



Legislation Details (With Text)

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**Title:** Resolution to Appoint a Pedestrian Safety and Access Task Force  
**Sponsors:** Chuck Warpehoski, Sabra Briere

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| 11/18/2013 | 2    | City Council |           |        |
| 11/18/2013 | 2    | City Council | Amended   | Fail   |
| 11/18/2013 | 2    | City Council | Approved  | Pass   |
| 11/7/2013  | 1    | City Council |           |        |
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**Resolution to Appoint a Pedestrian Safety and Access Task Force**

Whereas, In March, 2009, the Federal Highway Administration published a resource titled "How to Create a Pedestrian Safety Action Plan";

Whereas, In 2010 the State of Michigan approved a pair of acts in order to establish a Complete Streets policy: and **Public Act 134**, which amends the Michigan Planning Enabling Act and **Public Act 135**, which amends Public Act 51 of 1951 governing the expenditure of state transportation funding; both bills passed the Michigan House and Senate by wide margins: 85-21 and 31-0, respectively;

Whereas, In March, 2011, the City of Ann Arbor approved a resolution proclaiming a commitment to Complete Streets in order to remain competitive for future State transportation funding;

Whereas, In 2012, in response to Public Acts 134 and 135 of 2010, the State of Michigan developed the Michigan Complete Streets policy, which requires that MDOT, and by extension other Michigan communities, consider "The safety and varying mobility needs of all legal users of the roadway, of all ages and abilities, as well as public safety;"

Whereas, Public Act 51 calls for a transportation network that is accessible, interconnected and multimodal and that safely and efficiently moves goods and people of all ages and ability throughout the State of Michigan;

Whereas, One of the expected outcomes of Complete Streets is that such a network will improve

economic prosperity, equity, accessibility, safety and environmental quality;

Whereas, 69 Michigan communities, including Ann Arbor, have adopted Complete Streets in response to these changes in Michigan law, and 24 have developed policies and plans using this model;

Whereas, The City of Ann Arbor has developed a non-motorized transportation plan and an update to this plan is pending that will incorporate Complete Streets goals;

Whereas, Recent vehicular accidents involving pedestrians and cyclists have increased scrutiny to the City's lack of a comprehensive Pedestrian Safety Action Plan;

Whereas, A significant aspect of the Complete Streets model is pedestrian safety and access;

Whereas, One of the tools recommended for implementing the Complete Streets model is to develop a task force to consider steps toward the creation of a comprehensive Pedestrian Safety Action Plan;

Whereas, The City Council established a \$75,000.00 budget for the purpose of studying and making recommendations about sidewalks gaps and the need to establish priorities for filling those gaps; and

Whereas, Many residents continue to be concerned that current policies create an unsafe environment for pedestrians, cyclists and drivers;

RESOLVED, That the City Council of Ann Arbor will appoint a Pedestrian Safety and Access Task Force that will consist of nine (9) residents, and shall include representatives from organizations that address the needs of school aged youth, senior citizens, pedestrian safety, and people with mobility impairments;

RESOLVED, That applications for this task force should be received by the Mayor's office no later than 4 pm on December 2, 2013, with the task force members appointed on December 16, 2013;

RESOLVED, That the task force will explore strategies to improve pedestrian safety and access within a framework of shared responsibility through community outreach and data collection, and will recommend to Council improvements in the development and application of the Complete Streets model, using best practices, sound data and objective analysis;

RESOLVED, That the task force will also address sidewalk gaps and create a tool for setting priorities for funding and filling those gaps;

RESOLVED, That the task force will also recommend whether pedestrian safety and access should be the focus of ongoing community scrutiny through the establishment of a standing committee on pedestrian safety;

RESOLVED, That the task force will submit its recommendations in the form of a report at the first Council meeting in February, 2015; and

RESOLVED, That the City Administrator will determine the level of staff support needed for this task force.

Sponsored by Councilmembers Warpehoski and Briere  
Revised 11/18/13