



# City of Ann Arbor Pedestrian Safety & Access Task Force



**Task Force Meeting**

**Wednesday, February 4, from 5 to 7 PM**

**Basement Conference Room ,  
Larcom City Hall**

[www.a2gov.org/pedsafety](http://www.a2gov.org/pedsafety)



**The Greenway  
Collaborative, Inc.**



# 1. Introductions

## Task Force Members:

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



## City Staff:

- *Eli Cooper, Transportation Program Manager  
(via phone)*
- *Jeff Kahan, City Planner*



## 2. Approve Agenda

- Key meeting outcomes:
  - Land sue/ site design
  - Roundabouts
  - Transit Related Issues
  - Proposed Sidewalk Snow and Ice Ordinance Update
  - Subcommittee Updates
  - Updated PSAP Working Outline
  - Planning and Engineering Recommendations

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) Transit-Related (15 minutes) → **Roundabouts (15 Minutes)**
  - c) Roundabouts (15 minutes) → **Transit Related (15 Minutes)**
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<sup>rd</sup> 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)

***Request to change order of Discussion and Action Items b and c***

*Meeting Packet Available on PSATF's Google Drive  
<http://tinyurl.com/npdjeaz>*



## 3. Public Commentary

- Limit to 3 speakers
- 3 minutes per speaker
- If you comment at the beginning of the meeting you cannot comment at the end





# 4. Approval of Meeting #10 Discussion Summary

- No proposed changes submitted prior to today's meeting

## PEDESTRIAN SAFETY AND ACCESS TASK FORCE MEETING #10 – MEETING MINUTES

**Date:** Wednesday, January 8, 2015

**Time:** 5:00 - 7:00 pm

**Location:** Basement Conference Room – Larcom City Hall

**Attendees:**

Task Force Members Present, 7: Vivienne Armentrout; Scott Campbell; Neal Elyakin ; Linda Diane Feldt; Anthony Pinnell; Sarah Pressprich Gryniewicz; Jim Rees;  
Task Force Members Absent, 2: Kenneth Clark; Owen Jansson  
Public Present, 4: Richard Hausman; Kathy Griswold; Barbara Lucas; Eric Lipson; refer to Attachment B for sign-in sheet  
City Staff Present, 3: Eli Cooper, Cynthia Redinger, 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: 5:00 pm

1. Introductions.
2. Changes to agenda: No changes to the agenda.
3. Public Commentary:
  1. Richard Hausman – Would like to get more feedback on how and if an issue is addressed when posting a complaint to A2 Fix It, otherwise it is difficult to tell if it is effective.
4. Approval of Meeting 8 Discussion/Minutes – minutes approved.
5. Discussion and Action items
  1. Traffic Management
  2. Work-zone Related
  3. Bicycle Related
6. Update on the Proposed Sidewalk Snow & Ice Ordinance – C. Pulcifer gave an update on the status of the proposed sidewalk snow and ice ordinance which first reading was postponed due to concerns of enforceable procedures for noticing and ticketing that require additional discussion and editing.
7. Snowbuddy Update – V. Armentrout moves that the Task Force applauds the efforts of a private entity to undertake the evaluation of the Snowbuddy program and eagerly anticipates the results. Seconded by S. Pressprich Gryniewicz. Unanimous approval.
8. Subcommittee Updates.
  1. Crosswalk Budget/CIP Subcommittee – V. Armentrout gave an update on state funding actions for transportation, the capital improvement plan and Act 51.



## 5a. Land use / Site Design

- City Codes for Future Development
  - Buildings that define roadways
  - Mixed use development
  - Roadway connectivity
  - Parking
  - Access Management
  - School siting
- Design Standards
- Pedestrian Traffic

### Land Use / Site Design: Future Development

1. Describe city codes that have been adopted for future development that create a pedestrian-friendly environment for each of the following:
  - Buildings that Define Roadways: Our A2D2 effort included 5 areas of focus. Of the 5, two related directly and indirectly to building placement that help define roadways. They include 1) new downtown zoning standards that affect building placement (setbacks and step-backs), and 2) design guidelines that helps encourage more pedestrian friendly and interactive design.
  - Mixed Use Development: Our Area, Height, and Placement effort 3 years ago resulted in higher non-residential densities in commercial districts (office and retail zoning districts, both of which allow mixed use), taller buildings, and reduced front setbacks (including, for the first time, maximum setbacks that required new buildings to be closer to the sidewalk). These changes were intended to, among other things, encourage the redevelopment of underutilized commercial centers and encourage new mixed use development. New development brings with it the need for developers to upgrade their site related to things like new sidewalks, bicycle amenities, and periodically, improvements to transit facilities.
  - Roadway Connectivity: Staff has historically encouraged developers to connect residential and non-residential uses to surrounding sites. City Master Plans include language that encourages neighborhood connectivity. New access roads into established residential neighborhoods typically results in neighbors expressing concern to City Council. City Council typically supports neighborhood opposition to these roadway connections although non-motorized connections have historically been supported.
  - Parking: In 1999 and 2000, City Council approved major changes to the City's Off-Street Parking standards (Chapter 59). The amendments substantially reduced the amount of required parking for office, retail, banks and medical/dental office uses. The amendments also imposed a maximum amount of parking that could be provided with new development. These changes substantially increased opportunities for new mixed use development projects to be constructed on underutilized sites. The changes also incentivized the complete redevelopment of outdated and underutilized development projects that has resulted in new non-motorized facilities being constructed. Arbor Hills Crossing (Washtenaw at Platt) is an excellent example of a project that resulted from the amendments to Area, Height, and Placement and Off-Street Parking and provided amenities such as new public sidewalks and paths, new bicycle parking facilities, a new



## 5b. Roundabouts

- Design Standards for single-lane and multi-lane
- Lighting and visibility
- Speed tables
- Accommodating pedestrians with vision impairments
- Use of Flashing Beacons (RRFB, HAWK)
- Reducing speeds in roundabouts

### Roundabouts:

4. What design standards does the City use for single-lane and multi-lane roundabouts?

The City was responsible for design of the roundabout at Huron Parkway and Nixon intersection. The following standards were used: AASHTO A Policy on Geometric Design of Highways and Streets. NCHRP Report 672: Roundabouts: An Informational Guide. NCHRP Report 572 Roundabouts in the United States. Michigan Manual of Uniform Traffic Control Devices.

5. What can be done to improve lighting and visibility of pedestrians at roundabouts?

Additional streetlights can be added, similar to the ones used at Huron Parkway / Nixon roundabouts

6. Have speed tables been considered for roundabouts?

No. The horizontal geometry reduces the speed of traffic.

7. How are pedestrians with vision impairments accommodated in a single-lane and multi-lane roundabout?

Similar to all crosswalks, by use of detectable surfaces, truncated domes. Members of Ann Arbor Disability Commission inspected existing roundabouts and shared the results with the design team for Huron Parkway Nixon roundabout. As a result rumble strips were added to help differentiate the noise of vehicles leaving the roundabout from other traffic.

8. Can flashing beacons and pedestrian hybrid beacons be used at roundabouts to draw attention to pedestrians in the crosswalks

Yes. However, it should be noted that pedestrian crashes have not been an issue at roundabouts in Ann Arbor.

9. What can be done to help slow motorists prior to entering the roundabout - especially in off-peak hours when cars tend to use both lanes, allowing them to travel at high speeds?

A deflection of the vehicle approach is a standard feature of every roundabout. A small radius helps reduce the speed of approaching traffic. Additional public education and enforcement are strategies that may be effective in communicating responsible driving behaviors for these locations.



# 5c. Transit Related Issues

- Crosswalk Location
  - Visibility
  - Existing Sidewalks
  - Destinations
  - Road Crossings
- Accessibility and universal access
- Lighting

## Transit Related Issues:

### Bus Stop Design & Locations

10. How do AAATA and the City determine the location of crosswalks in regards to destinations, visibility, sidewalks, and access across the road?

The Ride typically submits ridership activity data to the City showing which bus stops have the highest ridership. The Ride meets with city staff at pre construction meetings to address bus stop placement, accessibility and safety. The Ride works with the City and County coordinating new crosswalks with bus stops, a good example of this is the crosswalk on Packard at Burton (US-23 overpass) the bus stops were relocated far side of the crosswalk on both sides of Packard creating a Z pedestrian pattern. This location is a good model of the new guideline for locating stops at crosswalks. However, guidelines and formulas cannot be applied at every location. There are complex situations with the multiple access points and other variables that may exist. Ultimately the City determines the location of crosswalks.

Since the crosswalk ordinance was implemented by the City, a coordinated effort including the Ride and City staff assessed bus stops near crosswalks. 40 bus stops were evaluated as part of this effort. 25 bus stops were relocated 50 ft. far side of crosswalks. Some bus stops are still under review and can be included in future projects.

11. Does the City collaborate with AAATA to evaluate bus stop accessibility and improve universal access?

The City coordinates with The Ride on various projects regarding bus stop accessibility during the course of the year. Bus stop ADA concrete pads are discussed and often included in City road projects and sidewalk projects. One challenge is sidewalk elevation. To meet the standard for recommended bus stop accessibility, sidewalks that are elevated need to be tapered down to bring the bus stop pad/ landing in at 2% (sidewalk to curb)

12. Does the City collaborate with AAATA to evaluate lighting at bus stops and improve lighting?

City staff can include bus stop locations as part of the criteria for selecting light pole locations if the moratorium is lifted. Quite often the Ride locates stops to take advantage of existing lighting features. The Ride is prepared to cooperate with City staff during the selection process for lighting. It is assumed there are many technical challenges other than just bus stops, however, since bus stops generate significant pedestrian activity they merit consideration in the street lighting decision process.

Standard crosswalk configuration :  
Bus stop 50 Ft. far side of the crosswalk



- Encourages pedestrians alighting the bus to use the crosswalk.
- Better site lines for motorists and pedestrians.
- Coordinates transit operations with traffic patterns
- Takes advantage of lighting features

*Bus stops should be located close to adequate crossing facilities to encourage pedestrians to use crossing and reduce jaywalking - FHWA*

Presentation to Ann Arbor City Council  
Work Session  
December 12, 2011







## 6. Update on Proposed Sidewalk Snow & Ice Ordinance

- The ordinance was not ready for first reading at City Council's January 5<sup>th</sup> Meeting
- Staff have identified details concerning enforceable procedures for noticing and ticketing that require additional discussion and editing





## 8. Subcommittee Updates

- a) Winter Maintenance Subcommittee
- b) Crosswalk Consistency Subcommittee
- c) Crosswalk Education/Outreach/Enforcement/Law Subcommittee
- d) Crosswalk Budget/CIP Subcommittee - no meetings at this point



### Upcoming Subcommittee Meetings:

Crosswalk Consistency – Feb 9

Winter Maintenance – Feb 11

Crosswalk Education/Outreach/Enforcement/Law – Feb 18

*Please let fellow subcommittee members know if you are unable to make a scheduled meeting.*

*Notify Kayla Coleman and Connie Pulcifer if a meeting is going to be canceled.*



## 9. Next Steps

- Next Task Force Meeting is March 4th
  - 5pm to 7pm
  - Basement Conference Room , Larcom City Hall
- Focus of the meeting will be Planning and Engineering Recommendations
- Staff Participants
  - Eli Cooper, Transportation Program Manager
  - Cynthia Redinger, Traffic Engineer



- March – Planning and Engineering Recommendations
- April – Education Recommendations
- May – Enforcement and Operations Recommendations
- June and July – Refinement of Recommendations
- Final Recommendations completed August 2015



# 9. Updated Pedestrian Safety Action Plan Working Outline

- Reformatted to align with the Issues and Resource Briefs
- Includes potential recommendations based on past Task Force discussions and public engagement
- Structured to be concise; references meeting notes and briefs rather than reiterating past materials
- General costs and priorities could be provided
- Provides links to supporting documents

## IV. Maintenance Related

Background Information: [Sidewalk Winter Maintenance Issues and Resources Brief](#)

*\*Potential recommendations based on Task Force discussions and public engagement are listed below*

- A. **Eliminating Community Standards “one-warning-per annum” policy for violation of snow and ice clearance ordinance;** refer to Winter Maintenance Subcommittee Meeting Notes on 1/14/15.
  - i. **Recommendations:**
    1. Keep 1 warning per season in proposed ordinance. Note, warning is for 24 hours only; if snow/ice not cleared, this first offense per season will be cited as a violation. [LEGISLATION]
    2. Conduct follow-up Effectiveness Analysis and report back to leadership. [LEGISLATION]
  - ii. **Priority:** (ex. 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>)
  - iii. **Cost:** (ex. High, Moderate, Low)
- B. **Clarify precisely who is responsible for snow and ice clearance of bus stops;** refer to Winter Maintenance Subcommittee Meeting Notes on 11/21/14 and 1/14/15.
  - i. **Recommendations:**
    1. Include diagrams and descriptive language of what needs to be cleared in education pieces, warning notices, etc. [EDUCATION]
    2. As feasible, include language in the proposed ordinance to make clear: “Including, but not limited to...sidewalks, ramps, bus stops, [etc]...” [LEGISLATION]
  - ii. **Priority:** (ex. 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>)
  - iii. **Cost:** (ex. High, Moderate, Low)



## 9. Updated Pedestrian Safety Action Plan Working Outline

- Goal is to make sure we have at least a basic recommendation for all of the issues identified
- Some issues may be combined and expanded as recommendations are developed
- We will get to prioritization and costs in June and July
- Final product due in August
- Ideally, subcommittee's or individuals would submit draft recommendations a week prior to meeting
- Resource group will provide feedback as we go along

**Issue:** Inconsistent signing, marking and signaling of Crosswalks

**Recommendations:** Basics for March Meeting

1. Develop crosswalk guidelines that provide consistent signing, marking and signaling of crosswalks [Engineering/Planning]

When developing crosswalk guidelines, the following elements should be considered:

- Hierarchy of signs, markings and signals based on roadway classification and context
- Use and placement of stop bars

Refine as time allows through July

2. Education campaign so motorists and pedestrians understand the signs, markings and signals and their responsibilities [Education] April Meeting

3. Develop a sign policy to retrofit existing signs to be consistent with the crosswalk guidelines [Legislation]

May Meeting



# 9. Planning and Engineering Recommendations

## Roles & Responsibilities:

- Winter Maintenance
  - Winter Maint. Subcommittee
- Crossing the Road
  - Crosswalk Consistency SC
- Sidewalks & Shared Use Paths
- Traffic Management
- Bicycle Related
- Transit Related
- Work-zone Related
- Land Use/Site Design
- Roundabouts



Focus is on Planning and Engineering Recommendations for next month

You can go ahead and look at policies, programs, etc. but main objective is to have the first pass of the planning and engineering recommendations completed



## 9. Envisioned PSATF Final Product

- Submitted to City Council in August
- Currently thinking that there would be three main parts:
  - Introduction
  - Concise Outline of Issues, recommendations, costs and priorities
    - Links to supporting documents
  - Staff Assessment

Introduction of Key Issues and Process

Concise Outline of Issues, recommendations, costs and priorities

Staff Assessment of the Current Pedestrian Safety Initiatives and What Resources are Needed to Move Forward



## 10. Public Commentary

- 3 minutes per speaker
- If you commented at the beginning of the meeting you cannot comment at the end







# City of Ann Arbor Pedestrian Safety & Access Task Force



## Questions?

Norman COX, PLA, ASLA and  
Carolyn Prudhomme, ASLA

**The Greenway Collaborative, Inc.**  
Ann Arbor, Michigan

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