

**PEDESTRIAN SAFETY AND ACCESS TASK FORCE
MEETING #11 – MEETING MINUTES**

Date: Wednesday, February 4, 2015

Time: 5:00 - 7:00 pm

Location: Basement Conference Room – Larcom City Hall

Attendees:

Task Force Members Present, 6; Scott Campbell; Kenneth Clark ; Linda Diane Feldt; Anthony Pinnell; Jim Rees;

Task Force Members Absent, 4: Vivienne Armentrout; Neal Elyakin; Owen Jansson; Sarah Pressprich Gryniewicz;

Public Present, 6: Larry Deck; Kathy Griswold; Eric Lipson; Barbara Lucas; Seth Peterson; refer to Attachment B for sign-in sheet

City Staff Present, 3: Eli Cooper (via phone); Jeff Kahan; Connie Pulcifer;

Consultant Present (The Greenway Collaborative), 2: Norman Cox and Carolyn Prudhomme

Re: Pedestrian Safety and Access Task Force Meeting

Meeting Called to Order: 5:01 pm (Note, quorum wasn't present until 5:35pm)

1. Introductions.
2. Changes to agenda: None, unanimously approved
3. Public Commentary:
4. Changes to notes and minutes from last meeting: None, approved without dissent (with the note that Carol's discussion summary was detailed)
5. Discussion of Land Use/Site Design, Roundabouts, Transit issues
 1. Jeff Kahan gave a presentation on land use / site design issues with respect to pedestrian traffic
 2. Eli Cooper answered questions about pedestrians at roundabouts, with the note that there haven't been any significant pedestrian crashes at roundabouts
 3. There was a brief discussion of transit issues with regard to sidewalks
 4. Linda Diane gave us a briefing on a meeting she had with the UM council for disability concerns
6. Update on Proposed Sidewalk Snow and Ice Removal Ordinance - Proposed changes in legislative review. Scheduled for first reading March 2nd - 16th public hearing & action. 1st substantial change from our proposals is to define the season as October 1st to May 1st. 2nd change is that the two fines are separate charges, and the charges can't be waived judicially. Language revised to clarify that the requirement applies to bus stop pads as well as marked or unmarked crosswalk ramps. Proposed changes are to be presented to Council as a recommendation from the task force. Linda Diane noted that she had heard from the opposition to the changes. Tony pointed out that the Subcommittee had considered that problem, but that people who aren't capable of doing

the clearing should hire someone, and if they aren't financially able, the city provides contact information for service(s) that can help with clearing. Scott pointed out that snow is different from other obligations for homeowners, since it requires more effort, preparation, and variable amount of work. Connie pointed out that accompanying the education needs, the citation will probably need to be changed to make it clear what the ordinance covers. She recommended that the Subcommittee produce some draft talking points for this education effort.

7. Subcommittee Updates

1. Winter Maintenance Subcommittee – minutes attached, next meeting Feb 11th
2. Crosswalk Consistency Subcommittee – minutes attached, next meeting Feb 9th
3. Crosswalk education/Outreach/enforcement/Law Subcommittee – minutes attached, next meeting Feb 18th.
4. Budget/CIP Subcommittee - no update.

8. Next steps discussion

1. March 4th – Planning and Engineering recommendations
2. Task force members will be contacted with further information on how to make recommendations

9. Public Commentary

1. Larry Deck – When WBWC did work about three years ago on crosswalks, they looked at crosswalk design guidelines. They found Boulder to be among the best guidelines. The WBWC's recommendations were based on Boulder's 2006 guidelines. They have summary documents available that they would be happy to provide.
2. Eric Lipson – One area that may not be sufficiently covered in the list of possible recommendations is lighting. He recommends that we contact Chief Seto with regards to Enforcement recommendations. Eric noted that he thinks the enforcement operations in the past involved about two warnings for every citation. With regards to crosswalk signage, some have two pedestrians, whereas others have one pedestrian. For snow clearing, there will be a problem with the frequency of clearing.
3. Seth Peterson - Another note with regards to snow clearing, the mounds of snow created by plowing are actually in the street, so it seems those are actually a city/street issue. Also, the darkness of winter makes it clear that lighting is definitely an issue.
4. Kathy Griswold – There are a lot of operational issues that have developed over the past decade. The school safety committee recommended in the past that school zone signage be put up around schools, but they were told that the distance from the school doors to the road was too far to be acceptable for a school zone. This may be different now than in the past. With regards to lighting, there are some council members who think there is not a lighting moratorium, but staff has indicated that there is.

[Note that as of 6:45, the Task Force no longer had a quorum.]

Meeting adjourned at 7pm. Minutes taken by Sec. Clark

[Secretary note: for all of these meetings there will be two records of the meeting. These minutes are a record of official actions taken and public commentary. Ann Arbor City staff

and/or the consultant on this project, the Greenway Collaborative, will produce a second record of the discussion points of the meeting, with more detail. Both of these records will be available on the Pedestrian Safety and Access Task Force Google Drive repository, available through the City of Ann Arbor website at www.a2gov.org/departments/systems-planning/Transportation/Pages/Pedestrian-Safety-and-Access-Task-Force.aspx

Attachment A: Meeting #11 Discussion Summary

PEDESTRIAN SAFETY AND ACCESS TASK FORCE MEETING #11- DISCUSSION SUMMARY

Note: This is not a direct transcription of the meeting discussion. The following summary has been developed from notes taken during the meeting; comments are paraphrased. Where staff and consultants provided information and responses they are shown in italics.

- Approval of Agenda:
 - Item 5b. Transit-Related and item 5c. Roundabouts were switched.
 - Added item 5d. U of M Council for Disability Update
 - Quorum not present, approval not needed (Attachment C).

- Approval of Meeting # 10 Minutes and Discussion Summary:
 - Unanimous approval.

- Discussion on Land Use / Site Design:
 - What categories of businesses have minimum and maximum parking requirements? *Parking standards were revisited in 1999 with the intent to reduce wasted impervious surfaces and create redevelopment opportunities. Some of the categories covered under the standards include office, retail, bank, medical, dental, research, and industrial. Office and retail were egregiously large and include lots of wasted impervious spaces. Multi-family is not included. There are also bicycle parking standards.*
 - Does the parking lot at Whole Foods on Washtenaw follow parking standards? *That development is called Huron Village and is a Planned Unit Development (PUD). Parking is slightly lower than the minimum because it is a PUD. The developers probably wanted to maximize the square footage on the property. Grocers tend to draw from a wide area and people will stay at a grocery store longer than other locations. Grocers are now asked to go to the middle of the range when going for a PUD. Arbor Hills did not have a Grocer and they have 3.5 parking spaces /1,000 sq. ft.*
 - Are parking standards different in the Downtown? *The Downtown Development Authority (DDA) District is parking exempt. If parking is proposed in the downtown that uses premiums to get higher density (e.g. residential uses) then parking must be provided for the premium portion of the development, either on site or through agreement with DDA.*
 - Was parking required for the Denali Building on Liberty? *Due to the density of that development, parking may not have been required. That building is owner occupied and the developers felt it was important to provide parking to be able to make their project viable.*
 - Are there any concerns with parking or pedestrian access at the proposed Plum Market on Plymouth? *Plum will using an existing building and parking lot. A*

Attachment A: Meeting #11 Discussion Summary

grocer would be in the range of 3.5 to 3.75 parking spaces per 1,000 sq. ft. The existing parking probably has more spaces than that range.

- Was a crosswalk considered on Washtenaw to connect Arbor Hills to Whole Foods when Arbor Hills went in? *Arbor Hills paid for a new intersection at Platt which provides a crossing for pedestrians. A mid-block crossing was considered, but it was felt that it wouldn't function well due to (1) a refuge island would block the left turn lane, which helps to alleviate traffic back-ups from Huron Parkway at peak hours, and (2) the bus stop location may block visibility for pedestrians.*
- The distance between Platt and Huron Parkway on Washtenaw is over 3-football fields long and a lot of people are currently cross mid-block to get between Arbor Hills and Whole Foods. *Reimagine Washtenaw had a current study done on the corridor that took super stops into consideration for transit. The site that was chosen as a desirable location for a super stop was on Washtenaw just west of Huron Parkway. As part of this process, rethinking and evaluation of the non-motorized and transportation elements of the corridor will be considered.*
- Pedestrians avoid the intersection at Washtenaw and Platt because they don't feel safe; due to the curve of the road, visibility and cars turning. *This issue relates to drivers behaving badly. Coordination with Ann Arbor Police for proper enforcement may be needed along with education so motorists and pedestrians understand their roles at those intersections.*
- *City staff uses a checklist when reviewing site plans that addresses non-motorized issues and connections.*
- Does staff encourage non-motorized connections between neighboring developments, even when a road is not implemented (ex. Oakbrook doesn't connect between State and Main)? *City staff encourages interconnection between neighboring developments.*
- What triggers sidewalk gaps to be filled in? *Site plans would trigger a sidewalk to be put in. When it comes to developments, sidewalks are required on both sides of the street. New developments are required to put in sidewalks even if they don't connect to the existing system at this time.*
- Discussion on Roundabouts:
 - Is it true that there have been no pedestrian crashes at roundabouts? *Yes, the design of the roundabout with the curvature of the splitter islands helps to slow traffic as it enters and there is less confusion for pedestrians, since they only have to cross one lane at a time.*
 - Do we know if pedestrian crashes occurred at those intersections before the roundabouts were implemented? *That type of analysis has not been conducted. Nationally studies find a dramatic increase in safety at roundabouts for both motorists and pedestrians.*
 - Based on past discussions, lighting is the biggest issue at roundabouts. The moratorium on lighting needs to be re-evaluated. *Roundabouts are similar to mid-block crossings and a lot of the issues that have come up for mid-block crosswalks have also come up for roundabouts.*

Attachment A: Meeting #11 Discussion Summary

- How is ADA and accessibility handled at roundabouts? Specifically, the roundabout at Huron and Nixon is near Senior Housing. *Members from the Ann Arbor Disability Commission assisted in the design of that roundabout. Rumble strips were put in at that roundabout so pedestrians with visual impairments could hear cars approaching the roundabout. Feedback has been positive.*
- Discussion on Transit-Related Issues:
 - *There are bus stops around the city with a concrete slab that are not connected to the sidewalk system. These pads were put in by theRide to address mud-related issues. There may be some ADA issues on trying to connect these pads to the sidewalk system. The City is aware of this issue and trying to figure out how to address them.*
- UM Council for Disability Concerns:
 - L.D. Feldt gave an update on the UM Council for Disability Concerns meeting that she attended. Refer to Appendix E for a report on the meeting.
- Update on the Proposed Sidewalk Snow and Ice Ordinance:
 - *The proposed ordinance amendments are in the process of legislative review. First reading is scheduled for the March 2nd City Council Meeting and public hearing and action is scheduled for the March 16th meeting.*
 - *Three substantial modifications have been made since the Task Force's last viewing of the ordinance:*
 - Provided a season definition from October 1 – May 31, since there is only one notice per season.
 - Clarifies that fine for citation and charge to clear the sidewalks are two separate financial consequences for violating the ordinance, and clearly states that charges are not waiveable or alterable by the court.
 - Clarifies that the requirement to remove snow from the sidewalk includes bus stops and ramps/walks that lead to marked or unmarked crosswalks.
 - *How are bus stop that are located in an area without sidewalk apply? They do not apply; this is under the sidewalk ordinance and they are not connected to the sidewalk system.*
 - *The ordinance amendments are going to be presented to City Council as a recommendation from the Task Force. The Task Force may consider some methods of communication to the City Council on behalf of the Task Force for both the March 2nd and March 16th meetings. C.Pulcifer will provide the Task Force with the link to Legistar once available to the public (most likely available the Friday before March 2nd).*
 - The opposition feels very strongly against this due to the elderly and people incapable of clearing their own sidewalks. The subcommittee came to an agreement that property owners have rights and dues. If you are elderly, you must hire someone to do it or rely on other resources for assistance. Any fines that are unpaid are included in property taxes.

Attachment A: Meeting #11 Discussion Summary

- *Accompanying this proposed ordinance is an educational component including a redesigned citation/notice that clearly illustrates what property owners are responsible for. This ordinance may not take effect until after the season, so it will give us time to produce supplemental materials and an educational campaign. City Communication staff are standing by should this ordinance get approval.*
- Madison provides a good example for educational materials.
- Are we sure that “no judicial review” will actually pass? *No.*
- Two instances of the ordinances loophole have kicked-in twice this week. Everyone who might have been cited for the 14” snow fall is off the hook.
- *Winter Maintenance Subcommittee could focus on what the communications to City Council about why these ordinance changes are important.*

- Follow-up on Work Zone Related Issues:
 - *J. Kahan provided a memorandum and supplemental resource information on work zone related issues. Refer to Appendix D.*
 - What does it cost to close the sidewalk, how much does the developer have to pay the City? *There is a nominal fee for a barricade permit. It is much cheaper to close off the sidewalk then on-street parking.*
 - Does the public get anything in exchange for the closure of the sidewalk? *Typically a developer will replace the sidewalk and construct streetscape improvements (e.g. trees, bicycle parking, bench).*
 - Sidewalk sheds are have not been put up because of pedestrian safety, issues such as a crane falling on someone’s head; however, when you close the sidewalk, pedestrians walk in the street where they could be hit by a car. Are there any hard numbers that say it is safer to close the sidewalk than put up a shed?
 - It does not seem like pedestrian safety is always taken into consideration when temporary traffic control is under review. Many times signs are placed in a poor location and/or they do not give the pedestrian enough information. *The signage needs to be placed at the intersection to notify pedestrian that the sidewalk will be closed ahead and they need to cross the road.*

- Subcommittee Updates:
 - A. Pinnell gave an update on the Winter Maintenance Subcommittee’s last meeting. A summary of the meeting minutes are available on the [Google Drive](#).
 - J. Rees gave an update on the Crosswalk Consistency Subcommittee’s last meeting. A summary of the meeting minutes are available on the [Google Drive](#).
 - K. Clark gave an update on the Crosswalk Education/Outreach/Enforcement/Law Subcommittee’s last meeting. A summary of the meeting minutes are available on the [Google Drive](#).

- Next Steps:

Attachment A: Meeting #11 Discussion Summary

- Concerned that enforcement is buried within the Pedestrian Safety Action Plan working outline. City Council needs to see enforcement as a major topic. *This is a first draft of the outline and to help the Task Force build their recommendations. The final format of the recommendation for City Council has not been determined yet.*
- Planning and Engineering Recommendations – Roles and Responsibilities
 - Winter Maintenance – Winter Maintenance Subcommittee
 - Crossing the Road – Crosswalk Consistency Subcommittee
 - Sidewalks and Shared Use Paths –
 - Traffic Management –
 - Bicycle Related – K. Clark
 - Transit Related – S. Pressprich Gryniewicz
 - Work Zone Related – J. Rees
 - Land Use / Site Design – S. Campbell
 - Roundabouts – L.D. Feldt
- The Task Force will receive an email on the process and timeline for preparing and submitting planning and engineering recommendations prior to the next Task Force meeting on March 4th.

Attachment B: Sign-in Sheet



CITY OF ANN ARBOR, MICHIGAN
Public Services Area/Systems Planning
301 E. Huron Street
P.O. Box 8647, Ann Arbor, Michigan 48107

Web: www.a2gov.org/pedsafety

SIGN-IN SHEET - PEDESTRIAN SAFETY & ACCESS TASK FORCE

TASK FORCE MEETING #11

Date: Wednesday, February 4, 2015

Time: 5:00 - 7:00 pm

Location: Basement Conference Room - Larcom City Hall (301 E Huron Street)

NAME

SETH PETERSON

Larry Deck

Eric Lipson

Kathy Griswold

Barbara Lucas

Attachment C: Agenda



CITY OF ANN ARBOR, MICHIGAN
Public Services Area/Systems Planning
301 E. Huron Street
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AGENDA - PEDESTRIAN SAFETY & ACCESS TASK FORCE

TASK FORCE MEETING #11

Date: Wednesday, February 4, 2015

Time: 5:00 - 7:00 pm

Location: Basement Conference Room – Larcom City Hall (301 E Huron Street)

Chair: Linda Diane Feldt

Secretary: Ken Clark

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| 1. Introductions | 5 – 5:05 pm |
| 2. Approval of Agenda | 5:05 – 5:10 pm |
| 3. Public Commentary (3 minutes/speaker, limit three speakers) | 5:10 – 5:20 pm |
| 4. Approval of Meeting #10 Discussion Summary | 5:20 – 5:25 pm |
| 5. Discussion and Action Items | 5:25 – 6:10 pm |
| a) Land use/site design (15 minutes) | |
| b) Roundabouts (15 minutes) | |
| c) Transit-Related (15 minutes) | |
| d) U of M Council for Disability Update | |
| 6. Update on the Proposed Sidewalk Snow & Ice Ordinance | 6:10 – 6:15 pm |
| 7. Subcommittee Updates | 6:15 – 6:35 pm |
| a) Winter Maintenance Subcommittee (5 minutes) | |
| b) Crosswalk Consistency Subcommittee (5 minutes) | |
| c) Crosswalk Education/Outreach/Enforcement/Law Subcommittee (5 minutes) | |
| d) Crosswalk Budget/CIP Subcommittee (5 minutes) | |
| 8. Next Steps | 6:35 – 6:55 pm |
| a) March 3 rd Task Force Meeting | |
| b) Updated Pedestrian Safety Action Plan Working Outline | |
| c) Planning and Engineering Recommendations – Roles and Responsibilities | |
| i) Winter Maintenance | |
| ii) Crossing the Road | |
| iii) Sidewalks and Shared Use Paths | |
| iv) Traffic Management | |
| v) Bicycle Related | |
| vi) Transit Related | |
| vii) Work-zone Related | |
| viii) Land use/Site Design | |
| ix) Roundabouts | |
| 9. Public Commentary (3 minutes/speaker) | |

Resource Group Participation: Jeff Kahan and Eli Cooper (via phone)

Attachment D: Memo – Pedestrian Access During Construction

Note: This memorandum was provided as a handout during the meeting. Supplemental resource information that was provided at the meeting has been posted to the [Google Drive](#) under Other Resources > Pedestrian Access During Construction.

MEMORANDUM

TO: Pedestrian Safety and Access Task Force

FROM: Jeffrey Kahan, Planning and Development Services

SUBJECT: Pedestrian Access During Construction

DATE: February 4, 2015

In response to questions from the Task Force, I have assembled some information regarding policies for providing pedestrian safety and access in work zones. This information comes from a variety of sources including the City's Building Official, the Building code, and representatives of Public Services and the Downtown Development Authority.

1. The Building Official responds to proposals from developers to shut sidewalks to accommodate construction activity. One of the main issues the Building Official considers is the safety of pedestrians. In some cases, even a shed can't protect pedestrians from some construction related activity and falling debris. Cranes and other construction equipment often extend into sidewalks and parking lanes.
2. The Building Official can require access even after construction has begun.
3. Sheds or other forms of sidewalks might result in lane closures which can substantially restrict vehicular access for an extended period of time affecting peak period traffic flow. Eliminating a travel lane in some streets such as Huron would have significant impacts on vehicular vehicle congestion which also might affect access of emergency vehicles.
4. Sheds or other forms of sidewalks might cross the main access point to the construction site (which accommodates the delivery of building materials) which would create the potential for safety issues.
5. Sheds are currently not required. The City would need to amend Chapter 47 to require sheds if the City wanted them installed for every construction project.
6. If sheds are constructed, they must be ADA compliant.
7. The 2009 Building Code includes a section called, "Protection of Pedestrians" (section 3306) which provides more detailed information.
8. A barricade permit is required for construction that impacts the sidewalk. Public Services issues barricade permits.
9. Every temporary traffic control reviewed by the City is reviewed with pedestrian circulation in mind. At least one sidewalk must be accessible at every block with appropriate signs providing information of sidewalk closures ahead and pedestrian traffic detours signed. If sidewalks must be closed, appropriate detours or temporary paths must be secured. Examples are Washtenaw closure which redirected pedestrian traffic to University property, or Church Street closure which designated street pavement as a temporary pedestrian walkway.

Attachment D: Memo – Pedestrian Access During Construction

10. The DDA does not have a policy in place that specifically addresses the temporary removal of parking to accommodate pedestrian access during construction. The DDA has a policy in place that allows for meter bag rental as part of a construction project. If a contractor was required to provide pedestrian access during construction (and a parking lane was needed to accommodate this access), the developer could request meter bags and pay \$20 per day per parking space for each day occupied.
11. The DDA supports keeping sidewalks and on-street parking spaces open during construction because they are important for maintaining access to businesses, services, homes, places of employment, etc. However, the DDA defers to City staff to determine if the temporary removal of parking and sidewalks is advisable.

Attachment E: UM Council for Disability Concerns Report

Note: This report was emailed to the Task Force after their meeting.

Here is my report from the meeting with the UM Council for Disability Concerns. I was invited by Anna Ercoli Schnitzer, Disabilities Librarian for the UM Health Science Libraries.

There were about 25 people in attendance, representing very diverse parts of the UM campus, academic, medical, and other leaders from groups with similar interests.

I had about 25 minutes to present and listen, and had more discussions for about 1/2 hour afterwards.

I briefly shared the scope of our task, some of the early priorities including winter clearance and access to bus stops, the A2Fixit program and encouraging its use, and where to get more info on the task force and meeting attendance.

Then I mostly listened, took notes, and clarified a few misunderstandings about the crosswalk ordinance and the information on beacons and the HAWK light.

Before the meeting I learned that the UM has a program to clear sidewalks and entrances on a priority basis for routes that have been identified as being used by disabled students and I believe also faculty. During this most recent storm that went very well and there were no complaints.

Concern was expressed about any enforcement of the sidewalk clearing ordinance, as elderly and disabled home owners may not be able to do this. There was discussion on recruiting fraternities to help, information that the city already helps elderly homeowners, and that fraternities don't do a great job on their own. One person felt strongly that only businesses should be reported, with private homes a walker should try to talk with the homeowner and possibly volunteer to help. {FYI if you click into the view pages on the A2Fix It there is a banner add for how to get help or offer help for shoveling. I haven't clicked through but this is a great potential resource as well and very obvious if you are following Fix It issues}

It was stated that the crosswalk law is unenforceable, there are sight issues, and there is confusion. There was a lot of talk about this issue and examples. Also, UM police cannot enforce the Ann Arbor crosswalk law as it is not in their jurisdiction and they follow state law only.

Hearing impaired people can't hear the warning most of those signals use that "Drivers may not stop for pedestrians".

Many green lights aren't long enough for a disabled or cognitively impaired person to cross. the one example given was E. Huron at Glen,

There was an interesting discussion of people who need more processing time, including some with autism, and that consistency helps a great deal to be able to process what to do at an intersection. Someone wondered if bus drivers are trained to deal with autistic populations who may present differently than other passengers?

Visual information may be very important for a person who has trouble with communication.

Attachment E: UM Council for Disability Concerns Report

Another example was given that at Hogback and Washtenaw a woman couldn't get off the bus and then make it across the intersection. So she is now taking a cab. Could city buses help people like this by using flashers similar to school buses?

Wheelchair users as well as someone who uses a rolling luggage set up to carry computers and other work needs has been unable to use this as the paths are shoveled near her home at Packard and Platt, but not wide enough. She was unaware that the ordinance requires the entire sidewalk be cleared, and so she will try A2FixIt.

Bus stop accessibility was discussed, and how plowing often destroys the shoveling efforts that have been made. There was talk about the adopt a bus stop program.

More emphasis on how consistency benefits the disability community including the idea that as part of rehabilitation and training people are trained in how to respond and essentially how to cross the street. If change or ambiguity is added, they will have trouble adapting. What is easiest it to do what they are trained to do.

After the meeting there was further discussion about crosswalks, and even the idea that no law and no crosswalks would be safer. It was teh strong impression of the chairman that no progress has been made in enforcement or compliance since the new crosswalk law was introduced ears ago. The group was also very skeptical that the yellow blinking lights are showing better compliance than the hawk signal. There was strong opinion mostly form teh chair that red lights are always better.

I was asked to attend a city disability meeting in March, and will be contacted about the details by Sally Peterson.

We also can come back to this group at any time I need to follow up with information about our public and stakeholder meetings in March.

I found the comments helpful both in understanding where we need to target information, as well as elevating some disability concerns for me especially the issue of cognitive impairment and how it can be a concern with being a pedestrian.

Linda Diane Feldt, Chair
Pedestrian Safety and Access Task Force
734-662-4902