



TO: Mayor and Council

FROM: Milton Dohoney Jr., City Administrator

CC: Derek Delacourt, Community Services Area Administrator
John Fournier, Deputy City Administrator
Brett Lenart, Planning Manager
Brian Steglitz, Interim Public Services Area Administrator

SUBJECT: July 18, 2022 Council Agenda Responses

DATE: July 14, 2022

CA-9 - Resolution to Authorize a Purchase Order to Carrier & Gable, Inc. for Traffic Control Materials and Supplies (\$640,500.00)

Question: Is the Gridsmart vehicle/bicycle detection system installed at all (or most?) major intersections in town? I ask because there are intersections in town where cyclists are less likely to be detected by signals (i.e. cannot trigger a light change without using pedestrian button on sidewalk). Please share:

- 1) The city locations where this detection system has already been installed?
 - 2) Which of the locations in this agenda item will include this detection system?
 - 3) An explanation of where/how we are prioritizing its installation moving forward?
(Councilmember Nelson)
-
- 1) The city locations where this detection system has already been installed?

Response:

A total of 40 signalized intersections currently have Gridsmart vehicle/bicycle detection.

Arbordale/Federal & Stadium
Ashley & Huron
Barton & Plymouth
Bonisteel & Fuller

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City Administrator's Office

Broadway & Maiden Ln
Dexter & Maple
Eisenhower & Industrial
Eisenhower & Stone School
Fifth & Huron
First & Huron
Forest/Observatory & Washtenaw
Fuller & Fuller Ct
Fuller & Glazier Way
Fuller & Glen
Fuller / Geddes & Huron Pkwy
Geddes & Huron Pkwy
Glen & Huron
Green & Plymouth
Hubbard & Huron Pkwy
Huron & Chapin/Third
Huron Pkwy & Huron River Dr
Huron Pkwy & Platt
Huron Pkwy & Plymouth
Industrial & Stimson
Jackson & I 94 EB
Jackson & Maple
Jackson & I-94 WB
Liberty & Maple
Liberty & Stadium
Maiden Lane & Nielsen Ct
Main & Madison
Main & Stadium
Maple & Maple Village
Maple & Miller
Nixon & Plymouth
Packard & Turnberry
Palmer & Washtenaw
Pauline & Stadium
S. University & Washtenaw
State & Stimson

2) Which of the locations in this agenda item will include this detection system?

Response: This agenda item will allow additional Gridsmart vehicle/bicycle detection systems to be procured and deployed. Specific locations are not available at this time, as there are several ways they are installed.

- General traffic signal maintenance and upgrade. This agenda item will cover this category.
- As part of other City capital street projects. This agenda item will cover this category.
- Federally funded traffic signal projects. This agenda item does not cover this category, as the device is procured following MDOT process.
- State trunkline traffic signal modernization projects. Staff requests MDOT to install Gridsmart vehicle/bicycle detection systems on trunkline projects. This agenda item does not cover this category, as City's role is inspection and operations.
- Private development projects. This agenda item will cover part of this category, when the development makes contribution to the City and the City is responsible for procurement and installation.
- U-M projects. Similar to private development projects.

3) An explanation of where/how we are prioritizing its installation moving forward?

Response: Staff seeks available and potential opportunities to deploy Gridsmart detection system to service bicyclists. These deployments followed the schedule of other projects.

Similar question for the Polara accessible pedestrian signals. Please share:

- 1) The city locations where accessible pedestrian signals are already installed
- 2) Which of the locations in this agenda item will include the APS
- 3) An explanation of where/how we are prioritizing APS installation moving forward?
(Councilmember Nelson)

- 1) The city locations where accessible pedestrian signals are already installed?

Response:

RRFB locations (All RRFB crosswalks have APS) – 54 in total in this category

Ann Arbor Saline & Woodland Plaza Center (S Main)
 Ann Arbor Saline & Northbrook
 E Stadium; E of Kipke (U of M Golf Course Entrance)
 Eisenhower & Northbrook / Waymarket
 Eisenhower & Plaza Dr
 Ellsworth & Jonathan Ct.
 Fuller & Fuller Pool
 Fuller @ Mitchell Field
 Fuller, E of Bonisteel
 Fuller, W of Beal, W of Glazier Way
 Geddes & Concordia College
 Geddes (Gallup Park)

Glazier way & Tremont
Green & Burbank
Green & Greenbriar
Green & Kilburn
Green Rd, East of Whisperwood
Greenview & Scio Church
Huron & Rackham (Between Thayer & Ingalls)
Huron High & Fuller Rd
Huron High & Huron Pkwy
Huron Pkwy & Baxter
Huron Pkwy & Glazier
Miller & Kuehnle
N Maple & S Circle / Haisley
N Maple & Sequoia
N Maple & Walter
N Maple, N of Miller (Near Enclave Ln)
Packard & (N/W of) Stone School
Packard & Burton
Packard & Hikone
Packard & Woodmanor
Pioneer High @ S Seventh
Platt & Wolverine (S. of Wolverine)
Plymouth & Beal
Plymouth & Bishop
Plymouth & Georgetown (Water Tower)
Plymouth @ E.P.A - (W of Nixon)
S Industrial & Astor
S Industrial & Jewett
S Industrial & Rosewood
S Main & Fieldcrest
S Maple & Bens
S Maple & Pennsylvania
S University & Tappan Ave
Stadium & Baldwin
Stadium & Collingwood
Stadium & Edgewood / Pioneer Hs
Stadium & Greenview
Stadium & Kay Pkwy
Stadium & Thaler
Stadium, S of Liberty
Stadium & Ferdon
Washington & 7Th
Washtenaw @ Tappan School

Signalized Intersections with APS – 9 in total in this category

Maiden Ln & Nielson Ct

Austin/Devonshire & Washtenaw

Ellsworth & Research (In Process of Installing)

Huron Pkwy & Washtenaw

Third/Chapin & Huron

Industrial & Stadium (device installed, but need concrete work)

Industrial & Stimson (In Process of Installing)

Jackson & Maple

Packard & Stadium

2) Which of the locations in this agenda item will include the APS?

Response: This agenda item will allow additional APS (accessible pedestrian signal) systems to be procured and deployed. Specific locations are not available at this time, but a list of general category and locations are listed as follows.

- 2) All future RRFB crossings. This agenda item will cover this category.
- 3) Miller & Seventh. This agenda item will cover this location.
- 4) Huron & Seventh. There is planned MDOT signal modernization. This agenda item will not cover this location.
- 5) Dexter & Jackson. There is planned MDOT signal modernization. This agenda item will not cover this location.
- 6) There are user requests for the following intersections. Staff works with MDOT on evaluation and deployment. This agenda item will cover these locations.
 - S. University & Washtenaw.
 - Hill & Washtenaw
 - Pittsfield & Washtenaw
 - Manchester & Washtenaw

3) An explanation of where/how we are prioritizing APS installation moving forward?

Response: For trunkline intersections, staff works with MDOT to address user request for APS. Staff also put in requests for any MDOT signal modernization project, regardless if there is a user request. For City intersections, we attempt to make crosswalks APS compatible as part of capital street/sidewalk projects, as the concrete work required typically cost more than the signal equipment.

CA-11 – Resolution to Prohibit On-Street Parking on Both Sides of Barton Drive from Northside Avenue to Pontiac Trail

Question: Did staff consider installing protected bike lanes along this very heavily trafficked section of Barton Dr? Would it be technically feasible to do so? If it were technically feasible, what would be the cost differential between installation/maintenance for the proposed "paint on pavement" and installation and maintenance for protected lanes? If protected bike lanes were deemed feasible and preferred, would there need to be a delay in installing them to budget for the increased expense? (Councilmember Disch)

Response: The proposed bike lanes along Barton include a painted buffer. At a future date, vertical delineators can be placed in this buffer to create a protected bike lane. However, the City does not yet have equipment that can maintain (street sweeping and snow plowing) protected single direction bike lanes because the width of such facilities is too narrow for our existing equipment. Staff is currently researching the possible purchase of equipment that can serve this need and we expect to bring something to Council for their consideration in the coming months. Once the equipment is procured, we can then advance upgrading buffered bike lanes (paint only) to protected bike lanes (with vertical separation). The cost to install such vertical devices can come out of the Vision Zero Implementation ARPA allocation and no delay or increase to this project's budget is anticipated.

Question: I see that this agenda item was subject to public engagement, including 32 neighborhood residents and 209 surveys through A2 Open City Hall. Please share a breakdown of survey results in those two categories (separately). Also: I would like a breakdown of the A2 Open City Hall responses by Ward (I believe this is how they are identified by location within the A2OCH?). (Councilmember Nelson)

Response: A breakdown of the survey responses is attached to this [proposed resolution in Legistar](#).

CA-12 – Resolution to Purchase a Water Main Easement at 2311 E. Stadium (\$119,896.00) (8 Votes Required)

Question: I'm not finding a live Legistar link on our agenda for this item (it's not listed in meeting details either). (Councilmember Nelson)

Response: The [link](#) has been fixed.

C-1 – An Ordinance to Amend Sections 5.16.3.G, 5.20.10 and 5.30.1 of Chapter 55 (Unified Development Code) of Title V of the Code of the City of Ann Arbor (Marijuana Licenses, Trees in the Right-of-Way, Landscape Modifications)

Question: I have a procedural question: this is the second time in as many meetings that I am noticing two entirely different ordinance amendments listed in the same agenda item. Is there a reason we would consider these together instead of separately? (Councilmember Nelson)

Response: UDC amendments are often grouped together when they are small or modest in nature. Other examples of such groupings are ORD-19-26 and ORD-20-34.

C-2 – An Ordinance to Amend Sections 5.16.1.A, 5.16.2.A, 5.16.2.B, 5.16.3.J, 5.16.3.P, 5.16.4.B, 5.16.6.C, 5.16.6.G, and to repeal and replace Section 5.19 of Chapter 55 (Unified Development Code) of Title V of Code of the City of Ann Arbor - (Amend Parking Standards)

Question: Why would we make this amendment prior to review and overhaul of the City's Comprehensive Land Use Plan? (Councilmember Nelson)

Response: In 2021, the City adopted the Moving Together Toward Vision Zero – Comprehensive Transportation Plan, which supports this ordinance amendment. The Transportation plan is a component of the Comprehensive Plan and adopted into and by the same process.

Question: I note support from the six appointed members of the Planning commission and six appointed members of the Transportation commission. From the Planning commission minutes, I see a single public commenter at the 5/17/22 meeting. I'm curious: was there more robust public engagement at the Transportation commission? (Councilmember Nelson)

Response: In 2021, the City adopted the Moving Together Toward Vision Zero – Comprehensive Transportation Plan, which supports this ordinance amendment. The Transportation plan is a component of the Comprehensive Plan and adopted into and by the same process.

Question: The text of the ordinance in this item is not clear to me re: change to the EV requirements. (I don't see text for that amendment). How would EV Ready requirements apply to a percentage of parking where there is no actual requirement for parking? Would any standard apply to ensure accessibility, enforcement of requirements for handicapped parking spaces? (Councilmember Nelson)

Response: The proposed ordinance requires that for any new parking that is developed, the percentages specified for EV parking spaces must be provided. Likewise existing codes specify that barrier free parking spaces be provided based on the total number of

parking spaces provided. In other words, no minimum parking is required, but if a property owner chooses to provide parking, it must provide parking consistent with the requirements for EV and barrier free spaces.

DC-1 – Resolution Directing the City Administrator to Expand Compliance Evaluations and to Continue to Provide Annual Reports Regarding Contractor Compliance with Prevailing Wage Requirements

Question: I'm told that the City previously conducted these on-site spot-checks re: compliance with our prevailing wage requirements. If I understand that correctly, my questions are:

- 1) what is the estimated cost in staff-time to conduct these on-site spot checks?
- 2) Has past practice in conducting these on-site spot-checks ever identified compliance issues re: prevailing wage requirements?
- 3) What is staff's assessment of the need for these on-site spot checks?

Are we doing any equivalent spot-checks related to the quality of the work being done? (Councilmember Nelson)

Response: These spot checks are conducted by City staff that are already on-site inspecting the construction project. Therefore, the cost is negligible.

- 1) Has past practice in conducting these on-site spot-checks ever identified compliance issues re: prevailing wage requirements?

Response: Staff has already been conducting wage rate interviews on-site for the past five years on City projects. Over that time, there has been one instance where these interviews have found a compliance issue.

- 2) What is staff's assessment of the need for these on-site spot checks?

Response: The need for conducting wage rate interviews is probably redundant with the checking of certified payroll based on the lack of compliance issues identified in recent years.

- 3) Are we doing any equivalent spot-checks related to the quality of the work being done?

Response: The City has inspectors on-site during construction, typically full time, who verify that the work is being done according to City specifications.

DC-2 - Resolution to Organize a Joint Meeting of Interested Individuals from the Environmental Commission, Transportation Commission, Energy Commission A2ZERO Ambassadors, and other Community Stakeholders to Identify Opportunities for Greater Coordination around Transportation, Pedestrian Safety, and Sustainability Initiatives Related to Sidewalk Expansion and Maintenance

Question: Could this review and coordination of Carbon Neutrality and Transportation plans be executed by a subcommittee of the Environmental Commission working independently of staff? If not, please provide a rough estimate of # of staff members and # of staff hours that would be required to support this effort. (Councilmember Disch)

Response: Staff worked with Councilmember Griswold on a revised resolution that we believe preserves the original intent of the resolution and provides a specific example of the type of coordination between Vision Zero and A²ZERO that will support greater programmatic alignment. With the updated resolution, the estimated staff commitment, which would be necessary to convene the group, would be 3-4 people for 1-2 hours of time.