

INTRODUCTION & BACKGROUND

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



COMMUNITY ENGAGEMENT

Community participation was integral to the Task Force's work. Community engagement included:

- ✓ Two rounds of focus groups with invited stakeholders (*see report appendix page 33*)
- ✓ Three community-wide meetings (*see Google Drive for summaries*)
- ✓ Online survey and A2 Open City Hall online discussion forum –over 1,400 participants (*see Google Drive for reports*)
- ✓ Public input at each Task Force meeting (*see Task Force meeting discussion summaries*)
- ✓ Maintaining a transparent process including the use of Google Drive that was widely disseminated
- ✓ Email correspondence (*posted to Google Drive*)
- ✓ Attendance at city and university disability meetings
- ✓ Conversations on social media, with neighbors and friends, and more

THE FIVE UNDERLYING ISSUES TO ADDRESS

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

Unfamiliarity and misunderstanding of traffic laws and local expectations.

A disconnect between roadway user expectations and physical conditions.

Failure to consider the perspective of all transportation system users.

Distracted roadway users

See report, page 6



"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.

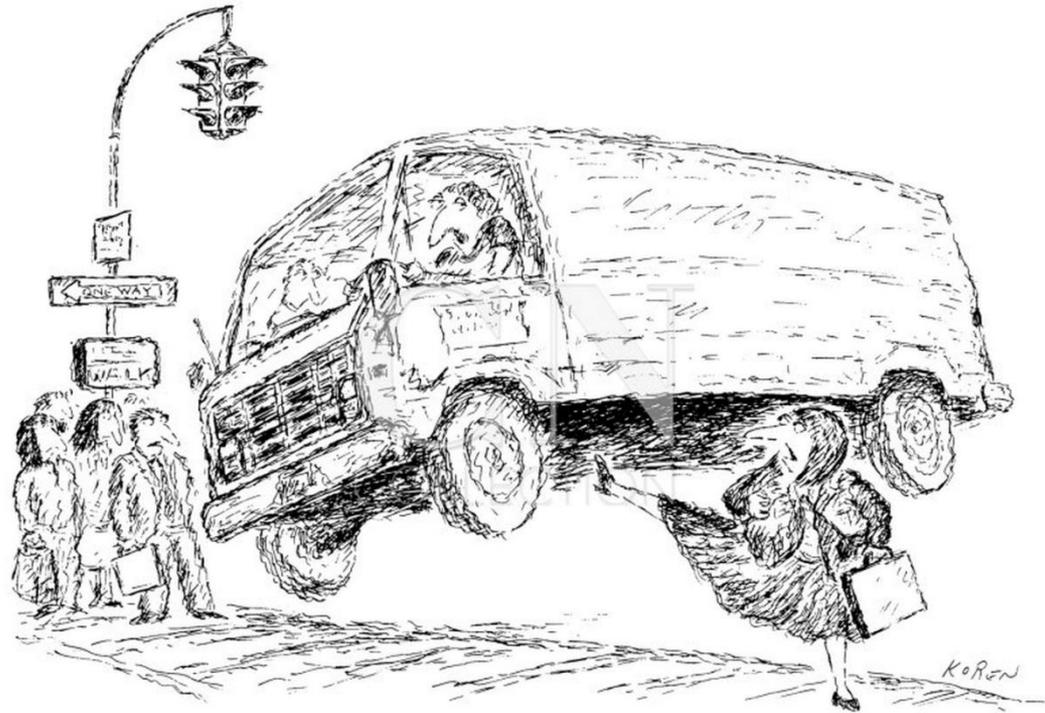
Motorists failing to yield to pedestrians when turning at intersections.

Inconsistent signing, marking and signaling of crosswalks.

Snow and ice accumulation on sidewalks and crosswalks.

Motorists speeding in residential neighborhoods.

See report, page 7



“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***

See report, page 8

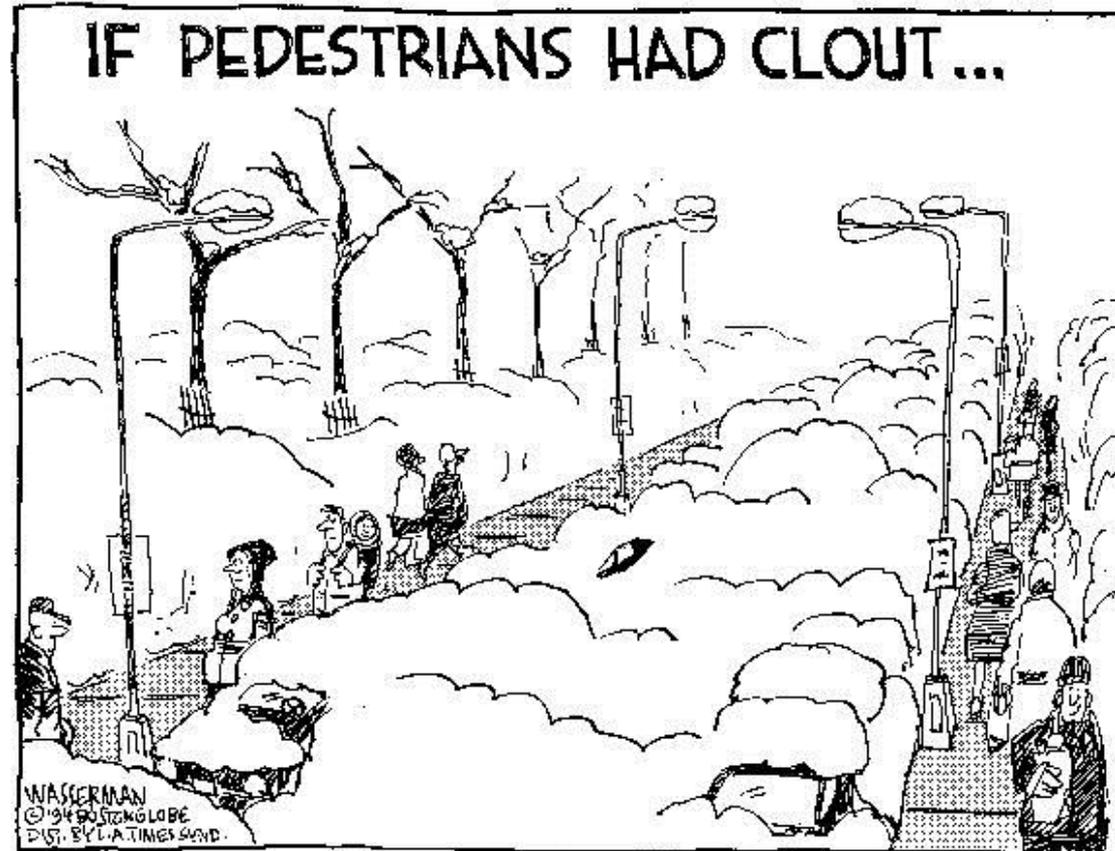
GOAL: VISION ZERO

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. See the appendix for additional resources on vision zero.

IMPLEMENTATION STRATEGIES



PEDESTRIAN SAFETY AND ACCESS TASK FORCE RECOMMENDATIONS TO CITY COUNCIL

SEPTEMBER 2015

Questions and Discussion

