



TO: Mayor and Council

FROM: Tom Crawford, Interim City Administrator

CC: Jacqueline Beaudry, City Clerk
Derek Delacourt, Community Services Area Administrator
Matthew V. Horning, Interim Financial & Administrative Services Area Administrator/CFO
Craig Hupy, Public Services Area Administrator
Nick Hutchinson, City Engineer
Brett Lenart, Planning Manager
Molly Maciejewski, Public Works Manager
Gerald Markey, City Assessor
Michael Pettigrew, City Treasurer
Marti Praschan, Chief of Staff, Public Services
Jill Thacher, City Planner

SUBJECT: May 4, 2020 Council Agenda Responses

DATE: April 30, 2020

CA-3 – Resolution to Approve a Construction Contract with the Doan Construction Company for the 2019 Sidewalk Gap Elimination Project (\$602,002.65)

Question: Q1. Have the business owners along Washtenaw been notified of the construction schedule/plans? (Councilmember Lumm)

Response: Yes. They were invited to a public meeting that was held on January 23, 2020. Only one business owner attended the meeting. Information regarding the project, as well as the presentation that was given, is contained on the project [webpage](#). Staff will also be sending a letter to each business and property owner in early May informing them of the project details, including the planned start of the project (May 14th) and its expected completion date (August 21st).

Question: Q2. For Jackson, as I recall, the public hearing and council vote on the special assessment district is May 18. If that's correct, how can we approve a construction contract before the assessment district is approved? (Councilmember Lumm)

Response: Regardless of whether the Jackson Avenue Sidewalk is approved and constructed, the non-motorized path to be constructed along Washtenaw Avenue would still be able to move forward. If the Jackson Avenue sidewalk project is not approved, that work will be deleted from the contract. Work on the Washtenaw Ave portion of the project is scheduled to start on May 14th and delaying that start to await the result of the Jackson Avenue special assessment approval would delay the work until later in the season when traffic impacts would be greater.

Question: Q3. Also, on Jackson, the revenue budget assumes \$55K is transferred from the Resident Driven Sidewalk Gap program. Transferring funds from that program was not approved by council (not have the 8 votes required) so why is it assumed here and how can this be a 6-vote resolution if the prior resolution required 8 votes? (Councilmember Lumm)

Response: The resolutions regarding the transfer of funding from the Resident-Driven Sidewalk Gap Program and the 2019 Sidewalk Gap Elimination Project were drafted simultaneously, and the latter was not updated following the defeat of the former. Changes have now been made to the agenda item to reflect this.

CA-4 – Resolution to Award a Construction Contract to Bailey Excavating, Inc. for the Barton Drive Water Main Replacement and Resurfacing Project (\$1,391,453.62)

Question: Regarding CA-4, what happens if the special assessment districts also on the agenda for Barton sidewalk gaps are not approved? (Councilmember Lumm)

Response: If the special assessment districts are not approved by Council, then the sidewalk work will be eliminated from the contract. As a result, planned crosswalks would also be eliminated, as there would not be any sidewalk to cross to.

CA-8 - Resolution to Amend the Fleet and Facility Unit FY20 Budget by Appropriating Funds and to Approve the Purchase of One Elgin Street Sweeper from Bell Equipment Company (National IPA - \$195,639.00) (8 Votes Required)

Question: Regarding CA-8, the old unit was taken out of service a year ago and we've worked around that, so why can't that continue/why do we need to spend the \$195K on a new sweeper? (Councilmember Lumm)

Response: This sweeper is smaller than the rest of the City's sweepers and will be used for the protected bike lane and other narrow areas that are inaccessible with our current fleet. The sweeper will also allow crews to address bike lanes more frequently to meet expected service levels. When the old unit was taken out of service, the City did struggle

to meet sweeping goals. The remaining sweepers were used for longer hours but even then, we still fell short of meeting our summer sweeping goals.

CA-10 - Resolution to Approve a Professional Services Agreement with Hubbell, Roth & Clark, Inc to Develop an Asset Management Program for the Wastewater Treatment Plant and Sanitary Lift Stations, RFP No. 20-12 (\$389,595.00)

Question: Regarding CA-10, the cover memo indicates that in the scoring system, price is only 10%. While I understood (and agree) that price is not the only factor in awarding professional service agreements, it seems to me that 10% weighting is too little and almost makes price irrelevant. This RFP provides a good example of why - there were 3 finalists (all presumably qualified) and the scoring system ranked a firm #2 when its costs were \$225K (60%) higher than the firm ranked #3. Can you please speak to this – the justification for weighting price just 10% - and are there other city departments using 10% price weighting in evaluating professional service proposals? If so, which ones and on what ty? (Councilmember Lumm)

Response: The quality-based selection process for professional engineering services is intended to identify the most qualified firm to deliver the requested services for a specific project. The weight assigned to the four selection criteria for rating proposals depends on the complexity of the project. The WWTSU typically assigns a weight of 10% to 30% for fee proposals to deliver professional engineering because it is even more important to get the best qualified firm to deliver the requested services. (This is the same philosophy used by the City's Engineering Department.) The Asset Management Program for the WWTP and sewage lift stations is important from an economic and regulatory standpoint. The weight assigned to past involvement on similar projects and the proposed work plan were highest as these two selection criteria were considered to be most reflective of a firm's qualifications to perform this work. For this project, the work plan for the firm with the lowest cost relied heavily on a unique software approach that was unfamiliar to WWTP staff and appeared to be of value. After the interviews, ITSU staff indicated that the City already had a similar software system and the value of the proposed system was diminished. The fee of the selected firm was only 7% higher than the lowest cost, least qualified firm. By comparison, the second-place firm had demonstrated significantly more qualifications than the third-place firm and slightly better than the selected firm; however, the large cost differential did not justify their selection, and the fee proposal assessment did factor into the selection process.

CA-12 - Resolution Levying Certain Delinquent Board Up, Clean Up, Vacant Property Inspection Fees, Housing Inspection Fees, and Fire Inspection Fees as Special Assessments and Ordering Collection Thereof

Question: Regarding CA-12, in glancing at the spreadsheet attached, it seems the due dates for all of these fees were in 2019 – is that correct? (Councilmember Lumm)

Response: That is correct. Invoices had to have a due date prior to November 30, 2019 to be eligible for the Summer 2020 Tax Roll. Eligible Solid Waste Bills all have due dates prior to September 30, 2019.

Related to all 14 Public Hearings:

Question: Can some of these be delayed to June? I'm concerned that an unknown proportion of residents may not know how to participate, or are also having physical or mental health issues during the COVID-19 public health emergency. I hope staff will prepare to discuss whether we are in compliance with the rules for public hearings and will also do a quick survey of peer cities. Some residents and commissioners have been absent from meetings and it's due in part to problems using technology, and where to find the agenda and other information.

I hope the city will communicate that people need to go to [Legistar -- Calendar](#) to find dial-in instructions on the Agenda (currently not showing), and how to eComment, etc. People need a plain language, simplified way to learn what key topics are on the Agenda and how to participate. (Councilmember Bannister)

Response: Some yes and some no. See related responses below. Note that the Zoom meeting details and eComments are both present on the Agenda and in Legistar.

PH-9 (see also DS-1)- Resolution No. 4 - Confirming the Barton Drive Water Main Replacement & Resurfacing Project Special Assessment District No. 55 - Brede to Pontiac

Question: Can these be delayed until June (see above)? (Councilmember Bannister)

Response: City Council can vote to postpone the item if they so choose. Postponing at this time will not have an adverse effect on the overall project, however the item cannot be postponed any further than the first meeting in June without adversely affecting the overall project schedule.

Question: Are the sidewalk repairs in the DDA area the first priority, and not these new sidewalks in established neighborhoods? (Councilmember Bannister)

Response: Sidewalk repairs in the downtown are being performed by the Sidewalk Repair Program under a separate project and are not related to the work on Barton Drive. The Sidewalk Repair Program works in different areas of the City each year, and the downtown area had already been scheduled for work in 2020.

Question: Could these documents be attached to the resolution?

- i. Sidewalk Strategies September 17, 2019 by Howard Lazarus
- ii. Sidewalk Gap Prioritization Update November 27, 2019 by Howard Lazarus

- iii. 2020 Workplan Engineering Updated February 2020 from Craig Hupy's budget presentation.
- iv. Could this document include the funding needed for each project and a pie chart? (Councilmember Bannister)

Response: These documents requested in (i, ii, iii) are attached to this memo. The information requested in (iv) will be considered for this document in future years, however this information is not included in the document for the current year.

Question: How would Council best consider the financial options described in Sidewalk Strategies 9/17/19 for finding public dollars for new sidewalks? How does this fit with the overall expected revenue shortfalls in the budget due to COVID-19? (Councilmember Bannister)

Response: The prior options presented in the September 17, 2019 and the November 27, 2019 memos to City Council involved the General Fund. With the COVID event General Fund revenues are being heavily stressed, thus making General Fund a less likely source of alternative funding. At the close of the FY and moving into the next FY revenue projections will be better defined and considerations for future financial options can be considered.

Question: Please provide a summary of staff conversations with residents and the details of the project designs, including impacts on rain gardens and natural features. Please update the [Barton Drive webpage](#) with all the information and link to Legistar for the resolution. Please include the objection email from 515 Barton (Andrew Kaufman), and based on my conversations with 527 Barton (Peter Yung), he also was deciding how to communicate his serious reservations about the project. (Councilmember Bannister)

Response: Staff has had many communications with residents during the course of this project, both verbal and otherwise. Summarizing all of these communications would take a substantial amount of staff time and would not be ready prior to the 5/4 Council meeting. Staff will add a link to the Resolution on the web page, however individual e-mails from residents are not typically posted to project web pages.

Question: How will the new sidewalks and crosswalks be illuminated and the lights maintained? (Councilmember Bannister)

Response: Crosswalk lighting would be installed and maintained by DTE.

Question: How much does the Parks Dept budget for the boardwalk and what is their timeline for maintenance? (Councilmember Bannister)

Response: This question is not related to this agenda item, and will be responded to separately.

Question: Is there an update on the public safety issues that residents have identified at Barton and Pontiac, and Arrowwood and Pontiac? (Councilmember Bannister)

Response: This question is not related to this agenda item and will be responded to separately.

Question: What traffic calming has been implemented and requested by residents for Northside Avenue? (Councilmember Bannister)

Response: This question is not related to this agenda item and will be responded to separately.

Question: Please provide an update on the Lower Town Mobility Study and how it impacts this area. (Councilmember Bannister)

Response: The Lower Town Mobility Study is not yet at the stage where priorities, impacts, and alternatives have been formulated, analyzed, or vetted. The consultants and staff working on the Lower Town Mobility Study are still identifying issues based on data and field observations. Road safety audit field reviews are complete and have documented congestion along Barton Drive, including eastbound Barton approaching Pontiac Trail. Potential mitigations might include traffic signal operation adjustments and auxiliary turn lanes. However, it should be noted public engagement will help form acceptable recommendations. That process has not yet begun and is further complicated by the shelter-in-place condition.

Question: Can SAD 55 be broken into separate projects and spread out over time as new design plans and innovations are created, and we see the impact of the public health crisis with COVID-19? (Councilmember Bannister)

Response: At this time, it is not viable to split the special assessment district into two parts, nor does staff recommend this. This sidewalk fills a critical gap in the sidewalk network which would provide a safe walkway for pedestrians from Brede to Pontiac.

Question: Does A2Zero.org or other City departments have any information on the carbon impact of the concrete in the sidewalks? (Councilmember Bannister)

Response: See below links.

<https://www.yaleclimateconnections.org/2017/02/your-sidewalk-is-soaking-up-carbon-pollution/>

<https://www.npr.org/2019/08/08/749500858/researchers-are-trying-to-find-a-solution-to-cut-concretes-carbon-emissions>

<https://www.smartcitiesdive.com/news/us-conference-of-mayors-urges-cities-to-use-green-concrete-material-carbon-/560977/>

Question: Are flexible pavements made with recycled materials being considered and has RAA/Ecology Center been consulted? (Councilmember Bannister)

Response: New products are always being reviewed and considered, however many innovations such as flexible concrete are not quite ready for the market at this time. Staff will continue to monitor developments in the industry.

Question: Could a rain garden and swale like on Maple Road be considered? (Councilmember Bannister)

Response: Rain gardens were not part of the scope of the Barton Drive project, and the project did not include stormwater funding for such improvements. However, rain gardens can be pursued at any time. More information can be found online at: <https://www.a2gov.org/departments/systems-planning/planning-areas/water-resources/Pages/Rain-gardens-.aspx>

Question: Under what circumstances would staff forecast a reduction in vehicular traffic on Barton Drive? (Councilmember Bannister)

Response: There could be countless theoretical circumstances resulting in a reduction of vehicular traffic on Barton Drive. The current situation of COVID-19's impact to overall transportation demand is just one example of a circumstance resulting in a reduction of vehicular traffic. It bears mention that Strategy 4 of the A2Zero Plan calls for the reduction of "the miles we travel in our vehicles by at least 50%." To achieve this strategy, seven specific actions have been identified: 1) Implement Non-Motorized Plan; 2) Expand and Improve Local Transit; 3) Expand and Improve Regional Transit; 4) Increase Number of Park and Rides and Ensure Seamless Connection to Transit; 5) Increase the Diversity of Housing Allowed by Right; 6) Mixed-Use Neighborhoods; 7) Tiered Parking Rates. The proposed sidewalks along Barton Drive align with the first strategy of implementing the Non-Motorized Transportation Plan.

Question: Is the reduction in traffic from COVID-19 anticipated to continue into the future? (Councilmember Bannister)

Response: A word often used to describe COVID-19 is unprecedented. Because nothing like this has happened in the modern era, it is hard to anticipate what the lingering effects will be. Vehicular traffic is down 50% to 75% in the area. While this reflects catastrophic impacts to parts of the economy, it also represents what the road network could look like and how it could operate with less cars. If this environment is found to be desirable, then policies (such as those identified in the A2Zero Plan) could be pursued which continue to support less vehicular driving and more walking and biking.

PH-11 (see also DS-3) - Resolution No. 4 - Confirming the Nixon and Traver Sidewalk Gap Project, District 56 (8 Votes Required)

Question: Can these be delayed until June (see above)? (Councilmember Bannister)

Response: Delaying a decision on this item would jeopardize the Federal funding for this project and the Traver Court sidewalk. Therefore, a postponement is not recommended.

Question: Could these documents be attached to the resolution?

- i. Sidewalk Strategies September 17, 2019 by Howard Lazarus
- ii. Sidewalk Gap Prioritization Update November 27, 2019 by Howard Lazarus
- iii. 2020 Workplan Engineering Updated February 2020 from Craig Hupy's budget presentation.
- iv. Could this document include the funding needed for each project and a pie chart? (Councilmember Bannister)

Response: These documents requested in (i, ii, iii) are attached to this memo. The information requested in (iv) will be considered for this document in future years, however this information is not included in the document for the current year.

Question: How would Council best consider the financial options described in Sidewalk Strategies 9/17/19 for finding public dollars for new sidewalks? How does this fit with the overall expected revenue shortfalls in the budget due to COVID-19? (Councilmember Bannister)

Response: The prior options presented in the September 17, 2019 and the November 27, 2019 memos to City Council involved the General Fund. With the COVID event General Fund revenues are being heavily stressed, thus making General Fund a less likely source of alternative funding. At the close of the FY and moving into the next FY revenue projections will be better defined and considerations for future financial options can be considered.

Question: Please provide a summary of staff conversations with residents and the details of the project designs, including impacts on rain gardens and natural features. Please update the [Nixon Traver webpage](#) with all the information and link to Legistar for the resolution. (Councilmember Bannister)

Response: Staff has had many communications with residents during the course of this project, both verbal and otherwise. Summarizing all of these communications would take a substantial amount of staff time and would not be ready prior to the 5/4 Council meeting. Staff will add a link to the Resolution on the web page.

Question: How will the new sidewalks be illuminated and the lights maintained? (Councilmember Bannister)

Response: Additional lighting along the proposed sidewalk is not planned as part of this project. Additional lighting is planned as part of the future Nixon Corridor Improvement Project. When installed, these light poles would likely be added as City-owned poles, and therefore maintained by City crews.

B-8 (PH-8) - An Ordinance to Amend Chapter 55 (Zoning), Rezoning of 0.20 Acre from C1B (Community Convenience Center District) to PUD (Planned Unit Development District), The Garnet PUD Zoning and Supplemental Regulations, 325 East Summit Street (CPC Recommendation: Approval - 8 Years and 0 Nays) (Ordinance No. ORD-20-11)

Question: Where are the live links referenced on this document 2-4-2020 CPC Approved Minutes w Live Links.pdf? (Councilmember Bannister)

Response: The links are found near the left hand side of the document. They are Legistar file number links (e.g. 20-0203 in image below) that provide quick access to related item content.

9 **REGULAR BUSINESS - Project Presentations**
Commission Discussion on Each Item

9-a **20-0203** The Garnet Planned Unit Development
Approval - A proposal to rezone
(Community Convenience Center District)
construct a 10-unit garden

Question: Regarding B-8, have there been any discussions with the petitioner regarding the affordable housing contribution or other items? If so, can you please provide a summary? Also, has staff received any additional public comments or objections since First Reading April 6th? (Councilmember Lumm)

Response: No, staff has not had any discussions with the petitioner on affordable housing contribution requirements, nor have any additional public comments or objections been received.

C-1 - An Ordinance to Amend Section 2:64 of Chapter 29 (Sewer Rates) of Title II of the Code of the City of Ann Arbor

C-2 - An Ordinance to Amend Section 2:63 of Chapter 29 (Water Rates) of Title II of the Code of the City of Ann Arbor

C-3 - An Ordinance to Amend Section 2:69 of Chapter 29 (Stormwater Rates) of Title II of the Code of the City of Ann Arbor

Question: Q1. The cover memo on the water rate increase indicates the 6.5% increase generates \$753K in revenue. In the similar resolution a year ago, a 6% increase generated \$1.32M. This year's increase is a bit higher, but generates much less revenue. That just does not make sense – the implied revenue base a year ago (6% generates \$1.32M) was \$22M, while this year it is half that or \$11M (6.5% generates \$753K). Can you please reconcile this? What am I missing? (Councilmember Lumm)

Response: In FY20 when annually updating the rates ordinance for Council, the financial projections used projected consumption data for FY19 to estimate revenue requirements because there was not any data on what consumption would be within the revised rate structure. What was observed in the FY19 data was that there was a nearly 10% decrease in residential consumption from FY18 to FY19, and the consumption in Tier 4 was a little over half of what we projected (88,000 actual units vs. 152,000 estimated units in FY19). Other data updated/reduced for actual consumption were in the third residential tier and water only rate. These consumption changes had a significant dollar impact due to the per unit price leading us to adjust for the price elasticity that was observed (and anticipated), however, only a 10% price elasticity in the higher tiers was assumed, not 50%.

Question: Q2. If the \$753K incremental revenue number referenced in Q1 is correct, that suggests there has been a significant reduction in water usage volume – has there been (excluding the recent COVID-19 impacts)? (Councilmember Lumm)

Response: That is correct, as detailed above, the estimated water consumptions were less in the top 2 residential tiers; as well as, water only consumption, leading to less revenue generated by rate increases.

Question: Q3. Also related to water usage volume, can you please provide an analysis comparing water usage by customer class (residential, non-residential, and multi-family) before the water rate re-structuring and after? (Councilmember Lumm)

Response: Please see below.

Customer Volume Water

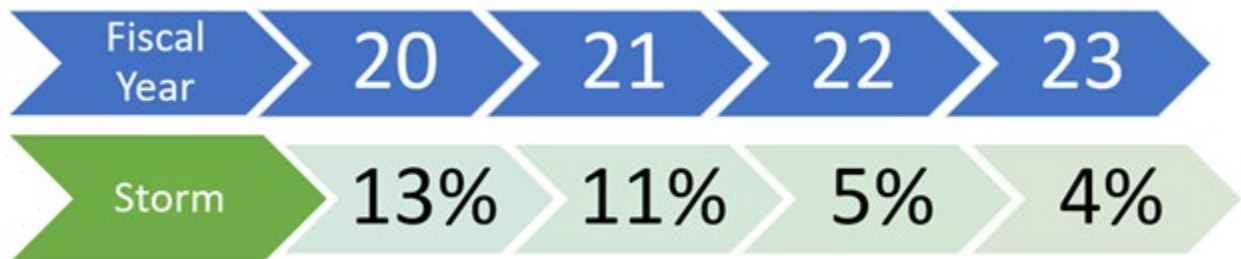
	FY 2018	FY 2019
Residential 1		
Volume (CCF)		
Tier1	568,363	691,767
Tier2	766,007	397,949
Tier3	198,164	213,753
Tier4	0	88,786
Total:	1,532,534	1,392,255
		-9.15%
Residential 2		
Volume (CCF)		
Tier1	12,882	16,152
Tier2	24,845	17,846
Tier3	0	0
Tier4	0	0
Total:	37,727	33,998
		-9.88%
Multi-Family		
Volume (CCF)		
Tier 1		1,413,990
Total:		1,413,990
		N/A
Non-residential		
Volume (CCF)		
Com 1	3,170,257	1,831,311
Com 2	58,920	
Com 3	39,114	
Total:	3,268,291	1,831,311
		-43.97%
Water Only		
Volume (CCF)		
Tier1	686,159	661,244
Total:	686,159	661,244
		-3.63%
Sale For Resale		
Township A	191,206	195,155
Township B	398,852	457,358
Total:	590,058	652,513
Change		10.58%
Total	6,114,769	5,985,311
		-2.12%

Question: Q4. In the sewer rate ordinance it states “charges for sewer service provided to AA Township, Pittsfield Township, and Scio Township shall be as provided per the provisions of their agreements.” For both water and sewer what are the rate increases for the three townships and can you please summarize what the “provisions of their agreements” are in terms of rate increases? (Councilmember Lumm)

Response: Township increase are 5.57% for Water and 8.7% for Sewer. The township agreements indicate the pricing is set based on system revenue requirements.

Question: Q5. The storm water cover memo indicates that, “the increased rates will help finance the completion of the four-year phased roll in of the level of services increases which began in 2017.” Since this is the final year of the four-year plan, what are the projected rate increases going forward for stormwater? (Councilmember Lumm)

Response: The rate plan remains unchanged from what was presented in FY20:



Question: Q6. In the April 17 staff response to my question, it was indicated the COVID-19-related revenue impacts were running about \$137K a week (\$55K for water and \$82K for sewer) – are those impact trends continuing? Also, have there been any operational or spending changes made in response to the reduced revenue? (Councilmember Lumm)

Response: Yes, financial estimates and associated reductions in expenses are currently being formulated for discussion during the budget process.

Question: Q7. Although I don't expect this in 24 hours (but at least by 2nd reading), could you please identify what specific capital project(s) or operational improvements in each of the three areas/funds you would recommend deferring from FY21 if the proposed rate increases were not approved and the resulting revenue increases contemplated for FY21 were not realized. (Councilmember Lumm)

Response: Yes, staff is currently working to provide revenue shortfall projections; as well as, corresponding expenditure reductions for consideration.

C-4 - An Ordinance to Amend Section 9:42 of Chapter 107 (Animals) of the Code of the City of Ann Arbor

Question: Regarding C-4, can you please provide data for the last couple of years in terms of how many new permit applications or renewals there have been and how many (if any) had objections from neighbors? Also, how many complaints (if any) have been received? (Councilmember Lumm)

Response: The City issues between 25 – 35 backyard chicken (bird) permits per year. So far in 2020, fifteen applications have been received. All permit denials are related to the requirement to receive consent for the 6-bird permit from adjoining property

owners. In 2017, five new permit applications were denied due to neighbor objection; no denials occurred in 2018 and one new request was denied in 2019. The City Clerk's Office does not have records on any complaints received regarding existing permits.

Question: Also, on C-4, it appears the 2-bird permits are being eliminated and there would just be a 6-bird permit. Assuming that's correct, can you please remind me what the rationale was for having 2-bird and 6-bird permits and allowing neighbor veto for the 6 bird permits, but not the 2-bird permits? (Councilmember Lumm)

Response: The 2-bird permit was created as a compromise for those applicants who could not get unanimous neighbor approval, but otherwise would qualify for a permit. The 2-bird permit allowed any applicant to bypass the neighbor approval process, with confirmation that there were not previous Animal Ordinance complaints on file with AAPD and proceed on a smaller scale (2 birds only). This permit is often used as a secondary request once a denial of the 6-bird permit is issued due to neighbor objection. This permit would no longer be necessary if neighbor waiver (neighbor approval) was no longer required by ordinance. The remaining permit option would simply allow applicants to keep up to 6 birds.

DS-1 – Resolution No. 4 - Confirming the Barton Drive Water Main Replacement & Resurfacing Project Special Assessment District No. 55 - Brede to Pontiac

DS-2 - Resolution No. 4 - Confirming the Barton Drive Water Main Replacement & Resurfacing Project Special Assessment District No. 60 - Barton/Starwick Intersection

DS-3 - Resolution No. 4 - Confirming the Nixon and Traver Sidewalk Gap Project, District 56 (8 Votes Required)

DS-4 - Resolution No. 4 - Confirming the Fuller Court Sidewalk Gap Project, District 57

Question: Regarding the sidewalk gap assessment resolutions (DS-1 through DS-4), has staff received any further communication/correspondence from (or had any further discussions with) the impacted property owners since the May 4 public hearing date was established, and if so, can you please provide a summary? (Councilmember Lumm)

Response for DS-1: All property owners in the Barton Drive project sidewalk assessment District #55 (Brede to Pontiac) were contacted by email or mail regarding the reduced assessment costs based on the results of the bid opening. Since the passage of Resolution #3, staff has had communication with the owners of 415 Barton and have attempted to work out the details of how their driveway onto Barton Drive would be affected by the proposed sidewalk. However, they have not been agreeable to any of the options presented by City staff. As of this writing, 415 Barton Drive is the only property to have submitted a formal protest to the City Clerks Office. Staff also had a discussion with

the owner of 701 Barton Drive regarding tree impacts, curb cut location, and connecting their sump pump to the storm drain. These issues appear to have been worked out, and the property owner did not indicate opposition to the project.

Response for DS-2: All property owners in the Barton Drive project sidewalk assessment District #60 (Barton/Starwick) were contacted by email or mail regarding the reduced assessment costs based on the results of the bid opening. No other communications with residents in this district have occurred since the passage of Resolution #3.

Response for DS-3: Since Council approval of Resolution #3 on April 6th, staff have not received additional correspondence from residents along the Traver/Nixon sidewalk project, other than the formal protest to the special assessment district that the owners submitted to Clerks Office. Staff are planning to send emails to each property owner with details about viewing and/or participating in the May 4th Council Meeting and links to the agenda and Resolutions.

Response for DS-4: Since Council approval of Resolution #3 on April 6th, staff have had communication on the crosswalk and grading impacts and documentation needs with the VA Hospital; easement and project coordination with Huron River Flats; and retaining wall, grading impacts, and easement coordination with the University of Michigan. Most of this discussion was centered around working out details of the project, and none of the parties expressed opposition to the project.



MEMORANDUM

TO: Mayor and Councilmembers
FROM: Howard S. Lazarus, City Administrator
SUBJECT: Sidewalk Strategies
DATE: September 17, 2019

A handwritten signature in blue ink, likely belonging to Howard S. Lazarus, the City Administrator.

I am providing this memorandum in response to Council inquiries requesting that the City provide alternatives to the current funding approach for addressing gaps in our sidewalk network. Several recent projects that have come to Council to approve special assessment districts as provided for under City Code have raised concerns among several Councilmembers about the costs imposed upon property owners for sidewalk installations. The discussion below provides a summary of current conditions and means available for funding and installing new sidewalks, identification of funding options employed by peer cities to fill out their sidewalk networks, and a suite of policy decisions/recommendations for acceleration of sidewalk improvements.

Current Conditions

While Ann Arbor is an inherently walkable city, our sidewalk network has substantial gaps. Engineering roughly estimates a total of 149 missing miles with an estimated installation cost of \$150 million to \$220 million. The City currently does not separately fund new sidewalk construction, as new sidewalks are generally constructed as part of street improvements and not as stand-alone projects, resulting in the installation of approximately 1.25 – 2.75 miles¹ of new sidewalks annually. This approach does not support a strong Council initiative to address sidewalk gaps on a community-wide basis.

A primary source for funding new sidewalk installations is the levying of special assessments to property owners who benefit from the public improvement. Per Chapter 12, Sections 1:274-5 of the City code, the cost for sidewalk improvements is funded by the benefitting property owner through a special assessment.² The number years allowed for the repayment of the assessment varies based upon the total amount of the facility cost, and the installation includes an interest rate applicable at the time of the

¹ The installation varies annually, with the following historic data for City work: FY16 – 1.39 miles; FY17 – 1.79 miles; FY18 – 2.78 miles; FY19 – 1.24 miles. The following additional sidewalks gaps were filled through development projects: FY17 – 0.07 miles; FY18 – 1.06 miles; FY19 - 0.48 miles.

² In practice, the City has not been assessing 100% of the full costs. The City does assess for the basic grading, the concrete, and the associated soft costs. But other costs, such as retaining walls, tree removals, and more extensive grading are not assessed – in order to keep the assessment costs more reasonable.

assessment. Current City code does provide Council with the following options in establishing special assessments:

- In any case where the City Council determines that the division of costs does not accurately reflect the benefit to the City at large and the private benefit, such other division as shall be equitable may be adopted by the City Council (Chapter 12, Section 1:274(3)).
- Unless payment in installments in accordance with the table in Section 1:275 is approved, special assessments and local public improvement charges shall become payable at a time to be fixed by Council resolution (Chapter 12, Section 1:275(7)).

These two provisions offer Council the flexibility to consider alternative repayment approaches, as discussed later in this memorandum and subject to legal review for applicability by the City Attorney.

The City’s practice has been to seek grants and other offsets to the costs assessed for new sidewalk construction, often resulting in significant benefit to assessed property owner. Further, the assessments have only included the cost of the sidewalk, and the City has absorbed the costs of related work (e.g. retaining walls, restorative landscaping, curb and gutter, et al). New sidewalk installation is required for new construction and developments under the Unified Development Code.

Property owners retain the ability to obtain permits and install sidewalks to City standards on their own and absorbing 100% of the cost. It should also be noted that the City is responsible for repair of sidewalks after the initial installation.

Most recently, the use of special assessments has become a contentious matter, with Council voting against several proposed special assessments due to property owner protests. The result has been Council not approving proposed special assessment and resulting in the perpetuation of sidewalk gaps in areas that would benefit pedestrians, including segments that would improve access to schools and parks. However, should Council change the funding approach for sidewalk gap construction they most likely will receive concerns about the “unfairness” of changing historic practice (especially from property owners who have special assessments levied on their properties).

Leading Pedestrian-Friendly City Approaches

Ann Arbor is not unique in its challenges to addressing sidewalk gaps within its existing network. The table below identifies the funding sources used in several leading cities that are known as being pedestrian-friendly.

City	Funding Sources for Construction of New Sidewalks
Austin	Bonds, Grants, Payments in Lieu of Taxes
Charlotte	Bonds
Grand Rapids	Local Income Tax
Greenville (SC)	Bonds
Houston	Local Property Taxes

City	Funding Sources for Construction of New Sidewalks
Minneapolis	None
Nashville	Bonds and Grants
San Antonio	Advanced Transportation District (a voter approved sales tax)
Seattle	Dedicated Local Property Tax

The applicability of these approaches to Ann Arbor is further discussed below:

Grants

- As stated above, the City actively pursues state and federal **grants** to offset the costs of construction. The use of grants does not fully replace the need for special assessments as these grants typically do not cover 100% of the project costs.

State Taxes

- The City receives **state revenue-sharing (redistribution of sales taxes)**, which become part of the City's General Fund. Shared revenues consist of both constitutional and statutory components. Due to variability of the State's allocation of the statutory component over the recent past, the City has adopted a budgetary practice of considering phasing in statutory shared revenues as a non-recurring source. These non-recurring revenues could be used fund sidewalks, with the understanding that the City also has other compelling asset requirements that need to be addressed.
- The City has been receiving **revenues from marijuana licensing facilities** and should start receiving a local share of the associated sales taxes. Marijuana licensing and tax revenues could be used for sidewalk gap construction, with the understanding that any allocation of revenues to a special purpose will compete against other needs.

Local Taxes

- The City is able to issue **general obligation (GO) bonds** for the construction of new sidewalks. Debt payments for GO bonds would be a General Fund obligation, and would compete with other funding priorities. This is not an approach favored by the financial staff as it increases the cost of money due to fees and interest rates.
- The City could consider incorporating the construction of new sidewalks into a future **City street millage** (slated for the 2021 ballot), or proposing a **new dedicated sidewalk millage** for voter approval.
- The City currently has the ability to levy a **local income tax**. The advantage to a City income tax is that it would require those who benefit from the City's transportation network but who do not pay local taxes would contribute to the cost of the benefit. However, in past analyses the City has not considered the difficulties and cost to administer an income tax combined with the variable nature of the revenues and the required offset to Ann Arbor property taxes would negate any benefit received.

- Under the Michigan constitution, the City does not have the ability to levy a **local option sales tax**. The City has included pursuit of a local option sales tax as part of its legislative policy agenda.

Other Options

- The City could designate **community benefit payments from planned unit developments (PUDs)** for the construction of unrelated new sidewalks.
- Approximately 20% of property in Ann Arbor is owned by entities that do not pay property taxes, with the largest being the University of Michigan and the Ann Arbor Public School System. Both of these entities would benefit from a program to address sidewalk gaps around the City. The City may consider approaching these entities about **Payments in Lieu of Taxes (PILOT)** options for funding sidewalks.
- Related to a PILOT initiative, the City has incorporated pursuing a **Special Event and Ticket (SEAT) Tax** as part of its legislative agenda at the state level. If approved and adopted, revenues from the SEAT tax could be allocated to new sidewalk construction.
- **Hospitality/Hotel taxes** are currently collected at the County level, and are distributed to the Convention and Visitors Bureau (Destination Ann Arbor). There is some concern that while most of these revenues are generated within the City of Ann Arbor, the City does not proportionately benefit. Changes in both the state statute governing the uses of these revenues and the County contract with Destination Ann Arbor will have to be reviewed to see if there is applicability, especially in parts of the City that host events that attract visitors.
- City staff has begun the process of investigating whether or not the creation of a **Road Utility** is feasible and allowable. A Road Utility would be similar to our water and wastewater utilities, and would charge properties owners based upon their usage of the road network. A portion of those revenues could be allocated to non-motorized assets, however this is a long term project and not likely to yield any revenues in the immediate future. Staff will provide a discussion concerning the potential for a Road Utility at a future Council work session.

Policy Decisions/Recommendations

The policy decisions/recommendations provided below are divided into short and long term actions. Short term actions are generally within the control of the City Council. Long term actions may require legislation at other levels of government.

1. Responsibility for Sidewalks Gaps

As stated above, current City code requires that property owners are assessed 100% of the cost for new sidewalk installations (the City does cover the cost for maintenance and repair of existing sidewalks). If the Council determines that it wants to part from past practice, Chapter 12, Section 1:274(3) of the City

code does provide some latitude, but the cleaner course of action may be to change the ordinance. The City Attorney should provide input, as City funding would be a change from past practice. The change in ordinance should also provide definitions as to what types of construction would be the responsibility of the City, i.e. existing sidewalk connections, or “gaps” as opposed to sidewalks within new developments). *Council as a whole must provide clear policy direction to staff on this matter. If Council provides a clear new direction, staff will develop a comprehensive plan incorporating the financial, technical, and communications aspects.*

2. City Funding – Short Term Options

The City’s primary mechanism for funding sidewalk gaps over the short term should be consistent with the existing ordinance. The following options appear to be allowable under the ordinance:

Locally Initiated Incentive Programs: Council may decide to establish a revolving fund of ~\$100,000 to incent property owners and residents to address sidewalk gaps, as follows:

- **Single Property Incentive:** As an incentive to individual property owners, the City could offer a cost-share of 50% up to \$1,500 per property for the property owner to install sidewalks for City-identified priority gaps. The property owners would contract for construction to meet City standards, and reimbursement would be made at the time of acceptance of work.
- **Neighborhood Cost Share:** Initiate an option for the City to share up to 50% of the cost of sidewalk gap construction with neighborhood groups, up to \$5,000. This approach would be intended to address priority gaps across multiple properties. The City would contract for the construction after the neighborhood contribution was received.

Staff recommends that Council as a whole direct staff to develop these programs sufficiently to advertise for the 2021 construction season, include funding beginning with the City Administrator’s FY2021 budget, and provide the contract capacity to perform the work.

Mitigation of Property Owner’s Commitment: As stated above, the current ordinance (Chapter 12, Section 1:274(3)) provides, “In any case where the City Council determines that the division of costs does not accurately reflect the benefit to the City at large and the private benefit, such other division as shall be equitable may be adopted by the City Council.” Consistent with this provision, Council may decide to adopt the following:

- **Implementation of a Fixed “Connection” Cost:** The current ordinance allows Council to adopt alternative equitable cost allocations. Using this flexibility, Council may choose to establish a fixed amount based upon the frontage of the property - similar to how connection fees are charged for water connections based upon the size of the meter. The owner’s liability could also be capped at a percentage of the assessed value. The City would be responsible for costs above that amount, and any grant funds received would accrue to the City.

In any case where the City Council determines that the division of costs does not accurately reflect the benefit to the City at large and the private benefit, such other division as shall be equitable may be adopted by the City Council (Chapter 12, Section 1:274(3)). Under this provision, Council may decide to adopt the following:

- Extension of Installation Payments: Council may extend the period for installation payments up to the life of the asset (or to the time of sale) to mitigate the impact on an individual property owner. While this recourse has been available, Council has not chosen to exercise it on recent assessments.

Staff recommends that Council direct staff to incorporate a “connection fee” approach and bring an ordinance revision to Council for approval.

3. City Funding – Long Term Options

While the above short term options may be effective at addressing some existing sidewalk gaps, they may not be sufficient to complete the network in a reasonable timeframe. Significant impacts will only be achieved with a commitment to both City participation and the related funding, as several peer cities have done. Staff recommendations on long term funding options are provided below:

- *If Council provides direction that the City should take primary responsibility for the cost of installing new sidewalks, then staff recommends Council as a whole provide direction to develop a resolution for a sidewalk millage over debt (bond) financing. A millage would provide an additional funding source, whereas the debt service for a bond or allocations of other revenues (state shared revenues, marijuana revenues, and/or the existing street millage) would complete with other general fund programs.*
- *Staff recommends that the pursuit of both a local option sales tax and a SEAT charge remain in the City’s legislative policy agenda. Action at the state level would be required to facilitate either of these options.*
- *Staff will approach non-taxable entities in the City (primarily UM and AAPS) about PILOT programs to fund sidewalk projects. Staff recommends that Council as a whole adopt resolutions of support for the PILOT options.*
- *Staff recommends that Council as a whole provide its support for staff to seek application of hotel and hospitality taxes to address sidewalk gaps in areas that serve visitors to the City. This approach may require action at the state level to change existing legislation will require modifications to the agreement between Washtenaw County (the entity collecting the taxes) and Destination Ann Arbor.*

Next Steps

The recommendations provided above require Council discussion and action. The most appropriate forum that to occur is a full meeting or work session of the Council. Staff will prepare a resolution addressing the recommendations for Council deliberation, modification, and potential adoption.

Following approval by Council as a whole, staff will incorporate the approved recommendations into upcoming budget and fiscal plans.

DISTRIBUTION

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MEMORANDUM

TO: Mayor and Council
FROM: Howard S. Lazarus, City Administrator
DATE: November 27, 2019
SUBJECT: Sidewalk Gap Prioritization Update

This memorandum is to update Council on recent staff efforts to update the criteria for prioritizing sidewalks gap filling projects. Staff drafted an update to the sidewalk gap prioritization system to incorporate some of the feedback received and create projects that are more successful and impactful. The changes include scoring and weighting that: favors strong community support or usage; more heavily weights safety; differentiates for a total lack of sidewalks on either side of the road as opposed to on just one side; and other modifications as described below.

Background

The City of Ann Arbor has approximately 435 miles of existing sidewalk, and 148 miles of gaps (as defined by any location in the public right-of-way adjacent to a street that does not have sidewalks). Staff has estimated that the cost to fill all of these gaps would be in the range of \$150 to \$220 million, in 2019 dollars.

Based on this volume of needs, staff recognized the need to prioritize the sidewalk gaps in the system. A prioritization system was developed by staff in 2017, and was based on the system used by the Capital Improvements Plan process. This system was eventually included as part of the Pedestrian Safety and Access Task Force recommendations.

Initial Prioritization System

To standardize the effort and minimize subjectivity, it was decided that the prioritization system would be developed using criteria that would be as “automated” as possible. The system was drafted to use the existing wealth of data contained within the City’s Geographical Information System (GIS) and consequently cut down the amount of manual effort required by City staff for this massive task.

A group of City staff was convened, and developed a series of criteria that factored in the relative importance of constructing sidewalk at every gap in the City. These criteria included such factors as distance from various pedestrian generators, access to transit, citizen requests, pedestrian/

automobile incidents, and road classification. Understanding that not all these criteria are of equal importance, different weights were assigned to each criteria as well. The results of this effort can be found in Attachment A. A “heat map” of priority areas based on this initial scoring system is also attached (Attachment B).

Update of the Priority System

After using this priority system for a couple of years, more recent experience and feedback led staff to explore the need to update the criteria. This effort was undertaken in the summer/fall of 2019. The goal was to incorporate some of the feedback received and create projects that are more successful and impactful. After discussing possible changes, staff developed some recommendations. The major changes are summarized below:

- The “Requests” criteria was changed to “Evidence of Community Support”, and added a scoring factor to account for evidence of existing pedestrian usage (desire lines).
- “Classification of Adjacent Road” added a scoring factor to award more points to locations where there is no sidewalk on either side of a road.
- The “Pedestrian/Auto Crashes” category was modified to include a manual review and give points to locations where crashes were deemed to be related to the lack of a sidewalk.

The full version of the proposed criteria can be found in Attachment C. Staff also felt it was important to incorporate feedback by reevaluating the relative weights of the criteria. A comparison of the weighting of the old criteria with the proposed can be seen in the following table:

CRITERIA ITEM	Revised Weight	Previous Weight
Evidence of Community Support	100	40
Proximity to Schools	90	100
Pedestrian/Auto Crashes	80	30
Proximity to Transit	75	90
Proximity to Affordable Housing	60	60
Proximity to a Library, Govt. Office, Major Commercial Attractor, or Park	60	80
Classification of Adjacent Road	60	55
Near Term Opportunity in City's Non-Motorized Plan	40	30
City-Owned Parcels	40	35
Gap Length	30	35

Feedback & Next Steps

Staff sought feedback from the Transportation Commission on the proposed changes to the criteria at their October meeting, resulting in a couple of minor changes. Feedback is now being sought from City Council via this Memo. If you have any feedback or questions, please provide them to Sara Higgins by no later than Wednesday, Dec. 18. Thank you in advance for your feedback.

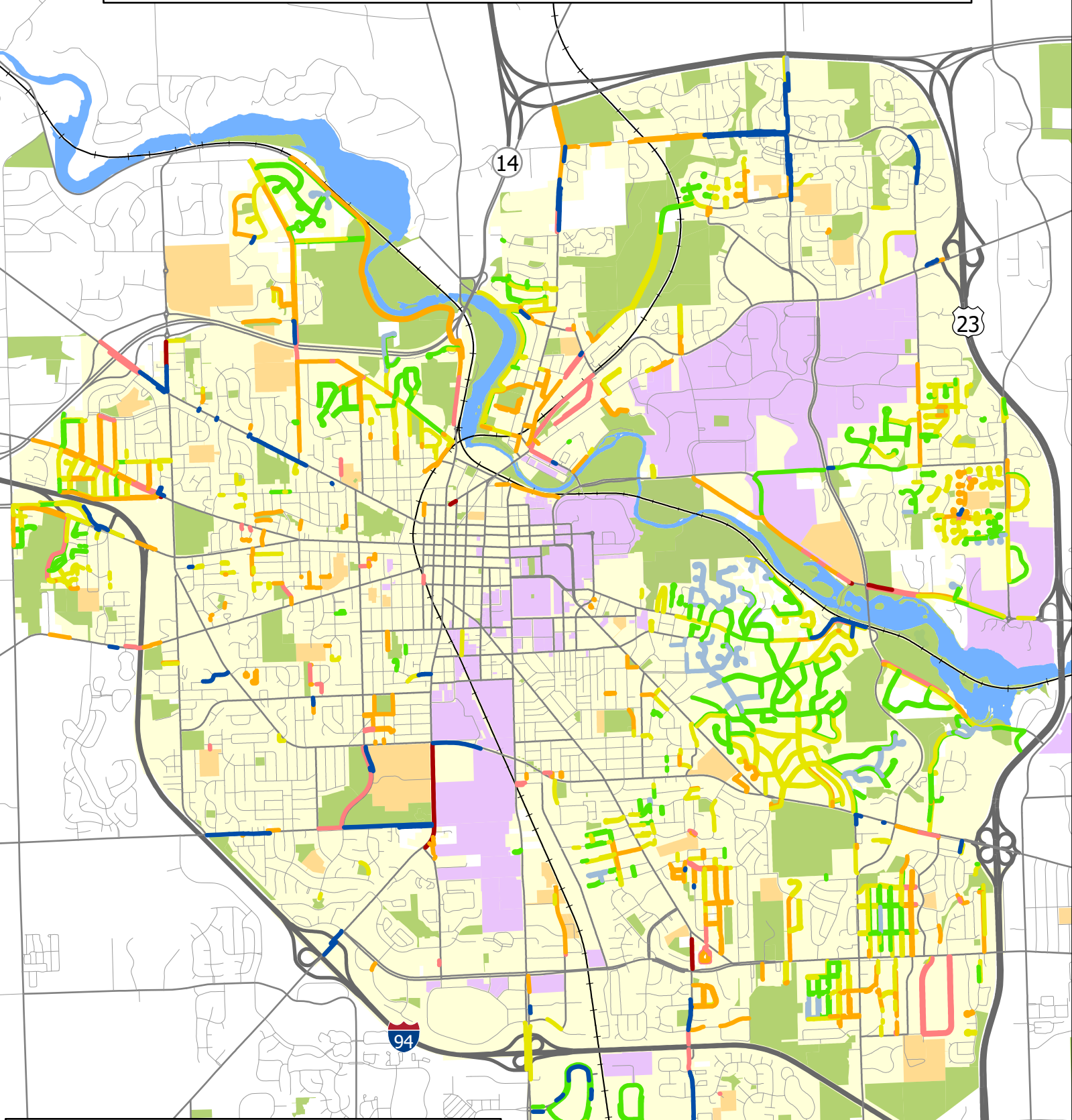
It should be noted that some of the proposed criteria revisions will require more manual effort than the old criteria. Once feedback is received, staff will adjust the prioritization criteria as needed, and update the model to reflect the revisions. A new map will be generated based on the updated prioritization, and this information will be used to help create projects for the 2022-2027 Capital Improvements Plan.

3 Attachments

cc: J. Fournier
C. Hupy
N. Hutchinson
M. Praschan
R. Hess

SCORING		Sidewalk Gap Prioritization			
1	Proximity to Schools (Weight 100)	1 Greater than ½ mile from a school	3 Greater than ¼ mile to ½ mile from a school	6 ⅛ mile to ¼ mile from a school	10 Less than ⅛ mile from a school
2	Proximity to Transit (Weight 90)	1 Greater than ¼ mile from an AAATA or school bus stop or train station	3 Greater than ⅛ mile to ¼ mile from an AAATA or school bus stop or train station	6 300 feet to ⅛ mile from an AAATA or school bus stop or train station	10 Less than 300 feet from an AAATA or school bus stop or train station
3	Proximity to Affordable Housing (Weight 60)	1 Greater than ½ mile from an affordable housing facility	3 Greater than ¼ mile to ½ mile from an affordable housing facility	6 ⅛ mile to ¼ mile from an affordable housing facility	10 Less than ⅛ mile from an affordable housing facility
4	Proximity to a Library, Government Office, Major Commercial Attractor, or Park (Weight 80)	1 Greater than ½ mile from a library, government office, major commercial attractor, or park	3 Greater than ¼ mile to ½ mile from a library, government office, major commercial attractor, or park	6 ⅛ mile to ¼ mile from a library, government office, major commercial attractor, or park	10 Less than ⅛ mile from a library, government office, major commercial attractor, or park
5	Classification of Adjacent Road (Weight 55)	1 Adjacent to a local street	6 Adjacent to an Urban Collector	10 Adjacent to an Arterial Street	
6	Requested By Citizen or Other Group (Weight 40)	0 No request	7 Requested by citizen or general citizen group	10 Requested by an individual or group which represents the barrier-free community	
7	Near-Term Opportunity in City's Non-Motorized Transportation Plan (Weight 30)	1 Not identified in Figure 5.1E. in Plan as a Near-Term Opportunity		10 Identified in Figure 5.1E Plan as a Near-Term Opportunity	
8	Gap Length (Weight 35)	1 Total length created by adjacent gaps is greater than 330 feet	5 Total length created by adjacent gaps is greater than 150 feet and less than 330 feet	10 Total length created by adjacent gaps is less than 150 feet	
9	City-Owned Parcels (Weight 35)	0 Not adjacent to a City-owned parcel	10 Adjacent to a City-owned parcel		
10	Pedestrian/Auto Incidents (Weight 30)	0 No pedestrian/automobile incidents within the past 5 years within 300 feet of gap	5 Within 300 feet of One (1) pedestrian/automobile incident within the past 5 years	10 Within 300 feet of more than 1 pedestrian/automobile Incident within the past 5 years	

Sidewalk Gaps -- Progress and Prioritization



Gap Priority

- Highest
- High
- Mid-High
- Mid-Low
- Low
- Lowest

New Sidewalks 2013-2019
(8.9 miles)

- Parks/Open Space
- Schools
- University



Scoring		Sidewalk Gap Prioritization v2.0				
1	Evidence of Community Support (Weight 100)	0 No requests	2 Single request	5 Petition signed by 25%-49% of affected residents OR a clear desire line	8 Petition signed by 50%-75% of affected residents OR requested by barrier-free group/SRTS committee	10 Petition signed by greater than 75% of affected residents
2	Proximity to Schools (Weight 90)	1 Greater than ½ mile from a school	3 Greater than ¼ mile to ½ mile from a school	6 ⅛ mile to ¼ mile from a school		10 Less than ⅛ mile from a school
3	Pedestrian/ Auto Crashes (Weight 80)	0 Zero to one pedestrian/automobile crashes within the past 5 years within 300 feet of gap			10 More than one pedestrian/automobile crash within the past 5 years within 300 feet of gap	
4	Proximity to Transit (Weight 75)	1 Greater than ¼ mile from an AAATA bus stop	3 Greater than ⅛ mile to ¼ mile from an AAATA bus stop	6 300 feet to ⅛ mile from an AAATA bus stop		10 Less than 300 feet from an AAATA bus stop
5	Proximity to Affordable Housing (Weight 60)	1 Greater than ½ mile from an affordable housing facility	3 Greater than ¼ mile to ½ mile from an affordable housing facility	6 ⅛ mile to ¼ mile from an affordable housing facility		10 Less than ⅛ mile from an affordable housing facility
6	Proximity to a Library, Government Office, Major Commercial Attractor, or Park (Weight 60)	1 Greater than ½ mile from a library, government office, major commercial attractor, or park	3 Greater than ¼ mile to ½ mile from a library, government office, major commercial attractor, or park	6 ⅛ mile to ¼ mile from a library, government office, major commercial attractor, or park		10 Less than ⅛ mile from a library, government office, major commercial attractor, or park
7	Classification of Adjacent Road (Weight 60)	1 Adjacent to a local street	4 Adjacent to an urban collector with existing sidewalk on one side	6 Adjacent to an urban collector with no sidewalk on either side	8 Adjacent to an arterial street with existing sidewalk on one side	10 Adjacent to an arterial street with no sidewalk on either side
8	Near Term Opportunity in City's Non-Motorized Plan (Weight 40)	1 Not identified in Figure 5.1E. in the Plan as a Near-Term Opportunity			10 Identified in Figure 5.1E in the Plan as a Near-Term Opportunity	
9	City-Owned Parcels (Weight 40)	0 Not adjacent to a City-owned parcel			10 Adjacent to a City-owned parcel	
10	Gap Length (Weight 30)	1 Total length of gap between adjacent sidewalks is greater than 330 feet		5 Total length of gap between adjacent sidewalks is greater than 150 feet and less than 330 feet		10 Total length of gap between adjacent sidewalks is less than 150 feet

2020 Work Plan

Engineering – updated February 2020

The following outline summarized the projects that the Engineering Department is scheduled to complete in the 2020 construction season (i.e. 2020 calendar year). The outline is broken up into several categories as described below.

Active Transportation Projects

Crosswalk Improvements – School Safety

- Tier 4 priorities, as coordinated with Ann Arbor Public Schools

Pedestrian Countdown Signals near schools (60)

Sidewalk Repair Program – See www.a2gov.org/sidewalks for a map of anticipated work areas in 2020.

Asphalt Sidewalk Resurfacing/Replacement –

- S. Main Street (Ann Arbor-Saline to Eisenhower)
- W. Oakbrook Drive (Ann Arbor-Saline to S. Main)

Bike Lane Resurfacing

- Miller (Newport to Chapin)
- Thayer (Washington to North University)

Sidewalk Gap Projects:

- Barton Drive (Pontiac to Brede), north side
- Barton Drive at Starwick, northwest corner
- Boardwalk Drive (2875 & 2775), east side
- Fuller Ct. (Fuller to 2250 Fuller Ct.), south side
- Hollywood Dr. (Maple to Alison), both sides
- Jackson Ave. (Wagner to Park Lake), south side
- Nixon Rd. (Traver to Westbury Ct.), west side
- Stimson St. (State to end of gaps), both sides
- Traver Blvd. (Nixon to Logan Elementary), north side
- Washtenaw Ave. (Huron Pkwy to Pittsfield), south side
- Washtenaw Ave. (Huron Pkwy to Midas property), south side (by MDOT)

Resident Driven Sidewalk Gap Program:

- Complete Program Description/Guidebook
- Begin Accepting Applications

Traffic Calming – applications for the following locations will be processed in 2020:

- Fernwood (Packard to Lorraine)
- Glenwood (Overridge to Washtenaw)
- Rosedale (Packard to Redwood)

Major Mid-Block Crossing Enhancements (RRFB installations or other treatments):

- Huron Parkway @ Glazier Way
- Huron Parkway @ Baxter
- S. Industrial @ Jewett
- S. Industrial @ Rosewood
- S. Industrial @ Central Academy
- S. Industrial @ The Ride (possibly in 2021 w/ concrete pavement repairs)
- S. Main Street (various locations TBD; depending on budget)

Transportation

Accessible pedestrian signal request evaluation

- Industrial @ Stadium
- Industrial @ Stimson
- Ellsworth @ State

Ann Arbor Stations Next Steps (ballot initiative) – if ready

Barton/Bandemere Tunnel Coordination

City-County Bike Map Update

First & Ashley Coordination with DDA

Lane Conversions (“Road Diets”) to be implemented pending Council approval:

- Oakbrook (S. Main to A2-Saline) – postponed to 2020
- S. Industrial (Stadium to 800’ south of Stimson)

Lowertown Traffic Study (scheduled for completion in 2021)

North Main Design Coordination w/ MDOT (2022 project)

Railroad At-Grade Crossing Upgrades

- Main & Madison
- First/Ashley (DDA)
- State & Stimson (depending on WATCO)

Safety Evaluations

- Miller corridor (including Saunders and Miner intersections)
- S Seventh corridor mid-term improvements (including Jefferson intersection)
- S. Forest @ Willard
- Pontiac Trail @ Dhu Varren (part of Lower Town study)

SCOOT System Expansion @ 29 intersections – completion in 2021

Signal Projects

- New Signal at Maiden Lane & Nielsen Ct.
- New Signal at Ellsworth & Research Park Drive
- Signal Rebuilt at Packard & Jewett

Signal Request Evaluation

- Arrowwood and Pontiac Trail (part of Lower Town study)

Stop sign evaluations

- Morton @ Baldwin
- Washington @ Crest
- Gott @ Hiscock
- Argo @ Ottawa
- Argo @ Longshore
- Argo @ Chandler

Traffic Signal Operational Study

Transportation Plan Update

Transportation Plan Update - Begin Project Prioritization

Ongoing Items:

- Development Review
- Grant Applications (HSIP, TAP, CMAQ, etc.)
- Micromobility & Bike Share Coordination
- Outreach & Education Activities
- Responding to Citizen Requests/Inquiries
- Responding to Council Inquiries
- Special Event Traffic Operations
- Transportation Commission Coordination
- Transportation Data Development
- Transportation Planning Coordination
- UMTRI Coordination

Utility Projects

Allen Creek Berm Opening

Barton Drive Watermain Replacement (with Barton resurfacing project)

Glen/Fuller Sanitary Sewer Diversion

High Level Trunkline Sanitary Sewer Rehabilitation Phase I

High Level Trunkline Sanitary Sewer Rehabilitation Phase II (possibly in 2020)

Huron Street Storm & Sanitary Sewer Repairs

John Street Sanitary Sewer

Placid Way Storm Headwall Replacement

School Girls Glen Culvert/Headwall Replacement

South University Watermain Consolidation

South Blvd. Watermain & Sanitary Sewer – pending acquisition of easements

Southside Interceptor Sewer Lining – Phase V

Southside Interceptor Sewer Lining – Phase VI

Swift Run Interceptor Sewer Lining

Sewer Lining Program. Lining of sanitary sewers throughout the City. Locations to be determined.

Road Resurfacing/Reconstruction

Major Streets:

- Barton Drive (M-14 to Pontiac) – Resurfacing + intersection reconfigurations
- Boardwalk Drive (Eisenhower to north end) – Resurfacing
- First Avenue (Kingsley to Mosely) – Resurfacing & Surface Treatments (with DDA project)
- Geddes Avenue (Church to Observatory) – Resurfacing
- Plymouth Road (Nixon to Murfin) – Mill & Fill
- South Industrial Highway – Concrete Repairs
- South University (State to East University) – Resurfacing (with UM coordination)

Local Street Resurfacing (NOTE: The number of streets listed in this section are greater than what staff expects to be able to do, and this list will be trimmed down at a later date):

- Agincourt (Covington St to End of Cul-de-sac)
- Amesbury Drive (Churchill Dr to Delaware Dr)
- Ardmoor Avenue (Avondale Ave to W Stadium Blvd)
- Avondale Avenue (Las Vegas Dr to Westfield Ave)
- Avondale Avenue (Maywood Ave to Greenview Dr)
- Barnard Road (Mershon Dr to Greenview Dr)
- Barrington Place (Dunmore Rd/Weldon Blvd to Runnymede Blvd)
- Braeside Place (S 7th St to End of Cul-de-sac)
- Brampton Court (Covington St to End of Cul-de-sac)
- Carol Drive (Runnymede Blvd to Stephen Ter/Wimpole St)
- Chaucer Drive (End of Cul-de-sac to Scio Church Rd)
- Coler Rd. (Packard to end) – with utility project – with utility project
- Coronada Street (Alhambra Dr/Sue Pkwy to Alhambra Dr)
- Covington Street (Brampton Ct to End of Cul-de-sac)

- Dicken Drive (S Maple Rd to End of Cul-de-sac)
- Dunmore Road (Winsted Blvd to Sanford Pl)
- Dunmore Road (Waverly Rd to Barrington Pl/Weldon Blvd)
- Glen Leven Road (Greenview Dr to Woodland Dr)
- Granger Ave. (State to Packard)
- Greenview Drive (S 7th St to Scio Church Rd)
- Hanover Court (Mershon Dr to End of Cul-de-sac)
- Hanover Road (Waverly Rd to Mershon Dr)
- John St. (Fifth Ave. to Division) – with utility project
- Kent Street (Dicken Dr to Waltham Dr)
- Las Vegas Drive (Coronada St to Avondale Ave)
- Mershon Drive (End of Cul-de-sac to Scio Church Rd)
- Morehead Court (S 7th St to End of Cul-de-sac)
- Newbury Court (Morehead Dr to End of Cul-de-sac)
- Norfolk Street (Suffolk St to Suffolk St)
- Normandy Road (Mershon Dr to Greenview Dr)
- Runnymede Boulevard (Las Vegas Dr to Dead End)
- Saxon Road (Waltham Dr to Waltham Dr)
- Scio Church Service Drive (Greenview Dr to S 7th St)
- S. Seventh Street (End of Cul-de-sac to Morehead Dr/Morehead Ct)
- South Blvd. (Packard to end) – with utility project
- Stephen Terrace (Runnymede Blvd to Carol Dr/Wimpole St)
- Sue Pkwy (Runnymede Blvd to Alhambra Dr/Coronada St)
- Suffolk Street (W Stadium Blvd to Dead End)
- Tudor Drive (S Maple Rd to Dicken Dr)
- Waltham Drive (Warwick Ct to Covington St)
- Waltham Drive (Scio Church Rd to Saxon Rd)
- Warwick Court (Waltham Dr to End of Cul-de-sac)
- Waverly Road (Hanover Rd to Dunmore Rd)
- Welch Court (Scio Church Rd to End of Cul-de-sac)
- Westfield Avenue (Avondale Ave to W Stadium Blvd)
- Wimpole Street (Carol Dr/Stephen Ter to Dead End)
- Wimpole Street (Runnymede Blvd to Dicken School Prkg Lot)
- Windsor Drive (Waltham Dr to Covington St)
- Winsted Boulevard (End of Cul-de-sac to Weldon Blvd)
- Woodland Drive (Glen Leven Rd to W Stadium Blvd)
- Worthington Place (Lans Way to End of Cul-de-sac)
- Yeoman Court (Wiltshire Dr to End of Cul-de-sac)

Bird Road Retaining Wall

Dead End Street Reconfigurations – pending results of public engagement efforts

Guardrail Maintenance – City-wide

Hollywood Drive (Maple to Allison) first time paving –delayed to 2021

Huron Parkway Bridge Repairs

Island Drive Bridge Repairs

Capital Preventative Maintenance

Crack Sealing: Locations City-wide to be determined

FY2020 Street Surface Treatment Projects:

Major Streets

- East Eisenhower Parkway (West of Boardwalk St to West End of Bridge Deck)
- East Eisenhower Parkway (East End of Bridge Deck to Stone School Rd)
- East Stadium Boulevard (West of Henry St/S Industrial Hwy/E Park Pl to Packard St)
- Packard Street (E Stadium Blvd to Anderson Ave/Harpst St)
- Pittsfield Boulevard (Packard St to Washtenaw Service Dr)

Minor (Local) Streets

- 2nd Street (W Mosely St to W Jefferson St)
- Astor Avenue (S Industrial Hwy to Wisteria Dr)
- Edgewood Place (W Hoover Ave to N'ly End)
- Elder Boulevard (Crest St to Eberwhite Blvd)
- Elizabeth Street (E Kingsley St to High St)
- Green Hills Drive (Earhart Rd to Earhart Rd)
- Henry Street (S State St to White St)
- Rugby Court (Wiltshire Dr to End of Cul-de-sac)
- Sybil Street (E Hoover Ave to Hill St)
- Wisteria Drive (Woodbury Dr to Astor Ave)
- Woodbridge Boulevard (Eberwhite Blvd to E'ly End)

FY2021 Surface Treatment Projects: List is currently under development.

Pavement Markings

Locations City-wide to be determined