

**PEDESTRIAN SAFETY AND ACCESS TASK FORCE
MEETING #4 – MEETING MINUTES**

Date: Thursday, July 17, 2014

Time: 5:00 - 7:00 pm

Location: Traverwood Library, Program Room

Attendees:

Task Force Members Present:9, Vivienne Armentrout; Scott Campbell; Kenneth Clark; Neal Elyakin; Linda Diane Feldt; Owen Jansson; Anthony Pinnell; Sarah Pressprich Gryniewicz; Jim Rees

Public Present: Steven Kronenberg; refer to Attachment B for sign-in sheet

City Staff Present, 1: Connie Pulcipher

Consultant Present, 2: Norman Cox and Carolyn Prudhomme

Re: Pedestrian Safety and Access Task Force Meeting

Meeting Called to Order: 5:02pm

1. Changes to agenda: None, unanimously approved
2. Notes from last meeting:
3. Most of this meeting was a discussion with the new consultant on a work process/goals/objectives/community outreach.
4. Public Commentary:
 - a. Steven Kronenberg long time advocate for Safe Routes to School & bicycling safety. Also worked with Safe Kids of Huron Valley, which is receiving a grant to improve Safe Routes to School. Appreciates the direction of this group to work quickly to improve conditions for non-motorized transportation. We have problems throughout town for all non-motorized transportation. We need to teach and change the culture of motor vehicle hegemony on our public roads (See Attachment D). Many of the great features of our local situation and ordinances are relatively unknown.

Meeting adjourned at 6:59pm. 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 #4 Discussion Summary

PEDESTRIAN SAFETY AND ACCESS TASK FORCE MEETING #4 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:
 - Unanimous approval of agenda (Attachment C)
- Approval of Meeting # 3 discussion summary:
 - Unanimous approval of discussion summary
- Work Plan:
 - Task Force Priorities within the Process Framework
 - This document shows when task force priorities will be addressed throughout the length of the project.
 - This document is a work in progress and will be posted to the Task Force's Google Drive.
 - It was clarified that the priority issues identified by the Task Force were never fully discussed; they were based on previous correspondence and compiled into a document.
 - Is it the Task Force's role to expand on this list of priorities or rank/order the priorities? *The prioritization is part of the process; we will be taking these issues and looking at them throughout the process rather than a meeting devoted to each item. This list is not ranked and is not a final list; we will be developing and ranking these items as we go through the process.*
 - Annotated Outline
 - This document provides a general outline for a Pedestrian Safety & Access Action Plan (PSAP) and will be expanded throughout the project.
 - This document is a work in progress and will be posted to the Task Force's Google Drive.
 - Will City staff have time to complete recommendations if the recommendations are made during the process? *You can certainly make recommendations to staff; however it depends on what the recommendations are, what funding resources are needed and what staff time is required.*
 - How is this process passed on once the Task Force provides recommendations to City Council? Who will take it over, staff or a consultant? Is it funded? *Development of a PSAP is currently not funded in the CIP. It is identified as an action item in the City of Ann Arbor 2013 Non-motorized Transportation Plan. It is unknown at this time who will take over the project and whether it will be staff or a consultant.*

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- Since we don't know for sure what will happen after the Task Force process is complete, the Task Force's job should be to advocate for the completion of a PSAP so it can move forward once the Task Force's role is complete.
- Is a PSAP required by the Complete Streets Legislation? *No, there are very few in existence, and this would probably serve as a model for future plans in Michigan. Having a plan in place can be helpful or sometimes required for funding opportunities.*
- City Council Resolution to Appoint a Pedestrian Safety & Access Task Force:
 - How do we access sidewalk data at home? *The data is mapped by the City and in a GIS format, which may be difficult to view unless you have the specific software. The best way to handle that is to have a staff person come in at the right time and give an overview of the dataset. We will try and get sidewalk information to you in the best format we can.*
 - Can the City fill all sidewalk gaps without the property owner's consent/opinion? *There have been some initial discussions and that is a good question for when the City staff representative comes in. The City would not be able to fill all the gaps right now because complete funding has not been allocated..*
 - What's the difference between a gap and what's just pure absence? *That will be a fairly complex discussion and will be addressed through prioritization, funding and strategy.*
 - Easy Street is a recent example of a sidewalk project that the group should look at, as sidewalks were only installed on one side of the street after an involved process.
 - Sidewalk gaps and maintenance are a complex discussion and the Task Force is anxious to get started on it.
 - Snow clearance and maintenance should be discussed before winter, as there may be opportunities to implement recommendations in the upcoming season.
 - Snow clearance is important from a transit perspective, as it is usually the route to the bus stop that is most difficult for users.
 - Residents may be concerned about special assessments to put in new sidewalks because the City doesn't have to pay for those.
 - Are sidewalks required in all new developments? Is it dependent on the zone? *Another good question for when the City staff person comes in to give an overview on sidewalks.*
 - When the City created this resolution they specifically talked about sidewalk gaps, therefore some of us believed that to be important, and it should be a priority for us to know about. Can staff from the City come in and talk to us relatively soon so we can understand sidewalk issues better? *A Resource Group has been set up, which meets about a week before the Task Force and has members from all different City Units. Part of this group's task is to determine when staff representatives come in to give presentations to the Task Force. The Resource Group already talked about getting the CIP and GIS representatives to participate in the Task Force meetings when the time is right. You will be hearing*

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from the subject experts at the City on what resources are available to help you make decisions.

- *It would be helpful to get City staff in here next meeting to discuss sidewalk maintenance/snow clearance. Our next task is community engagement and is a very critical step in keeping the project on schedule. We recommend we keep on track with community engagement and try and see if we can fit it in somewhere else.*
 - *Should we make recommendation to City Council as we go or just dump a bunch in their lap at the end? That was the purpose of the working outline, where we aren't waiting until August of next year to bundle everything up. We will have to look at the schedule and may want to adjust some things to address snow removal prior to the winter season so we can take advantage of that opportunity.*
 - *The city website has a typo, appointing the Task Force to 2099. C. Pulcifer will have it corrected. Post meeting note: 2099 is a default date, auto-filled, when a resolution does not note when a Task Force or Advisory Committee's appointment end.*
 - *We should create sub-committees to help break up the tasks. City Council has a resolution stating that all task force subcommittees must follow the Open Meetings Act. It is silent on whether a quorum is required. Subcommittee meetings must be posted and open to the public, allow for public commentary, and must be held in a publically accessible location. Both the City Council Resolution and Open Meeting Act Guidebook are posted to Task Force's Google Drive.*
 - *It would be nice if someone did some background research on some of the main topics, such as sidewalk gaps, sidewalk maintenance, road crossings and bike lanes and then put together a FAQ on the information. The Resource Group could put some of this information together ahead of time. A Frequently Asked Questions page can be created on Task Force's Google Drive for Task Force members to refer to for additional information on specific topics. It could help establish a dialogue between the Task Force and Resource Group.*
 - *We need to be as transparent as possible, no subcommittees should make actual decisions and we need to follow the Open Meetings Act.*
 - *Task Force members can do research on topics prior to meetings as long as there is no discussion, deliberation or decisions made.*
 - *If we come to a point in the process and a subcommittee is necessary we can add it at that point. The Resource Group should be able to help with a lot of the background factual information.*
 - *Is there enough time between Resource Group Meetings and Task Force Meetings for meeting prep? It is set up so there will be at least a week between both meetings for the Resource Group to prepare any materials needed at the Task Force Meeting.*
- **Goals & Objectives:**
 - Vision, Goals & Objectives from The City of Ann Arbor 2013 Non-motorized Plan

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- ADA is included which is good because it addresses “access”.
 - Concern with using these specific vision, goals and objectives; there is a difference in the quality of the Task Force resolution that doesn't quite mesh with the Non-motorized Plan. *It is definitely broader. There is the charge to the Task Force that is clear in the resolution. These goals and objectives do not relate to the Task Force specifically, but to the City's existing goals and objectives regarding pedestrians.*
 - They should include the “Three E's” (engineering, education and enforcement).
 - There is no current goal for enforcement.
 - Increasing pedestrian traffic is not the same as improving pedestrian access. The pedestrian system should be looked at from not just improving the mobility of able bodied pedestrians but increasing the accessibility for pedestrians of all abilities.
 - There is only so far that vision, goals and objectives, can lead to priorities; what is useful is for this Task Force is to know why we need this plan, why it is different and why it is necessary.
 - The Task Force does not want to re-write the vision, goals and objectives, just provide general recommendations on how they should be edited to address pedestrian safety and an increase in pedestrian trips.
 - A year round perspective is missing, which would begin to incorporate the fact that we don't have a year round transportation system for pedestrians. There is also a safety concern based on the crashes caused by ice, leading to slips, falls and injuries.
 - Personal safety is a concern if it is dark at night in the winter.
 - Make sure items from the survey are incorporated.
 - *The Task Force recommends the City of Ann Arbor Non-motorized Transportation Plan amend the vision, goals and objectives to address the following:*
 - *Enforcement of pedestrian laws*
 - *Increasing the number of pedestrian trips*
 - *Noting the difference between mobility and accessibility*
 - *Increasing accessibility for pedestrians with physical disabilities*
 - *A year-round / 24 hour-a-day / 7 day-a-week perspective; specifically making sure to address accessibility and safety issues related to winter maintenance and after dark travel by vulnerable and disabled pedestrians.*
- Crowdsourcing – N. Cox gave a live demonstration of Wikimaps and Community Remarks, different types of crowdsourcing tools, that may be applicable to this project:
 - Would information from the DDA Streets Plan be helpful to the Task Force? *Yes.*
 - Can online mapping be limited to Ann Arbor residents? *We may be able to use it in conjunction with A2 City Open Hall which validates peoples email addresses.*
 - This would be a good way for pedestrians to report and for the City to track near-miss accidents.

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- A comment should go beyond listing an issue at a specific location; the participant should describe what should have been done to prevent the incident from happening.
 - Are there a lot of off-base comments? *Not really, if there is an off-base comment you usually get enough people to disagree with that comment providing consensus in showing it is an off-base comment.*
 - It would be interesting to compare issue areas identified through crowdsourcing with crash data. *There is the ability to add crash data to these maps.*
 - It may be difficult for prioritization, as people have localized knowledge and provide localized comments.
 - Need to be careful not to overwhelm with data.
 - Concerned that this is too focused on engineering and we are forgetting about seniors who don't use these systems. *This is just one of many different types of public engagement strategies that we will be using.*
 - Is someone from the City already doing this? *Not geospatially like this, or about this specific topic.*
- Future Meeting Dates:
 - All meetings will tentatively be held the first Wednesday of each month from 5 pm to 7 pm, most likely at City Hall. *Post meeting note: all Task Force meetings have been scheduled and posted on the project webpage.*
 - The Task Force will receive a poll to see if the August 6th meeting needs to be changed.
 - Homework:
 - The Task Force will be sent a list of potential stakeholders to review and add to.
 - Other discussions:
 - *In relation to the City's Non-motorized Plan, we have the ability to drill down and take on issues to a level that was never able to be done with the Non-motorized Plan.*
 - We need to go beyond an engineering solution.
 - We should identify barriers to pedestrian safety and access.

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.a2.gov.org

SIGN-IN SHEET - PEDESTRIAN SAFETY & ACCESS TASK FORCE

TASK FORCE MEETING #4

Date: Thursday, July 17, 2014

Time: 5:00 - 7:00 pm

Location: Traverwood Library, Program Room
3333 Traverwood Dr. (at Huron Parkway)

1. Steven Kronenberg
2. _____
3. _____
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10. _____
11. _____
12. _____
13. _____
14. _____
15. _____

Attachment C: Approved Agenda



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

Web: www.a2.gov.org

AGENDA - PEDESTRIAN SAFETY & ACCESS TASK FORCE

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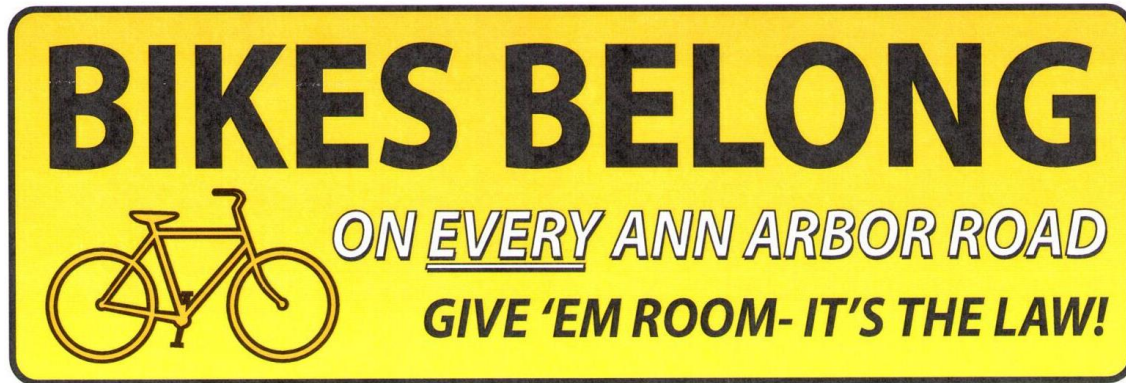
Chair: Linda Diane Feldt

Secretary: Ken Clark

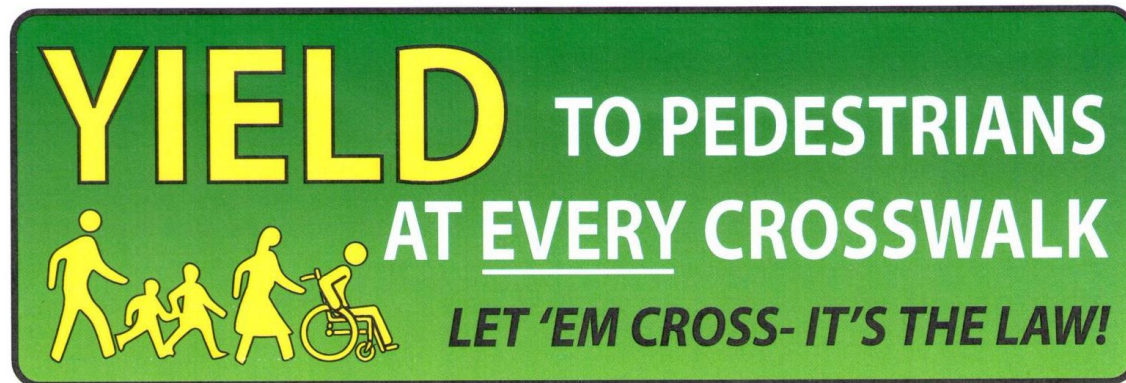
1. Approval of Agenda 5 – 5:05 pm
2. Introductions 5:05 – 5:15 pm
3. Approval of Meeting #3 Summary 5:15 – 5:20 pm
4. Work Plan Understanding 5:20 – 5:45 pm
 - a) Addressing Task Force Priorities within the Process Framework
 - b) Building an Annotated Outline for the Pedestrian Safety Action Plan
5. Goals & Objectives 5:45 – 6:15 pm
 - a) City Council Resolution to Appoint a Pedestrian Safety & Access Task Force
 - b) City of Ann Arbor 2013 Non-motorized Transportation Plan
6. Crowdsourcing Tools 6:15 – 6:35 pm
7. Next Steps 6:35 – 6: 50 pm
 - a) Set Future Meeting Dates
 - b) Community Outreach & Engagement Plan
 - c) Homework

Public Commentary (3 minutes/speaker)

BIKES BELONG
ON EVERY ANN ARBOR ROAD
GIVE 'EM ROOM- IT'S THE LAW!



YIELD TO PEDESTRIANS
AT EVERY CROSSWALK
LET 'EM CROSS- IT'S THE LAW!



**SAME ROAD
SAME RIGHTS
SAME RULES**

