



Pedestrian Safety and Access Task Force (PSATF) A2 Open City Hall Feedback Summary

Which Pedestrian Safety and Access Task Force draft recommendations are most important to you?

A complete report of feedback received through the A2 Open City Hall topic is available on a2gov.org/a2opencityhall (click 'closed topics' and then select 'Pedestrian Safety and Access Task Force' from the topics listing.). See Appendix A for an excerpt of results from the A2 Open City Hall report.

Respondents were provided an opportunity to submit open-ended comments by responding to the following question: "Is there anything else that the Task Force should consider when prioritizing recommendations?"

In the pages that follow, comments are organized under the most relevant objective and recommendation. All responses do not fit neatly within a particular objective; however, staff has made our best attempt to sort comments meaningfully. Errors in spelling and grammar are intentionally reproduced, as they appear in the source text.

Objective 1: Improve Pedestrian Access and Encourage Use

- A. Prioritization System to Eliminate Sidewalk Gaps
- B. Provide Safe and Accessible Pedestrians Routes in All Construction Zones
 - *Signage thru construction for bikes and pedestrian so you are legal crossing thru.*
- C. Improve Pedestrian Access through Crosswalk Placement and Spacing
 - *Elimination of cross walks that are within close proximity of intersections. Flashing lights triggered by pedestrians when they want to cross-the current system encourages a confusing process in which a vehicle driver and a pedestrian must guess what the other will be doing. The action of triggering "pedestrian crossing" flashing lights will reduce confusion for all.*
 - *Adding more crosswalks*
 - *The centrally located parking kiosks encourage mid-block crossings. There are too many places where the city refuses to do anything at all to assist the foot traffic when it is very much needed.*
- D. Improve Crosswalk Maintenance
- E. Enhance and Maintain Pedestrian Network Connectivity
- F. Maximize Crossing Time for Pedestrians at Pedestrian Signals
 - *The RRFBs for example on Plymouth are too heavily weighted in favor of the pedestrian, as are the current crosswalk lights esp. in the downtown area. Work to get parity between all users of the roadway. I have seen a single pedestrian hold up 48 cars for a total of over 60 people this ratio of 1 ped=60 or more vehicle passengers is too much. Similarly I have seen crossings hold up entire blocks of traffic waiting for a right hand turn for example turning north on Division at Liberty. Much of the "rush hour" congestion in our downtown is due to the imbalance between pedestrian rights and vehicle rights. Pedestrians already have free access and rights of crossing that vehicles, confined to the roadway, cannot have. Foot traffic can go anywhere and everywhere yet no consideration is given to this - we do too much already to accommodate foot traffic.*
- G. Provide Accessible and Responsive Pedestrian Push Buttons at Signals
- H. Land Use Planning that Promotes Pedestrian Travel
 - *More planning of mixed use developments where shopping, entertaining, recreation, all could be done without driving would be appreciated. Changing of zoning to allow it in*



- established areas might be helpful, there are large areas of Ann Arbor where a car is needed and as the city grows these pedestrian vehicle conflicts are only going to increase as a result*
- *Update land use and planning ordinances to make places people actually want to walk to. The rest will follow.*
 - *The setbacks on new buildings are too close to the corners and dangerous - interject in planning process to ensure proper setbacks and massing of new construction to make safer interactions between all users.*
- I. Implement Best Practices for Complete Street Planning and Design
 - J. Develop Placemaking Street Design Guidelines

Other comments related to Objective 1:

- *Improve bike and pedestrian access from neighborhoods to school locations.*
- *Current crosswalks encourage pedestrians to just start walking despite traffic that can't stop instantaneously without rearended ... Buses are not going to stop instantly... These walks need to give cars time to stop safely without getting rearnded before pedestrian guven instruction to just walk out into crosswalk*
- *Install mid-road islands.*
- *I know someone who broke their ankle stepping off the curb into a giant pothole - fixing the roads would help all users.*

Objective 2: Improve Understanding of Traffic Laws and Local Expectations

- A. Preserve the Pedestrian Crosswalk Law
 - *Discontinue use of your local crosswalk ordinance, due to the many out-of-town visitors who have not kept abreast of the fact that flashing yellow lights (which usually mean caution) actually mean stop in Ann Arbor.*
 - *The local crosswalk law is NOT the primary issue. The biggest safety issues are: improving safety of midblock crosswalks; protecting pedestrians in crosswalks when drivers turning left or right; sidewalk gaps (far too many in the city); excessive speeds, distracted driving.*
- B. Provide a Sustained Public Outreach Campaign
 - *You talk about educating cyclists about not riding on the sidewalk, but you leave them out of your other education campaigns. They need to be educated as much as car drivers about their duty to stop for pedestrians at crosswalks (and to obey street laws in general). Some enforcement against cyclists would be welcome, to help get the message through. (I say this as someone who commutes by bike. I see too many cyclists disregarding the law.) You claim that dealing with cyclists is beyond the scope of your task force, yet you make recommendations about educating car drivers. Why are cyclists any different?*
 - *I see nothing in the recommendations aimed at getting pedestrians to act responsibly. A key to this is getting the University to train students to act like good citizens. There are orientation counselors who tell them to walk where ever they want because that's how you do it in Ann Arbor.*
 - *Education flyers in bills such as water and taxes that inform BOTH the drivers and the pedestrians of their responsibilities at an RRFB or any crosswalk for that matter.*
- C. Implement Gateway Treatments
- D. Targeted Enforcement Aimed at Improving the Yield Rates at Crosswalk Locations
- E. Zone Treatments to Address Identified Problems or Barriers to Pedestrian Safety
- F. Provide Education Materials to Driver Education Programs



G. Adopt the Uniform Vehicle Code Definition of a Crosswalk

Other comments related to Objective 2:

- *One of the two main issues is the lack of clear rules at non-stop light crossings as on 2 lane crossings, such as at the boardway to detroit street crossing.*
- *Ensure that police report number and type of enforcement actions and TRACK to see if there's an effect. Speed traps should be on neighborhood roads, not arterials. Plenty of cities around the country changed their culture to respect pedestrians find out how.*
- *Keep in mind that speed is the big issue.*

Objective 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

- *There are many, many places in town where one cannot see peds due to street parking spots being too close to the crossings - for instance at Detroit and Fifth from the west to east - this also goes for vehicle traffic - for example Forth looking west on Depot it is impossible to see oncoming traffic if the spot closest to the corner is full. This is a real problem, and ties in with the lack of building setbacks. Even City Hall presents a dangerous crossing at night when the lights are flashing you practically have to be in the intersection to see the oncoming traffic!*
- *Keep ALL plant growth off side walks. This includes low overhead tree limbs, bushes and grass that over grows area needed for pedestrian safe passage on current sidewalks*

B. Improve Lighting at Pedestrian Crossings

C. Utilize Active Warning Beacons at Crosswalk on Multi-lane Roads and Locations with Poor Visibility

D. Adopt Design Guidelines that Promote Crosswalk Consistency

- *crosswalk signage needs to be consistent and the large caution signs with figure in crosswalk should be changed to yield signs.*
- *The signage is inconsistent and confusing.*

E. Reduce Conflicts by Restricting Turning Movements

- *I am generally in favor of all improvements listed, but I have a concern about #3E " Enact a district wide elimination of right-on-red and left-on-red turning movements in the downtown". This strikes me as overkill, as drivers are generally very aware of pedestrians in downtown.*
- *The crosswalk at the intersection of State & Liberty is a nightmare. Institute no right turn on red for pedestrian safety.*

F. Evaluate and Implement Alternative Signalization Approaches for Intersections with High Conflicts

G. Coordination of Transit Stops and Crosswalks

- *Move bus stops away from crosswalks.*

H. Encourage Roadway Bicycling to Minimize Conflicts with Pedestrians on Sidewalks

- *Bicycle lanes must be vastly improved.*
- *I am concerned about the potential for "biker-blaming" in several of the recommendations; keep the focus on improving the bicycle facilities as a method for decreasing conflicts.*
- *People do not feel safe in our current bike lane/sharrow environment...that is why they are reluctant to use current bike lanes. We need buffered bike lanes.*
- *please consider that novice cyclists may not yet be comfortable with roadway biking (especially in areas of downtown without bike lanes!)*



- *Making it safer to bike on the street will reduce bike-pedestrian conflicts on sidewalks. For example, prior to the recent Packard resurfacing, it was really too dangerous to ride there because of the poor pavement condition. Now it's in great shape and very attractive for bike commuters. Also, the successful Stadium Blvd road diet should be an example for other areas of the city. Traffic flows much better there now, and it's easier for pedestrians and bicyclists to navigate one lane of traffic in each direction.*
- *Dedicated, separated bike lanes -- the only way to safely get off the sidewalk on some roads. Lanes now just disappear or the road condition along the edge is too dangerous to ride on*
- *Finally, build more bike paths. I've heard that cyclists have a hard time riding down the road. Sometimes they can cause havoc flying down the sidewalks as well. Wherever possible, put in bike paths like those at Michigan State. Thanks*
- *If bike lanes are going to mean less vehicle lanes then bicyclists should pay registration and road taxes also. Rarely ever do most of these so called pedestrian and bike improvements get used. Where as everyone drives a vehicle. EVERYONE!*

- I. Widen Shared Use Pathways
- J. Ramp Drainage
- K. Sidewalk Drainage

Other comments related to Objective 3:

- *Focus on permanent physical changes to improve pedestrian safety.*
- *Digital signage that lowers speed limits in school zones or at least enhanced signage that has flashing yellow lights the are on during peak busy hours and the times and speeds posted on the "This Is a School Zone" sign.*

Objective 4: Address the Needs of All Users

- A. Make the Transportation System Accessible for All
 - *accessibility issues should be given greater weight than other issues.*
 - *First, make crosswalks easier to find for totally blind people. This could be done with a curb cut with bubbles on it or a short sidewalk like the ones that go up to bus stops. Secondly, educating folks with disabilities as to how to find and where to find crosswalks Also, when they can and can't cross at them.*
- B. Strengthen the Sidewalk Snow Removal Ordinance
 - *That sidewalks must be CLEAR after it snows.*
 - *I applaud the Task Force for recommending the City investigate the feasibility of city-wide sidewalk snow removal. I'm concerned that toughening the current sidewalk snow ordinance would be counter-productive. It would place additional stress on homeowners, fail to achieve the intended goal of continuously clear walkways, and further postpone the day when we come to regard sidewalks as transportation corridors equal in value to our roadways.*
 - *Asking homeowners to shovel at any little bit of snow is unreasonable, the threshold need to be left the same or raised.*
- C. Set Priorities for the Sidewalk Snow Removal Ordinance Enforcement
- D. Provide Ice Mitigation Resources
- E. Establish Sidewalk Snow Removal Enforcement Appeal Process
- F. Implement a Sidewalk Snow Removal Education Campaign
- G. Implement a Sidewalk Snow Removal Education Campaign



- H. Research Feasibility of City Undertaking Snow and Ice Removal on Public Sidewalks
- I. Install and Maintain Rumble Strips at Roundabouts
 - *Add rumble strips on the road a safe distance from the crosswalk at ALL RRFB's and Roundabouts. A person who is blind or visually impaired can detect when a car is coming and be able to better judge when to cross. Especially when judging two lanes at a time.*
- J. Minimize Conflict between Bicycles and Pedestrians
- K. Encourage Bicycles to stay off the Sidewalk in the Downtown
 - *One of the two main issues is bicycles using the sidewalk*
 - *No bikes on sidewalks downtown needs to include police officers. They set the example.*
- L. Establish a Sidewalk Snow Assistance Removal Program
- M. Regular Enforcement of Pedestrian Crossing Laws
 - *There will continue to be problems with pedestrians and cars if pedestrian laws are not enforced as well as traffic laws. In California, you will immediately get a ticket for not yielding at a crosswalk for a pedestrian.*
 - *Enforce pedestrian crossing at crosswalks only.*
 - *Enforce penalties on pedestrians crossing illegally.*
- N. Targeted Enforcement Aimed at Improving the Yield Rates at Crosswalk Locations
 - *More enforcement hours mandated for pedestrian crosswalks only.*

Other comments related to Objective 4:

- *But also pedestrians crossing against the light or outside a cross walk will draw a ticket as well. I walk ALOT. I am a considerate pedestrian.*

Objective 5: Reduce Distractions and Minimize Consequences

- A. Implement Arterial and Collector Traffic Management to Encourage Driving Speeds of 30 mph or Less
- B. Implement Local Road Traffic Management to Encourage Driving Speeds of 25 mph or Less
- C. Lobby for Greater Local Control Over Speed Limits
- D. Work Toward Lower Speed Limits Citywide of 25 mph or Less
 - *Speeding and aggressive driving is a top issue in our city. Cars are often driving 40-50 mph +. We desperately need a standard 25 mph to increase driver reaction times.*
- E. Implement a Distracted Driving / Walking Campaign
 - *It seems that pedestrians need some training too - I'm a good driver, and yet people I walk or walk into - the street without looking up from their iPhones. Nobody looks both ways anymore!*
 - *Implement educational program for UM students on pedestrian responsibility, ie remove headphones, put down cell phone, pay attention to surroundings when approaching crosswalk, and don't assume that motorists see you.*
- F. Partner with Research Institutions
- G. Implement Local Ordinance that Bans the Use of Hand-held and Hands Free Devices by Vehicle Operators
 - *implement an ordinance that bans cell phone use in cars and on bicycles and have sufficient enforcement*
 - *There is a faction that opposes the crosswalk ordinance because it is different from many other communities; would they have the same objections to city-level ban on hand-held & hands-free devices in cars? [note state already bans their use for teens].*



Other comments related to Objective 5:

- *We have a state-wide ordinance that bans texting while driving (see Michigan Vehicle Code Section 257.602b). We also have laws pertaining to tinting of windows that make the texting ordinance hard to enforce (see MVC Section 257.709). I'm amazed at the number of vehicles I see that have illegal tinting. Apparently this ordinance is not significantly enforced. I think the window tinting laws should be enforced so the texting ordinance can better be enforced.*
- *The city police department, road commission engineers have determined that Newport Rd. safe speed limit should be set at 35 miles an hour after the bridge at M 14. This has not been done to date, why?*

Miscellaneous – Other:

- *Drivers are rushing ... Ann Arbor should be known as a calming environment where courtesy is normal and we are all spending more time outdoors instead of cooped up in sealed vehicles and buildings.*
- *Ann Arbor should want to be a leader in the state as a pedestrian friendly city. If other cities around the country can make this work, so can we! Thank you!*
- *Use division, Detroit, Carey, and high street as your test case intersection, please. It has almost every problem the above survey would address.*

APPENDIX A: Excerpt of Results from A2 Open City Hall report.

Visit a2gov.org/a2opencityhall for the complete report.

Pedestrian Safety and Access Task Force

Which Pedestrian Safety and Access Task Force draft recommendations are most important to you?

All On Forum Responses sorted chronologically

As of July 27, 2015, 9:33 AM



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Pedestrian Safety and Access Task Force

Which Pedestrian Safety and Access Task Force draft recommendations are most important to you?

As of July 27, 2015, 9:33 AM, this forum had:

Attendees:	297
On Forum Responses:	103
Hours of Public Comment:	10.9

This topic started on July 6, 2015, 4:05 PM.

This topic ended on July 27, 2015, 9:08 AM.

Pedestrian Safety and Access Task Force

Which Pedestrian Safety and Access Task Force draft recommendations are most important to you?

Responses

What is your age:

		%	Count
18 to 24 years		1.0%	1
25 to 40 years		32.0%	33
41 to 64 years		54.4%	56
Age 65 or older		11.7%	12
I prefer not to provide my age		1.0%	1

For which purposes do you generally walk? (select all that apply)

		%	Count
Recreation or exercise		88.3%	91
Commute to work		43.7%	45
Shopping		57.3%	59
Other		15.5%	16

How many miles do you generally walk each week?

		%	Count
Less than 2 miles		5.9%	6
2-10 miles		52.0%	53
More than 10 miles		40.2%	41
Other		2.0%	2

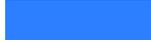
IMPROVE PEDESTRIAN ACCESS AND ENCOURAGE USE

Pedestrian Safety and Access Task Force

Which Pedestrian Safety and Access Task Force draft recommendations are most important to you?

		%	Count
Prioritization System to Eliminate Sidewalk Gaps		33.0%	33
Provide Safe and Accessible Pedestrians Routes in All Construction Zones		20.0%	20
Improve Pedestrian Access through Crosswalk Placement and Spacing		32.0%	32
Improve Crosswalk Maintenance		19.0%	19
Enhance and Maintain Pedestrian Network Connectivity		32.0%	32
Maximize Crossing Time for Pedestrians at Pedestrian Signals		10.0%	10
Provide Accessible and Responsive Pedestrian Push Buttons at Signals		20.0%	20
Land Use Planning that Promotes Pedestrian Travel		51.0%	51
Implement Best Practices for Complete Street Planning and Design		43.0%	43
Develop Placemaking Street Design Guidelines		11.0%	11

IMPROVE UNDERSTANDING OF TRAFFIC LAWS AND LOCAL EXPECTATIONS

		%	Count
Preserve the Pedestrian Crosswalk Law		55.7%	54
Provide a Sustained Public Outreach Campaign		49.5%	48
Implement Gateway Treatments		20.6%	20

Pedestrian Safety and Access Task Force

Which Pedestrian Safety and Access Task Force draft recommendations are most important to you?

		%	Count
Targeted Enforcement Aimed at Improving the Yield Rates at Crosswalk Locations		40.2%	39
Zone Treatments to Address Identified Problems or Barriers to Pedestrian Safety		38.1%	37
Provide Education Materials to Driver Education Programs		22.7%	22
Adopt the Uniform Vehicle Code Definition of a Crosswalk		25.8%	25

IMPROVE THE PHYSICAL CONDITIONS OF THE ROADWAY AND PEDESTRIAN ENVIRONMENT TO REFLECT BEST PRACTICES FOR PEDESTRIAN SAFETY

		%	Count
Improve Sight Lines Between Pedestrians and Motorists		35.0%	35
Improve Lighting at Pedestrian Crossings		35.0%	35
Utilize Active Warning Beacons at Crosswalk on Multi-lane Roads and Locations with Poor Visibility		56.0%	56
Adopt Design Guidelines that Promote Crosswalk Consistency		30.0%	30
Reduce Conflicts by Restricting Turning Movements		13.0%	13
Evaluate and Implement Alternative Signalization Approaches for Intersections with High Conflicts		22.0%	22
Coordination of Transit Stops and Crosswalks		22.0%	22

Pedestrian Safety and Access Task Force

Which Pedestrian Safety and Access Task Force draft recommendations are most important to you?

		%	Count
Encourage Roadway Bicycling to Minimize Conflicts with Pedestrians on Sidewalks		29.0%	29
Widen Shared Use Pathways		20.0%	20
Ramp Drainage		5.0%	5
Sidewalk Drainage		10.0%	10

ADDRESS THE NEEDS OF ALL USERS

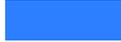
		%	Count
Make the Transportation System Accessible for All		33.0%	33
Strengthen the Sidewalk Snow Removal Ordinance		26.0%	26
Set Priorities for the Sidewalk Snow Removal Ordinance Enforcement		14.0%	14
Provide Ice Mitigation Resources		11.0%	11
Establish Sidewalk Snow Removal Enforcement Appeal Process		1.0%	1
Implement a Sidewalk Snow Removal Education Campaign		9.0%	9
Improve Road Snow Removal Practices to Eliminate Snow Piles on Pedestrian Routes		41.0%	41
Research Feasibility of City Undertaking Snow and Ice Removal on Public Sidewalks		30.0%	30
Install and Maintain Rumble Strips at Roundabouts		8.0%	8
Minimize Conflict between Bicycles and Pedestrians		20.0%	20

Pedestrian Safety and Access Task Force

Which Pedestrian Safety and Access Task Force draft recommendations are most important to you?

		%	Count
Encourage Bicycles to stay off the Sidewalk in the Downtown		17.0%	17
Establish a Sidewalk Snow Assistance Removal Program		19.0%	19
Regular Enforcement of Pedestrian Crossing Laws		32.0%	32

REDUCE DISTRACTIONS AND MINIMIZE CONSEQUENCES

		%	Count
Implement Arterial and Collector Traffic Management to Encourage Driving Speeds of 30 mph or Less		35.6%	31
Implement Local Road Traffic Management to Encourage Driving Speeds of 25 mph or Less		39.1%	34
Lobby for Greater Local Control Over Speed Limits		23.0%	20
Work Toward Lower Speed Limits Citywide of 25 mph or Less		28.7%	25
Implement a Distracted Driving / Walking Campaign		44.8%	39
Partner with Research Institutions		16.1%	14
Implement Local Ordinance that Bans the Use of Hand-held and Hands Free Devices by Vehicle Operators		41.4%	36

Is there anything else that the Task Force should consider when prioritizing recommendations?

Answered	41
Skipped	62

Pedestrian Safety and Access Task Force

Which Pedestrian Safety and Access Task Force draft recommendations are most important to you?

- **all** also ann arbor **bike** cars **crossing** crosswalk
crosswalks **current** cyclists do **downtown** drivers driving example from
lanes lights make **much** need **ordinance** other **pedestrian**
pedestrians people **see** sidewalk sidewalks stop street they **too**
traffic use vehicle walk **where**
