

Ann Arbor City Council Regular Session: May 16, 2016
Email Redactions List Pursuant to Council Resolution R-09-386

| | A | B | C | D | E | F | G |
|----|------------------|-------------|--|--------------------|--|-----------------------------|-----------------------------|
| | <u>Received</u> | | | | | | |
| 1 | <u>Sent Time</u> | <u>Time</u> | <u>TO</u> | <u>From</u> | <u>CC</u> | <u>Redactions</u> | <u>Reason for Redaction</u> |
| 2 | 7:06 PM | | Chip Smith | Jacqueline Beaudry | | | |
| 3 | 7:11 PM | | Chip Smith | Nancy Cripe | | Email address | Privacy |
| 4 | 7:14 PM | | Chuck Warpehoski | Nancy Cripe | | Email address | Privacy |
| 5 | 7:36 PM | | Chip Smith | Peter Zetlin | | Email address | Privacy |
| 6 | 8:59 PM | | Criag Hupy | Kathy Griswold | | Email address, phone number | Privacy |
| 7 | 9:48 PM | | City Council Members | Jacqueline Beaudry | Tom Crawford, Anissa Bowden, Karen Lancaster, Matthew Horning | | |
| 8 | 9:48 PM | | City Council Members | Susan Bowers | | Email address | Privacy |
| 9 | 10:02 PM | | Jennifer Lawson, Julie Grand, Zach Ackerman | Matt Uguccioni | | Email address | Privacy |
| 10 | 11:06 PM | | City Council Members | Jane Lumm | Tom Crawford, Sara Higgins, Craig Hupy, Susan Pollay | | |
| 11 | 11:23 PM | | City Council Members | Jane Lumm | Jacqueline Beaudry, Tom Crawford, Karen Lancaster, Matthew Horning, Ryan Stanton, Mary Joan Fales, Stephen Postema | | |

Alexa, Jennifer

From: Beaudry, Jacqueline
Sent: Monday, May 16, 2016 7:06 PM
To: Smith, Chip
Subject: RE: amenment of amendment 12

Sure will.

From: Smith, Chip
Sent: Monday, May 16, 2016 6:50 PM
To: Beaudry, Jacqueline
Subject: amenment of amendment 12

Jackie- When I introduce this during deliberations could you email it out to the rest of council? Thanks!

Chip Smith
Ann Arbor City Council – Ward 5
734-709-2022

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Think Green! Don't print this e-mail unless you need to.

Alexa, Jennifer

From: Nancy Cripe [REDACTED]
Sent: Monday, May 16, 2016 7:11 PM
To: Smith, Chip
Subject: Funding for deer cull

Please vote against funding deer culling. It is inhuman and ineffective. There's so many other worthy projects that could use that money. Thank you, Nancy Cripe, 5th ward resident.

Alexa, Jennifer

From: Nancy Cripe [REDACTED]
Sent: Monday, May 16, 2016 7:14 PM
To: Warpehoski, Chuck
Subject: Deer cull funding

I am very much apposed to further funding for deer culling. A more distasteful and ineffective use of money I can't imagine. Thank you, Nancy Cripe, 5th ward resident.

Alexa, Jennifer

From: Peter Zetlin [REDACTED]
Sent: Monday, May 16, 2016 7:36 PM
To: Smith, Chip
Cc: Sidewalks
Subject: Fwd: Sidewalk repair

Hi Chip,

Could you please assist me in getting a response to this sidewalk repair request?

Thanks so much.

Best Wishes,
Peter Zetlin
Ward 5

----- Forwarded message -----

From: Peter Zetlin [REDACTED]
Date: Fri, May 13, 2016 at 1:15 PM
Subject: Sidewalk repair
To: sidewalk@a2gov.org

Dear Mr. Slizewski,

The sidewalk in front of 803 Duncan St. has a large low spot which collects water. Can this be repaired please.

Thank you,
Peter Zetlin
Owner 803 Duncan St.

Alexa, Jennifer

From: K Griswold [REDACTED]
Sent: Monday, May 16, 2016 8:59 PM
To: Hupy, Craig
Cc: Crawford, Tom; Taylor, Christopher (Mayor); CityCouncil
Subject: In-Street Pedestrian Crossing Sign (R1-6a) Problems

Hello Craig Hupy,

The City of Ann Arbor is out of compliance with its R1-6a pedestrian signage. More importantly, sight distance is restricted for drivers to see pedestrians on the side of the roadway and in medians. Please see [A2 Fix It ticket](#) with photo.

Please refer to [Manual of Traffic Control Devices \(MUTCD\) Chapter 2B. Regulatory Signs](#)

Scroll to Sections 2B-11 and 2B-12 or see copied text below.

Section 2B.11 Yield Here To Pedestrians Signs and Stop Here For Pedestrians Signs (R1-5 Series)

Standard:

01 Yield Here To (Stop Here For) Pedestrians (R1-5, R1-5a, R1-5b, or R1-5c) signs (see [Figure 2B-2](#)) shall be used if yield (stop) lines are used in advance of a marked crosswalk that crosses an uncontrolled multi-lane approach. The Stop Here for Pedestrians signs shall only be used where the law specifically requires that a driver must stop for a pedestrian in a crosswalk. The legend STATE LAW may be displayed at the top of the R1-5, R1-5a, R1-5b, and R1-5c signs, if applicable.

Figure 2B-2 Unsignalized Pedestrian Crosswalk Signs



Guidance:

02 If yield (stop) lines and Yield Here To (Stop Here For) Pedestrians signs are used in advance of a crosswalk that crosses an uncontrolled multi-lane approach, they should be placed 20 to 50 feet in advance of the nearest crosswalk line (see [Section 3B.16](#) and [Figure 3B-17](#)), and parking should be prohibited in the area between the yield (stop) line and the crosswalk.

03 Yield (stop) lines and Yield Here To (Stop Here For) Pedestrians signs should not be used in advance of crosswalks that cross an approach to or departure from a roundabout.

Option:

04 Yield Here To (Stop Here For) Pedestrians signs may be used in advance of a crosswalk that crosses an uncontrolled multi-lane approach to indicate to road users where to yield (stop) even if yield (stop) lines are not used.

05 A Pedestrian Crossing (W11-2) warning sign may be placed overhead or may be post-mounted with a diagonal downward pointing arrow (W16-7P) plaque at the crosswalk location where Yield Here To (Stop Here For) Pedestrians signs have been installed in advance of the crosswalk.

Standard:

06 If a W11-2 sign has been post-mounted at the crosswalk location where a Yield Here To (Stop

Here For) Pedestrians sign is used on the approach, the Yield Here To (Stop Here For) Pedestrians sign shall not be placed on the same post as or block the road user's view of the W11-2 sign.

Option:

07 An advance Pedestrian Crossing (W11-2) warning sign with an AHEAD or a distance supplemental plaque may be used in conjunction with a Yield Here To (Stop Here For) Pedestrians sign on the approach to the same crosswalk.

08 In-Street Pedestrian Crossing signs and Yield Here To (Stop Here For) Pedestrians signs may be used together at the same crosswalk. **2B.12.**

Section 2B.12 In-Street and Overhead Pedestrian Crossing Signs (R1-6, R1-6a, R1-9, and R1-9a)

Option:

01 The In-Street Pedestrian Crossing (R1-6 or R1-6a) sign (see Figure 2B-2) or the Overhead Pedestrian Crossing (R1-9 or R1-9a) sign (see Figure 2B-2) may be used to remind road users of laws regarding right-of-way at an unsignalized pedestrian crosswalk. The legend STATE LAW may be displayed at the top of the R1-6, R1-6a, R1-9, and R1-9a signs, if applicable. On the R1-6 and R1-6a signs, the legends STOP or YIELD may be used instead of the appropriate STOP sign or YIELD sign symbol.

02 Highway agencies may develop and apply criteria for determining the applicability of In-Street Pedestrian Crossing signs.

Standard:

03 **If used, the In-Street Pedestrian Crossing sign shall be placed in the roadway at the crosswalk location on the center line, on a lane line, or on a median island. The In-Street Pedestrian Crossing sign shall not be post-mounted on the left-hand or right-hand side of the roadway.**

04 **If used, the Overhead Pedestrian Crossing sign shall be placed over the roadway at the crosswalk location.**

05 **An In-Street or Overhead Pedestrian Crossing sign shall not be placed in advance of the crosswalk to educate road users about the State law prior to reaching the crosswalk, nor shall it be installed as an educational display that is not near any crosswalk.**

Guidance:

06 *If an island (see Chapter 3I) is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island.*

Option:

07 If a Pedestrian Crossing (W11-2) warning sign is used in combination with an In-Street or an Overhead Pedestrian Crossing sign, the W11-2 sign with a diagonal downward pointing arrow (W16-7P) plaque may be post-mounted on the right-hand side of the roadway at the crosswalk location.

Standard:

08 **The In-Street Pedestrian Crossing sign and the Overhead Pedestrian Crossing sign shall not be used at signalized locations.**

09 **The STOP FOR legend shall only be used in States where the State law specifically requires that a driver must stop for a pedestrian in a crosswalk.**

10 **The In-Street Pedestrian Crossing sign shall have a black legend (except for the red STOP or YIELD sign symbols) and border on a white background, surrounded by an outer yellow or**

fluorescent yellow-green background area (see Figure 2B-2). The Overhead Pedestrian Crossing sign shall have a black legend and border on a yellow or fluorescent yellow-green background at the top of the sign and a black legend and border on a white background at the bottom of the sign (see Figure 2B-2).

11 Unless the In-Street Pedestrian Crossing sign is placed on a physical island, the sign support shall be designed to bend over and then bounce back to its normal vertical position when struck by a vehicle.

Support:

12 The Provisions of Section 2A.18 concerning mounting height are not applicable for the In-Street Pedestrian Crossing sign.

Standard:

13 **The top of an In-Street Pedestrian Crossing sign shall be a maximum of 4 feet above the pavement surface. The top of an In-Street Pedestrian Crossing sign placed in an island shall be a maximum of 4 feet above the island surface.**

Option:

14 The In-Street Pedestrian Crossing sign may be used seasonably to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal.

15 In-Street Pedestrian Crossing signs, Overhead Pedestrian Crossing signs, and Yield Here To (Stop Here For) Pedestrians signs may be used together at the same crosswalk.

Please let me know if I can assist in any way.

Thanks,
Kathy Griswold

--

Katherine J. Griswold

Alexa, Jennifer

From: Beaudry, Jacqueline
Sent: Monday, May 16, 2016 9:48 PM
To: *City Council Members (All)
Cc: Crawford, Tom; Bowden (King), Anissa; Lancaster, Karen; Horning, Matthew
Subject: FW: amenment of amendment 12
Attachments: Amendment 12 revisions from cs.docx

From: Smith, Chip
Sent: Monday, May 16, 2016 6:50 PM
To: Beaudry, Jacqueline
Subject: amenment of amendment 12

Chip Smith
Ann Arbor City Council – Ward 5
734-709-2022

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Think Green! Don't print this e-mail unless you need to.

Amendment 12- Establish a FY17 Budget for Deer Management Lethal Methods of \$110,000 and to Direct the City Administrator to Present to Council a Recommended Plan for Ongoing Deer Management Actions, Costs and Funding

Whereas, in response to citizen concerns particularly in the First and Second Wards regarding growing Deer populations and the damage being caused to the city's natural environment, native species and eco-systems, as well as concerns related to public health and safety, City Council commenced a collaborative study process in May 2014 to dimension the severity of the issue and to begin evaluation of alternative deer management strategies and approaches; and

Whereas, in May 2015, after conducting a thorough evaluation and research process with extensive public engagement, the city issued its final report which recommended that the city should set an overall goal of reducing deer-human interactions with a recommended approach of a series of annual culls, beginning in the Winter of 2016 on City property in Wards 1 and 2; and

Whereas, in May 2015, Council established a \$90,000 deer management budget for FY16 to cover the expected costs of the staff recommendations in the event Council chose to adopt those recommendations; and

Whereas, in August 2015, Council adopted the staff recommendations including a series of at least four annual culls commencing in Winter 2016 and implementing a deer feeding ban. The feeding ban was implemented by Council in September 2015 and the first of the series of annual culls was conducted in January-February of 2016; and

Whereas, the August 2015 adopted Council resolution also included exploring non-lethal experimental options for deer management. The Administrator's proposed FY17 budget includes \$35,000 to support the study of non-lethal deer management methods and that provision is unaffected by this resolution; and

Whereas, the most recent helicopter aerial survey in February 2016 counted 202 deer, up from 168 deer counted a year earlier. ~~These, and while these surveys are not precise or comprehensive,~~ the increase suggests that the Ann Arbor deer populations continue to grow and it is known that in the absence of predators or management actions, deer populations tend to double every two-three years; and

~~Whereas, there were 88 deer vehicle collisions in Ann Arbor in 2015 which represents a 73% increase over the 51 crashes in 2014; and~~

Whereas, the final actual costs for all aspects of the FY16 deer management program (cull, aerial surveys, assessing browse damage, and staff time) are not yet available, but staff estimates the total cost for FY16 will be \$107,521; and

Whereas, the experience of other communities demonstrates that for a deer management program to be effective, it must:

- be sustained for several years
- incorporate (on an ongoing, strategic basis) metrics, maps and trend data on deer populations and locations, deer-vehicle collisions, and deer browse damage to public areas and private property
- be supported by a staff time commitment that includes contractor management/oversight, development and monitoring of data and metrics, public engagement, and coordination with key partners (MDNR and UM); and

Whereas, the Administrator's proposed budget for FY17 includes a \$35,000 provision for recurring deer management lethal methods which represents the approximate cost of culling 100 deer, but does not reflect the costs for any of these related actions necessary for an effective deer management program; and

Whereas, a detailed plan and cost estimate for year two of the deer management program has not yet been developed, but it's expected the city will take advantage of the learnings from year one which could result in savings in some areas, but added actions and costs in other areas; and

Whereas, it is prudent and fiscally responsible to include in the FY17 budget an appropriate provision to cover the costs of the potential year two actions and based on the FY16 experience, a FY17 budget provision of \$110,000 for deer management lethal methods appears both reasonable and adequate; and

Whereas, Council desires a longer-term plan for deer management including recommended actions and estimated recurring and one-time costs and it is expected that once accepted by Council, the appropriate recurring costs will be reflected in future year budget recommendations by the Administrator; and

~~Whereas, the Administrator's proposed FY17 budget includes a one-time expenditure of \$183,950 for the proposed City share of the Connector project study and related staff time; and~~

~~Whereas, the DDA has experienced a dramatic increase in TIF revenues over the last four years — an increase of \$2.5 million (67%) from \$3.7 million actual in FY13 to \$6.2 million budgeted for FY17 — and the DDA also experienced an unexpected windfall of \$275,000 in FY16 TIF revenues (\$5.35 million forecast compared with \$5.07 million budgeted) and as a result, is in a better position than the city to provide funding for the Connector project study;~~

~~RESOLVED, that the FY17 General Fund expenditure line item for deer management lethal methods and the related deer management activities mentioned above (aerial counts, surveys, metrics, maps and trend data on local deer populations and locations,~~

~~browse damage and natural area habitat assessments, and deer vehicle collisions as well as staff time for development and monitoring of data and metrics, public engagement and education, and coordination with key partners (MDNR and UM) be increased by \$75,000 to \$110,000 and the General Fund expenditure item for the Connector study be reduced by \$75,000 to \$108,950;~~

~~RESOLVED, that the Administrator may present to Council for consideration other sources of funding to substitute for the source identified above;~~

~~RESOLVED, that City Council directs the City Administrator to present to Council within 120 days a recommended long-term plan for deer management including recommended actions and estimated recurring and one-time costs, and once accepted by Council, the Administrator will incorporate the recommended amounts in his subsequent year budget proposals.~~

RESOLVED, that the City Administrator will present to Council on or before October 3, 2016, a detailed, long-term deer impact analysis that includes data collection, metrics, public engagement and coordination with key partners (MDNR, UM, Washtenaw County); and

RESOLVED, that the FY17 General Fund one-time expenditure line item for deer management be increased by \$45,000 to \$80,000; and

RESOLVED, that the FY General Fund reserves be reduced by \$45,000.

Alexa, Jennifer

From: Susan Bowers [REDACTED]
Sent: Monday, May 16, 2016 9:48 PM
To: Taylor, Christopher (Mayor); Briere, Sabra; Kailasapathy, Sumi; Lumm, Jane; Westphal, Kirk; Ackerman, Zach; Grand, Julie; Eaton, Jack; Krapohl, Graydon; Smith, Chip; Warpehoski, Chuck; info@nea2cc.org
Subject: North East Ann Arbor Community Coalition
Attachments: 4800_AREAPLANfrom MarchRegentMeeting.pdf; zoningAnnArbor.pdf

Mayor and City Council Members
attached is the link to our organization

<https://nea2ccdotorg.wordpress.com/>

email: hello@nea2cc.org

Attached is a map of North East Ann Arbor and the proposed UM Operations and Maintenance building.(the proposed facility is within 200 feet of a residential area, the current bus maintenance facility is 1000 feet from a residential area. The facility will operate 22.5 hours a day. Buses and passenger vehicles will be fueled, washed and serviced at this facility)

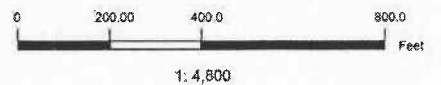
As the University of Michigan continues it's growth on North Campus and North East Ann Arbor, all citizens of Ann Arbor should be aware of the impacts to their health, safety and welfare. Please share with your constituents. We are looking to create an organization that has all Ann Arbor neighborhoods in it. A unified voice to be heard.

Thank you

Susie Bowers



AREA PLAN





Alexa, Jennifer

From: Matt Uguccioni [REDACTED]
Sent: Monday, May 16, 2016 10:02 PM
To: rlawson@hrwc.org; Lawson, Jennifer; Grand, Julie; Ackerman, Zach
Subject: Rain Garden Project
Attachments: resized.jpg; resized(4).jpg

Hello Everyone,

I spoke with some of you over the phone last week about the rain garden project. The information I received was we are getting these gardens no matter what and that you are trying to reduce water runoff going to the creek and improve its health.

I did some more research on this and decided to go look at the rain gardens installed on Miller Road. I have included 2 pics. One is a garden that looks the best out of the ones I saw and one that looks the worst.

Now the one that looks best I will conclude that the resident has been doing upkeep and the other one was left to the "Volunteers" or city workers. My first thought at looking at these was the city plans on installing 2 foot deep swamps in front of our homes all down the street. These look like really bad landscaping jobs and I know that de-weeding rock beds is very difficult without using weed killers.

I understand your intentions are good and that is not my problem with this project. It's the city deciding all of this without consulting with the folks that live in these neighborhoods who will be looking at these every day. I am in my lawn every weekend doing maintenance and these gardens are unacceptable! Also, targeting a few streets in Ann Arbor will do nothing to achieve your goals unless these are installed everywhere in the city. Our street should not be used as a lab experiment!

I really am disgusted with the fact that we have articles in the press stating that the state of Michigan is having revenue shortages in the 100's of millions and we have a Flint water crisis taking place and the city of Ann Arbor takes grant money to put in rain gardens. This is government waste at its finest.

Has the city exhausted all resources of trying to engenner a method for improveing the water run off or was this the first idea? I belive this project was not thought out because of the complete lack of information that was sent to the residents. We have busy lives and do not have time to find out about things on message boards. This matter as I stated before should have been addressed by a city addressed letter followd up by door to door communication. When all the facts are in and everyone has been educated they vote! A vote on this is all you need. Let the folks decide on such a major change to our streets.

You all were simply looking at your own agendas and not considering the many folks that do not want these swamps installed in front of their homes.

Here is a list of questions I would like answered:

1. Narrowing the street I heard up to 2.5 feet on both sides. Is this correct?
2. What about snow plowing in winter trying to dodge all these garden beds because 2 years ago one truck took out my mailbox?
3. What about repaving the roads? Will they chip away between the beds?

4. Restricting drive way openings? Some have thought of widening the entrance to the driveway to accommodate another car.
5. Volunteers and city workers will maintain them. I really don't like volunteers having to maintain the front of my property which means I will have to do it which means more work for me. And if the city is to do it that means they need paid. So do our taxes go up? Water bill go up?
6. What happens when these start popping up all over the city and you need a large amount of city workers to maintain them. I would think the city would want to work on more important things. Our streets get cleaned twice a year. Can we expect to see volunteers twice a year?
7. These will have standing water in them. This will create a nice place for mosquitos. Is this acceptable?
8. What about getting mail? Will these impede the mailman?
9. This project was funded by a grant. So will the city budget for the maintenance year after year?
10. Is the creek that toxic? Where is your information on how toxic the creek is?
11. These gardens are to act as a filter. Filters get replaced. How often will the city dig these out and replace with fresh soil?
12. Where are the survey results that was sent out that I never remember seeing? I would like to know how my street feels about these.

I would appreciate it if you would answer my questions.

Thank you





Alexa, Jennifer

From: Lumm, Jane
Sent: Monday, May 16, 2016 11:06 PM
To: Taylor, Christopher (Mayor); Kailasapathy, Sumi; Briere, Sabra; Westphal, Kirk; Grand, Julie; Ackerman, Zach; Krapohl, Graydon; Eaton, Jack; Smith, Chip; Warpehoski, Chuck
Cc: Crawford, Tom; Higgins, Sara; Hupy, Craig; Pollay, Susan
Subject: Street Lights - new technology
Attachments: SmartCitiesCouncil+SmartStreetLighting101-1-29-15.pdf

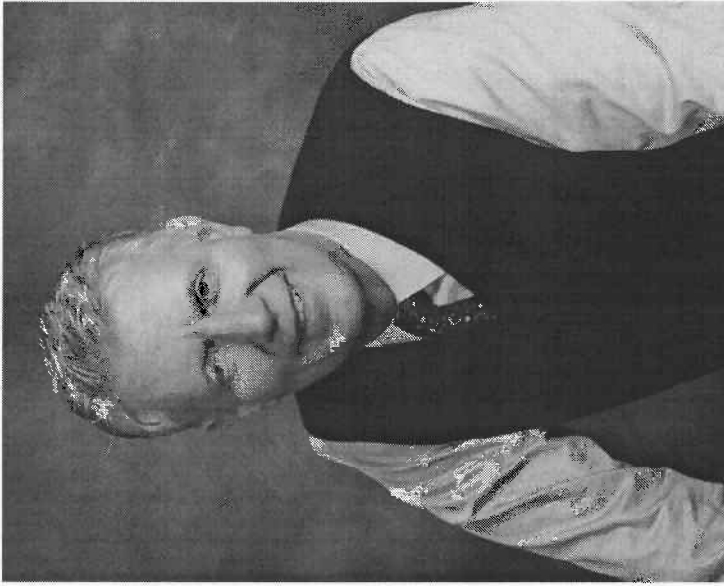
Fyi Jane

SmartCitiesCouncil
LIVABILITY | WORKABILITY | SUSTAINABILITY

SMART STREET LIGHTING

101

How advanced street lighting
systems can transform cities
in remarkable ways



Foreword

Street lights are ubiquitous in cities today. They light downtowns, parks and public gathering places. They light industrial centers and suburban malls. And they light residential neighborhoods. In fact, street lights stretch into almost every nook and cranny in a city where people live or congregate regularly. In the U.S., it is estimated there is one street light for every eight people.

Yet the vast majority of the street lights deployed in the U.S. today – some 45 million – are yesterday’s low-efficiency sodium or mercury vapor street lights. And that’s true world over. Of the estimated 600 million street lights worldwide, 90% use traditional bulbs.

That’s changing, albeit very slowly. Cities and utilities are becoming aware of the benefits of light emitting diode (LED) technology – especially the operational cost savings from LED street lights.

But LEDs and simple control systems that allow dimming and the like just scratch the surface of the potential advantages cities can wring from their lighting assets. Some pioneering cities have recognized that potential and are running pilots that test various “Internet of Things” scenarios. They’re installing components that enable street lights to serve as a Wi-Fi hotspot, deliver announcements and host digital signage that can advertise nearby events or provide directions. In other scenarios, sensors are being installed to collect data about air quality, available parking spaces and number of people on the street.

It’s clear to me that street lights are destined to become another key tool for making cities smarter, as you’ll see for yourself in the pages that follow.

A handwritten signature in dark ink, appearing to read "Jesse Berst".

Jesse Berst
Chairman, Smart Cities Council

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LEDs brighten the future of lighting costs

What if there was a way to cut one of your city's biggest expenses in half? LED street lights may allow you to do just that.

Street lights are notoriously expensive, typically consuming about 40% of a city's overall electricity costs. With the threat of crime, turning the lights down or off isn't usually an option. But switching to LED street lights can provide the same amount of lighting at just a fraction of the energy usage.

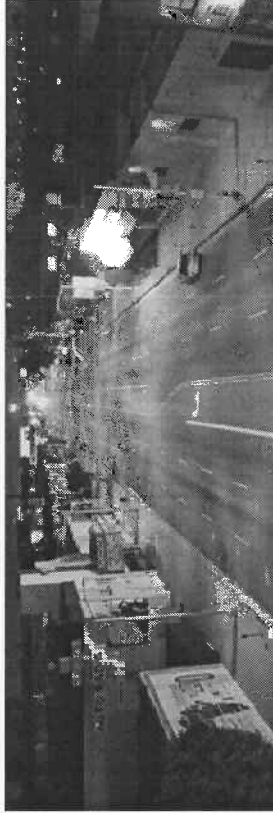
It seems hard to believe, so the U.S. Department of Energy sponsored a lighting demonstration at the University of Florida. Two dancers performed side by side; one was lit with standard halogen lights, the other with LEDs. It's tough to see much difference between them, but there is one big difference: the LEDs used as little as one-tenth of the power.

Already, LEDs are helping cities around the world save money and the environment. Here are a few examples:

- **Los Angeles** reduced its energy use even more than it had forecast after replacing the fixtures in more than 150,000 street lights with LEDs. It cut energy use more than 63%, saving the city \$7 million per year in electricity costs.
- **Edmonton, Canada's** street light replacement work has already been completed in 39 neighborhoods, reducing maintenance in addition to energy use.
- **Peterborough, United Kingdom**, replaced 400 low-pressure sodium street lights with new LEDs, cutting its



BEFORE: LA street scene before installation of LED street lights.



AFTER: LA street scene after installation of LED street lights. The LEDs deliver a white, glowing light, and many consider the quality of LED lighting an improvement.

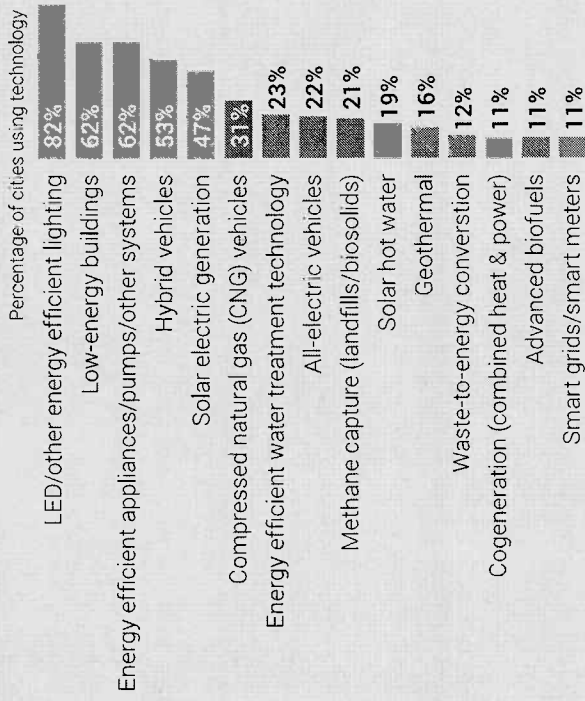
- energy use in half and reducing CO₂ emissions by nearly 27 tons per year.
- **Boston** converted 40% of its street lights by the end of 2012, saving the city \$2.8 million annually in electricity costs. When factoring in reduced maintenance costs and other savings, Boston expects a payback period under three years.
- **Madrid** is retrofitting 225,000 street lights with energy-efficient lamps, including roughly 84,000 LED lights. The project is expected to cut power consumption by approximately 44%, and those savings will be used to finance the investment. Retrofitting existing street lights with LED lamps typically costs more than traditional street lighting solutions. But given the reduced energy use and longer life spans of LEDs, they can pay for themselves. Typical payback periods range from 4 to 12 years.

How popular are LED street lighting projects?

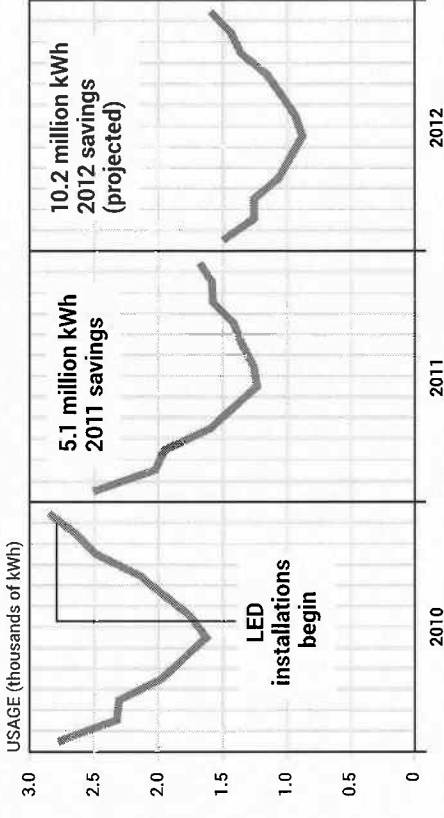
A recent survey of 204 cities by The U.S. Conference of Mayors found that LED or other energy efficient street lighting projects ranked first among energy technologies that have already been deployed by cities. Local and federal resources, most notably EECBG grants, provide the primary sources of funding for these deployments.

As the table below shows, more than four in five cities (82%) made LED or other energy-efficient lighting their top technology deployment.

Technologies already deployed by cities



Boston LED streetlight project



As the graph above shows, street light electricity use in Boston has dropped significantly since LED installations began in late 2010. The city reports that more than 5 million kilowatt hours were saved in 2011, and more than 10 million kWh expected in 2012. At the end of 2012 about 40% of the city's street lights had been converted to LEDs.

The U.S. Department of Energy has a [retrofit payback calculator](#) that can help you determine your likely payback period.

LEDs produced by [GE Lighting](#), a subsidiary of Council partner GE.

Scalable means the LED lamps can deliver a range of lumen

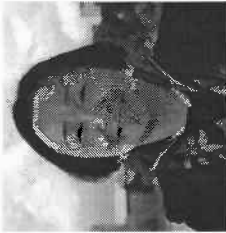
outputs. This allows the city to use the system for both the lower light requirements of residential streets and the higher illumination levels appropriate for bigger and busier roadways.

CASE STUDY:

Scalable Oakland LEDs work for residential streets and major roadways

The city of Oakland, California has embarked on a project to convert 30,000 high-pressure sodium (HPS) street lights to "scalable"

Oakland estimates that the LED retrofit will deliver 40% baseline energy savings compared to its HPS lighting. Moreover, the city



Jean Quan

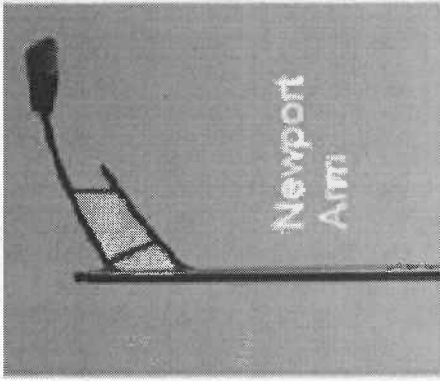
also expects maintenance savings via the inherent longer life of the

LED-based fixtures.

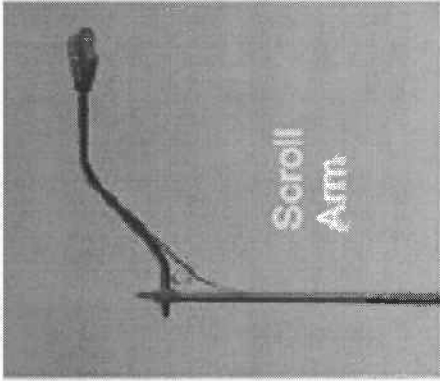
Said former Oakland Mayor Jean Quan: "These lights burn less energy, which means we're reducing our energy bills and our energy use at the same time, and their much longer lifespan also means we're reducing our e-waste footprint."

The project could generate even bigger savings if Oakland opts to connect its LEDs to adaptive controls and a network. The installed system includes

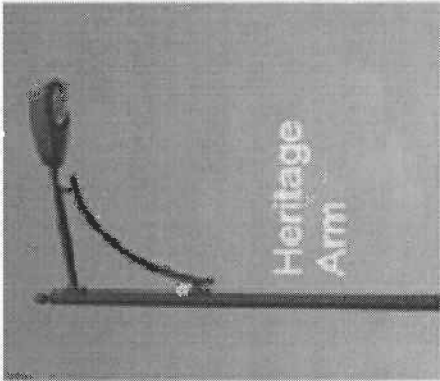
controls-ready luminaire, which means down the road Oakland can upgrade its system to allow, for example, dimming the lights during low-traffic periods. That would further slash energy use and also enable automation of maintenance tasks.



Newport Arm



Scroll Arm



Heritage Arm

Blue - Federal Standard, 15055

Black - Federal Standard, 17038

Dark Green - Federal Standard, 14036



Octagonal Pole



Fluted Pole

CASE STUDY:

High-tech street lights can have a low-tech look

New street lights don't have to give old neighborhoods a new look. Before launching its street light replacement program, the

city of Edmonton, Alberta, ran a pilot project, testing five different LED lights from different manufacturers to find lights with the right look.

The retrofitting work also didn't have to disrupt the character of a

neighborhood. In addition to standard plain-looking light stands, a neighborhood can vote to have decorative stands in three styles and colors. In such neighborhoods, residents split the additional cost of the decorative lighting.

UN declares 2015 the International Year of Light



Secretary-General Ban Ki-moon

The role light-based technologies play in spurring sustainable development can help the international community tackle the challenges of the 21st century, Secretary-General Ban Ki-moon said as he unveiled the International Year of Light – the United Nations effort showcasing light’s vital contribution to issues related to energy, education, agriculture and health.

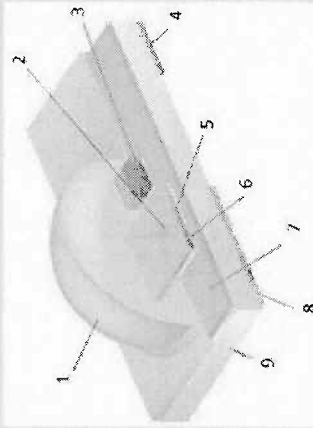
In a message delivered to the Year’s opening ceremony held at the UN Educational, Scientific and Cultural Organization’s (UNESCO) headquarters in Paris in January, 2015, the Secretary-General explained that light science has already revolutionized medicine, agriculture and energy while today’s optical technologies have become the lynchpin to the basic infrastructure of modern communications.

Moreover, he added, by technologically harnessing the power of light, the international community has

become better armed in its battle against the most pressing existential threats facing humanity.

“As we strive to end poverty and promote shared prosperity, light technologies can offer practical solutions to global challenges,” said Ban.

“They will be particularly important in advancing progress towards the Millennium Development Goals, achieving the future sustainable development goals and addressing climate change.”



1. Silicone Lens
2. Phosphor Plate
3. Transient Voltage Suppressor
4. Cathode
5. LED Chip
6. Bond Layer
7. Metal Interconnect Layer
8. Thermal Bed
9. Ceramic Substrate

About LEDs

The light-emitting diode (LED) light marks a sharp break from the history of illumination. They are essentially electronic devices that have more in common with today’s smartphones than the standard light bulb.

Sometimes called solid-state lighting (SSL), LEDs are made of solid-state semiconductors. Because LEDs live in the land of digital technology, you can easily adjust their “dimmiability” and in other ways program how they operate. Also – unlike high pressure lamps – they instantly start up.

While LEDs do cost more up front than traditional street lamps, most agree that their efficiency makes them a better investment in the long run. Their low current and low voltage requirements make them last three to four times longer. LEDs also yield twice or three times more light per watt, delivering anywhere from 30% to 70% in annual electricity savings. The energy-conserving benefits of LEDs are in fact so revolutionary that the inventors of LED lamps were awarded the Nobel Prize in Physics in 2014.

Many find the “whiter” quality of LED lighting produces better visibility along streets.

Control systems make street lights smarter

Because LEDs are essentially electronic devices (see *About LEDs*), you can connect them to control systems that give electric utilities the ability to monitor and regulate light levels in unprecedented ways.

Given the extra functionality and savings that come from combining LEDs with control systems, some lighting system experts contend that it doesn't make sense to install LED street lights on their own.

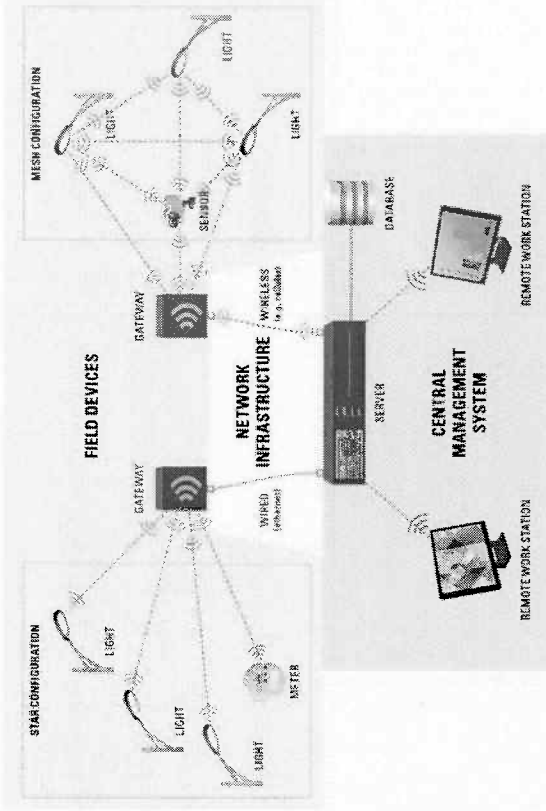
Cities can 'tune' their lights

Many street lighting vendors offer control systems that, when combined with a wired or wireless network and remote management software, will link LED street light systems with sensors, switches and dimmers.

Using these controllers, utilities gain the ability to alter the color, intensity and direction of LED

light. Cities can "tune" their street lighting to switch on when fog or rain create low daylight levels, or dim when there's too much reflected light or glare from snow cover. Public safety personnel can raise lighting levels, or have LED lights flash, at locations where accidents or emergencies occur. Motion sensors can be programmed to switch on lamps, or raise dimmed lighting levels when cars or pedestrians pass by.

Consider, for example, the city of Eindhoven, located in the Netherlands. The city uses a system from Twilight that dims LEDs to just 20% of power when no one is in the area. When a fixture detects someone, it jumps



Major components of an outdoor lighting control system.

to full power and tells other lights in the person's path to start to brighten as well to minimize energy usage while maximizing safety.

Boosting efficiency and cost savings

Perhaps even more important, use of LED controllers can take street lighting savings well beyond the energy saved in the light fixtures themselves. The 50% energy savings realized by simply switching to LEDs jumps to 80% energy savings when a controller

— with its ability to eliminate over-lighting — is added to the system.

This additional savings, in turn, significantly reduces the return on investment time. A two-and-a-half-year pilot project involving some of the world's largest cities, including New York, London, Hong Kong, Toronto and Sydney, found combining LEDs with smart controls could result in savings of 85%.

Use of controllers can also significantly reduce maintenance

costs. With GE's [LightGrid](#) control system, for example, malfunctioning lights — such as burned out lights or lights that burn during the day — trigger immediate service alerts. Technicians only have to visit a light when there's a known problem. Control systems can also record the power use at each light so that a city only pays for the power it uses. This combination of features helped the small town of Tarentum, Penn., population 4,500, [save \\$40,000 per year](#).

Sorting out network standards

Despite the merits of adding controllers in LED street lighting projects, many cities decide not to include them. Part of the reason is the extra cost.

But another reason, according to a [Navigant Research report](#), is a lack of standardization among the networked control industry players competing in the space. Questions remain over the best networking technology for street light control — power line or radio frequency, and mesh or point-to-multipoint. (See the sidebar on [this page for more on this](#).)

CASE STUDY:

LED control systems in Spain and Boston join the Internet of Things

Many street lighting vendors offer their own advanced management systems that monitor and control LED lights. But cities are also looking at independent solutions built around the larger idea of the Internet of Things, the movement to use sensors to collect and analyze a variety of data to improve operations and citizen services. Here are a few examples.

- Council partner IBM is [working with two cities in Spain](#) on a project to help operations personnel gather data from devices monitoring street lights, trash containers, parking places and other city elements. The project is built around IBM's Intelligent Operations Center software that provides real-time insight into all city operations and powers the Smart City Center, an integrated command center where data is analyzed and shared.

Street light networking technology

The advantages of using programmable controls and dimming features for street lighting is pushing cities toward installing networks and control platforms for street light systems.

City utility managers involved in these projects will want to understand, as with the case of many emerging technology solutions, what's happening in terms of network communication standards being used. Many lighting system manufacturers have gravitated toward two standards to date:

- **Power Line Communications (PLC)** standard enables data to be sent over existing power cables and is popular in a range of smart grid applications.
- **6LoWPAN** is a wireless protocol commonly associated with sensor communications and Internet of Things applications. Both mesh and point-to-multipoint network architectures are used in wireless deployments.

Lighting companies often find they have to support both PLC and 6LoWPAN in city projects. Yet experts believe the industry will ultimately move to adoption of multiple open standards that promote interoperability of network implementations.

- Schneider Electric, also a Council partner, is at work on a [Boston project](#) that aims to capture and analyze data from the city's 350 facilities, 850 traffic lights, 64,000 street lights and 3,100 city vehicles to help it meet its efficiency and environmental goals. The project makes use of Schneider's [StruxureWare](#) web-based tools.

Denmark's LED street light showcase

Lighting vendors offer dozens of smart street light options that promise to save cities money as well as collect useful types of data. But how do municipal officials figure out which option is right for them?

DOLL

a Photonics GreenLab

A trip to Denmark might help. The country is a leader in municipal LED lighting and has opened the new Danish Outdoor Lighting Lab (DOLL) to primarily help European utility managers peruse the latest LED lighting solutions.

Located in an industrial park outside Copenhagen, the DOLL test facility includes an outdoor "living lab" area with 10 kilometers of streets and paths and park space. Council partner Cisco had a hand in developing it. There vendors can showcase their latest lighting designs and municipal officials can see how well they work in an urban environment before making an investment.



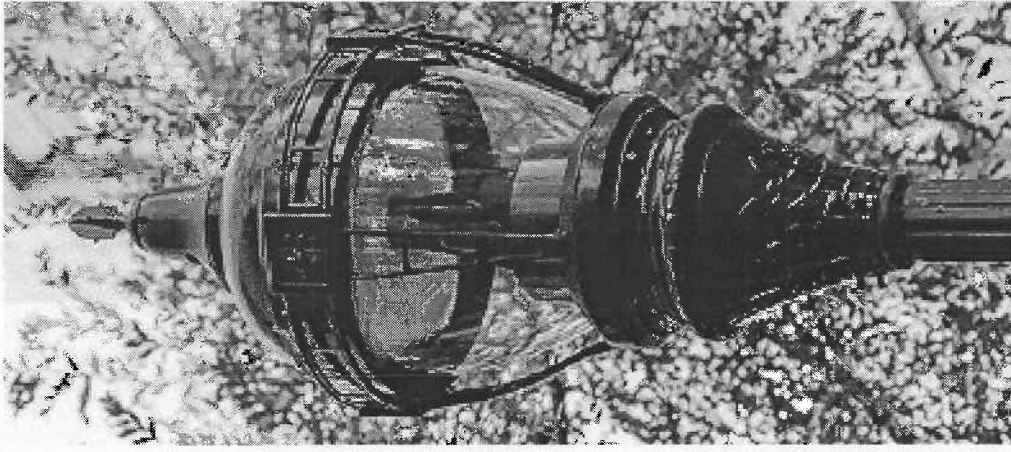
CASE STUDY: San Diego tunes lights for observatory

Home to an astronomical observatory, the city of San Diego couldn't use just any street lights. Street lights that put out too much light, or the wrong color of light, would interfere with the work at the Palomar Observatory.

For that reason and other considerations, San Diego was the first U.S. city to adopt GE's LightGrid technology. The city can remotely tune each light so it provides light where it's needed and avoid blinding sensitive areas.

The city is installing GE's Evolved LED Avery StreetDreams Post Top street lighting fixtures (seen at right) throughout its Gaslamp Quarter National Historic District.

San Diego forecasts that it will save more than a quarter-million dollars each year through energy savings alone. Maintenance savings are expected to drive that number even higher.



Lighting networks join the smart city infrastructure

Smart LED street lights do not just deliver energy savings, they can also serve cities as a platform for other technologies that improve everything from security to business profitability.

This is because networks established to control and manage LED lighting systems are also capable of doing much more.

Joining the Internet of Things movement, networked street lights give cities the ability to capture data from the world around them through environmental and weather sensors, monitoring devices and video cameras. Here are a few examples.

- In San Diego County, a consortium of utilities and cities have created a [pilot project](#) to explore the idea of making street lights a key

building block in a smart energy grid. They envision a variety of community-enhancing applications, including holiday lights, chemical sensors and video for enhanced homeland security, and electric vehicle charging stations.

- In the United Kingdom, light stands are seen as potential Wi-Fi access points, helping the government more easily roll out [wireless internet services](#), especially in rural areas and other places that are hard to serve. In addition to providing an important service, the hotspots could also pay for themselves, with businesses

and residents paying for premium access.

- Platforms that enable integration of LED lights with other smart city technologies are springing up around the world. For example, [Enel Solis](#), a subsidiary of Council partner Enel, has developed the Archilede LED lighting system, now deployed in 10 Spanish municipalities. The remotely managed system allows cities to add on video-surveillance systems, Wi-Fi communications, variable message information monitors, and various kinds of sensors. In the U.S., Council partner [Silver Spring Networks](#) has likewise established a networking platform that accommodates street lighting along with other smart city solutions.

Collaboration among technology companies is also taking place. For example, Council partners [Itron](#) and [Cisco](#) are teaming up to develop [smart grid solutions](#) that allow transformer meters, street light sensors, solar inverters, EV smart chargers and utility meters to share the same network. Cisco is also working with [Sensity](#) Systems to create joint solutions

that can convert a city lighting infrastructure into a distributed sensing platform that hosts smart city applications.

Here's a quick look at some specific technologies vendors are combining with LED street lighting systems.

Sensors

Some cities have begun to experiment with adding environmental sensors to their networked street lights. The sensors, coupled with high-bandwidth networking, enable researchers to collect, monitor, analyze and act on real-time information for not only making lighting improvements, but also for public safety, environmental and weather monitoring and parking.

Here are a few types of sensors deployed on street lamps:

- **Air quality sensors.** Data collected from these sensors can provide insights on pollution levels, pollen counts and other public health matters.
- **Image or motion sensors.** These types of sensors can, for example, count pedestrians or cyclists to monitor sidewalk congestion, or even to

triangulate gunshots and alert authorities of other types of crimes.

- **Irradiance sensors.** Cities or utilities that rely on solar energy as part of their energy mix can plant sensors on street light networks to monitor solar intensity in various areas to assist with grid balancing.

CASE STUDY:
Chicago lamp posts become part of data collection infrastructure

New light stands in Chicago are helping city officials there understand traffic patterns and environmental conditions through the use of sensors. Cisco and Qualcomm, both Council partners, are among those involved in the project that will give the city unprecedented insights into air quality, temperature, sound levels and other environmental data. In addition, the sensors on light stands will be able to track traffic by counting the mobile devices in use around them. By being able to detect how many people are in an area and where they are going in real-time, the city gains great

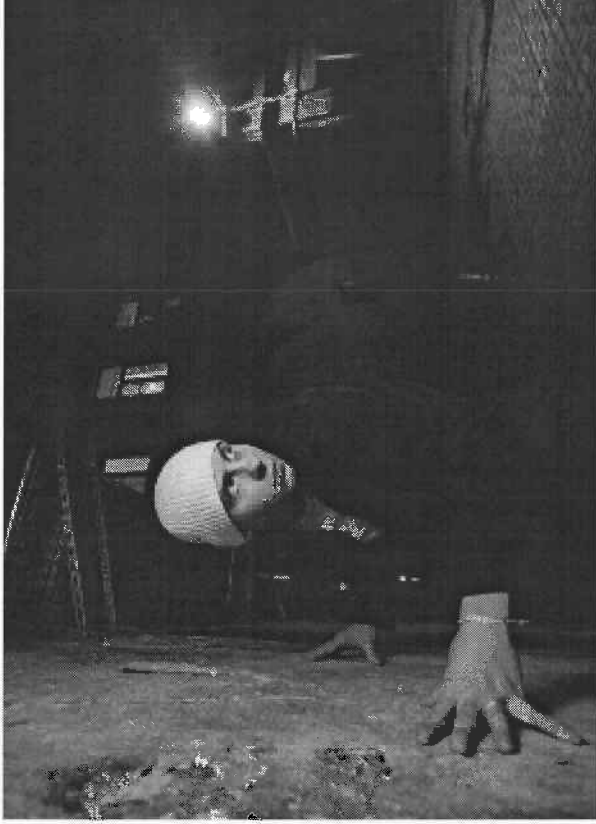
insight that it can use to alleviate traffic congestion.

To offset privacy concerns about the data collection effort, the Chicago project makes its data available for review to citizens through the city's Data Portal.

CASE STUDY:
Glasgow's motion detector street lights illuminate problems

Glasgow's adaptive lighting pilot project includes sensors on street lights that can detect noise and movement and other four disturbances and alert authorities. City officials expect the lights – which can be programmed to flash and to direct emergency crews to a specific site – to speed police response times.

"The intelligent street lighting pilots have the potential to make the city an even safer place for everyone moving about on foot or by bike," city council leader Gordon Matheson told the Evening Times. As EETimes Europe reports, Glasgow is using the IPv6-based smart city networking platform from Council partner Silver Springs



Networks to integrate LED street lights, traffic cameras, and sensors into two adaptive lighting systems in the city center.

Emergency calls and alerts

Some smart street light vendors are offering systems that integrate features that help citizens respond to emergencies. For example, systems from Lumewave and Intellistreets let cities add emergency call buttons that allow someone witnessing a traffic accident or crime to report the event. In the Dutch city of Eindhoven, the street lights can be

programmed to flash red to warn residents of approaching storms or floods. This same feature might also serve to indicate an emergency evacuation route for traffic in the event of street flooding or natural disasters.

Financing for smart street lights

Where does municipal funding for LED street light conversions come from? Taxpayers primarily.

While the payback on LED street lighting projects is relatively quick, the upfront costs are often a challenge. In the U.S., a significant funding source has been the Department of Energy's Energy Efficiency and Conservation Block Grant (EECBG) program.

Authorized in 2007, the program became a top funding priority of the 2009 American Recovery and Reinvestment Act, providing \$3.2 billion in block grants to cities and other jurisdictions to develop, energy efficiency and conservation projects.

A recent survey of 204 cities by The U.S. Conference of Mayors found that 42 cities used EECBG funds for LED or other energy-efficient street lighting projects.

In Europe, public funding sources are primarily managed at the national level and funding conditions vary among European Union (EU) countries. In general, the funds are not specifically designated for LED street lights, but for projects associated with environmental and energy saving issues.

EU nations can take advantage of the European Energy Efficiency Fund (EEEF), a public-private partnership that provides market-based financing for public sector energy investments, including energy-efficient public outdoor lighting. The main beneficiaries are municipal, local and regional authorities. Another funding source is the European Local Energy Assistance (ELENA)

initiative run by the European Investment Bank (EIB) and funded through Intelligent Energy Europe. Again, local and regional authorities are the targeted recipients. ELANA covers up to 90% of technical assistance costs needed to prepare, implement and finance projects

"The savings opens up a discussion," said Todd Isherwood, an energy project manager for the city of Boston. "None of my colleagues will move on the budgets unless there is money that can be saved."

CASE STUDY:

Lighting-as-a-service contract lets transit authority deploy LEDs

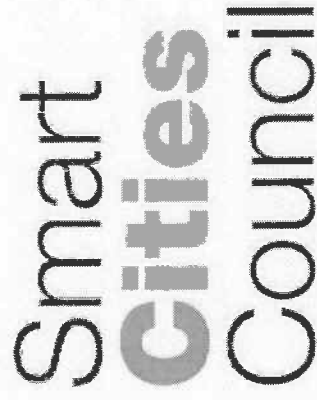
The Washington Metropolitan Area Transit Authority (WMATA) recently signed a 10-year performance lighting contract that upgrades over 13,000 garage lighting fixtures to LED lights. With this innovative "lighting-as-a-service" model, the transit authority has no upfront costs – which can be a significant barrier to cities and other public entities. The cost of the project is paid for through the estimated \$2 million in energy and maintenance savings the LED lighting yields each year. In commenting on the arrangement, a Navigant Research blog notes: "The implications of this business model are significant. WMATA gets a top-of-the-line lighting system essentially free."

CASE STUDY:

Operations savings help Boston find funding for LED project

In the face of tight city budgets, finding capital funds for LED street light conversions is often difficult. But discussion of the cost-savings delivered by more energy-efficient lighting can help build the case for conversion.

The city of Boston moved forward on several energy-efficiency initiatives by getting folks in the city's capital and operating budget camps talking. When it becomes clear that an energy-efficient project such as LED lights can substantially reduce the city's operating budget, a willingness to free up capital funds often follows.



Meet the Smart Cities Council

There is no other organization like the Smart Cities Council. We act as a market accelerator and advisor to cities – advocating for the transformation of urban areas into more livable, workable and sustainable communities.

The Council is a coalition of leading technology companies with deep expertise in areas such as energy, water, communications and transportation. We have come together to provide a collaborative, vendor-neutral framework to guide cities through their smart city planning and implementation. We envision a world where technology and intelligent design are harnessed to create smart, sustainable and prosperous cities.

The [Smart Cities Readiness Guide](#), first launched by the Council in November, 2013, is one example of how we are enabling leaders to assess their city's current state of technology and its readiness to become a smart city. We have published other guides that cities are finding helpful. Among them:

- [Smart Cities Financing Guide](#)
- [Smart Cities Open Data Guide](#)


At [SmartCitiesCouncil.com](#) you'll find articles on the latest smart city news and trends, plus a large collection of smart city case studies, white papers, videos and tools. All are available free for the benefit of cities and citizens who want to gain better livability, workability and sustainability.

Council Partners and Advisors


On the pages that follow, we invite you to learn more about our Partners and Advisors – among them are the world's leading smart city practitioners and subject matter experts.

Lead Partners

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
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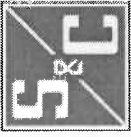
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| | Pacific Northwest National Laboratory | |

Alexa, Jennifer

From: Lumm, Jane
Sent: Monday, May 16, 2016 11:23 PM
To: Taylor, Christopher (Mayor); Kailasapathy, Sumi; Briere, Sabra; Westphal, Kirk; Grand, Julie; Ackerman, Zach; Krapohl, Graydon; Eaton, Jack; Smith, Chip; Warpehoski, Chuck
Cc: Beaudry, Jacqueline; Crawford, Tom; Lancaster, Karen; Horning, Matthew; ryanstanton@annarbor.com; Fales, Mary Joan; Postema, Stephen
Subject: FW: Budget Amendment
Attachments: Possible rev BUDGET AMENDMENT 13.docx
Importance: High

Amendment 13- Establish Spending Guidelines for the Street, Bridge and Sidewalk Millage Proceeds Collected in FY17

Whereas, There is widespread community consensus that Ann Arbor streets are in poor condition and that "fixing the roads" is a top priority;

Whereas, Ann Arbor voters have approved tax millages for road repair seven times – first in 1984 and subsequently in 1988, 1991, 1996, 2001, 2006 and 2011;

Whereas, When Ann Arbor voters approved the millage in 2011 by their approval of two ballot questions, they approved a millage that both increased the amount of the millage and expanded its permitted use, increasing the amount to 2.125 and expanding the use to include sidewalk repairs as well as street and bridge repairs;

Whereas, Some voters may have expected that the actual spending of the millage funds would have correlated with the 0.125 mills increase in the millage amount that was approved along with the expansion of permitted uses to include sidewalk repairs;

Whereas, 0.125 mills is approximately 6% of 2.125 mills, and 2.00 mills is approximately 94% of 2.125 mills;

Whereas, At its October 17, 2011, meeting Council adopted a resolution of intent for use and administration of the street, bridge and sidewalk millage funds (R-11-444) that were subsequently approved by the voters on the November 8, 2011 ballot, but did not adopt any guidelines with regard to the relative spending amounts for the various permitted and intended uses; and

Whereas, FY17 represents the fifth year of the approved five-year millage;

Whereas, Council wishes to establish guidelines on relative spending amounts for the permitted and intended uses in FY17;

Resolved, That in FY17, the road, bridge and sidewalk millage proceed expenditures will not exceed 6% for sidewalk repairs or other non-road/bridge repair purposes.

Sponsor: Lumm, Eaton