be flexible - things change, there is no set mindset, and pursue a multimodal system for everyone.
- Neighborhoods don't exist as a thoroughfare, value their sense of place.
- Professionalism is important. Scientific safety data, and technical assessments shouldn't be political
- Remember the context - it is easier to get around here than other places.
- Understand the regional aspect - roads don't stop at the city.
- What do we have that works and what doesn't? People can't get home on AAATA after 9 p.m.
- When will we deal with issues such as commuters who drive in? Not everyone can walk or bike.

Final values polling results:

Values	Count
Mobility for all/multimodalism	20
Safety	20
Equity and accessibility for all	15
Accommodate growth/economic development	9
Regional connectivity	9
Environment	5
Livability	5
Sustainability/Maintenance of System	4
Professionalism/Expertise	3
Education	3

Goals Discussion

The committee was broken up into six small groups for a goals and strategies discussion. Each group was assigned one of the top-ranked values and asked to brainstorm goals and strategies for that value, without concern for which was a goal or which was a strategy.

1) Multimodalism

- Integration of multimodalism = safe mobility.

- Share the roads and sidewalks.
- Education and knowledge of how all modes interact.
- Support a culture of understanding the rules of the road.
- Physical barriers for bike lanes.
- Adequate lighting at every crosswalk.
- Additional flashing beacons and Rectangular Rapid Flashing Beacons (RRFBs) at major crosswalks.
- Additional speed notice signs.
- Designated public transit lanes where width is available.
- Connected sidewalks and sidewalk gap eliminations.
- Sidewalk maintenance.
- Safe Route to School best practices and policies implemented around schools.

2) Equity

- Reasonably accommodate all modes of transportation when part of a larger, logical system for that mode.
- Expand non-motorized modes of transport.
- Expand mass transit service.
- Address lack of affordable housing.
- Transport network that serves people of all abilities, ages, income, and racial/ethnic minorities.

3) Economic Development

- Reduce dwell times for delivery vehicles/solid waste (e.g., schedule deliveries, limit allowable delivery times).
- Increased enforcement in alleys.
- Lessen overall impact of goods deliveries on the system.
- Encourage the use of smaller vehicles for delivery.
- Curb management
- Increase accessibility to downtown without single occupancy vehicle (e.g., active modes, satellite parking).
- Pedestrian malls.

4) Safety

- Zero Deaths
 - Best practices (data-driven, progress.)
 - Reduce Vehicle Miles Traveled (VMT).
 - Reduce speed (25 mph citywide).
 - No turn on red.
 - Pedestrian-priority signals.
 - Education on driving distractions.
 - Scooter regulation.
 - Illumination.
 - Consistent crosswalk markings.
 - Technological monitoring of pedestrians.
 - Environmental signaling
 - Pedestrian islands.
 - Build Vision Zero into driver training curriculum.
- Signaling appropriate behavior through design (e.g. stopping for peds)
 - Always clear pedestrian/cycles system routes.
 - Fill sidewalk gaps.

- Reduce distractions

5) Livability

- Connective land-use.
- Equitable housing stock.
 - A vitality of public spaces
- Consistent, sufficient funding for maintenance through strategic mid-life asset investments; build for the future
 - Re-use infrastructure when it becomes antiquated (e.g. parking lots, gas stations, automotive repair shops).
- Reduce smog.
- Improve transportation network gaps (e.g. sidewalks, bike lanes).
- Insulate pedestrians through complete streets.

6) Regional Connectivity

- Establish/solidify Ann Arbor as the center of the region (“all modes lead to Ann Arbor”).
- Link Ann Arbor to Detroit via rail or other transit alternative.
- Strategically position satellite parking lots around the city to capture commuters.

Next Steps

The consultant team informed the committee of the upcoming open house and pop-up meetings on June 13 and 14, 2019, of upcoming committee meetings, and invited committee members to provide ideas on opportunities for additional community engagement.