

# Pedestrian Safety and Access Task Force (PSATF) Recommendations Implementation Update

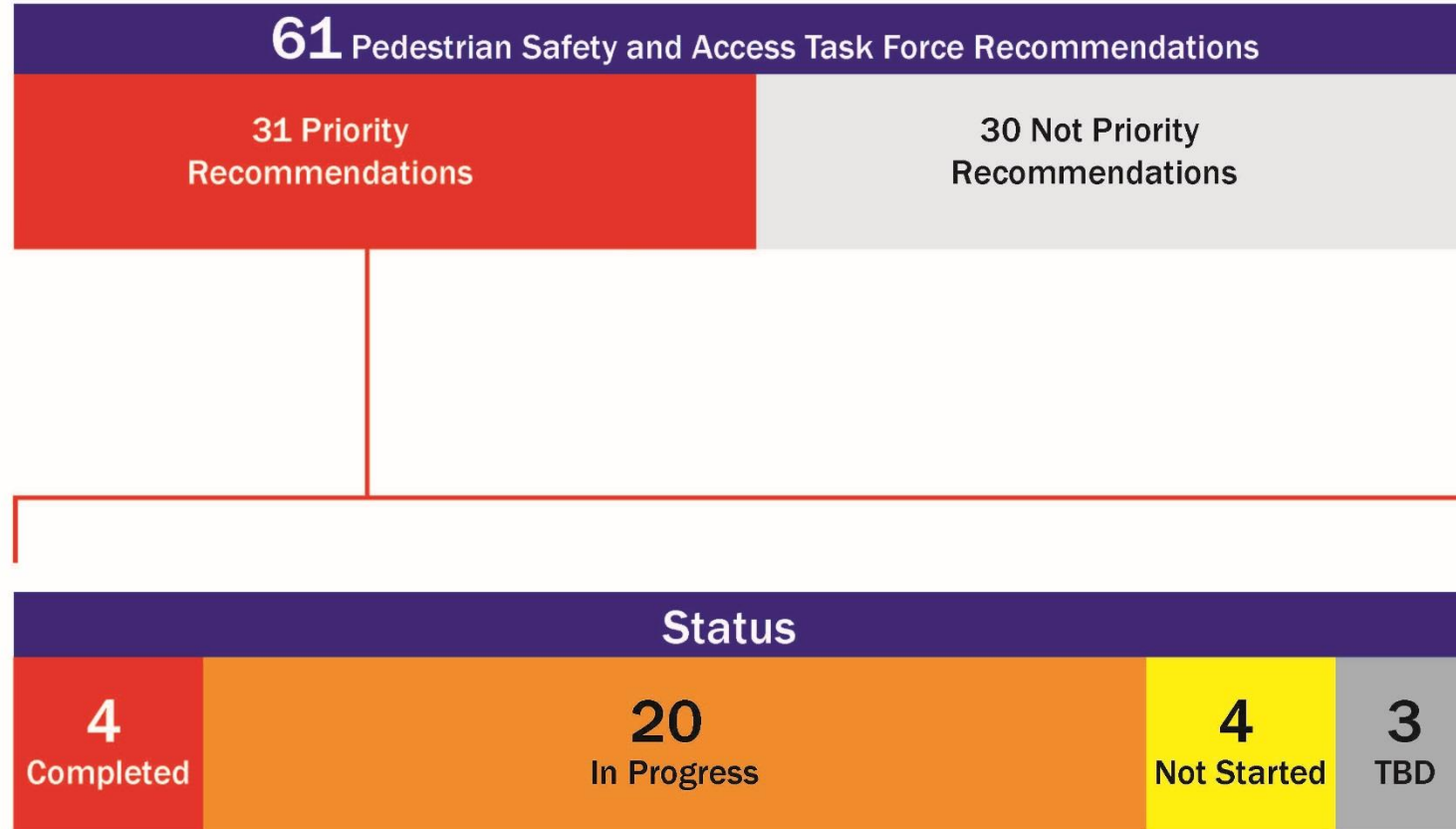
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October 2017



# PSATF Recommendation Breakdown

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# Identified Leads

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- Systems Planning
- Engineering
- Public Works
- Public Services Administration
- Planning and Development
- Parks and Recreation
- Communications
- Community Standards
- Ann Arbor Police Department
- Downtown Development Authority (DDA)
- City Council
- Transportation Commission

# PSATF Priority Recommendations

## Identified Lead: Transportation Commission

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# (4A) Make Transportation System Accessible to All

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- Status: In Progress
- *“The City should embrace the challenge of making its transportation system fully accessible to persons of all abilities. The City should continue to engage the Commission on Disability Issues on the design of specific pedestrian improvements, ordinances and expand the use of best practices that promote safe, comfortable and convenient travel”*

# (5B) Ordinance that Bans Hand-held/Hands-Free Devices

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- Status: Not Yet Started
- *“The City should enact and enforce an ordinance that bans the use of hand-held and hands-free devices by all operators of motorized vehicles or bicycles (police excepted) and make the use of such a primary enforced law.”*

# (5C) Traffic Management to Encourage 30 mph or less

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- Status: In Progress
- *“Measures should be routinely employed on arterial and collector roadways as necessary to minimize the likelihood of death or severe injury to pedestrians crossing the road. Towards that end, all arterial and collector roads that have a posted speed limit greater than 30 mph or where the 85 percentile speed is greater than 30 mph should be evaluated for geometric, signal timing and roadside improvements that have been shown to reduce the speed of motor vehicles. The desired state is to have the 85 percentile speeds and the road designed for travel at 30 mph or less.”*

# (5D) Traffic Management to Encourage 25 mph or less

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- Status: In progress
- *“Measures should be routinely employed on residential streets and school zones as necessary to minimize the likelihood of death or severe injury to pedestrians within, or crossing, the road. Towards that end, any residential street where the 85 percentile speed is greater than 25 mph or a school zone where the 85 percentile speed is greater than 25 mph during school hours should be evaluated for geometric, signal timing and roadside improvements that have been shown to reduce the speed of motor vehicles. The desired state is to have the 85 percentile speeds and the road designed for travel at 25 mph or less.”*