

City of Ann Arbor
Pedestrian Safety & Access Task Force
(PSATF)



Community Wide Meeting

**Wednesday, July 8th
6:30 to 8:30 PM**

Multi-purpose Room , Downtown Library

www.a2gov.org/pedsafety

TODAY'S AGENDA

Welcome, Introductions and Meeting Purpose (10 min)

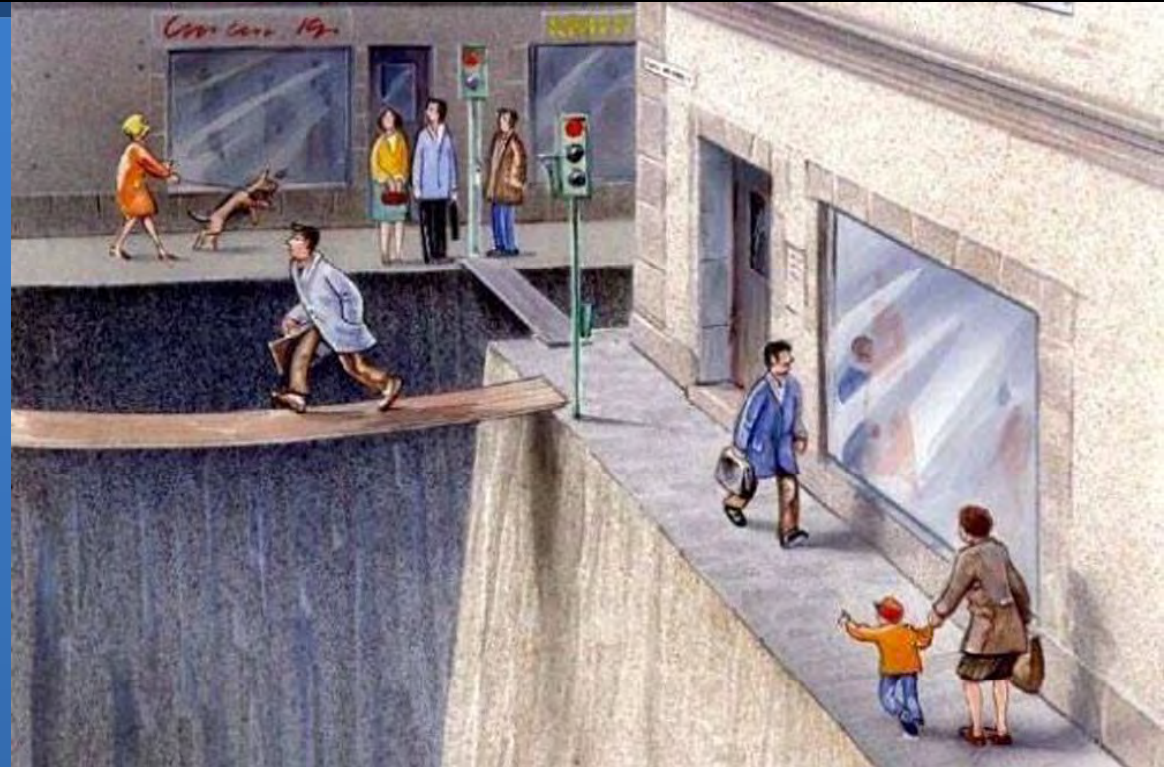
Ice Breaker (10 min)

Present Draft Recommendations (30 min)

Initial Reactions from the Public (20 min)

Next Steps and Call for Action (5 min)

Open House: Prioritization Exercise and Light Refreshments (45 min)



Meeting Purpose:

To present the Task Force's work to date,
and receive feedback on priorities

INTRODUCTION & BACKGROUND

Task Force Members:

- Scott Campbell
- Ken Clark (Secretary)
- Neal Elyakin
- Linda Diane Feldt (Chair)
- Owen Jansson
- Anthony Pinnell
- Sarah Pressprich Gryniewicz
- Jim Rees



- Council appointed Task Force 2013
- Began meeting April 2014
- Report recommendations to City Council in September of 2015

OVERVIEW OF PUBLIC ENGAGEMENT

First Round—Fall 2014

- Community-wide meeting and focus groups identify issues
- Over 900 participants take online survey to prioritize and refine list of issues
- Over 300 participants use web map to identify location of specific issues

Second Round—Spring 2015

- Community-wide meeting and focus groups discuss potential solutions for the identified issues.

Third Round—Summer 2015

- Community-wide meeting and online feedback opportunity to prioritize recommendations.



DRAFT OUTLINE AGENDAS & WORK PLAN

- July 6 – A2 Open City Hall feedback opportunity available online
- July 8 – Community Wide Meeting
- August 5 – Task Force Finalize and Prioritize Recommendations
- August 26- Full Task Force Meeting to approve final report
- September 14 – Task Force presentation to City Council during Work Session

	Jul '15	Aug '15	End of Aug '15	Sept '15
Elements				
Meeting Topics:	Review Draft Recommendations	Finalize Recommendations	Final Approval	Presentation at City Council
Resource Group Meetings	Mon. Jun 22	Mon. Jul 27		
PSATF Meetings	Meeting #16 Wed. Jul 1 5 - 7 pm Basement Conf Room Larcom City Hall	Meeting #17 Wed. Aug 5 5 - 7 pm Basement Conf Room Larcom City Hall	Meeting #18 We. Aug 26 5 - 7 pm Basement Conf Room Larcom City Hall	City Council Work Session Mon. Sep 14
Stakeholder Focus Group (meeting times, dates and locations tentative)				
Community-at-large Meeting (meeting times, dates and locations tentative)	Tues. July 8 6:30 - 8:30 pm Downtown Library Multi-purpose Room			
Surveys (dates are tentative)	A2 Open City Hall Feedback Opportunity			
Online Crowdsourcing Map (dates are tentative)				

FIVE UNDERLYING ISSUES MUST BE ADDRESSED:

Too often, walking is not an available, safe, comfortable or convenient choice

Unfamiliarity and misunderstanding of traffic laws and local expectations

A disconnect between expectations and physical conditions

Failure to consider the perspective of all transportation system users

Distracted roadway users



"I was distracted for a moment. Go on."

SEVEN BEHAVIORS IDENTIFIED BY THE PUBLIC

Motorists passing other vehicles that are stopped for pedestrians in a crosswalk

Motorists failing to stop for pedestrians at midblock crosswalks

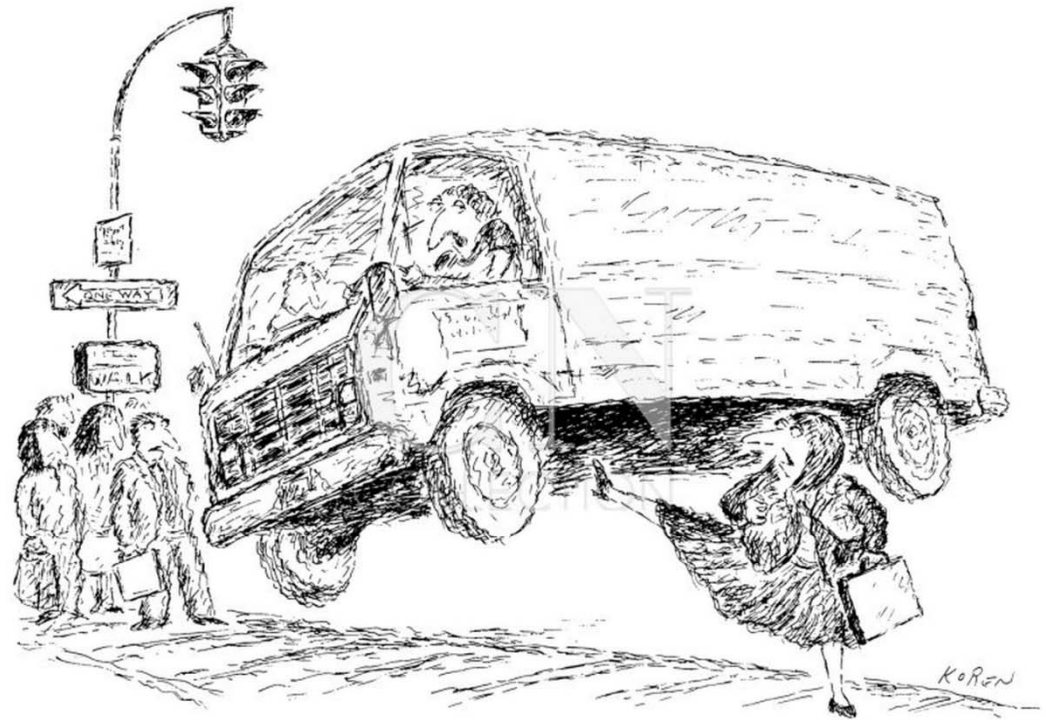
Motorists failing to stop for pedestrians at school crosswalks

Motorists failing to yield to pedestrians when turning at intersections

Inconsistent signing, marking and signaling of crosswalks.

Snow and ice accumulation on sidewalks and crosswalks

Motorists speeding in residential neighborhoods



“In this city, Jack, you learn to respect the pedestrian.”

GOAL: ZERO TRAFFIC FATALITIES

The following objectives directly respond to the five underlying issues:

Improve Pedestrian Access and Encourage Use

Improve Understanding of Traffic Laws and Local Expectations

Improve the Physical Conditions of the Roadway and Pedestrian Environment to Reflect Best Practices for Pedestrian Safety

Address the Needs of All Users

Reduce Distractions and Minimize Consequences

GOAL: VISION ZERO

The City of Ann Arbor should embrace the Vision Zero concept and the following four principles upon which it is based:

Ethics: Human life and health are paramount and take priority over mobility and other objectives of the road traffic system

Responsibility: providers and regulators of the road traffic system share responsibility with users;

Safety: road traffic systems should take account of human fallibility and minimize both the opportunities for errors and the harm done when they occur; and

Mechanisms for change: providers and regulators must do their utmost to guarantee the safety of all citizens; they must cooperate with road users; and all three must be ready to change to achieve safety.

When implementing vision zero, the solutions should be evidence based and the priorities for improvements guided by data.

OBJECTIVE No. 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*
- C. *Improve Pedestrian Access through Crosswalk Placement and Spacing*
- D. *Improve Crosswalk Maintenance*
- E. *Enhance and Maintain Pedestrian Network Connectivity*



OBJECTIVE No. 1 (CONTINUED)

IMPROVE PEDESTRIAN ACCESS AND ENCOURAGE USE

F. Maximize Crossing Time for Pedestrians at Pedestrian Signals

G. Provide Accessible and Responsive Pedestrian Push Buttons at Signals

H. Land Use Planning that Promotes Pedestrian Travel

I. Implement Best Practices for Complete Street Planning and Design

J. Develop Placemaking Street Design Guidelines



OBJECTIVE No. 2

IMPROVE UNDERSTANDING OF TRAFFIC LAWS AND LOCAL EXPECTATIONS

- A. Preserve the Pedestrian Crosswalk Law*
- B. Provide a Sustained Public Outreach Campaign*
- 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*

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*
- 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*



OBJECTIVE No. 3 (CONTINUED)

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

E. Reduce Conflicts by Restricting Turning Movements

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

G. Coordination of Transit Stops and Crosswalks

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

I. Widen Shared Use Pathways

J. Ramp Drainage

K. Sidewalk Drainage

OBJECTIVE No. 4

ADDRESS THE NEEDS OF ALL USERS

- A. Make the Transportation System Accessible for All*
- B. Strengthen the Sidewalk Snow Removal Ordinance*
- 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. Improve Road Snow Removal Practices to Eliminate Snow Piles on Pedestrian Routes*
- H. Research Feasibility of City Undertaking Snow and Ice Removal on Public Sidewalks*

OBJECTIVE No. 4 (CONTINUED)

ADDRESS THE NEEDS OF ALL USERS

I. Install and Maintain Rumble Strips at Roundabouts

J. Minimize Conflict between Bicycles and Pedestrians

K. Encourage Bicycles to stay off the Sidewalk in the Downtown

L. Establish a Sidewalk Snow Assistance Removal Program

M. Regular Enforcement of Pedestrian Crossing Laws

OBJECTIVE No. 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*



OBJECTIVE No. 5 (CONTINUED)

REDUCE DISTRACTIONS AND MINIMIZE CONSEQUENCES

E. Implement a Distracted Driving / Walking Campaign

F. Partner with Research Institutions

G. Implement Local Ordinance that Bans the Use of Hand-held and Hands Free Devices by Vehicle Operators

IMPLEMENTATION STRATEGIES

1. ADVOCACY AND OVERSIGHT

- A. *Identify a Pedestrian Champion*** – The City should designate an authoritative public official to champion and promote pedestrian safety and access throughout the City; and provide them with adequate funding and staff support

- B. *Establish a Standing Committee That Specifically Addresses Pedestrian Safety and Access***

IMPLEMENTATION STRATEGIES

2. PLANNING

- A. *Prepare a Pedestrian Safety Action Plan*
- B. *Update Goals and Objectives in Related City Plans*
- C. *Develop Implementation Scenarios for Recommendations in this Document*
- D. *Develop a Street Design Process/Approval Process*



IMPLEMENTATION STRATEGIES

3. FUNDING

- A. Develop Prioritization System and Yearly Budget for Road Safety Design Funding*
- B. Provide Incentives to Keep Pedestrian Routes Open During Construction*
- C. Evaluate a Millage for Funding Pedestrian Improvements*



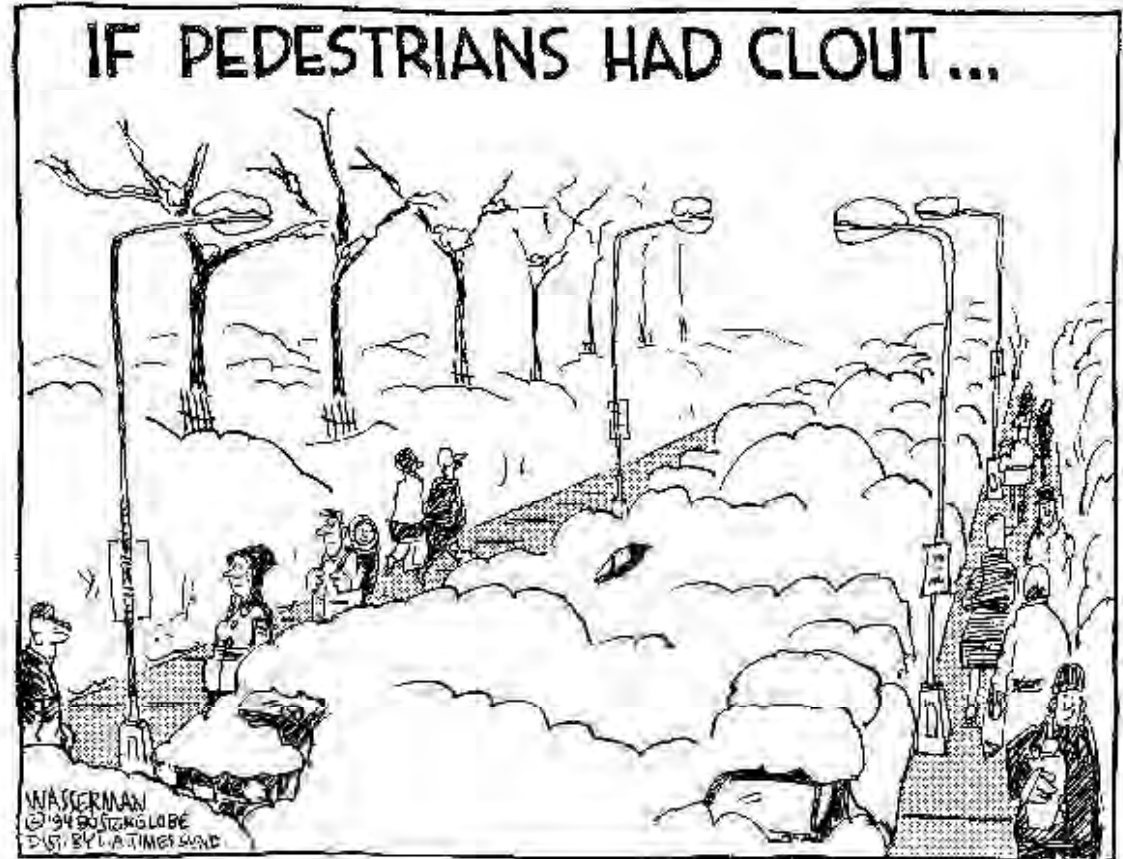
RECOMMENDED DATA COLLECTION

Understanding that there are limited resources available, the PSATF has identified a number of data resources that would be helpful in evaluating existing conditions and determining future improvements.



LARGE GROUP DISCUSSION

- One comment per person until everyone who wants to speak has a chance to do so
- Please keep your comments brief < 2 or 3 minutes
- Your comments will be recorded
- Please use the microphone so all can hear
- You also have the opportunity to provide input in the second half of the meeting, and online through A2 Open City Hall



NEXT STEPS

- Community support
- City Council and Mayor support
- State level initiatives
- Federal level initiatives
- Planning for implementation
- Pedestrian issues have a permanent presence in advising City decision-making



City of Ann Arbor Pedestrian Safety & Access Task Force



To learn more

www.a2gov.org/pedsafety

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