

CHARTER TOWNSHIP OF YPSILANTI BOARD OF TRUSTEES

Supervisor

BRENDA L. STUMBO

Clerk

KAREN LOVEJOY ROE

Treasurer

LARRY J. DOE

Trustees

JEAN HALL CURRIE

STAN ELDRIDGE

MIKE MARTIN

SCOTT MARTIN

October 21, 2014

Work Session – 5:00 p.m.

Regular Meeting – 7:00 p.m.

Ypsilanti Township Civic Center

7200 S. Huron River Drive

Ypsilanti, MI 48197

DEPARTMENTAL REPORTS

14-B District Court

Monthly Disbursements

September 2014

Revenue received as a Fine for violation of a State Statute is disbursed to the Washtenaw County Treasurer, for library purposes.

Revenue received as a Fine for violation of a Township Ordinance and all Court Costs are disbursed to the Ypsilanti Township Treasurer. Local revenue also includes Probation oversight fees and Bond Forfeitures.

Revenue received as State Filing Fee, State Court Fund, Justice System Fund, Juror Compensation, Crime Victims Rights Fund and Dept. of Natural Resources Judgment Fee is forwarded to the State Treasurer.

Money received as Garnishment Proceeds, Criminal Bonds, Restitution, and Court Ordered Escrow are deposited in the Escrow Account of the Court.

All other revenues are transferred to the Ypsilanti Township Treasurer.

September 2014 Disbursements:

Washtenaw County:	\$ 2,780.95
State of Michigan:	\$ 41,450.15
Ypsilanti Township Treasurer:	\$106,365.17

TOTAL: \$150,596.27

		Year to Date	
		Prior Year Comparison	
Month	Revenue	Revenue	
	2013	2014	
January	\$93,843.72	\$93,424.58	
February	\$120,646.88	\$134,377.46	
March	\$120,330.43	\$116,070.56	
April	\$87,844.43	\$104,192.57	
May	\$91,209.97	\$106,156.14	
June	\$90,086.73	\$107,897.55	
July	\$75,083.36	\$101,268.87	
August	\$89,198.00	\$98,053.38	
September	\$92,229.66	\$106,365.17	
October	\$137,889.48		
November	\$70,380.21		
December	\$81,613.89		
Caseload			
Standardization			
Payment:	\$45,724.00	\$45,724.00	
Year-to Date			
Totals:	\$1,196,080.76	\$1,013,530.28	
Expenditure			
Budget:	\$1,265,772.00	\$1,267,085.00	
Difference:	(\$69,691.24)	(\$252,241.72)	

**BUILDING DEPARTMENT REPORT
RON FULTON - BUILDING DIRECTOR**

BUILDING DEPARTMENT MONTHLY REPORT - SEPTEMBER 2014

Permit Type	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	TOTALS
Building	55	44	66	90	127	124	91	128	91				816
	\$ 16,244	\$ 16,632	\$ 12,783	\$ 18,614	\$ 96,726	\$ 56,621	\$ 12,936	\$ 17,586	\$ 16,583				\$ 264,725
Electrical	16	16	23	18	49	43	41	30	25				261
	\$ 1,290	\$ 2,175	\$ 1,815	\$ 1,800	\$ 3,855	\$ 2,775	\$ 3,465	\$ 2,670	\$ 2,250				\$ 22,095
Mechanical	85	51	50	58	81	98	75	35	59				592
	\$ 4,980	\$ 2,760	\$ 3,095	\$ 4,185	\$ 5,925	\$ 10,000	\$ 7,161	\$ 3,390	\$ 6,110				\$ 47,606
Plumbing	28	30	83	35	46	107	39	36	49				453
	\$ 2,145	\$ 2,010	\$ 4,545	\$ 2,745	\$ 3,525	\$ 6,300	\$ 2,955	\$ 2,430	\$ 3,885				\$ 30,540
Zoning	2	-	1	14	13	26	16	10	7				89
	\$ 90	\$ -	\$ 45	\$ 630	\$ 585	\$ 1,170	\$ 720	\$ 450	\$ 315				\$ 4,005
Sub Totals	186	141	223	215	316	398	262	239	231	-	-	-	2,211
TOTAL YTD	\$ 24,749	\$ 23,577	\$ 22,283	\$ 27,974	\$ 110,616	\$ 76,866	\$ 27,237	\$ 26,526	\$ 29,143	\$ -	\$ -	\$ -	\$ 368,971

BUILDING DEPARTMENT MONTHLY REPORT - 2013

Permit Type	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	TOTALS
Building	61	57	63	100	85	96	107	90	100	143	61	68	1,031
	\$ 14,504	\$ 14,185	\$ 9,331	\$ 31,205	\$ 15,676	\$ 28,985	\$ 24,060	\$ 22,689	\$ 19,098	\$ 74,598	\$ 8,597	\$ 10,382	\$ 273,310
Electrical	37	27	27	29	49	30	30	36	36	35	21	25	382
	\$ 2,435	\$ 2,475	\$ 2,190	\$ 2,685	\$ 4,805	\$ 2,745	\$ 2,430	\$ 2,880	\$ 3,750	\$ 3,585	\$ 3,165	\$ 2,460	\$ 35,605
Mechanical	69	30	38	51	59	63	45	39	61	116	70	51	692
	\$ 5,115	\$ 2,680	\$ 3,005	\$ 4,198	\$ 6,670	\$ 10,565	\$ 3,750	\$ 3,035	\$ 3,675	\$ 6,105	\$ 3,935	\$ 3,235	\$ 55,968
Plumbing	34	21	29	46	36	49	37	29	45	56	29	21	432
	\$ 2,895	\$ 1,680	\$ 2,055	\$ 3,555	\$ 3,855	\$ 4,260	\$ 2,910	\$ 2,370	\$ 3,435	\$ 8,040	\$ 1,920	\$ 1,605	\$ 38,580
Zoning	1	2	4	17	14	16	17	12	14	12	3	2	114
	\$ 90	\$ 90	\$ 180	\$ 765	\$ 630	\$ 675	\$ 765	\$ 540	\$ 630	\$ 540	\$ 135	\$ 90	\$ 5,130
Sub Totals	202	137	161	243	243	254	236	206	256	362	184	167	2,651
TOTAL YTD	\$ 25,039	\$ 21,110	\$ 16,761	\$ 42,408	\$ 31,636	\$ 47,230	\$ 33,915	\$ 31,514	\$ 30,588	\$ 92,868	\$ 17,752	\$ 17,772	\$ 408,593

**BUILDING DEPARTMENT REPORT
RON FULTON - BUILDING DIRECTOR**

INSPECTION RUNNING TOTALS													
Inspections	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	TOTALS
Total 2014	318	253	354	417	429	501	581	496	445				3,794
Total 2013	336	328	239	306	445	404	389	507	459	647	410	378	4,848
Total 2012	852	259	592	328	340	268	275	419	317	382	340	276	4,648
Total 2011	319	238	280	311	371	369	319	411	349	432	316	143	3,858
Total 2010	292	220	361	366	379	358	427	405	350	449	322	140	4,069
Total 2009	323	315	340	337	350	372	440	401	463	374	341	137	4,193
Total 2008	460	352	326	432	432	628	727	562	533	577	393	128	5,550

Rental Inspections	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	TOTALS
Total 2014	234	225	303	337	310	290	267	291	296				2,553
Total 2013	197	237	206	175	226	251	291	302	222	297	215	175	2,794
Total 2012	142	165	228	194	209	202	185	258	225	265	231	131	2,435
Total 2011	95	49	102	146	129	179	183	243	177	214	187	153	1,857
Total 2010	214	170	139	216	223	158	264	179	212	183	83	48	2,089
Total 2009	(Began tracking separate rental inspection totals Oct, 2009)									57	160	77	294

YPSILANTI TOWNSHIP FIRE DEPARTMENT
MONTHLY REPORT

SEPTEMBER 2014

Fire Department staffing levels are as follows:

1 Fire Chief	3 Shift Captains	17 Fire Fighters
1 Fire Marshall	3 Shift Lieutenants	3 Probationary Fire Fighters
1 Clerk III / Staff Support		

All fire department response personnel are licensed as Emergency Medical Technicians by the State of Michigan Public Health. During the month, the fire department responded to 355 requests for assistance. Of those requests, 226 were medical emergency service calls, with the remaining 129 incidents classified as non-medical and/or fire related.

Department activities for the month of September, 2014:

- 1) The Public Education Department participated in the following events:
 - a) Truck Demonstration at Bethesda Church - Community Day
 - b) Truck Demonstration at Millpointe Subdivision Picnic
 - c) 9-11 Lunch & Recognition Ceremony at Township Senior Center
 - d) Smoke Alarms: 1610 E Forest (2) and 7952 Valleyview Drive (2)
 - e) Car Seat fittings
- 2) Fire fighters attended 19 neighborhood watch meetings
- 3) Fire fighters received training in the following areas:
 - a) Washtenaw County Tech Rescue
 - b) Elevator Rescue
 - c) Flashovers

The Fire Marshal had these activities for the month of September, 2014:

- 1) Inspections / Tests completed:
 - a) Fire Sprinkler System Inspections: 7
 - b) Fire Sprinkler Plan Reviews: 2
 - c) Fire Alarm Plan Reviews: 2
 - d) Fire Inspections: 11
 - e) Fire Investigations: 2
 - f) Burn Permits Issued: 1
 - g) Addresses Issued: 1
 - h) Court Appearances: 1
- 2) Attended 5 meetings / events:
 - a) Homeland Security Task Force
 - b) WAMAA
 - c) HazMat Team – Ethanol Plant
 - d) National Fire Safety Council
 - e) Fire Inspectors Conference – Lansing, MI

The Fire Chief attended 16 meetings / events for the month of September, 2014:

- 1) 800 MHz consortium meeting
- 2) 2 Budget meetings
- 3) Draft Budget revision meeting
- 4) WAMAA meeting
- 5) Mutual Aid meeting with Pittsfield Township Fire Department
- 6) Truck Committee meeting
- 7) Truck Presentation to Township Board
- 8) 2 Board Up Company meetings – Statewide & Rapid Recovery
- 9) Fire Inspectors conference – Lansing, MI
- 10) Meeting with HVA Operations liaison Pavlock
- 11) Meeting with District Library for Fire Prevention week
- 12) Meeting with YCUA for hydrants & mapping
- 13) Meeting with Taylor National Guard Commander
- 14) Welcomed 3 new Firefighters to the staff

There were 0 injuries and 0 deaths reported this month for civilians.

There were 0 injuries and 0 deaths reported this month for fire fighters.

This month the total fire loss, including vehicle fires, is estimated at **\$27,500.00**. All occurred at the following locations:

DATE OF LOSS	ADDRESS	ESTIMATED LOSS
1) 09/01/2014	6353 Oakbrook Drive	\$ 0.00 (other/fire)
2) 09/10/2014	2578 Hearthside Drive	\$ 25,000.00 (building)
3) 09/11/2014	209 Pearl	\$ 0.00 (Mutual Aid-Ypsi City)
4) 09/14/2014	1105 Coleman	\$ 2,500.00 (building)
5) 09/17/2014	1400 Ecorse	\$ 0.00 (outside rubbish)
6) 09/25/2014	1514 Devon	\$ 0.00 (building)
7) 09/27/2014	550 Seventh	\$ 0.00 (Mutual Aid-Ann Arbor City)

Respectfully submitted,

Rhonda Bates, Clerical Support Staff
Charter Township of Ypsilanti Fire Department

Attachment: Fire House Incident Type Report (Summary) 09/01/2014 – 09/30/2014

Ypsilanti Township Fire Department

Incident Type Report (Summary)

Alarm Date Between {09/01/14} And {09/30/14}

Incident Type	Count	Pct of Incidents	Total Est Loss	Pct of Losses
1 Fire				
100 Fire, Other	1	0.28%	\$0	0.00%
111 Building fire	5	1.41%	\$27,500	100.00%
151 Outside rubbish, trash or waste fire	1	0.28%	\$0	0.00%
	7	1.97%	\$27,500	100.00%
2 Overpressure Rupture, Explosion, Overheat(no fire)				
210 Overpressure rupture from steam, Other	1	0.28%	\$0	0.00%
	1	0.28%	\$0	0.00%
3 Rescue & Emergency Medical Service Incident				
300 Rescue, EMS incident, other	16	4.51%	\$0	0.00%
311 Medical assist, assist EMS crew	45	12.68%	\$0	0.00%
320 Emergency medical service, other	28	7.89%	\$0	0.00%
321 EMS call, excluding vehicle accident with injury	17	32.96%	\$0	0.00%
322 Motor vehicle accident with injuries	6	1.69%	\$0	0.00%
323 Motor vehicle/pedestrian accident (MV Ped)	2	0.56%	\$0	0.00%
324 Motor Vehicle Accident with no injuries	11	3.10%	\$0	0.00%
353 Removal of victim(s) from stalled elevator	1	0.28%	\$0	0.00%
	226	63.66%	\$0	0.00%
4 Hazardous Condition (No Fire)				
400 Hazardous condition, Other	2	0.56%	\$0	0.00%
410 Combustible/flammable gas/liquid condition, other	1	0.28%	\$0	0.00%
411 Gasoline or other flammable liquid spill	1	0.28%	\$0	0.00%
412 Gas leak (natural gas or LPG)	4	1.13%	\$0	0.00%
413 Oil or other combustible liquid spill	1	0.28%	\$0	0.00%
424 Carbon monoxide incident	1	0.28%	\$0	0.00%
442 Overheated motor	1	0.28%	\$0	0.00%
444 Power line down	11	3.10%	\$0	0.00%
445 Arcing, shorted electrical equipment	4	1.13%	\$0	0.00%
460 Accident, potential accident, Other	1	0.28%	\$0	0.00%
	27	7.61%	\$0	0.00%
5 Service Call				
510 Person in distress, Other	3	0.85%	\$0	0.00%
520 Water problem, Other	2	0.56%	\$0	0.00%
531 Smoke or odor removal	3	0.85%	\$0	0.00%
550 Public service assistance, Other	2	0.56%	\$0	0.00%

Ypsilanti Township Fire Department

Incident Type Report (Summary)

Alarm Date Between {09/01/14} And {09/30/14}

Incident Type	Count	Pct of Incidents	Total Est Loss	Pct of Losses
5 Service Call				
561 Unauthorized burning	7	1.97%	\$0	0.00%
	<u>17</u>	<u>4.79%</u>	<u>\$0</u>	<u>0.00%</u>
6 Good Intent Call				
611 Dispatched & cancelled en route	41	11.55%	\$0	0.00%
622 No Incident found on arrival at dispatch address	7	1.97%	\$0	0.00%
631 Authorized controlled burning	6	1.69%	\$0	0.00%
650 Steam, Other gas mistaken for smoke, Other	1	0.28%	\$0	0.00%
651 Smoke scare, odor of smoke	2	0.56%	\$0	0.00%
	<u>57</u>	<u>16.06%</u>	<u>\$0</u>	<u>0.00%</u>
7 False Alarm & False Call				
700 False alarm or false call, Other	1	0.28%	\$0	0.00%
730 System malfunction, Other	1	0.28%	\$0	0.00%
733 Smoke detector activation due to malfunction	1	0.28%	\$0	0.00%
735 Alarm system sounded due to malfunction	5	1.41%	\$0	0.00%
744 Detector activation, no fire - unintentional	5	1.41%	\$0	0.00%
745 Alarm system activation, no fire - unintentional	6	1.69%	\$0	0.00%
	<u>19</u>	<u>5.35%</u>	<u>\$0</u>	<u>0.00%</u>
8 Severe Weather & Natural Disaster				
814 Lightning strike (no fire)	1	0.28%	\$0	0.00%
	<u>1</u>	<u>0.28%</u>	<u>\$0</u>	<u>0.00%</u>

Total Incident Count: 355

Total Est Loss:

\$27,500



Charter Township of Ypsilanti

7200 S. HURON RIVER DRIVE • YPSILANTI, MI 48197

SUPERVISOR BRENDA STUMBO • CLERK KAREN LOVEJOY ROE • TREASURER LARRY DOE
TRUSTEES: JEAN HALL CURRIE • STAN ELDRIDGE • MIKE MARTIN • SCOTT MARTIN

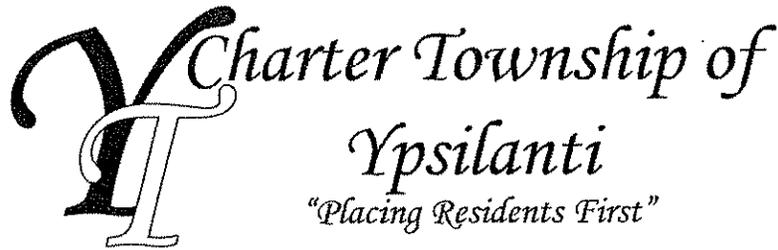
WORK SESSION AGENDA CHARTER TOWNSHIP OF YPSILANTI TUESDAY, OCTOBER 21, 2014

5:00 P.M.

**CIVIC CENTER
BOARD ROOM
7200 S. HURON RIVER DRIVE**

1. 2015 FUND BUDGETS DEPARTMENT DIRECTORS
 - A. FUND 236 – 14-B DISTRICT COURT MARK NELSON
 - B. FUND 226 – ENVIRONMENTAL SERVICES JEFF ALLEN
 - C. FUND 252 – HYDRO STATION JEFF ALLEN/MICHAEL SARANEN
 - D. FUND 590 – COMPOST JEFF ALLEN
 - E. FUND 595 – MOTORPOOL JEFF ALLEN
 - F. FUND 248 – HOUSING & BUSINESS INSPECTION MIKE RADZIK
 - G. FUND 249 – BUILDING MIKE RADZIK
 - H. FUND 266 – POLICES SERVICES MIKE RADZIK
 - I. FUND 893 – NUISANCE ABATEMENT MIKE RADZIK
2. DISCUSS NEW FIRE/RESCUE ENGINE PURCHASE ERIC COPELAND
3. REVIEW AGENDA CLERK LOVEJOY ROE
4. OTHER DISCUSSION BOARD MEMBERS

Supervisor
BRENDA L. STUMBO
Clerk
KAREN LOVEJOY ROE
Treasurer
LARRY J. DOE
Trustees
JEAN HALL CURRIE
STAN ELDRIDGE
MIKE MARTIN
SCOTT MARTIN



Supervisor's Office

7200 S. Huron River Drive
Ypsilanti, MI 48197
Phone: (734) 481-0617
Fax: (734) 484-0002
www.ytown.org

TO: Karen Lovejoy Roe, Clerk
FROM: Brenda L. Stumbo, Supervisor 
DATE: October 13, 2014
RE: Discussion of 2015 Fiscal Year Budget

Please place the following on the October 21, 2014 work session agenda:

1. Discussion of 2015 Fiscal Year Budget
 - A. Fund 236 – 14-B District Court – Mark Nelson
 - B. Fund 226 – Environmental Services – Jeff Allen
 - C. Fund 252 – Hydro Station – Jeff Allen/Michael Saranen
 - D. Fund 590 – Compost – Jeff Allen
 - E. Fund 595 – Motorpool – Jeff Allen
 - F. Fund 248 – Housing & Business Inspection – Mike Radzik
 - G. Fund 249 – Building – Mike Radzik
 - H. Fund 266 – Police Services – Mike Radzik
 - I. Fund 893 – Nuisance Abatement – Mike Radzik

If you have any questions, please contact my office.

tk

cc: Mark Nelson, 14-B District Court Magistrate
Jeff Allen, Resident Services Director
Michael Saranen – Hydro Operator
Mike Radzik, OCS Director
Javonna Neel – Accounting Director
File

Fund 236 – 14B District Court

Revenues

Line Item	Explanation
236-136-000-569-019 – State Grant Revenue	Funds received in 2014 through a Court Innovation Grant from the Supreme Court Administrative Office for a Human Trafficking Docket. This grant expired September 30, 2014. The court is currently applying for grant money under the drug court program through Supreme Court Administrative Office and Office of Highway Safety Planning. If the court receives drug court grant funding it will be the only drug court in Washtenaw County. In addition to traditional drug court services, the court will continue the efforts of the previous grant.
236-136-000-601-136 – 14B State Shared Revenue	Represents payment from State of Michigan toward that portion of the Judge's salary that is paid directly by the Township. This results in the Township paying no "out of pocket" expense for salary of Judge. This line item remains the same as 2014.
236-136-000-601-137 – 14B State of MI Juror Comp Reimb	The State of Michigan reimburses the Township for a portion of the Jury Fees paid to jurors. A report is made every six months by the Court and the amount reimbursed by the State is done according to a formula and dependent upon the amount of fees collected by the State. The payments are received twice during the fiscal year.

Line Item	Explanation
236-136-000-602-136 – 14B Court Costs	This line item includes the amounts collected as "Court costs" in criminal and traffic cases. It is dependent upon the number of criminal and traffic cases filed by the police agencies
236-136-000-602-544 – 14B State of MI Caseflow Assistnc	The amount reflects money received from the State of Michigan based upon the number of drunk driving and drug cases filed with the Court. The Court files a report with the State in March of each year for the previous calendar year. Payments are usually received in June and are dependent upon the number of such cases filed and the amount of fees collected by the Secretary of State for "License Reinstatement Fees".
236-136-000-603-136 – 14B Civil Fees	This reflects the amounts collected as Civil fees - including filing fees, writ and motion fees. Most of the amount collected for a filing fee (approximately 65%) is taken by the State of Michigan and the balance remains as local money.
236-136-000-604-000 – 14B Probation Fees	This item includes payments received as an oversight fee paid by those on probation with the Court. Currently the monthly fee is \$30.
236-136-000-605-001 – 14B Ordinance Fines & Costs	This amount is the money collected and designated as a Penal Fine for violation of an Ypsilanti Township Ordinance. This amount is dependent upon the number of cases filed by the Sheriff's Dept.
236-136-000-605-003 – 14B Bond Forfeitures	This sum is the money collected by the Court for forfeiture of a bond posted by a criminal defendant. A bond is forfeited when a defendant fails to appear for a scheduled court hearing.

Line Item	Explanation
236-136-000-605-004 – 14B Interest Earned	In 2013 the Court eliminated savings accounts so there will be no interest earned.
236-136-000-605-005 – 14B Miscellaneous Income	May include monies received from another Court for violation of an Ypsilanti Township Ordinance prior to 1985.

Expenditures

Line Item	Explanation
236-136-000-703-001 – Salary-Judge	Represents "pass through" payment for Ypsilanti Township's share of Judge's salary - this amount is reimbursed to the Township by the State as reflected in Revenue line item 601.136.
236-136-000-706-000 – Salary-Permanent Wages	This line item includes the salary for the Deputy Clerk positions (6 full-time), one Probation Agent, one Probation Secretary and two Judicial Secretaries. The requested amount for 2015 reflects hiring of new employees at a lower wage rate than those employees the new hires replaced.
236-136-000-706-001 – Salary-Bailiff	This line item includes the salary paid to the Bailiffs (2). These positions are paid an hourly wage, on an "as needed" basis. These positions are paid with no benefits.
236-136-000-706-002 – Salary-Deputy Court Administrator	Salary for Magistrate/Court Administrator.
236-136-000-707-000 – Salary-Temporary/Seasonal	This line item represents the wages paid to a temporary employee who is hired during a medical (or personal) leave taken by a full-time employee.
236-136-000-708-004 – Salaries Pay Out-PTO & Sick Time	Employees may request a payout of 32 hours of PTO at 100%. It will be a Board decision if additional payouts of PTO time should be budgeted.
236-136-000-708-010 – Health Insurance Buyout	This line item represents a \$3,000 per employee payment for those opting out of the health care benefit. The amount of this buyout is set in the bargaining unit contract.

Line Item	Explanation
236-136-000-709-000 – Regular Overtime	It is recommended that this line item remain at \$0.
236-136-000-715-000 – FICA/Medicare	Figures provided by the Accounting Director.
236-136-000-719-000 – Health Insurance	We will be receiving a 19% increase in health care costs in 2015.
236-136-000-719-001 – Sick & Accident	Our current rates are good through August 2015 and we are estimating an increase of 10% at that time.
236-136-000-719-015 – Dental Benefits	In previous years, dental and vision benefits were budgeted together. In 2015, we are splitting them into separate line items to allow for better tracking. There will be no increase in dental insurance rates for 2015.
236-136-000-719-016 – Vision Benefits	In previous years, dental and vision benefits were budgeted together. In 2015, we are splitting them into separate line items to allow for better tracking. There will be no increase in vision insurance rates for 2015.
236-136-000-719-020 – Health Care Deduction	This line item is used to fund the Choice Strategies cards associated with the health insurance plan. Health care deductible accounts are budgeted at 70% of the total that could possibly be expended.
236-136-000-719-021 – Admin Fees – Health Deductible	The card used to pay the health care deductibles is administered by Choice Strategies.

Line Item	Explanation
236-136-000-720-000 – Life Insurance	Our current rates for life insurance are good through August 2015 and we are estimating a 10% increase at that time.
236-136-000-723-000 – Deferred Compensation Employer	Figures provided by the Accounting Director.
236-136-000-727-000 – Office Supplies	There has been a trend of office supplies exceeding the amount budgeted therefore this line item has been increased to accommodate this trend. One of the factors for this line item increase is the increase in preprinted forms the new case management system generates to notify defendants of defaults and license sanctions. These notices are effective in getting defendants to appear and pay fines and costs. It appears that this expense item has leveled off and therefore it is recommended that the amount stay the same as last year.
236-136-000-730-000 - Postage	Due to increases in postage rates and volume of mailing from the court it is recommended that this item increase to \$10,000.00
236-136-000-739-000 – Library Subscription	This line item includes costs of subscriptions services for Michigan Compiled Laws; Michigan Supreme and Appeal Court cases; Civil and Criminal Jury Instructions.
236-136-000-740-000 – Operating Expenses	This line item includes the expense for janitorial supplies used to maintain the Courthouse, including those areas occupied by the Washtenaw County Sheriff's Dept. This line item had not been sufficiently budgeted for in previous years so it is recommended that this amount increase.
236-136-000-800-001 – Administration Fees	Figures provided by the Accounting Director.

Line Item	Explanation
236-136-000-801-007 – Attorney Fees Criminal	This line item includes the costs of the attorney appointed by the Court to represent indigent defendants. This includes the annual contract cost with attorney Mark Hamilton and additional funds to pay a substitute attorney where a conflict of interest may exist with the contract attorney. The frequency by which attorneys are appointed due to a conflict of interest has increased. It is recommended that this amount be increased to accommodate the increase in conflict appointments.
236-136-000-801-009 – 14B Other Contractual Service	This line item includes payments for the Labor Law Attorney, if needed. In addition, this line item is for payment to the Dispute Resolution Center (DRC). The DRC mediates all of the small claims matters filed to achieve resolution among the parties rather than a resolution imposed by the Court.
236-136-000-801-010 – Contractual/Visiting Judge	This line item includes the cost of having a substitute or "visiting" judge in the absence of our Judge. It is currently the custom to seek assistance of one of the other sitting Judges in the County District Courts to fill in, when requested, for a colleague. The per diem cost of a visiting judge is \$350, plus mileage. It is not always possible to get a sitting Judge to substitute as the Judges are often attending the same meeting or conference causing the need for a visiting Judge. All efforts are undertaken to avoid the need of a visiting Judge. We are recommending that 5 visiting Judge days be budgeted for.

Line Item	Explanation
236-136-000-801-012 – Contractual/Interpreter Fees	This line item includes the cost of a language or deaf interpreter for defendants in a criminal or civil case. This is a statutory obligation of the Court.
236-136-000-811-000 – 14B Transcripts	This line item represents the cost of creating a transcript of Court proceedings when it is done at the order of the Judge (as opposed to one of the parties to the case). This is a rare occurrence.
236-136-000-812-000 – 14B Jury Fees	This line item represents the payment for Jury duty for the first half, or full, day of service.
236-136-000-812-001 – Witness Fees	This line item represents the payment for a witness fee (and mileage) when a witness is subpoenaed by the Township Attorney's office in a criminal case. This is an expense related to the prosecution of criminal cases by the Township and is probably not appropriate in the Court's budget.
236-136-000-812-002 – 14B Enhanced Jury Fees	This line item represents the payment for Jury duty for the second (or subsequent) half, or full, day of service.
236-136-000-812-003 – 14B Juror Expenses	This line item represents the cost of water, coffee, and snacks offered the Jury panel during jury selection day. This line item may also be used to supply lunch for the jury, if the lunch break occurs during actual deliberations (something that has not happened since 2008.)

Line Item	Explanation
236-136-000-819-006 – Computer Programs/Lien	<p>This line item represents the licensing fee charged by the Michigan State Police for access to the Law Enforcement Information Network (LEIN), in order to obtain copies of criminal histories, warrant entry and recall, and Secretary of State driving records. In 2013 the Court joined CLEMIS. This gives the Court access to electronic data for downloading citations issued by the Washtenaw County Sheriff's Department. This will streamline the citation process and give the Court immediate access to citation information thus allowing the public to contact the Court upon receipt of the ticket and pay it or request a hearing. Currently law enforcement has 72 hours to file a ticket with the court. In addition all citation information will be electronic which will allow the clerks to upload the citation rather than inputting it manually as is the current practice. A final benefit will be that this near immediate upload of citations to the Court's case management software will allow defendants to pay certain citations on-line through a web based payment program the Court is in the process of implementing.</p>

Line Item	Explanation
236-136-000-819-010 – Computer Network Support	<p>This line item had previously represented the amounts paid under a joint memorandum of understanding for the development of the next generation of computer software known as Judicial Information Services. That obligation has been fulfilled. The amount requested at this time reflects the cost of entering into a formal agreement with Washtenaw County IT for computer support. This reflects the costs associated with computer support for 20 computers. Included in the cost is software licensing, data storage, internet connection, help desk support and on site support, email and support for ENACT. The Court has not paid anything for computer support in recent years. The County has provided IT services sufficient to keep existing computers serviceable, but the level of support needed to ensure uninterrupted service and to continue to move forward with technologies that will better serve the court and the public there is a need to have a formalized support agreement. There are a number of IT initiatives in the county that the Court is and will be impacted by due to our concurrent jurisdiction agreement with the County Trial Court and the 14A and 15th District Courts that County IT is proceeding with that makes the continuation of the relationship with County IT more favorable than other options including contracting with Township IT for support. The Court Administrator has had a number of meetings and discussions with both County IT and Township IT and the consensus is that the most practical approach is to utilize County IT for support of the Court's IT needs. This amount is increased in 2015 due to data storage and maintenance for the digital recording implemented by the Court in 2014.</p>

Line Item	Explanation
236-136-000-850-000 - Telephone	This line item is reduced based upon estimates provided by Township IT.
236-136-000-860-000 - Travel	This line item is used to pay mileage to employees for travel directed by the Court.
236-136-000-876-000 – Retirement/MERS	Employer's portion is based on a flat rate with a 5% increase from 2014. This calculates at \$352.03 per employee times 24 pays ~ \$8,449 per employee.
236-136-000-876-003 – OPEB Funding-Retiree Health	Figures provided by the Accounting Director.
236-136-000-900-000 - Publishing	This line item is for the expense of printing of Traffic Citations for the Sheriff's Department, citation books for the Ordinance Department and file folders for criminal/civil/traffic cases. In 2014, the Sheriff's Department began the process of transitioning to electronically generated tickets which print in the patrol vehicle. This will result in a decrease in need for preprinted traffic citation books, but there will still be a need for them. The Court anticipates this line item request to decrease in future years.
236-136-000-914-000 – Insurance & Bonds Fire & Liab	Figures provided by the Accounting Director.
236-136-000-917-000 – Workers Compensation Insurance	Figures provided by the Accounting Director.
236-136-000-920-014 – Utilities-Court	This line item remains the same as 2014.

Line Item	Explanation
236-136-000-931-000 – Repairs and Maintenance	This line item includes all repair and maintenance expenses for the entire Courthouse - including that portion occupied by the Sheriff's Dept.
236-136-000-933-000 – Equipment Maintenance	This line item includes the expense of repairing business equipment (e.g., copier/computer/printer).
236-136-000-933-001 – Maintenance Contracts	Burglar Alarm
236-136-000-941-000 – Equipment Rental/Leasing	This line item includes the expense for rental of charge card equipment.
236-136-000-956-000 - Miscellaneous	It is recommended that this remain at its' current nominal amount of \$100.
236-136-000-957-000 – Bank Charges	This line item reflects the cost of banking fees, most notably for charge card expenses.
236-136-000-958-000 – Membership and Dues	This line item reflects the expense for the annual Bar dues for the Judge and Magistrate; State Association dues for the Judge, Magistrate and Probation Officer; and State fees for certification of the 2 recorders.
236-136-000-960-000 – Education and Training	This line item includes the cost of attendance (and related expenses) for continuing training for professional staff. This amount is requested to increase to reflect the actual amounts expended in recent years.

Line Item	Explanation
236-136-000-977-000 - Equipment	This line item includes the cost of the purchase of new equipment. It reflects the need to upgrade computers. The Court plans to upgrade computers on a 5 year cycle as recommended by both County and Township IT. The amount requested this year reflects the purchase of 5 computers.

Revised 10/13/14

10/16/2014

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI
 Calculations as of 09/30/2014

GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
Fund 236 - 14B DISTRICT COURT						
ESTIMATED REVENUES						
Dept 000.000						
236-000.000-569.019	STATE GRANT REVENUE			58,870	12,223	
236-000.000-601.136	14B STATE SHARED REVENUE	45,724	45,724	45,800	34,293	45,800
236-000.000-601.137	14B ST OF MI JUROR COMP REIMB	1,818	3,364	4,500	1,995	4,500
236-000.000-602.136	14B COURT COSTS	516,482	354,784	335,000	331,389	400,000
236-000.000-602.544	14B-ST OF MI CASEFLOW ASSISTA	5,462	6,976	6,500	8,989	8,500
236-000.000-603.136	14B CIVIL FEES	289,183	270,365	185,000	175,471	220,000
236-000.000-604.000	14B PROBATION FEES	54,330	65,795	63,000	66,922	66,810
236-000.000-605.001	14B ORDINANCE FINES AND COSTS	151,381	446,955	445,000	373,971	505,000
236-000.000-605.003	14B BOND FORFEITURES	24,651	17,625	15,000	19,091	20,000
236-000.000-605.004	14B INTEREST EARNED	163	18	30		
236-000.000-605.005	14B MISCELLANEOUS INCOME	8,265	11,635			
236-000.000-664.001	INTEREST EARNED	89	61		38	
236-000.000-694.001	OTHER INCOME-MISCELLANEOUS	582				
236-000.000-694.004	MISC REVENUE - INSURANCE REIM	3,000	2,959		1,249	
236-000.000-697.000	TRANSFER IN: GENERAL FUND	203,734		167,255		
236-000.000-699.000	APPROPRIATED PRIOR YEAR BAL.			30,448		13,547
Totals for dept 000.000-		1,304,864	1,226,261	1,356,403	1,025,631	1,284,157
TOTAL ESTIMATED REVENUES		1,304,864	1,226,261	1,356,403	1,025,631	1,284,157

10/16/2014

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI
Calculations as of 09/30/2014

GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
APPROPRIATIONS						
Dept 136.000-COURT						
236-136.000-703.001	SALARY - JUDGE	45,724	45,724	45,724	35,172	45,724
236-136.000-706.000	SALARY - PERMANENT WAGES	451,117	433,089	446,296	309,307	412,494
236-136.000-706.001	SALARY - BAILIFF	43,603	40,970	44,243	30,126	42,292
236-136.000-706.002	SALARY - DEPUTY COURT ADMIN	67,000	67,000	68,131	49,585	68,646
236-136.000-707.000	SALARY - TEMPORARY/SEASONAL	12,361	20,129	15,000	12,054	20,000
236-136.000-708.004	SALARIES PAY OUT-PTO&SICKTIME	12,613	24,621	19,787	14,060	9,450
236-136.000-708.010	HEALTH INS BUYOUT	8,136	6,018	9,000	1,705	6,000
236-136.000-709.000	REG OVERTIME	201	15		46	
236-136.000-715.000	F.I.C.A./MEDICARE	44,011	40,818	46,625	30,614	43,571
236-136.000-719.000	HEALTH INSURANCE	89,774	85,629	106,828	108,179	128,973
236-136.000-719.001	SICK AND ACCIDENT	3,701	3,251	3,425	2,656	3,235
236-136.000-719.015	DENTAL BENEFITS	14,931	14,678	14,619	12,268	12,275
236-136.000-719.016	VISION BENEFITS					2,138
236-136.000-719.020	HEALTH CARE DEDUCTION	29,736	28,479	50,558	17,244	50,558
236-136.000-719.021	ADMIN FEE - HEALTH DEDUCTIBLE	938	863	885	578	855
236-136.000-720.000	LIFE INSURANCE	1,843	1,716	1,800	1,404	1,711
236-136.000-723.000	DEFERRED COMPENSATION EMPLOYE	720	803	575	851	756
236-136.000-724.001	UNEMPLOYMENT EXPENSE		979		7,240	
236-136.000-727.000	OFFICE SUPPLIES	15,121	13,275	15,000	7,358	15,000
236-136.000-730.000	POSTAGE	7,130	9,466	9,053	7,343	10,000
236-136.000-739.000	LIBRARY SUBSCRIPTION	3,844	4,157	3,500	2,656	3,500
236-136.000-740.000	OPERATING SUPPLIES	4,548	5,107	7,000	4,664	6,000
236-136.000-800.001	ADMINSTRATION FEES	30,079	30,079	30,079	22,559	31,103
236-136.000-801.007	ATTORNEY FEES CRIMINAL	39,465	37,054	45,000	28,791	55,000
236-136.000-801.009	14B OTHER CONTRACTUAL SERVICE	5,230	7,214	9,000	2,258	9,000
236-136.000-801.010	CONTRACTUAL/VISITING JUDGE	340		195	343	1,750
236-136.000-801.012	CONTRACTUAL/INTERPRETER FEES	1,900	4,944	3,500	1,508	3,500
236-136.000-802.100	COURT INNOVATION CONTRACT			58,870	24,784	
236-136.000-812.000	14B JURY FEES	4,651	4,907	5,000	3,103	5,000
236-136.000-812.001	WITNESS FEES	19	27	20		100
236-136.000-812.002	14B ENHANCED JURY FEES	1,281	2,240	1,500	560	1,500
236-136.000-812.003	14B JUROR EXPENSES	864	908	650	671	800
236-136.000-819.006	COMPUTER PROGRAMS/LIEN			7,390	3,196	7,390
236-136.000-819.010	COMPUTER NETWORK SUPPORT		33,649	33,649	33,649	37,009

10/16/2014

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI
 Calculations as of 09/30/2014

GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
236-136.000-850.000	TELEPHONE	5,883	2,481	2,500	1,604	2,500
236-136.000-860.000	TRAVEL	262	829	800	528	800
236-136.000-876.000	RETIREMENT/MERS	55,348	65,227	78,703	57,454	88,712
236-136.000-876.003	OPEB FUNDING- RETIREE HEALTH	82,898	110,551	69,368	69,368	77,451
236-136.000-900.000	PUBLISHING	600	5,643	3,500	1,266	3,500
236-136.000-914.000	INSURANCE & BONDS FIRE & LIAB	8,708	7,660	7,941	5,561	8,636
236-136.000-917.000	WORKERS COMPENSATION INSURANC	6,493	6,348	6,568	5,345	6,728
236-136.000-920.014	UTILITIES - COURT	17,190	16,890	30,005	11,983	32,200
236-136.000-931.000	REPAIRS AND MAINTENANCE	9,425	5,969	10,000	3,566	10,000
236-136.000-933.000	EQUIPMENT MAINTENANCE	280	663	1,000	1,601	1,000
236-136.000-933.001	MAINTENANCE CONTRACTS	2,190	656	1,500	843	1,500
236-136.000-941.000	EQUIPMENT RENTAL/LEASING			500		
236-136.000-956.000	MISCELLANEOUS	624	255	100		100
236-136.000-956.136	MISC-CASH OVER/SHORT	175				
236-136.000-957.000	BANK CHARGES	7,459	11,612	7,000	7,633	7,000
236-136.000-958.000	MEMBERSHIP AND DUES	1,415	1,415	1,000	805	1,000
236-136.000-960.000	EDUCATION AND TRAINING	1,278	1,671	1,200	337	1,200
236-136.000-977.000	EQUIPMENT	816	6,164	31,816	10,035	6,500
Totals for dept 136.000-COURT		1,141,925	1,211,843	1,356,403	954,461	1,284,157
TOTAL APPROPRIATIONS		1,141,925	1,211,843	1,356,403	954,461	1,284,157
NET OF REVENUES/APPROPRIATIONS - FUND 236		162,939	14,418		71,170	
BEGINNING FUND BALANCE		4	162,942	177,359	177,359	
ENDING FUND BALANCE		162,943	177,360	177,359	248,529	

Fund 226 – Environmental Services

Revenues

Line Item	Explanation
226-000-000-403-000 – Current Property Taxes	This line item reflects the revenues received from property taxes. These figures were provided to me.
226-000-000-642-000 – Sale of Yard Waste Bags & Bins	This line item reflects revenue from the sale of recycling bins.
226-000-000-642-001 – Sale of Trash Pickup Stickers	This line item reflects revenue from the sale of trash stickers.
226-000-000-642-002 – Sale of White Good Stickers	This line item reflects revenue from the sale of stickers for white goods.
226-000-000-642-003 – Sale of Freon Stickers	This line item reflects revenue from the sale of stickers for items containing Freon.
226-000-000-664-001 – Interest Earned	This line item reflects interest received.
226-000-000-699-000 – Appropriated Prior Year Balance	This line item reflects revenue needed from Fund Balance.

Expenditures

Line Item	Explanation
226-226-000-705-000 – Salary-Supervision	This line item is for ½ the salaries of the Residential Services Director and the Public Services Superintendent. The other 50% of the Director’s salary is budgeted in 101-762-000-705-000, the Superintendent’s is budgeted in 101-774-000-705-000.
226-226-000-706-000 – Salary-Permanent Wages	This line item is for the wages of 2 full-time employees (chipping) 75% of 2 full-time Floater II/Clerk III’s and 50% of the mechanic. Salaries are set by AFSCME contract. A decrease is shown in this line item due to one less employee being budgeted.
226-226-000-707-000 – Salary-Temporary/Seasonal	This line item is used for seasonal employees who work on the chipper trucks.
226-226-000-708-004 – Salaries Pay Out-PTO & Sick Time	Employees may request a payout of 32 hours of PTO at 100%. It will be a Board decision if additional payouts of PTO time should be budgeted.
226-226-000-708-009 – Auto Allowance	This line item is used for 50% of the auto allowance for the RSD Director. The other 50% is budgeted in line item 101.762.000.708.009.
226-226-000-708-010 – Health Insurance Buyout	Employees who receive health insurance through another source can receive a health insurance buyout from the Township in lieu of insurance. 75% of the buyout for one Floater II/Clerk III and 50% of the Public Services Superintendent is budgeted in this line item.

Line Item	Explanation
226-226-000-709-000 – Regular Overtime	This line item is used for overtime received for the chipping crew, the mechanic and the Floater II/Clerk III's. Based on what was spent to date in 2013, it is recommended that \$3,500 be budgeted for 2014.
226-226-000-715-000 – FICA/Medicare	A decrease is shown in this line item due to one less employee being budgeted. Figures provided by the Accounting Director.
226-226-000-719-000 – Health Insurance	We will be receiving a 19% increase for health care in 2015. A decrease is shown in this line item due to one less employee being budgeted.
226-226-000-719-001 – Sick & Accident	Our current rates are good through August 2015 and we are estimating an increase of 10% at that time. A decrease is shown due to one less employee being budgeted.
226-226-000-719-015 – Dental Benefits	In previous years, dental and vision benefits were budgeted together. In 2015, we are splitting them into separate line items to allow for better tracking. A decrease is shown in this line item due to one less employee being budgeted. There will be no increase in dental insurance rates for 2015.
226-226-000-719-016 – Vision Benefits	In previous years, dental and vision benefits were budgeted together. In 2015, we are splitting them into separate line items to allow for better tracking. A decrease is shown due to one less employee being budgeted. There will be no increase in vision insurance rates for 2015.

Line Item	Explanation
226-226-000-719-020 – Health Care Deduction	This line item is used to fund the Choice Strategies cards associated with the health insurance plan. Health care deductible accounts are budgeted at 70% of the total that could possibly be expended.
226-226-000-719-021 – Admin Fee – Health Deductible	The card used to pay the health care deductibles is administered by Choice Strategies.
226-226-000-720-000 – Life Insurance	Our current rates for life insurance are good through August 2015 and we are estimating a 10% increase at that time. A decrease is shown in this line item for 2015 due to one less employee being budgeted.
226-226-000-723-000 – Deferred Compensation Employer	Figures provided by the Accounting Director.
226-226-000-724-001 – Unemployment Expense	This line item covers the cost of unemployment. We are maintaining this at a \$1,000.
226-226-000-726-000 – Recycle Bins & Yard Bags	This line item is used to purchase recycling bins
226-226-000-726-001 – Stickers for Trash Pick Up	This line item is used to purchase trash stickers
226-226-000-726-002 – Stickers for White Goods Pick Up	This line item is used to purchase white good stickers.
226-226-000-726-003 – Stickers for Freon White Goods	This line item is used to purchase Freon stickers.
226-226-000-727-000 – Office Supplies	This line item is used to purchase office supplies for the department.

Line Item	Explanation
226-226-000-730-000 - Postage	This line item is used for a portion of the costs associated with the annual mailing of magnets and garbage & recycling information. We propose increasing this by \$640 from last year, as we have used most of the account already.
226-226-000-741-000 – Uniforms-Laundry & Cleaning	Per the AFSCME contract, this line item has been reduced to \$0 for 2015.
226-226-000-757-000 – Operating Supplies	This covers the cost of safety equipment used for chipping & we have reduced by \$200.
226-226-000-776-000 – Maintenance Supplies	This line item covers the cost of items to repair the chippers. It is recommended that it increase to \$400 for 2015.
226-226-000-800-001 – Administration Fees	Figures provided by the Accounting Director.
226-226-000-804-000 – Contractual/Rolloff Disposal	This line item covers the cost of the trash dumpsters at the Civic Center, Ford Lake Park and the Community Center.
226-226-000-804-001 – Contractual/Rubbish Pick Up	This line item covers the per resident fee paid to Waste Management for curbside pickup. The Board approved the contract extension with them and we received a savings of \$156,684 for 2015.
226-226-000-804-003 – Contractual/Yard Waste Pick Up	This line item covers the per resident fee paid to Waste Management for yard waste pick up. Based on the contract extension (through 2020) approved by the Board, a decrease of \$1,278 is budgeted for 2015.

Line Item	Explanation
226-226-000-804-004 – Twp Compost Processing	This line item reflects the expense for Waste Management to haul yard waste material to the Compost Site, which creates revenue in the Compost Fund (line item 590.000.000.650.004). We charge companies to bring in yard waste and this is a major revenue for the Site. At least 50% of it comes in at the end of the year. I am proposing that we budget an increase of \$25,000 for 2015.
226-226-000-804-006 – Recycling Disposal	This line item covers the cost of hauling recycling containers to Great Lakes. When the market is good, the Township receives revenue from recycling. In the past few years, the market has been flooded with recycling resulting in a cost to us. Therefore, based on market conditions we are recommending that \$16,000 be budgeted for 2015.
226-226-000-804-007 – Recycling Pick Up Curbside	This line item covers the per resident fee paid to Waste Management for recycling pick up. Based on the contract extension (through 2020), a decrease of \$15,671 is budgeted for 2015.
226-226-000-804-008 – Curbside Recycling Disposal	This line item covers the per ton fee paid for materials hauled or monies received. It changes year to year, depending on the market
226-226-000-818-017 – Tire Shredding/Contract Services	We are seeing an increase in illegally dumped tires. We pick them up and recycle in Ann Arbor
226-226-000-850-000 - Telephone	This line item covers the cost of telephones for the Environmental Services Department.

Line Item	Explanation
226-226-000-867-000 – Gas & Oil	This line item is used for the fuel used by our chipper trucks. Based on our pilot project of not chipping during the summer months and in reviewing what has been spent to date in 2014, it is recommended that it be decreased to \$14,000 in 2015, a savings of \$2,800.
226-226-000-867-200 – Gas & Oil - YCUA	This line item is used to pay for the fuel used by our Compost Equipment at the YCUA facility. Based on our pilot project of not chipping during the summer months and in reviewing what has been spent to date in 2014, it is recommended that it be decreased to \$1,000 in 2015, a savings of \$1,500.
226-226-000-867-300 – Fuel Surcharge-Curbside	This is for the contractual charge to us from Waste Management for rising fuel costs. I am proposing we keep it at this amount.
226-226-000-876-000 – Retirement/MERS	Employer’s portion is based on a flat rate with a 5% increase from 2014. This calculates at \$352.03 per employee times 24 pays ~ \$8,449 per employee. Figures provided by Accounting Director.
226-226-000-876-003 – OPEB Funding-Retiree Health	Figures provided by the Accounting Director.
226-226-000-900-000 - Publishing	This line item covers the printing costs for magnets & information packets sent to residents. We expect this to increase, therefore an increase of \$1,500 is budgeted for 2015.
226-226-000-913-000 – Insurance & Bonds Fleet	Figures provided by the Accounting Director.

Line Item	Explanation
226-226-000-917-000 – Workers Compensation Insurance	Figures provided by the Accounting Director.
226-226-000-920-005 – Utilities-Light	This line item covers the cost of electric service at Ford Lake Park.
226-226-000-920-009 – Utilities Maintenance Heating	This line item covers the cost of gas service at Ford Lake Park.
226-226-000-933-000 – Equipment Maintenance	This line item covers the cost of repairing the chippers
226-226-000-939-000 – Auto Maintenance	This line item covers the cost of the annual inspection and fees for the chipping vehicles. The annual inspections are from \$300 to \$400 per vehicle and typically, we have to have work done that can cost up to \$1,500. Much of this line item is used for the chippers.
226-226-000-943-000 – Motorpool Lease/Maintenance	This line item covers the motorpool charges for Vehicle #32 and #33, the chipper trucks. The charges are \$300 per month for each vehicle. \$7,200 has been budgeted in 2015.
226-226-000-956-000 - Miscellaneous	Drug screenings and Class A driver's licenses are budgeted in this line item.
226-226-000-956-010 – Tax Refund Expense	This line item reflects expenses incurred to refund taxes. Numbers provided by the Accounting Director.
226-226-000-960-000 – Education and Training	This line item covers the cost of educational material distribution.

Revised 10/14/14

10/16/2014

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI

Calculations as of 09/30/2014

GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
Fund 226 - ENVIRONMENTAL SERVICES FUND						
ESTIMATED REVENUES						
Dept 000.000						
226-000.000-403.000	CURRENT PROPERTY TAXES	2,032,622	1,907,030	2,385,889	2,378,670	2,380,323
226-000.000-403.002	CUR PROPERTY TAX ADJUSTMENTS	(2,300)	(79,982)		548	
226-000.000-417.000	DELINQUENT PERS.PROPERTY TAXE		2,041			
226-000.000-642.000	SALE OF YARD WASTE BAGS & BIN	2,135	1,800	2,200	1,686	2,200
226-000.000-642.001	SALE OF TRASH PICKUP STICKERS	4,884	4,825	4,500	4,837	5,000
226-000.000-642.002	SALE OF WHITE GOOD STICKERS	900	890	1,000	1,070	1,000
226-000.000-642.003	SALE OF FREON STICKERS	300	135	200	240	250
226-000.000-664.001	INTEREST EARNED	7,057	5,219	5,000	1,498	2,000
226-000.000-694.004	MISC REVENUE - INSURANCE REIM	2,622	1,714		1,210	
226-000.000-699.000	APPROPRIATED PRIOR YEAR BAL.			220,942		48,800
Totals for dept 000.000-		2,048,220	1,843,672	2,619,731	2,389,759	2,439,573
TOTAL ESTIMATED REVENUES		2,048,220	1,843,672	2,619,731	2,389,759	2,439,573

10/16/2014

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI
Calculations as of 09/30/2014

GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
APPROPRIATIONS						
Dept 226.000-ENVIRONMENTAL						
226-226.000-704.000	APPOINTED OFFICIALS	3,550	1,950	300	300	
226-226.000-705.000	SALARY - SUPERVISION	67,077	66,434	71,982	48,889	71,550
226-226.000-706.000	SALARY - PERMANENT WAGES	162,730	134,292	141,419	86,363	117,963
226-226.000-707.000	SALARY - TEMPORARY/SEASONAL	18,816	26,865	20,000	17,226	25,000
226-226.000-708.004	SALARIES PAY OUT-PTO&SICKTIME	6,865	11,161	2,090	1,010	2,878
226-226.000-708.009	AUTO ALLOWANCE	3,000	3,000	3,000	2,250	3,000
226-226.000-708.010	HEALTH INS BUYOUT	2,250	3,758	3,750	1,875	3,750
226-226.000-709.000	REG OVERTIME	3,645	652	5,000	543	3,500
226-226.000-715.000	F.I.C.A./MEDICARE	17,997	16,109	17,724	10,940	15,574
226-226.000-719.000	HEALTH INSURANCE	40,044	25,264	28,049	14,611	25,121
226-226.000-719.001	SICK AND ACCIDENT	1,706	1,340	1,191	807	1,078
226-226.000-719.015	DENTAL BENEFITS	6,016	4,824	4,358	2,411	2,725
226-226.000-719.016	VISION BENEFITS					525
226-226.000-719.020	HEALTH CARE DEDUCTION	12,647	10,039	12,294	5,939	9,406
226-226.000-719.021	ADMIN FEE - HEALTH DEDUCTIBLE	425	274	427	102	300
226-226.000-720.000	LIFE INSURANCE	774	649	576	390	521
226-226.000-723.000	DEFERRED COMPENSATION EMPLOYE	292	645	304	331	304
226-226.000-724.001	UNEMPLOYMENT EXPENSE			1,000		1,000
226-226.000-726.000	RECYCLE BINS & YARD BAGS	1,905	4,175	4,970	2,240	5,000
226-226.000-726.001	STICKERS FOR TRASH PICK-UP			2,000	2,201	2,000
226-226.000-726.002	STICKERS WHITE GOODS PICKUP			1,530		1,000
226-226.000-726.003	STICKERS FOR FREON WHITEGOODS			700	356	700
226-226.000-727.000	OFFICE SUPPLIES	572	684	1,000	217	1,000
226-226.000-730.000	POSTAGE	1,743	2,968	7,360	7,335	8,000
226-226.000-741.000	UNIFORMS - LAUNDRY & CLEANING	927	790	1,000	394	
226-226.000-757.000	OPERATING SUPPLIES	832	425	1,000	348	800
226-226.000-776.000	MAINTENANCE SUPPLIES	34	101	300	232	400
226-226.000-800.001	ADMINISTRATION FEES	12,424	12,424	12,424	9,318	12,824
226-226.000-804.000	CONTRACTUAL/ROLLOFF DISPOSAL	15,960	17,064	15,000	10,798	14,000
226-226.000-804.001	CONTRACTUAL/RUBBISH PICKUP	1,240,925	1,286,703	1,274,460	878,041	1,117,776
226-226.000-804.003	CONTRACTUAL/YARDWASTE PICKUP	313,597	321,747	331,278	218,307	330,000
226-226.000-804.004	TWP COMPOST PROCESSING	146,600	169,979	120,000	126,249	145,000
226-226.000-804.006	RECYCLING DISPOSAL	15,762	16,424	10,000	12,524	16,000
226-226.000-804.007	RECYCLING PICK-UP CURBSIDE	277,146	309,326	325,671	223,468	310,000
226-226.000-804.008	CURBSIDE RECYCLING DISPOSAL			500		500

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GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
226-226.000-818.017	TIRE SHREDDING/CONTRACT SERVC	595	1,145	1,200	580	1,400
226-226.000-850.000	TELEPHONE	219		300		200
226-226.000-867.000	GAS & OIL	14,498	19,080	16,800	9,472	14,000
226-226.000-867.200	GAS & OIL - YCUA	954	2,275	2,500	382	1,000
226-226.000-867.300	FUEL SURCHARGE-CURBSIDE	73,856	70,464	80,000	45,415	80,000
226-226.000-876.000	RETIREMENT/MERS	23,832	24,854	31,201	18,051	26,153
226-226.000-876.003	OPEB FUNDING- RETIREE HEALTH	16,414	27,956	15,007	15,007	13,797
226-226.000-900.000	PUBLISHING	11,423	9,438	11,500	10,237	13,000
226-226.000-913.000	INSURANCE & BONDS FLEET	5,598	4,924	5,105	3,576	6,211
226-226.000-917.000	WORKERS COMPENSATION INSURANC	5,964	6,483	6,361	5,243	6,517
226-226.000-920.005	UTILITIES LIGHT	2,241	2,033	2,000	1,468	2,000
226-226.000-920.009	UTILITIES MAINTENANCE HEATING	1,502	2,125	3,000	561	3,000
226-226.000-933.000	EQUIPMENT MAINTENANCE	6,323	5,226	4,000	3,945	6,000
226-226.000-939.000	AUTO MAINTENANCE	6,191	3,103	6,000	1,886	5,000
226-226.000-943.000	MOTORPOOL LEASE/MAINTENANCE	7,200	7,200	7,200	5,400	7,200
226-226.000-956.000	MISCELLANEOUS	240	90	500	289	500
226-226.000-956.010	TAX REFUND EXPENSE	68,302	25,019	4,000		4,000
226-226.000-958.000	MEMBERSHIP AND DUES		75			
226-226.000-960.000	EDUCATION AND TRAINING			400	75	400
Totals for dept 226.000-ENVIRONMENTAL		2,621,613	2,661,556	2,619,731	1,807,602	2,439,573
TOTAL APPROPRIATIONS		2,621,613	2,661,556	2,619,731	1,807,602	2,439,573
NET OF REVENUES/APPROPRIATIONS - FUND 226		(573,393)	(817,884)		582,157	
BEGINNING FUND BALANCE		3,231,460	2,658,068	1,840,184	1,840,184	
ENDING FUND BALANCE		2,658,067	1,840,184	1,840,184	2,422,341	

Fund 252 - Hydro

Revenues

Line Item	Explanation
252-000-000-641-003 – Ford Lake Hydro Station	Revenues from selling electricity from the Hydro Station to DTE Energy. Estimated revenue was calculated by averaging actual revenues from 2009 to 2013, forecasted revenue for 2014 and the performance of the Power Contract.
252-000-000-664-001 – Interest Earned	Reflects interest earned on funds deposited in the bank. Interest earned is down so proposed amount is reduced from last year.
252-000-000-694-001 – Other Income-Miscellaneous	Funds received by the Township that are not planned or normally recurring.
252-000-000-694-004 – Misc Revenue-Insurance Reimb	Refunds from Insurance Company
252-000-000-699-000 – Appropriated Prior Year Balance	Funds needed to cover costs for the Hydro Station over the expected revenue from DTE sales.

Expenditures

Line Item	Explanation
252-252-000-706-000 – Salary-Permanent Wages	Per Resolution No. 2013-37, the Hydro Operator’s salary was set at \$55,301 for 2014. It will be a Board decision whether an increase is given for 2015.
252-252-000-707-000 – Salary-Temporary/Seasonal	Wages for the part time operator who is responsible for the weekend and holiday operations. Also helps the full-time operator when tasks require two people. This amount is unchanged.
252-252-000-708-004 – Salaries Pay Out-PTO & Sick Time	Employees may request a payout of 32 hours of PTO at 100%. It will be a Board decision if additional payouts of PTO time should be budgeted.
252-252-000-709-000 – Regular Overtime	Accounts for necessary overtime for the full-time operator when he is called in or necessary work exceeds 40 hours to avoid loss of revenue, dam safety or handle compliance issues. Amount is unchanged over prior year.
252-252-000-715-000 – FICA/Medicare	Figures provided by the Accounting Director.
252-252-000-719-000 – Health Insurance	We will be receiving a 19% increase for health care in 2015.
252-252-000-719-001 – Sick & Accident	Our current rates are good through August 2015 and we are estimating an increase of 10% at that time.

Line Item	Explanation
252-252-000-719-015 – Dental Benefits	In previous years, dental and vision benefits were budgeted together. In 2015, we are splitting them into separate line items to allow for better tracking. The amounts budgeted in these two line items for 2015 will be the same as was budgeted in 252-252-000-719-015 in 2014. There will be no increase in dental insurance rates for 2015.
252-252-000-719-016 – Vision Benefits	In previous years, dental and vision benefits were budgeted together. In 2015, we are splitting them into separate line items to allow for better tracking. The amounts budgeted in these two line items for 2015 will be the same as was budgeted in 252-252-000-719-015 in 2014. There will be no increase in vision insurance rates for 2015.
252-252-000-719-020 – Health Care Deduction	This line item is used to fund the Choice Strategies cards associated with the health insurance plan. Health care deductible accounts are budgeted at 70% of the total that could possibly be expended. It is recommended that this line item remain at \$5,775 for 2015.
252-252-000-719-021 – Admin Fees-Health Deductible	The card used to pay the health care deductibles is administered by Choice Strategies. It is recommended that this line item remain at \$100 for 2015 (\$7.50 per month, per employee).
252-252-000-720-000 – Life Insurance	Our current rates for life insurance are good through August 2015 and we are estimating a 10% increase at that time.
252-252-000-723-000 – Deferred Compensation Employer	Figures provided by the Accounting Director.
252-252-000-727-000 – Office Supplies	Cover the cost of supplies and material used in completing reports by the department. This was reduced from prior year.

Line Item	Explanation
252-252-000-730-000 - Postage	Cover cost in mailing business related material. This was increased from last year due to a large mailing in 2015.
252-252-000-740-000 – Operating Supplies	Accounts for the miscellaneous cost related to operating the Hydro Station. The amount is unchanged from prior year.
252-252-000-776-000 – Maintenance Supplies	Cost associated in maintaining Hydro Station including housekeeping, general supplies, and hand tools. No changes from last year.
252-252-000-801-000 – Professional Services	Cover cost for an independent engineering firm for technical support related to dam safety and compliance for the Ford Lake Dam. For 2015 we have to complete a part 12 inspection and update electrical drawings.
252-252-000-801-250 – Professional Services-Other Dams	Cover cost for an independent engineering firm for technical support related to dam safety and compliance for Tyler and Sargent Charles Dam. Tyler Dam phase 3 is planned for 2015. We are applying for grants to complete the project, if the Board decides to move forward.
252-252-000-818-013 – Contractual Services/Hydro Station	Associated cost for services routinely used by the department for operations or maintenance activities. This remains unchanged from last year.
252-252-000-850-000 - Telephone	Cover the cost for communication circuits for the station monitoring system and DTE substation fault protection. Cost budgeted for 2015 is the same as 2014. In 2015 we are working to upgrade the fault protection (Transfer Trip) system to get rid of AT&T cost.

Line Item	Explanation
252-252-000-867-000 – Gas & Oil	Cover cost related to fuel used by the department in equipment and vehicle. In 2014 the department was issued a department truck.
252-252-000-876-000 – Retirement/MERS	Employer’s portion is based on a flat rate with a 5% increase from 2014. This calculates at \$352.03 per employee times 24 pays ~ \$8,449 per employee.
252-252-000-915-000 – Insurance and Bonds	Figures provided by the Accounting Director.
252-252-000-917-000 – Workers Compensation Insurance	Figures provided by the Accounting Director.
252-252-000-920-017 – Utilities-Hydro	Cost related in heating powerhouse in winter months. This remains the same as 2014.
252-252-000-930-000 – Repairs Maintenance-Machinery	Accounts for cost related repairing and maintaining the equipment related to generating electricity.
252-252-000-930-001 – Repairs/Maint Hydro Infrastructure	Cost related to maintaining the Hydro Station structure-powerhouse and dam. For 2015, 1 project is scheduled, plans to upgrade the obsolete PLC.
252-252-000-931-013 – Repairs & Maint-Other Dams	Cost associated in maintaining Tyler and Sargent Charles Dams. A large project is planned for 2015 at Tyler Dam. Funding for that project is in 971-001 Capital Outlay- Other
252-252-000-943-000 – MotorPool Lease/Maintenance	Cost associated with the lease of department issued vehicle.
252-252-000-956-000 - Miscellaneous	Cover cost for bank fees associated with the DTE Escrow Fund and small expenses. This amount was reduced from 2014.

Line Item	Explanation
252-252-000-956-009 – City Share/Hydro Station	Expected amount that the Twp. will have to pay the City (10% gross of DTE revenue) from a judgment when JYRO was dissolved.
252-252-000-956-019 – Hydro-Fish Study-Escrow Expense	Expected amount that the Twp. will have to put into Fish Escrow for future fish enhancement. This required by the FERC License agreement.
252-252-000-956-025 – Licenses and Fees/FERC	Annual fee assessed by the Federal Energy Regulatory Commission. Cost varies each year; propose the same amount as last year.
252-252-000-976-000 – Capital Outlay-New Equipment	Estimated cost to upgrade existing transfer trip equipment at Hydro Station. Existing system is about 30 years old is very costly to operate. AT&T lines are going up 17% every 6 months. The new system has no monthly cost associated with it. Phone line cost will surpass \$29,000 (for 2 lines) if no action is taken
252-252-000-977-000 - Equipment	Nothing budgeted for 2015.

Revised 10/14/14

Request \$1,200,000 from general Fund for Tyler Dam Phase 3 construction.

Request \$ 50,000 from general Fund for Tyler Dam Phase 3 engineering.

Request \$ 200,000 for upgrading DTE Transfer Trip Equipment to eliminate AT&T phone line cost. Funding for this would come from DTE Revenue and Prior year Fund Balance.

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GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
Fund 252 - HYDRO STATION FUND						
ESTIMATED REVENUES						
Dept 000.000						
252-000.000-641.003	FORD LAKE HYDRO STATION	305,133	406,993	386,000	368,682	375,000
252-000.000-664.001	INTEREST EARNED	695	350	400	192	200
252-000.000-694.001	OTHER INCOME-MISCELLANEOUS	506	691		59	
252-000.000-694.004	MISC REVENUE - INSURANCE REIM	799	566		345	
252-000.000-697.000	TRANSFER IN: GENERAL FUND			50,000		
252-000.000-699.000	APPROPRIATED PRIOR YEAR BAL.			207,955		159,371
Totals for dept 000.000-		307,133	408,600	644,355	369,278	534,571
TOTAL ESTIMATED REVENUES		307,133	408,600	644,355	369,278	534,571

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GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
APPROPRIATIONS						
Dept 252.000-HYDRO STATION: FORD LAKE						
252-252.000-706.000	SALARY - PERMANENT WAGES	53,706	53,706	55,939	40,400	55,939
252-252.000-707.000	SALARY - TEMPORARY/SEASONAL	17,172	14,661	16,308	11,709	16,308
252-252.000-708.004	SALARIES PAY OUT-PTO&SICKTIME			826		851
252-252.000-708.009	AUTO ALLOWANCE	6,000	6,000	3,200	1,609	
252-252.000-709.000	REG OVERTIME	4,338	4,070	4,000	4,387	4,000
252-252.000-715.000	F.I.C.A./MEDICARE	5,113	5,058	5,311	3,817	4,887
252-252.000-719.000	HEALTH INSURANCE	12,148	11,247	14,634	12,418	17,832
252-252.000-719.001	SICK AND ACCIDENT	349	298	298	248	308
252-252.000-719.015	DENTAL BENEFITS	1,648	1,685	1,651	1,376	1,417
252-252.000-719.016	VISION BENEFITS					233
252-252.000-719.020	HEALTH CARE DEDUCTION	1,068	6,698	5,775	424	5,775
252-252.000-719.021	ADMIN FEE - HEALTH DEDUCTIBLE	100	90	100	54	100
252-252.000-720.000	LIFE INSURANCE	158	144	144	120	149
252-252.000-723.000	DEFERRED COMPENSATION EMPLOYE	225	190	212	162	212
252-252.000-727.000	OFFICE SUPPLIES	357	390	1,400	94	350
252-252.000-730.000	POSTAGE	50	128	54	12	100
252-252.000-740.000	OPERATING SUPPLIES	235	451	400	225	400
252-252.000-741.000	UNIFORMS - LAUNDRY & CLEANING	351	412	450	174	
252-252.000-776.000	MAINTENANCE SUPPLIES	7,368	8,707	8,000	4,174	8,000
252-252.000-801.000	PROFESSIONAL SERVICES	6,162	25,325	48,400	32,943	40,000
252-252.000-801.250	PROFESSIONAL SER - OTHER DAMS	40	30,025	50,000		
252-252.000-818.013	CONTRACTUAL SERVICES/HYDRO ST	11,373	3,865	7,500	1,560	7,500
252-252.000-850.000	TELEPHONE	12,732	15,385	23,000	17,036	23,000

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252-252.000-867.000	GAS & OIL	2,897		4,200	2,523	4,200
252-252.000-876.000	RETIREMENT/MERS	6,145	7,422	8,302	6,144	8,449
252-252.000-915.000	INSURANCE AND BONDS	2,187	1,924	1,995	1,398	2,202
252-252.000-917.000	WORKERS COMPENSATION INSURANC	1,685	1,764	1,811	1,315	1,859
252-252.000-920.017	UTILITIES - HYDRO	282	1,096	1,400	1,246	1,400
252-252.000-930.000	REPAIRS MAINTENANCE-MACHINERY	33,133	9,614	308,087	79,277	9,000
252-252.000-930.001	REPAIRS/MAINT HYDRO INFRASTRU	6,443	14,965	16,800	2,889	65,000
252-252.000-931.013	REPAIRS & MAINT - OTHER DAMS	2,852	1,795			1,000
252-252.000-943.000	MOTORPOOL LEASE/MAINTENANCE					3,000
252-252.000-956.000	MISCELLANEOUS	1,600	5,975	3,400	3,248	1,800
252-252.000-956.009	CITY SHARE/HYDRO STATION	30,513	40,699	38,958	34,880	37,500
252-252.000-956.019	HYDRO-FISH STUDY-ESCROW EXPEN	5,703	6,737	8,000		8,000
252-252.000-956.025	LICENSES AND FEES/FERC	3,030	4,135	3,800	3,288	3,800
252-252.000-971.001	CAPITAL OUTLAY - OTHER	17,500				
252-252.000-976.000	CAPITAL OUTLAY NEW EQUIPMENT					200,000
252-252.000-977.000	EQUIPMENT		20,870			
Totals for dept 252.000-HYDRO STATION: FORD LAKE		254,663	305,531	644,355	269,150	534,571
TOTAL APPROPRIATIONS		254,663	305,531	644,355	269,150	534,571
NET OF REVENUES/APPROPRIATIONS - FUND 252		52,470	103,069		100,128	
BEGINNING FUND BALANCE		569,266	621,735	724,804	724,804	
ENDING FUND BALANCE		621,736	724,804	724,804	824,932	

Fund 590 - Compost

Revenues

Line Item	Explanation
590-000-000-607-510 – Lease Revenue	This line item reflects the revenues for rental of the dump truck to the Parks Department.
590-000-000-650-003 – Biodegradable Dropoff-Non Twp.	This line item reflects the revenue for yard waste brought in by non-township residents. We are budgeting a 30% increase.
590-000-000-650-004 – Biodegradable Dropoff-Ypsi Twp.	This line item reflects the revenue for yard waste brought in by Waste Management to the Compost Site from our township residents. We are anticipating a 17% increase from '14.
590-000-000-650-100 – Billable Sales-Compost	This line item reflects the revenue for the sale of compost materials. Sales are slightly down at this time.
590-000-000-650-102 – Sales-Scrap Metal	This line item reflects the revenue from scrap metal. We are proposing a 50% increase here.
590-000-000-650-103 – Sales-Recycled Oil	This line item reflects the revenue from receiving oil. It is recommended that it be reduced to \$1,000 for 2015.
590-000-000-650-200 – Gate Revenue-Compost Sales	This line item reflects the revenue from materials sold at the gate.

Line Item	Explanation
590-000-000-650-201 – Gate Revenue-Wood Sales	This line item reflects the revenue from the sale of woodchips at the site. We are increasing this by 17%.
590-000-000-650-202 – Gate Revenue-Top Soil Sales	This line item reflects the revenue from top soil sold at the gate. We are projecting a large increase here.
590-000-000-650-203 – Gate Revenue-Drop Off Fees	This line item reflects the revenue from trash drop off. Maintain.
590-000-000-650-204 – Gate Revenue-Battery Core Sale	This line item reflects the revenue from the sale of collected batteries.
590-000-000-650-205 – Gate Revenue-Milling Sales	This line item reflects the revenue from the sale of road millings.
590-000-000-664-001 – Interest Earned	This line item reflects interest earned on funds deposited at various banks.
590-000-000-699-000 – Appropriated Prior Year Balance	This line item reflects funds needed from Fund Balance. Dollars were budgeted to purchase equipment, such as the large grinder.

Expenditures

Line Item	Explanation
590-590-000-706-000 – Salary-Permanent Wages	Wages for the Compost Coordinator, 25% of a Floater II/Clerk III and 50% of a chipping employee are budgeted in this line item. Although we have budgeted for the 1.5% contractual increase for AFSCME employees, a decrease is shown in this line item due to one less employee being budgeted for 2015.
590-590-000-707-000 – Salary-Temporary/Seasonal	Wages for the Gate Attendant are budgeted in this line item.
590-590-000-708-004 – Salaries Pay Out-PTO & Sick Time	Employees may request a payout of 32 hours of PTO at 100%. It will be a Board decision if additional payouts of PTO time should be budgeted.
590-590-000-708-010 – Health Insurance Buyout	This line item is used for the health insurance buyout for employees who receive health insurance through another source.
590-590-000-709-000 – Regular Overtime	This line item is used for overtime wages for the Compost Coordinator.
590-590-000-710-000 – Acc Comp Absenses-Longterm	Since this is an Enterprise Fund (Business), we need to account for all PTO time for the full-time employee and 50% for the employee that is split between this fund and Fund 226. This is accounted for in the Balance sheet liabilities as long term def Comp Absences 590-000-369.017. The expenditure account is for the current year's PTO that is rolled over into the long term amounts.

Line Item	Explanation
590-590-000-715-000 – FICA/Medicare	Figures provided by the Accounting Director.
590-590-000-719-000 – Health Insurance	We will be receiving a 19% increase for health care in 2015. A decrease is shown in this line item due to one less employee being budgeted for 2015.
590-590-000-719-001 – Sick & Accident	Our current rates are good through August 2015 and we are estimating an increase of 10% at that time. A decrease is shown in this line item due to one less employee budgeted in this Fund.
590-590-000-719-015 – Dental Benefits	In previous years, dental and vision benefits were budgeted together. In 2015, we are splitting them into separate line items to allow for better tracking. A decrease is shown due to one less employee budgeted in this Fund. There will be no increase in dental insurance rates for 2015.
590-590-000-719-016 – Vision Benefits	In previous years, dental and vision benefits were budgeted together. In 2015, we are splitting them into separate line items to allow for better tracking. A decrease is shown due to one less employee budgeted in this Fund. There will be no increase in vision insurance rates for 2015.
590-590-000-719-020 – Health Care Deduction	This line item is used to fund the Choice Strategies cards associated with the health insurance plan. Health care deductible accounts are budgeted at 70% of the total that could possibly be expended. A decrease is shown due to one less employee being budgeted for 2015.

Line Item	Explanation
590-590-000-719-021 – Admin Fees – Health Deductible	The card used to pay the health care deductibles is administered by Choice Strategies. A decrease is shown due to one less employee being budgeted for 2015.
590-590-000-720-000 – Life Insurance	Our current rates for life insurance are good through August 2015 and we are estimating a 10% increase at that time. A decrease is shown due to one less employee budgeted in this Fund.
590-590-000-723-000 – Deferred Compensation Employer	Figures provided by the Accounting Director.
590-590-000-727-000 – Office Supplies	This line item is used for purchasing office supplies for the Compost Site.
590-590-000-730-000 – Postage	This line item is used to cover postage costs.
590-590-000-741-000 – Uniforms-Laundry & Cleaning	Per the AFSCME contract, this line item has been reduced to \$0 for 2015.
590-590-000-757-000 – Operating Supplies	This line item is used to purchase safety equipment for the operators. This is increased to provide for new bin blocks for better organization.
590-590-000-800-001 – Administration Fees	Figures provided by the Accounting Director.
590-590-000-804-000 – Contractual/Rolloff Disposal	This line item covers the cost of emptying the dumpsters at the Compost Site.
590-590-000-804-004 – Township Compost Processing	This line item covers the cost of removing spoils from the site that cannot become compost.

Line Item	Explanation
590-590-000-850-000 - Telephone	This line item is used for telephone charges for the Compost Site.
590-590-000-867-200 – Gas & Oil-YCUA	This line item is used for fuel used through the YCUA site. It is recommended that it be reduced by \$4,000 in 2015.
590-590-000-876-000 – Retirement/MERS	Employer's portion is based on a flat rate with a 5% increase from 2014. This calculates at \$352.03 per employee times 24 pays ~ \$8,449 per employee.
590-590-000-913-000 – Insurance & Bonds Fleet	Figures provided by the Accounting Director.
590-590-000-917-000 – Workers Compensation Insurance	Figures provided by the Accounting Director.
590-590-000-920-004 – Utilities-Heat	This line item is used for gas service costs for the Compost Site.
590-590-000-920-005 – Utilities-Light	This line item is used for electric service costs for the Compost Site.
590-590-000-931-000 – Repairs & Maintenance	This line item is used for repair costs for the pole barns and trailers.
590-590-000-933-000 – Equipment Maintenance	This line item is used for repair costs for the equipment used at the Compost Site. We are recommending a reduction of \$2,000 for 2015.
590-590-000-941-000 – Equipment Rental/Leasing	This line item is used for renting equipment & need extra this year.

Line Item	Explanation
590-590-000-943-000 – Motorpool Lease/Maintenance	This line item is for the fees paid to the Motorpool.
590-590-000-956-000 - Miscellaneous	This line item is used for drug screening costs, etc.
590-590-000-960-000 – Education & Training	This line item is used for training costs for the Compost Site Coordinator.
590-590-000-968-001 – Depreciation Expense	This line item covers the cost of equipment depreciation and calculated by the Accounting Director.

Revised 10/15/14

10/16/2014

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI
 Calculations as of 09/30/2014

GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
Fund 590 - COMPOST FUND						
ESTIMATED REVENUES						
Dept 000.000						
590-000.000-607.510	AUTO LEASE REVENUE	2,800	2,800	2,800		2,800
590-000.000-650.003	BIODEGRADABLE DROPOFF-NONTWP	42,261	44,266	31,000	28,975	40,000
590-000.000-650.004	BIODEGRADABLE DROPOFF-YPSI TW	146,600	169,979	120,000	126,249	140,000
590-000.000-650.100	BILLABLE SALES - COMPOST	54,874	55,853	54,000	33,345	50,000
590-000.000-650.102	SALES - SCRAP METAL	7,236	5,692	4,000	5,621	6,000
590-000.000-650.103	SALES - RECYCLED OIL	423	1,792	1,500		1,000
590-000.000-650.200	GATE REVENUE - COMPOST SALES	23,834	22,962	20,000	11,227	20,000
590-000.000-650.201	GATE REVENUE - WOOD SALES	5,022	14,651	12,000	16,154	14,000
590-000.000-650.202	GATE REVENUE - TOP SOIL SALES	864	367	500	9,553	7,000
590-000.000-650.203	GATE REVENUE - DROP OFF FEES	42,966	51,462	42,000	43,735	42,000
590-000.000-650.204	GATE REVENUE-BATTERY CORE SAL	713	455	500	155	500
590-000.000-650.205	GATE REVENUE-MILLING SALES	3,124	4,074	3,000	2,316	3,000
590-000.000-664.001	INTEREST EARNED	1,239	631	750	259	500
590-000.000-694.001	OTHER INCOME-MISCELLANEOUS	255				
590-000.000-694.004	MISC REVENUE - INSURANCE REIM	1,169	742		718	
590-000.000-699.000	APPROPRIATED PRIOR YEAR BAL.			944,182		83,393
Totals for dept 000.000-		333,380	375,726	1,236,232	278,307	410,193
TOTAL ESTIMATED REVENUES		333,380	375,726	1,236,232	278,307	410,193

10/16/2014

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI

Calculations as of 09/30/2014

GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
APPROPRIATIONS						
Dept 590.000-COMPOST SITE						
590-590.000-706.000	SALARY - PERMANENT WAGES	78,535	120,953	130,004	81,245	106,315
590-590.000-707.000	SALARY - TEMPORARY/SEASONAL	16,025	29,304	30,000	13,574	30,000
590-590.000-708.004	SALARIES PAY OUT-PTO&SICKTIME	2,287	2,473	6,128	6,495	1,616
590-590.000-708.010	HEALTH INS BUYOUT	3,750	3,750	3,750	1,875	3,750
590-590.000-709.000	REG OVERTIME	3,152	5,231	4,500	1,858	4,500
590-590.000-710.000	ACC COMP ABSENCES-LNGTERM	11,718	1,344	11,718		2,000
590-590.000-715.000	F.I.C.A./MEDICARE	6,953	10,037	10,854	7,169	9,323
590-590.000-719.000	HEALTH INSURANCE			14,634	3,725	8,866
590-590.000-719.001	SICK AND ACCIDENT	436	372	670	434	539
590-590.000-719.015	DENTAL BENEFITS	1,953	1,983	3,566	4,635	2,351
590-590.000-719.016	VISION BENEFITS					389
590-590.000-719.020	HEALTH CARE DEDUCTION			5,775	1,966	2,888
590-590.000-719.021	ADMIN FEE - HEALTH DEDUCTIBLE			100	27	45
590-590.000-720.000	LIFE INSURANCE	198	180	324	210	261
590-590.000-723.000	DEFERRED COMPENSATION EMPLOYE	208	569		239	390
590-590.000-727.000	OFFICE SUPPLIES		258	400	205	400
590-590.000-730.000	POSTAGE			107		100
590-590.000-741.000	UNIFORMS - LAUNDRY & CLEANING	1,996	1,558	1,400	881	
590-590.000-757.000	OPERATING SUPPLIES	2,777	1,785	8,000	4,741	9,000
590-590.000-800.001	ADMINISTRATION FEES	5,714	5,714	5,714	4,286	5,860
590-590.000-804.000	CONTRACTUAL/ROLLOFF DISPOSAL	31,158	35,080	30,000	24,955	33,000
590-590.000-804.004	TWP COMPOST PROCESSING	4,195	4,038	5,000		5,000

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BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI

Calculations as of 09/30/2014

GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
590-590.000-850.000	TELEPHONE	1,659	603	800	466	800
590-590.000-867.200	GAS & OIL - YCUA	21,286	21,300	22,000	9,694	18,000
590-590.000-876.000	RETIREMENT/MERS	8,965	14,457	19,193	10,908	14,785
590-590.000-913.000	INSURANCE & BONDS FLEET	1,226	1,078	1,117	784	2,112
590-590.000-917.000	WORKERS COMPENSATION INSURANC	3,803	3,741	3,778	3,125	3,871
590-590.000-920.004	UTILITIES HEAT	3,104	4,100	6,000	3,765	6,000
590-590.000-920.005	UTILITIES LIGHT	2,248	2,090	2,000	1,344	2,100
590-590.000-931.000	REPAIRS AND MAINTENANCE	2,590	2,306	10,000	7,112	10,000
590-590.000-933.000	EQUIPMENT MAINTENANCE	7,875	39,462	12,000	3,042	10,000
590-590.000-941.000	EQUIPMENT RENTAL/LEASING	2,260	6,900	2,500		3,000
590-590.000-943.000	MOTORPOOL LEASE/MAINTENANCE	3,667	3,719	2,000	1,494	2,000
590-590.000-956.000	MISCELLANEOUS		90	500		500
590-590.000-960.000	EDUCATION AND TRAINING	29	29			100
590-590.000-968.001	DEPRECIATION EXPENSE	58,727	58,622	58,700		106,630
590-590.000-977.000	EQUIPMENT			823,000	527,559	
Totals for dept 590.000-COMPOST SITE		288,494	383,126	1,236,232	727,813	406,491
TOTAL APPROPRIATIONS		288,494	383,126	1,236,232	727,813	406,491
NET OF REVENUES/APPROPRIATIONS - FUND 590		44,886	(7,400)		(449,506)	3,702
BEGINNING FUND BALANCE		1,790,958	1,835,845	1,828,445	1,828,445	
ENDING FUND BALANCE		1,835,844	1,828,445	1,828,445	1,378,939	

Fund 595 - Motorpool

Revenues

Line Item	Explanation
595-000-000-607-502 – Flat Fee-Parks Motorpool/Monthly	This is a regular monthly charge to expense out the fluids that Motorpool purchases but that Parks uses, including oil, coolant and other fluids used in mowers and trucks.
595-000-000-607-515 – Combined Lease/Repair Revenue	This line item reflects lease revenue from other departments. It now includes repair.
595-000-000-607-520 – Fuel and Fluids Revenue	This line item reflects the fuel surcharge received from other departments. This is being increased to \$74,000 due to increased fuel prices.
595-000-000-664-001 – Interest Earned	This line item reflects interest earned on funds deposited at various banks.
595-000-000-673-002 – Sales of Fixed Assets-Equipment	This line item reflects revenue from the auction of equipment.
595-000-000-699-000 – Appropriated Prior Year Balance	This line item reflects amount needed from Fund Balance.

Expenditures

Line Item	Explanation
595-595-000-706-000 – Salary-Permanent Wages	25% of a Floater II/Clerk III is budgeted in this line item. A 1.5% contractual increase is included for 2015.
595-595-000-708-004 – Salaries Pay Out-PTO & Sick Time	Employees may request a payout of 32 hours of PTO at 100%. It will be a Board decision if additional payouts of PTO time should be budgeted.
595-595-000-715-000 – FICA/Medicare	Figures provided by the Accounting Director.
595-595-000-719-000 – Health Insurance	We will be receiving a 19% increase for health care in 2015.
595-595-000-719-001 – Sick & Accident	Our current rates are good through August 2015 and we are estimating an increase of 10% at that time.
595-595-000-719-015 – Dental Benefits	In previous years, dental and vision benefits were budgeted together. In 2015, we are splitting them into separate line items to allow for better tracking. The amounts budgeted in these two line items for 2015 will be the same as was budgeted in 595-595-000-719-015 in 2014. There will be no increase in dental insurance rates for 2015.

Line Item	Explanation
595-595-000-719-016 – Vision Benefits	In previous years, dental and vision benefits were budgeted together. In 2015, we are splitting them into separate line items to allow for better tracking. The amounts budgeted in these two line items for 2015 will be the same as was budgeted in 595-595-000-719-015 in 2014. There will be no increase in vision insurance rates for 2015.
595-595-000-719-020 – Health Care Deduction	This line item is used to fund the Choice Strategies cards associated with the health insurance plan. Health care deductible accounts are budgeted at 70% of the total that could possibly be expended.
595-595-000-719-021 – Admin Fees-Health Deductible	The card used to pay the health care deductibles is administered by Choice Strategies.
595-595-000-720-000 – Life Insurance	Our current rates for life insurance are good through August 2015 and we are estimating a 10% increase at that time.
595-595-000-776-500 – Auto Parts	This line item is used to purchase small items for automobiles. Based on what has been spent to date, it is recommended that it be reduced to \$2,500 for 2015.
595-595-000-776-550 – Shop Supplies	This line item is used to purchase rags and other small items.
595-595-000-818-000 – Contractual Services	This line item is used for the GPS Vehicle System. We are charged \$351/month.

Line Item	Explanation
595-595-000-818-032 – Contractual Svc-Fuel Tank Repair	This line item is used for monitoring fuel tanks, per State regulations. We must repair the card readers at all locations so we increased this line to \$4,200.
595-595-000-818-033 – Contractual Svc-Auto/Equip Maint	This line item is used to hire outside contractors to work on vehicles (YCUA, Ed’s Garage, etc.).
595-595-000-867-000 – Gas & Oil	This line item is used for the purchase of fuel. The cost of fuel has fluctuated and we are proposing to move this up to \$72,000.
595-595-000-876-000 – Retirement/MERS	Employer’s portion is based on a flat rate with a 5% increase from 2014. This calculates at \$352.03 per employee times 24 pays ~ \$8,449 per employee.
595-595-000-968-001 – Depreciation Expense	This line item covers the cost of auto depreciation. It is elevated due to the purchase of new equipment. Any time new equipment is purchased, this line item increases in order to properly account for the declining value of that capital item.
595-595-000-977-000 – Capital Outlay-Equipment	\$0 budgeted. See list of items.
595-595-000-985-000 – Capital Outlay-Vehicles	\$0 budgeted. See list of items.

Revised 10/15/14

10/16/2014

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI

Calculations as of 09/30/2014

GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
Fund 595 - MOTORPOOL / REPAIRS						
ESTIMATED REVENUES						
Dept 000.000						
595-000.000-607.502	Flat Fee-Parks MotorpoolMnthl	1,200	1,200	1,200	900	1,200
595-000.000-607.515	COMBINED LEASE/REPAIR REVENUE	76,020	76,020	95,500	73,257	95,500
595-000.000-607.520	FUEL AND FLUIDS REVENUE	65,297	75,291	72,000	56,723	74,000
595-000.000-664.001	INTEREST EARNED	442	201	400	59	100
595-000.000-673.002	SALES OF FIXED ASSETS-EQUIP.	25,077	31,378	2,000		2,000
595-000.000-694.004	MISC REVENUE - INSURANCE REIM		1,076			
595-000.000-699.000	APPROPRIATED PRIOR YEAR BAL.			233,246		49,871
Totals for dept 000.000-		168,036	185,166	404,346	130,939	222,671
TOTAL ESTIMATED REVENUES		168,036	185,166	404,346	130,939	222,671

10/16/2014

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI
Calculations as of 09/30/2014

GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
APPROPRIATIONS						
Dept 595.000-MOTORPOOL						
595-595.000-706.000	SALARY - PERMANENT WAGES	11,024	11,024	11,486	8,302	11,151
595-595.000-708.004	SALARIES PAY OUT-PTO&SICKTIME			128		170
595-595.000-715.000	F.I.C.A./MEDICARE	825	827	889	635	866
595-595.000-719.000	HEALTH INSURANCE	1,081	1,012	1,219	1,035	1,478
595-595.000-719.001	SICK AND ACCIDENT			74	62	77
595-595.000-719.015	DENTAL BENEFITS	145	127	124	103	104
595-595.000-719.016	VISION BENEFITS					20
595-595.000-719.020	HEALTH CARE DEDUCTION	548	554	726	446	727
595-595.000-719.021	ADMIN FEE - HEALTH DEDUCTIBLE	25	22	25	14	23
595-595.000-720.000	LIFE INSURANCE	40	36	36	30	38
595-595.000-776.500	AUTO PARTS	2,530	2,494	3,405	499	2,500
595-595.000-776.550	SHOP SUPPLIES	1,536	1,642	1,000	159	1,650
595-595.000-818.000	CONTRACTUAL SERVICES	5,069	5,114	4,800	3,663	4,800
595-595.000-818.032	CONTRACT'L SRV-FUEL TANK REPA	1,819	690	1,200	580	4,200
595-595.000-818.033	CONTRACT'L SRV-AUTO/EQUIP MAI	16,038	25,483	30,000	5,421	27,000
595-595.000-867.000	GAS & OIL	58,820	61,126	72,000	41,163	72,000
595-595.000-876.000	RETIREMENT/MERS	1,167	1,415	1,634	1,344	2,112
595-595.000-968.001	DEPRECIATION EXPENSE	41,705	58,911	58,600		93,755
595-595.000-985.000	CAPITAL OUTLAY/VEHICLES			217,000	216,617	
Totals for dept 595.000-MOTORPOOL		142,372	170,477	404,346	280,073	222,671
TOTAL APPROPRIATIONS		142,372	170,477	404,346	280,073	222,671
NET OF REVENUES/APPROPRIATIONS - FUND 595		25,664	14,689		(149,134)	
BEGINNING FUND BALANCE		707,315	732,979	747,669	747,669	
ENDING FUND BALANCE		732,979	747,668	747,669	598,535	

Fund 248 – Housing & Business Inspection

Revenues

Line Item	Explanation
248-000-000-451-300 – Bus Lic-Rental Registration Fee	This line item reflects revenue from fees collected from landlords to register rental properties. Revenue is projected to decrease in accordance with a decline in the rate of new rental registrations.
248-000-000-607-300 – Charge for Serv-Rental Inspection	This line item reflects revenue from rental inspection fees collected from landlords. Revenue is projected to be consistent with 2014.
248-000-000-607-310 – Tax Sp Assess-Rental Prop Inspect	This line item reflects revenue from delinquent rental properties collected with taxes from property owners.
248-000-000-607-400 – Tax Sp Assess-Vacant Prop Inspect	This line item reflects revenue from delinquent vacant house inspection invoices collected with taxes from property owners and banks.
248-000-000-664-001 – Interest Earned	This line item reflects interest earned on money deposited in banks. No interest earnings are relied upon.
248-000-000-699-000 – Appropriated Prior Year Balance	This line item reflects revenue transferred from fund balance to offset expenses.

Expenditures

Line Item	Explanation
248-248-000-705-000 – Salary-Supervision	This line item reflects expenses for a portion of salary for the proposed OCS Executive Coordinator who would help provide administrative oversight of staff funded in this budget.
248-248-000-706-000 – Salary-Permanent Wages	This line item reflects wage expenses for two (2) Ordinance Enforcement Assistants to perform inspections of rental properties and vacant houses. This is a recommended increase from one to two full-time inspectors in conjunction with the elimination of temporary help. Also included are the wages for one part-time Ordinance Enforcement Assistant (previously budgeted in 248-248-000-706-014-Rental Inspections).
248-248-000-706-014 – Rental Inspection	This line item is now included in 248-248-000-706-000 – Permanent Wages.
248-248-000-707-400 – Temp/Seas-Vacant Prop Inspect	This line item reflects wage expenses for temporary employees used for vacant property inspections. This expense is recommended to be eliminated.
248-248-000-708-004 – Salaries Pay Out-PTO&Sick Time	Employees may request a payout of 32 hours of PTO at 100%. It will be a Board decision if additional payouts of PTO time should be budgeted.
248-248-000-708-010 – Health Insurance Buyout	This line item is used for the health insurance buyout for employees who receive health insurance through another source.

Line Item	Explanation
248-248-000-709-000 – Reg Overtime	This line item reflects overtime expenses for clerical and field inspection special projects.
248-248-000-715-000 – FICA/Medicare	Figures provided by the Accounting Director.
248-248-000-719-000 – Health Insurance	We will be receiving a 19% increase for health care in 2015. A significant increase is shown in this line item due to the increase in rates and the new positions that are proposed.
248-248-000-719-001 – Sick & Accident	Our current rates are good through August 2015 and we are estimating an increase of 10% at that time. A significant increase is shown in this line item due to the increase in rates and the new positions that are proposed.
248-248-000-719-015 – Dental Benefits	Although there will be no increase in dental insurance rates for 2015, an increase has been budgeted for the new positions that are proposed.
248-248-000-719-016 – Vision Benefits	Although there will be no increase in vision insurance rates for 2015, an increase has been budgeted for the new positions that are proposed.
248-248-000-719-020 – Health Care Deduction	This line item is used to fund the Choice Strategies cards associated with the health insurance plan. Health care deductible accounts are budgeted at 70% of the total that could possibly be expended.
248-248-000-719-021 – Admin Fee-Health Deductible	The card used to pay the health care deductibles is administered by Choice Strategies.

Line Item	Explanation
248-248-000-720-000 – Life Insurance	Our current rates for life insurance are good through August 2015 and we are estimating a 10% increase at that time. A significant increase is shown in this line item due to the increase in rates and the new positions that are proposed.
248-248-000-723-000 – Deferred Compensation	Figures provided by the Accounting Director.
248-248-000-727-000 – Office Supplies	This line item reflects expenses for common office supplies to support the inspection programs, such as business cards, pens, etc.
248-248-000-730-000 - Postage	This line item reflects expenses for postage to support the inspection programs.
248-248-000-741-001 – Uniforms-New & Badges	This line item reflects expenses for new and replacement uniforms for field inspectors.
248-248-000-867-000 – Gas & Oil	This line item reflects expenses for gasoline and oil for vehicles allocated for use by inspectors.
248-248-000-876-000 – Retirement/MERS	Employer’s portion is based on a flat rate with a 5% increase from 2014. This calculates at \$352.03 per employee times 24 pays ~ \$8,449 per employee.
248-248-000-913-000 – Insurance & Bonds	Figures provided by the Accounting Director.
248-248-000-917-000 – Workers Compensation Insurance	Figures provided by the Accounting Director.
248-248-000-943-000 – Motorpool Lease/Maintenance	This line item reflects expenses to lease and maintain vehicles from the motor pool for use by inspectors.

Line Item	Explanation
248-248-000-977-000 - Equipment	This line item reflects expenses for new and replacement computer, phone and photo equipment for field inspectors.

Revised 10/14/14

10/16/2014

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI
 Calculations as of 09/30/2014

GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
Fund 248 - HOUSING & BUSINESS INSPECTION FUND						
ESTIMATED REVENUES						
Dept 000.000						
248-000.000-451.300	BUS LIC-RENTAL REGISTRATON FE	3,425	290	500		300
248-000.000-451.301	BUS LIC-RENTAL REG FEE PILOT	160				
248-000.000-607.300	CHRG FOR SERV-RENTAL INSPECT	91,145	136,323	120,000	120,745	163,000
248-000.000-607.301	CHRG FOR SERV-PILOT BLDGINSPC	1,700				
248-000.000-607.310	TAX SP ASSESS - RENTAL PROP INSPECT					11,335
248-000.000-607.400	CHRG FOR SERV-VACANT PROP INSPECT			60,320	8,335	10,000
248-000.000-607.410	TAX SP ASSESS - VACANT PROP INSPECT					25,683
248-000.000-664.001	INTEREST EARNED	28	40		29	
248-000.000-699.000	APPROPRIATED PRIOR YEAR BAL.			3,935		
Totals for dept 000.000-		96,458	136,653	184,755	129,109	210,318
TOTAL ESTIMATED REVENUES		96,458	136,653	184,755	129,109	210,318

10/16/2014

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI
Calculations as of 09/30/2014

GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
APPROPRIATIONS						
Dept 248.000-RENTAL INSPECTION						
248-248.000-705.000	SALARY - SUPERVISION					7,581
248-248.000-706.000	SALARY - PERMANENT WAGES	3,040	36,680	59,574	42,344	113,707
248-248.000-706.014	RENTAL INSPECTIONS	27,366	9,900	15,660	12,300	
248-248.000-707.400	TEMP/SEASONAL - VACANT PROP INSPECT			48,000	28,861	
248-248.000-708.004	SALARIES PAY OUT-PTO&SICKTIME		760	804		1,604
248-248.000-708.010	HEALTH INS BUYOUT		472			
248-248.000-709.000	REG OVERTIME			1,000	1,297	1,000
248-248.000-715.000	F.I.C.A./MEDICARE	518	3,664	6,544	4,775	9,478
248-248.000-719.000	HEALTH INSURANCE		1,458	10,722	9,106	20,688
248-248.000-719.001	SICK AND ACCIDENT		74	447	372	809
248-248.000-719.015	DENTAL BENEFITS		205	966	805	1,326
248-248.000-719.016	VISION BENEFITS					253
248-248.000-719.020	HEALTH CARE DEDUCTION			5,793	92	9,061
248-248.000-719.021	ADMIN FEE - HEALTH DEDUCTIBLE		38	135	129	240
248-248.000-720.000	LIFE INSURANCE		48	216	180	391
248-248.000-723.000	DEFERRED COMPENSATION EMPLOYE	360		624	375	
248-248.000-727.000	OFFICE SUPPLIES	133	178	300	276	300
248-248.000-730.000	POSTAGE	870	1,807	3,195	1,964	2,800
248-248.000-741.001	UNIFORMS-NEW AND BADGES		1,346	1,500	872	500
248-248.000-867.000	GAS & OIL	2,742	2,255	3,000	1,141	2,000
248-248.000-876.000	RETIREMENT/MERS	161	2,997	8,475	3,757	9,230
248-248.000-913.000	INSURANCE & BONDS FLEET					1,819
248-248.000-917.000	WORKERS COMPENSATION INSURANCE				858	1,000
248-248.000-943.000	MOTORPOOL LEASE/MAINTENANCE	4,927	5,228	6,800	5,470	8,400
248-248.000-977.000	EQUIPMENT		8,625	11,000	599	1,000
Totals for dept 248.000-RENTAL INSPECTION		40,117	75,735	184,755	115,573	193,187
TOTAL APPROPRIATIONS		40,117	75,735	184,755	115,573	193,187
NET OF REVENUES/APPROPRIATIONS - FUND 248		56,341	60,918		13,536	17,131
BEGINNING FUND BALANCE		3,744	60,085	121,004	121,004	
ENDING FUND BALANCE		60,085	121,003	121,004	134,540	

Fund 249 - Building

Revenues

Line Item	Explanation
249-000-000-476-477 – Non Bus Lic – Lic & Reg	This line item reflects revenue generated from collection of fees to register licensed contractors doing business in the Township. This revenue is projected to remain consistent with 2014 projections.
249-000-000-476-478 – Non Bus Lic Refrigeration	This line item reflects revenue generated from collection of fees for refrigeration permits (primarily air conditioning systems) that require Act 54 mechanical inspections. This revenue is projected to decrease 45% over 2014 projections.
249-000-000-476-479 – Non Bus Lic Building Permit	This line item reflects revenue generated from collection of fees for building permits that require Act 54 building inspections. This revenue is projected to increase 16% over 2014 projections.
249-000-000-476-480 – Non Bus Lic Electrical Permit	This line item reflects revenue generated from collection of fees for electrical permits that require Act 54 electrical inspections. This revenue is projected to remain consistent with 2014 projections.
249-000-000-476-481 – Non Bus Lic Heating Permit	This line item reflects revenue generated from collection of fees for heating system permits that require Act 54 mechanical inspections. This revenue is projected to remain consistent with 2014 projections.

Line Item	Explanation
249-000-000-476-482 – Non Bus Lic Plumbing Permit	This line item reflects revenue generated from collection of fees for plumbing permits that require Act 54 plumbing inspections. This revenue is projected to remain consistent with 2014 projections.
249-000-000-476-484 – Non Bus Lic Misc/Reinspect	This line item reflects revenue generated from collection of fees for Act 54 re-inspections required to give final approval of all permitted construction and installations when the job/work fails the initial inspection due to lack of code compliance. This revenue is projected to remain consistent with 2014 projections.
249-000-000-476-486 – Non Bus Lic Sign Permits	This line item reflects revenue generated from collection of fees for sign permits that require zoning compliance review and Act 54 building inspection. This revenue is projected to remain consistent with 2014 projections.
249-000-000-607-010 – Charge for Srvcs-Envir/Plot Plan	This line item reflects revenue generated from collection of fees for soil erosion permits that require inspection by a certified inspector. This revenue is projected to decrease 75% over 2014 projections
249-000-000-607-270 – Charge for Serv-Liquor Inspection	This line item reflects revenue generated from collection of fees for Act 54 building/trade inspections conducted for the purpose of liquor license renewal. This revenue is projected to remain consistent with 2014 projections.

Line Item	Explanation
249-000-000-664-001 – Interest Earned	This line item reflects interest earned on funds deposited at various banks.
249-000-000-699-000 – Appropriated Prior Year Balance	This line item reflects the amount needed from Fund Balance.

Expenditures

Line Item	Explanation
249-249-000-705-000 – Salary-Supervision	This line item reflects salary expenses for a statutorily required Building Official, who administers the state building codes and coordinates building inspection services. This line item also covers 25% of the proposed OCS Executive Coordinator position, who will perform administrative management of building department staff and related support functions under the OCS umbrella. The administrative duties of the existing Building Director are shifted to the Executive Coordinator position, and the job description of the Building Official is revised accordingly. Per the Board’s direction, a 1.5% increase is budgeted.
249-249-000-706-000 – Salary-Permanent Wages	This line item reflects wages for one clerical position (AFSCME) whose salary is determined by contract. An increase is shown here since 100% of this position is now budgeted in this fund (90% was budgeted in 2014), as well as the 1.5% contractual increase and payroll accrual.
249-249-000-706-004 – Building Inspection	This line item reflects wages for one full time Act 54 building inspector (AFSCME) who conducts inspections for building and soil erosion permit activity and conducts plan reviews for residential building projects. The salary is determined by the AFSCME contract and an increase is shown, due to the contractual 1.5% increase and payroll accrual.
249-249-000-708-004 – Salaries Pay Out-PTO & Sick Time	Employees may request a payout of 32 hours of PTO at 100%. It will be a Board decision if additional payouts of PTO time should be budgeted.

Line Item	Explanation
249-249-000-708-010 – Health Insurance Buyout	This line item is used for the health insurance buyout for employees who receive health insurance through another source. At this time, no one in the department is expected to receive the buyout.
249-249-000-709-000 – Regular Overtime	This line item reflects overtime wages for departmental clerical staff and the Act 54 building inspector (AFSCME) for special projects and emergency response situations.
249-249-000-715-000 – FICA/Medicare	Figures provided by the Accounting Director.
249-249-000-719-000 – Health Insurance	We will be receiving a 19% increase for health care in 2015. An increase is shown in this line item since we are budgeting for health care for the Building Director (our current director will be retiring at the end of 2014) and for a portion of the proposed OCS Executive Coordinator position.
249-249-000-719-001 – Sick & Accident	Our current rates are good through August 2015 and we are estimating an increase of 10% at that time. We have also budgeted for the proposed OCS Executive Coordinator position.
249-249-000-719-015 – Dental Benefits	In previous years, dental and vision benefits were budgeted together. In 2015, we are splitting them into separate line items to allow for better tracking. Although there will be no increase in dental insurance rates for 2015, an increase is budgeted for the proposed OCS Executive Coordinator position.

Line Item	Explanation
249-249-000-719-016 – Vision Benefits	In previous years, dental and vision benefits were budgeted together. In 2015, we are splitting them into separate line items to allow for better tracking. Although there will be no increase in vision insurance rates for 2015, an increase is budgeted for the proposed OCS Executive Coordinator position.
249-249-000-719-020 – Health Care Deduction	This line item is used to fund the Choice Strategies cards associated with the health insurance plan. Health care deductible accounts are budgeted at 70% of the total that could possibly be expended. An increase is shown since we are budgeting for the new Building Director and for the proposed OCS Executive Coordinator position.
249-249-000-719-021 – Admin Fees-Health Deductible	The card used to pay the health care deductibles is administered by Choice Strategies. An increase is shown since we are budgeting for the new Building Director and the proposed OCS Executive Coordinator position.
249-249-000-720-000 – Life Insurance	Our current rates for life insurance are good through August 2015 and we are estimating a 10% increase at that time. We have also budgeted for the proposed OCS Executive Coordinator position.
249-249-000-723-000 – Deferred Compensation Employer	Figures provided by the Accounting Director.
249-249-000-724-001 – Unemployment Expense	Figures provided by the Accounting Director.
249-249-000-727-000 – Office Supplies	This line item reflects office supply expenses, such as forms, placards, pens, etc. Based on expenses to date, it is recommended that it be reduced to \$1,500 for 2015.

Line Item	Explanation
249-249-000-730-000 – Postage	This line item reflects postage expenses. Based on expenses to date, it is recommended that it be reduced to \$1,000 for 2015.
249-249-000-740-001 – Ordinance & Zoning Code Books	This line item reflects expenses to purchase applicable code publications and software required as reference for inspectors. There is an increase budgeted in anticipation of the release of updated versions of several code publications issued by the State of Michigan.
249-249-000-741-000 – Uniforms-Laundry & Cleaning	This line item reflects expenses to purchase uniform clothing apparel and other uniform related items. No change.
249-249-000-800-001 – Administration Fees	Figures provided by the Accounting Director.
249-249-000-818-000 – Contractual Services	This line item reflects expenses for electrical, plumbing and mechanical contractual inspection services and fill-in inspection services for sick calls and vacations. There is a 20% increase projected.
249-249-000-860-000 – Travel	This line item reflects expenses to reimburse the building director for use of personal vehicle and is projected to remain consistent with 2014.
249-249-000-867-000 – Gas & Oil	This line item reflects expenses for gasoline and oil for vehicles used by the building department staff. Expenses are projected to remain consistent with 2014.

Line Item	Explanation
249-249-000-876-000 – Retirement/MERS	Employer’s portion is based on a flat rate with a 5% increase from 2014. This calculates at \$352.03 per employee times 24 pays ~ \$8,449 per employee.
249-249-000-913-000 – Insurance & Bonds	Figures provided by the Accounting Director.
249-249-000-917-000 – Workers Compensation Insurance	Figures provided by the Accounting Director.
249-249-000-943-000 – Motorpool Lease/Maintenance	This line item reflects lease payments to the motor pool and maintenance for vehicles used by the building department. There are no budgeted changes.
249-249-000-958-000 – Membership & Dues	This line item reflects the cost of mandatory memberships and dues in professional organizations required to maintain ACT 54 state certification.
249-249-000-960-000 – Education & Training	This line item reflects expenses for mandatory education required to maintain inspector certification. There are no budgeted changes.
249-249-000-977-000 - Equipment	This line item reflects expenses for the purchase of new equipment and replacement of old equipment no longer serviceable. There are no budgeted changes.

Revised 10/15/14

10/16/2014

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI
 Calculations as of 09/30/2014

GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
Fund 249 - BUILDING DEPARTMENT						
ESTIMATED REVENUES						
Dept 000.000						
249-000.000-476.477	NON BUS. LIC. LIC & REG.	5,760	7,230	7,000	6,225	7,000
249-000.000-476.478	NON BUS. LIC. REFRIGERATION	7,290	9,270	11,000	3,960	6,000
249-000.000-476.479	NON BUS. LIC. BUILDING PERMIT	204,292	284,690	230,000	243,094	275,000
249-000.000-476.480	NON BUS. LIC. ELECTRICAL PERM	29,265	35,130	30,000	23,195	30,000
249-000.000-476.481	NON BUS. LIC. HEATING PERMIT	32,205	44,553	45,000	39,966	45,000
249-000.000-476.482	NON BUS. LIC. PLUMBING PERMIT	24,795	37,080	30,000	29,240	30,000
249-000.000-476.484	NON BUS. LIC. MISC / REINSPEC	14,655	19,510	16,000	15,165	16,000
249-000.000-476.486	NON BUS. LIC. SIGN PERMITS	3,330	3,060	3,500	2,205	3,500
249-000.000-607.010	CHARGE FOR SRVCS-ENVIR/PLOT P	6,625	4,120	4,000	1,314	1,000
249-000.000-607.012	CHARGE FOR SERV-ADDRESS ASSIG		15			
249-000.000-607.270	CHARGE FOR SERV-LIQUOR INSPEC	1,710	855	1,000	855	1,000
249-000.000-664.001	INTEREST EARNED	267	170	150	98	
249-000.000-699.000	APPROPRIATED PRIOR YEAR BAL.			13,457		56,228
Totals for dept 000.000-		330,194	445,683	391,107	365,317	470,728
TOTAL ESTIMATED REVENUES		330,194	445,683	391,107	365,317	470,728

10/16/2014

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI

Calculations as of 09/30/2014

GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
APPROPRIATIONS						
Dept 249.000-BUILDING DEPARTMENT						
249-249.000-704.005	CONSTRUCTION BOARD OF APPEALS		320			
249-249.000-705.000	SALARY - SUPERVISION	29,900	30,223	39,013	28,176	91,027
249-249.000-706.000	SALARY - PERMANENT WAGES	33,338	39,074	36,044	26,874	41,975
249-249.000-706.004	BUILDING INSPECTION	61,918	59,526	58,007	33,404	60,574
249-249.000-708.004	SALARIES PAY OUT-PTO&SICKTIME		576	1,637		2,945
249-249.000-708.010	HEALTH INS BUYOUT	3,219	1,200	1,500	750	
249-249.000-709.000	REG OVERTIME	10	27		961	1,000
249-249.000-715.000	F.I.C.A./MEDICARE	10,204	9,629	10,554	7,476	15,110
249-249.000-719.000	HEALTH INSURANCE	12,104	20,244	19,007	16,143	42,558
249-249.000-719.001	SICK AND ACCIDENT	747	745	715	521	1,001
249-249.000-719.015	DENTAL BENEFITS	2,878	3,170	2,568	2,139	3,448
249-249.000-719.016	VISION BENEFITS					583
249-249.000-719.020	HEALTH CARE DEDUCTION	4,564	6,521	8,390	4,409	15,181
249-249.000-719.021	ADMIN FEE - HEALTH DEDUCTIBLE	105	195	200	54	300
249-249.000-720.000	LIFE INSURANCE	343	360	346	288	484
249-249.000-723.000	DEFERRED COMPENSATION EMPLOYE	145	145			
249-249.000-727.000	OFFICE SUPPLIES	547	2,198	2,000	471	1,500
249-249.000-730.000	POSTAGE	363	1,636	1,278	601	1,000
249-249.000-740.001	Ordinance & Zoning Code Books	162	988	1,200		2,000
249-249.000-741.000	UNIFORMS - LAUNDRY & CLEANING		795	800		
249-249.000-741.001	UNIFORMS-NEW AND BADGES					1,000
249-249.000-800.001	ADMINSTRATION FEES	16,618	16,618	16,618	12,464	16,823

10/16/2014

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI
 Calculations as of 09/30/2014

GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
249-249.000-801.000	PROFESSIONAL SERVICES			10,370	6,902	
249-249.000-801.025	CHG FOR SVCS - LEGAL		44,499			
249-249.000-818.000	CONTRACTUAL SERVICES	69,855	96,670	100,000	88,955	120,000
249-249.000-860.000	TRAVEL			1,000		1,000
249-249.000-867.000	GAS & OIL	2,721	2,329	3,000	1,755	3,000
249-249.000-876.000	RETIREMENT/MERS	11,941	15,039	19,177	14,142	26,600
249-249.000-913.000	INSURANCE & BONDS FLEET					1,819
249-249.000-917.000	WORKERS COMPENSATION INSURANCE				858	1,000
249-249.000-943.000	MOTORPOOL LEASE/MAINTENANCE	2,400	3,452	11,800	8,956	11,800
249-249.000-958.000	MEMBERSHIP AND DUES	575	125	1,000	125	1,000
249-249.000-960.000	EDUCATION AND TRAINING	190	285	1,000	285	1,000
249-249.000-977.000	EQUIPMENT		10,184	5,000	3,849	5,000
Totals for dept 249.000-BUILDING DEPARTMENT		264,847	366,773	352,224	260,558	470,728
TOTAL APPROPRIATIONS		264,847	366,773	352,224	260,558	470,728
NET OF REVENUES/APPROPRIATIONS - FUND 249		65,347	78,910	38,883	104,759	
BEGINNING FUND BALANCE		239,408	304,754	383,664	383,664	
ENDING FUND BALANCE		304,755	383,664	422,547	488,423	

Fund 266 – Law Enforcement

Revenues

Line Item	Explanation
266-000-000-403-000 – Current Property Taxes	This line item reflects revenue from property taxes based on property values and millage rates. The total millage rate is 5.95 mills for law enforcement services.
266-000-000-403-002 – Current Property Tax Adjustments	This line item reflects property tax revenue adjustments from the Board of Review and the Michigan Tax Tribunal.
266-000-000-574-001 – State Revenue-Liquor Enforcement	This line item reflects revenue received each year from the state derived from fees for liquor licenses. The funds are restricted for use to enforce MLCC rules and regulations.
266-000-000-655-266 – Public Nuisance Abatement	This line reflects revenue from prostitution enforcement activity conducted by the Sheriff's Office and funded by the Township. Revenue is generated from the redemption of vehicles seized during enforcement activity.
266-000-000-664-001 – Interest Earned	This line item reflects interest earned on funds deposited at various banks.
266-000-000-699-000 – Appropriated Prior Year Balance	This line item reflects amount needed from Fund Balance.

Expenditures

Line Item	Explanation
266-301-000-705-000 – Salary-Supervision	This line item reflects 100% of the salary for the Police Services Administrator and 25% of the salary for the new proposed position of OCS Executive Coordinator. The executive coordinator will provide administrative oversight for all departments and programs under the OCS umbrella, including police services. The position will help coordinate police and OCS enforcement activity at rental housing units and will coordinate activity with public housing agencies and landlords. Per the Board's direction, a 1.5% increase has been budgeted for 2015.
266-301-000-708-004 – Salaries Pay Out-PTO & Sick Time	Employees may request a payout of 32 hours of PTO at 100%. It will be a Board decision if additional payouts of PTO time should be budgeted.
266-301-000-708-009 – Auto Allowance	This line item is used for the auto allowance for the OCS Director.
266-301-000-715-000 – FICA/Medicare	Figures provided by the Accounting Director.
266-301-000-719-000 – Health Insurance	This line item reflects health insurance costs for the proposed OCS Executive Coordinator position. We will be receiving a 19% increase for 2015.
266-301-000-719-001 – Sick & Accident	Our current rates are good through August 2015 and we are estimating an increase of 10% at that time.

Line Item	Explanation
266-301-000-719-015 – Dental Benefits	In previous years, dental and vision benefits were budgeted together. In 2015, we are splitting them into separate line items to allow for better tracking. The amounts budgeted in these two line items for 2015 will be the same as was budgeted in 266-301-000-719-015 in 2014. There will be no increase in dental insurance rates for 2015. If the proposed OCS Executive Coordinator position is approved by the Board, this line item will increase.
266-301-000-719-016 – Vision Benefits	In previous years, dental and vision benefits were budgeted together. In 2015, we are splitting them into separate line items to allow for better tracking. The amounts budgeted in these two line items for 2015 will be the same as was budgeted in 266-301-000-719-015 in 2014. There will be no increase in vision insurance rates for 2015. If the proposed OCS Executive Coordinator position is approved by the Board, this line item will increase.
266-301-000-719-020 – Health Care Deduction	This line item is used to fund the Choice Strategies cards associated with the health insurance plan. Health care deductible accounts are budgeted at 70% of the total that could possibly be expended. Nothing is currently budgeted but if the proposed OCS Executive Coordinator position is approved by the Board, this line item could increase.
266-301-000-720-000 – Life Insurance	Our current rates for life insurance are good through August 2015 and we are estimating a 10% increase at that time
266-301-000-727-000 – Office Supplies	This line item reflects office supply expenses for police services. No change.

Line Item	Explanation
266-301-000-730-000 - Postage	This line item reflects postage expenses for police services. A slight decrease is budgeted.
266-301-000-740-000 – Operating Supplies	This line item reflects operating supplies for police services such as neighborhood watch signs and customized first responder maps. No change.
266-301-000-800-001 – Administration Fees	Figures provided by the Accounting Director.
266-301-000-831-000 – Sheriff Patrol Contract	This line item reflects the deputy sheriff portion of the police contract formula price for 35 Police Service Units. The portion of the PSU price for each sheriff's deputy is \$130,744, which is a 1% increase over 2014.
266-301-000-831-001 – Sheriff Patrol-Overtime	This line item reflects regular and special overtime expenses related to the police services contract including shift extensions, backfilling of sick calls and vacations, special investigations and off-duty court. The deputy overtime rate is expected to increase 3% to \$67/hr. commensurate with the deputy's labor contract. Overtime funding has been increased in accordance with review of actual expenses and the projected rate increase.
266-301-000-831-003 – Sheriff Patrol-Sergeants	This line item reflects the portion of the police contract formula price for sergeant supervisors. The portion of the PSU price for sergeants is \$20,502 per PSU at a contractual ratio of 1 sergeant per every 7.5 deputies. There is a 1% increase in contract costs.

Line Item	Explanation
266-301-000-831-004 – Sheriff Patrol-Lieutenants	This line item reflects the portion of the police contract formula price for an operations lieutenant manager. The portion of the PSU price for lieutenants is \$3,911 per PSU at a contractual ratio of 1 lieutenant per every 45 deputies. There is a 1% increase in contract costs.
266-301-000-831-008 – Sheriff Patrol-Schl Collb Ctrt	This line item reflects the contract costs for two School Resource Officers during summer collaborations with the Lincoln Consolidated Schools and the Ypsilanti Community Schools. SRO's are re-assigned to Ypsilanti Township during the summer months when school is out of session and they focus on youth crimes in neighborhoods. The duration of the summer assignments varies between 10 and 12 weeks. There is a 1% increase in contract costs.
266-301-000-831-010 – Public Nuisance Abatement	This line item reflects funds allocated for special investigations conducted by the Community Action Team to address violent crime and narcotics trafficking in neighborhoods. No change.
266-301-000-831-012 – Animal Control Enforcement Cont.	This line item reflects funds allocated to fulfill a contractual agreement with Washtenaw County to offset the cost of enforcing the Township's animal control ordinances above and beyond state law. Funds are allocated to support the service contract with the Humane Society of Huron Valley.
266-301-000-876-000 – Retirement/MERS	Employer's portion is based on a flat rate with a 5% increase from 2014. This calculates at \$352.03 per employee times 24 pays ~ \$8,449 per employee.
266-301-000-876-003 – OPEB Funding-Retiree Health	Figures provided by the Accounting Director.

Line Item	Explanation
266-301-000-913-000 – Insurance & Bonds Fleet	Figures provided by the Accounting Director.
266-301-000-917-000 – Workers Compensation Insurance	Figures provided by the Accounting Director.
266-301-000-920-015 – Utilities/1405 Holmes Road	This line item reflects expenses for utilities at the Holmes Rd police station. The station is operated as a 24hr/7day deputy drop-in detachment.
266-301-000-920-016 – Utilities/2057 Tyler Police	This line item reflects expenses for gas, electric, water and Internet utilities at the West Willow community resource center.
266-301-000-920-019 – Utilities – 1501 S. Huron Station	This line item reflects expenses for gas, electric, water and Internet utilities at the primary Law Enforcement Center which houses the township’s contracted sheriff’s deputies, sergeants, and lieutenant and support personnel.
266-301-000-931-011 – Building Maintenance/1405 Holmes	This line item reflects expenses for maintenance of the Holmes Rd police station. The station is operated as a 24hr/7day deputy detachment.
266-301-000-931-012 – Building Maintenance/2057 Tyler	This line item reflects expenses to maintain the West Willow community resource center.
266-301-000-931-015 – Building Maintenance/1501S. Huron	This line item reflects expenses to maintain the primary Law Enforcement Center, including custodial services and grounds maintenance.

Line Item	Explanation
266-301-000-933-000 – Equipment Maintenance	This line item reflects expenses to maintain special police equipment purchased by the Township for use by contract deputies. It includes annual software subscriptions for computer forensic resources and motor carrier truck scales.
266-301-000-933-020 – Public Camera Maintenance	This line item reflects operations expenses to maintain public surveillance cameras that are installed at selected locations as a police investigative resource.
266-301-000-942-000 – Lease-Motorpool	This line item reflects expenses to rent vehicles for use by sheriff's deputies for undercover special enforcement assignments. Expenses have increased due to increased demand.
266-301-000-956-010 – Tax Refund Expense	This line item reflects expenses incurred to refund property taxes due to tax appeals and negotiated appraisal settlements.
266-301-000-960-000 – Education & Training	This line item reflects expenses incurred for registration and attendance at training events for the police services administrator.
266-301-000-977-000 - Equipment	This line item reflects funds allocated to purchase or replace Township equipment assigned to sheriff's deputies, such as digital cameras, radar units and forensic computer equipment, as well as public surveillance cameras. In 2014, expenses for public surveillance cameras were shifted to the general fund. It is recommended that 2015 police equipment expenses be significantly reduced due to this funding shift.

Ordinance Department

Expenditures

Line Item	Explanation
266-304-000-705-000 – Salary-Supervision	It is proposed that 25% of the proposed OCS Executive Coordinator’s salary be charged to this line item. The executive coordinator will provide administrative oversight for all departments and programs under the OCS umbrella including ordinance enforcement and the noxious weeds program. The position will help coordinate full-time, part-time and seasonal employee activity, as well as external contractors used for nuisance abatement mowing, board ups and clean ups.
266-304-000-706-000 – Salary-Permanent Wages	This line item reflects the salaries of two Ordinance Officers and 50% of two Floater II/Clerk III positions. A contractual increase of 1.5% is budgeted for AFSCME and Teamster employees.
266-304-000-706-012 – Salary-Neighborhood Watch	<p>This line item reflects the salary of the NHW Coordinator. This position is split between the Supervisor and Deputy Supervisor. There is an increase budgeted due to the number of evening hours and preparation the position requires. This important work continues to be done without the benefit of a full-time employee, which results in significant savings to the Township.</p> <p>In 2014, this account was also used to budget mid-year OCS supervisory compensation for special neighborhood enforcement projects. There are no funds budgeted in 2015 for this expense.</p>

Line Item	Explanation
266-304-000-708-004 – Salaries Pay Out-PTO & Sick Time	Employees may request a payout of 32 hours of PTO at 100%. It will be a Board decision if additional payouts of PTO time should be budgeted.
266-304-000-708-010 – Health Insurance Buyout	This line item is used for the health insurance buyout for employees who receive health insurance through another source.
266-304-000-709-000 – Regular Overtime	This line item is for clerical expenses to facilitate weekend dog licensing clinics and other project-based overtime for ordinance officers.
266-304-000-715-000 – FICA/Medicare	Figures provided by the Accounting Director.
266-304-000-719-000 – Health Insurance	We will be receiving a 19% increase for health care in 2015. A significant increase is shown due to budgeting for 25% of the proposed OCS Executive Coordinator position.
266-304-000-719-001 – Sick & Accident	Our current rates are good through August 2015 and we are estimating an increase of 10% at that time. A decrease is shown due to the Building Director not being budgeted in this fund for 2015.
266-304-000-719-015 – Dental Benefits	There will be no increase in dental insurance rates for 2015. A decrease is shown due to the Building Director not being budgeted in this fund for 2015.
266-304-000-719-016 – Vision Benefits	There will be no increase in vision insurance rates for 2015. A decrease is shown due to the Building Director not being budgeted in this fund for 2015.

Line Item	Explanation
266-304-000-719-020 – Health Care Deduction	This line item is used to fund the Choice Strategies cards associated with the health insurance plan. Health care deductible accounts are budgeted at 70% of the total that could possibly be expended. An increase is shown due to the proposed OCS Executive Coordinator being budgeted.
266-304-000-720-000 – Life Insurance	Our current rates for life insurance are good through August 2015 and we are estimating a 10% increase at that time. A decrease is shown due to the Building Director not being budgeted in this fund for 2015.
266-304-000-723-000 – Deferred Compensation	Figures provided by the Accounting Director.
266-304-000-727-000 – Office Supplies	This line item reflects office supply expenses for the Ordinance Dept, such as envelopes, portable printer ink, etc.
266-304-000-730-000 - Postage	This line item reflects postage expenses for the Ordinance Dept.
266-304-000-740-000 – Operating Supplies	This line item reflects operating supplies for the Ordinance Dept, such as portable radio batteries, digital media, software, inspection supplies, etc.
266-304-000-741-001 – Uniforms-New & Badges	This line item reflects expenses for Ordinance officer uniform articles or clothing and boots.
266-304-000-867-000 – Gas & Oil	This line item reflects expenses for gasoline and oil charges for 2 vehicles used by the Ordinance Dept.

Line Item	Explanation
266-304-000-876-000 – Retirement/MERS	Employer's portion is based on a flat rate with a 5% increase from 2014. This calculates at \$352.03 per employee times 24 pays ~ \$8,449 per employee.
266-304-000-943-000 – Motorpool Lease/Maintenance	This line item reflects lease payments to the motor pool and maintenance for two vehicles used by the Ordinance Dept.

Revised 10/15/14

10/16/2014

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI
 Calculations as of 09/30/2014

GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
Fund 266 - LAW ENFORCEMENT FUND						
ESTIMATED REVENUES						
Dept 000.000						
266-000.000-403.000	CURRENT PROPERTY TAXES	6,045,966	5,672,068	6,587,489	6,564,898	6,572,122
266-000.000-403.002	CUR PROPERTY TAX ADJUSTMENTS	(5,923)	(232,392)		1,631	
266-000.000-417.000	DELINQUENT PERS.PROPERTY TAXE		6,027			
266-000.000-574.001	STATE REVENUE-LIQUOR ENFORCMN	20,418		20,000		20,000
266-000.000-574.002	STATE REVENUE-RETURN FEE LEDG	426	20,975		20,205	
266-000.000-607.270	CHARGE FOR SERV-LIQUOR INSPEC				1,665	
266-000.000-655.266	PUBLIC NUISANCE ABATEMENT	11,200	4,010	5,000	4,500	5,000
266-000.000-664.001	INTEREST EARNED	3,066	1,090		426	
266-000.000-694.001	OTHER INCOME-MISCELLANEOUS	282	2,706		45	
266-000.000-694.004	MISC REVENUE - INSURANCE REIM	1,208	1,097		363	
266-000.000-699.000	APPROPRIATED PRIOR YEAR BAL.			22,786		53,773
Totals for dept 000.000-		6,076,643	5,475,581	6,635,275	6,593,733	6,650,895
TOTAL ESTIMATED REVENUES		6,076,643	5,475,581	6,635,275	6,593,733	6,650,895

10/16/2014

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI
Calculations as of 09/30/2014

GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
APPROPRIATIONS						
Dept 301.000-SHERIFF SERVICES						
266-301.000-705.000	SALARY - SUPERVISION	79,539	79,539	82,934	59,895	98,107
266-301.000-708.004	SALARIES PAY OUT-PTO&SICKTIME		6,042	5,637	5,637	1,492
266-301.000-708.009	AUTO ALLOWANCE	6,000	6,000	6,000	4,500	6,000
266-301.000-708.010	HEALTH INS BUYOUT			3,000	1,500	3,000
266-301.000-715.000	F.I.C.A./MEDICARE	6,464	6,914	7,025	5,706	8,307
266-301.000-719.000	HEALTH INSURANCE					3,547
266-301.000-719.001	SICK AND ACCIDENT	349	298	298	248	308
266-301.000-719.015	DENTAL BENEFITS	1,648	1,685	1,651	1,376	1,417
266-301.000-719.016	VISION BENEFITS					234
266-301.000-720.000	LIFE INSURANCE	158	144	144	120	186
266-301.000-727.000	OFFICE SUPPLIES	269	58	300	103	300
266-301.000-730.000	POSTAGE	2	5	213		200
266-301.000-740.000	OPERATING SUPPLIES	396	734	6,000	2,151	6,000
266-301.000-800.001	ADMINISTRATION FEES	26,333	26,333	26,333	19,750	27,230
266-301.000-831.000	SHERIFF PATROL CONTRACT	4,441,500	4,485,915	4,530,750	3,398,063	4,576,040
266-301.000-831.001	SHERIFF PATROL - OVERTIME	469,703	462,483	450,000	265,672	500,000
266-301.000-831.003	SHERIFF PATROL - SERGEANTS	696,465	703,429	710,465	532,849	717,570
266-301.000-831.004	SHERIFF PATROL - LIEUTENANTS	132,828	134,156	135,520	101,640	136,885
266-301.000-831.008	SHERIFF PATROL-SCHL COLLB CTR	62,232	63,375	52,449	52,281	71,610
266-301.000-831.010	PUBLIC NUISANCE ABATEMENT	5,000	5,000	5,000	693	5,000
266-301.000-831.011	SCHOOL CROSSING GUARD	4,756				
266-301.000-831.012	ANIMAL CONTROL ENFORCEMENT CONTRIB		30,000	30,000	30,000	30,000
266-301.000-857.100	COMMUNICATIONS-INTERNET ACCES	4,568				

10/16/2014

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI
Calculations as of 09/30/2014

GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
266-301.000-876.000	RETIREMENT/MERS	8,351	10,212	11,798	7,540	10,561
266-301.000-876.003	OPEB FUNDING- RETIREE HEALTH	40,943	51,765	34,359	34,359	34,127
266-301.000-900.000	PUBLISHING		4,165			
266-301.000-913.000	INSURANCE & BONDS FLEET	3,207	3,676	2,925	2,051	3,992
266-301.000-917.000	WORKERS COMPENSATION INSURANC	3,256	2,289	1,908	2,213	1,956
266-301.000-920.015	UTILITIES/ 1405 HOLMES RD	7,505	7,037	7,000	4,822	7,500
266-301.000-920.016	UTILITIES/2057 TYLER POLICE	1,693	1,898	2,000	1,380	2,500
266-301.000-920.018	UTILITIES-CIVIC CTR POLICE	14,683	14,982	15,000	8,537	
266-301.000-920.019	UTILITIES 1501 S HURON STATIO		494		2,961	20,000
266-301.000-931.011	BLDG MAINT/1405 HOLMES	2,658	1,098	2,000	2,032	2,000
266-301.000-931.012	BLDG MAINT/2057 TYLER RD	2,101	2,045	2,000	1,769	2,500
266-301.000-931.014	BLDG MAINT-SHERIFF-CIVIC CTR	4,077	3,449	5,000	1,944	
266-301.000-931.015	BLDG MAINT - 1501 S HURON STA		9,430	51,000	62	40,000
266-301.000-933.000	EQUIPMENT MAINTENANCE	10,500	6,992	10,000	4,482	10,000
266-301.000-933.020	PUBLIC CAMERA MAINTENANCE		14,944	15,000	9,136	8,000
266-301.000-942.000	LEASE - MOTORPOOL	1,006	1,880	1,800	1,113	2,000
266-301.000-956.010	TAX REFUND EXPENSE	161,065	74,410	10,000		5,000
266-301.000-960.000	EDUCATION AND TRAINING	4,129		2,000	1,051	2,000
266-301.000-977.000	EQUIPMENT	18,760	26,984	25,000	8,083	15,000
Totals for dept 301.000-SHERIFF SERVICES		6,222,144	6,249,860	6,252,509	4,575,719	6,360,569

10/16/2014

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI
Calculations as of 09/30/2014

GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
Dept 304.000-ORDINANCE						
266-304.000-705.000	SALARY - SUPERVISION	44,850	44,615	39,013	28,176	15,173
266-304.000-706.000	SALARY - PERMANENT WAGES	130,599	104,906	140,316	101,224	142,412
266-304.000-706.012	WAGES-NEIGHBRD WATCH/ENFORCEM	7,800	7,800	10,550	7,563	10,000
266-304.000-708.004	SALARIES PAY OUT-PTO&SICKTIME	15,900	6,188	7,209	3,894	2,397
266-304.000-708.010	HEALTH INS BUYOUT	9,300	5,558	4,500	6,000	3,000
266-304.000-709.000	REG OVERTIME			2,000	2,154	3,500
266-304.000-715.000	F.I.C.A./MEDICARE	15,926	13,388	14,402	11,727	13,543
266-304.000-719.000	HEALTH INSURANCE	12,173	11,247	27,780	17,385	37,238
266-304.000-719.001	SICK AND ACCIDENT	1,046	689	1,043	869	1,001
266-304.000-719.015	DENTAL BENEFITS	4,339	3,163	3,913	3,261	3,133
266-304.000-719.016	VISION BENEFITS					544
266-304.000-719.020	HEALTH CARE DEDUCTION	4,061	6,413	11,550	5,062	12,276
266-304.000-719.021	ADMIN FEE - HEALTH DEDUCTIBLE	103	203	270	81	202
266-304.000-720.000	LIFE INSURANCE	477	384	504	420	484
266-304.000-723.000	DEFERRED COMPENSATION EMPLOYE				7	
266-304.000-727.000	OFFICE SUPPLIES	197		200	189	250
266-304.000-730.000	POSTAGE	466	80	533	434	500
266-304.000-740.000	OPERATING SUPPLIES	289	694	1,000	661	1,200
266-304.000-741.001	UNIFORMS-NEW AND BADGES	309	1,292	600	274	750
266-304.000-867.000	GAS & OIL	6,131	7,405	7,200	8,954	10,000
266-304.000-876.000	RETIREMENT/MERS	21,508	18,005	25,512	16,759	21,223
266-304.000-943.000	MOTORPOOL LEASE/MAINTENANCE	6,010	8,342	11,500	8,840	11,500
Totals for dept 304.000-ORDINANCE		281,484	240,372	309,595	223,934	290,326
TOTAL APPROPRIATIONS		6,503,628	6,490,232	6,562,104	4,799,653	6,650,895
NET OF REVENUES/APPROPRIATIONS - FUND 266		(426,985)	(1,014,651)	73,171	1,794,080	
BEGINNING FUND BALANCE		2,942,161	2,515,175	1,500,524	1,500,524	
ENDING FUND BALANCE		2,515,176	1,500,524	1,573,695	3,294,604	

Fund 893 – Nuisance Abatement

Revenues

Line Item	Explanation
893-000-000-626-631 – Charge Services-Blight	This line item reflects fees collected from property owners invoiced for blight clean-up activities performed by the Ordinance Dept. Revenue is projected to decrease about 15%.
893-000-000-626-632 – Charge Services-Board Ups	This line item reflects fees collected from property owners invoiced for board-ups of vacant, blighted buildings performed by the Ordinance Dept. Revenue is projected to decrease about 50%.
893-000-000-626-636 – Charge Services-Weeds	This line item reflects fees collected from property owners invoiced for vegetation and noxious weeds abatement performed by the Ordinance Dept. Revenue is projected to slightly decrease.
893-000-000-664-001 – Interest Earned	This line item reflects interest earned on bank deposits.
893-000-000-672-003 – Noxious Weed Rev-Tax Reimb	This line item reflects reimbursement of expenses for vegetation and noxious weeds abatement in cases where uncollected fees become a special assessment and get added to a property tax bill. Revenue is projected to decrease about 15%.
893-000-000-694-001 – Other Income-Miscellaneous	This line item reflects other miscellaneous income.

Expenditures

Line Item	Explanation
893-893-000-704-000 – Appointed Officials	This line item reflects payment to the deputy supervisor in the capacity of noxious weed commissioner, which is a statutory position required by ordinance. No change.
893-893-000-707-000 – Salary-Temporary/Seasonal	This line item reflects wages paid to temporary seasonal workers for nuisance abatement activity to assist the Ordinance Dept and Residential Services Department. No change.
893-893-000-715-000 – FICA/Medicare	Figures provided by the Accounting Director.
893-893-000-723-000 – Deferred Compensation Employer	Figures provided by the Accounting Director.
893-893-000-806-001 – Blight Enforcement Costs	This line item reflects funding to perform clean-ups of blighted properties by the Ordinance Dept. Expenses are projected to remain consistent with 2014.
893-893-000-806-002 – Board Up Enforcement Costs	This line item reflects funding to board up and secure vacant, blighted buildings by the Ordinance Dept. Expenses are projected to decrease about 30%.
893-893-000-806-003 – Noxious Weed Enforcement Costs	This line item reflects funding to mow vegetation and eradicate noxious weeds on private property when property owners fail to do so. Expenses are projected to decrease about 35%.

Revised 10/15/14

10/16/2014

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI
 Calculations as of 09/30/2014

GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
Fund 893 - NUISANCE ABATEMENT FUND						
ESTIMATED REVENUES						
Dept 000.000						
893-000.000-626.631	CHARGE SERVICES - BLIGHT	12,687	4,307	3,000	2,678	2,500
893-000.000-626.632	CHARGE SERVICES - BOARD UPS	3,694	6,131	15,000	3,907	7,500
893-000.000-626.636	CHRG SERVICES WEEDS	11,079	7,886	7,700	9,690	7,500
893-000.000-664.001	INTEREST EARNED	52	27		12	
893-000.000-672.002	BOARD-UP REVENUE-VAC RES				1,207	
893-000.000-672.003	NOXIOUS WEED REVENUE-TAX REIM	38,237	30,137	30,000	28,382	24,369
893-000.000-694.001	OTHER INCOME-MISCELLANEOUS	1,092	1,906		327	
Totals for dept 000.000-		66,841	50,394	55,700	46,203	41,869
TOTAL ESTIMATED REVENUES		66,841	50,394	55,700	46,203	41,869

10/16/2014

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI
 Calculations as of 09/30/2014

GL NUMBER	DESCRIPTION	2012 ACTIVITY	2013 ACTIVITY	2014 AMENDED BUDGET	2014 ACTIVITY THRU 09/30/14	2015 REQUESTED BUDGET
APPROPRIATIONS						
Dept 893.000-NUISANCE ABATEMENT DEPARTMENT						
893-893.000-704.000	APPOINTED OFFICIALS	500	500	500		500
893-893.000-707.000	SALARY - TEMPORARY/SEASONAL	4,104	1,267	3,000		3,000
893-893.000-715.000	F.I.C.A./MEDICARE	97	56	82		51
893-893.000-723.000	DEFERRED COMPENSATION EMPLOYE	53	16	39		46
893-893.000-806.001	BLIGHT ENFORCEMENT COSTS	12,351	7,017	5,000	3,772	5,000
893-893.000-806.002	BOARD-UP ENFORCEMENT COSTS	22,873	15,334	15,000	6,261	10,000
893-893.000-806.003	NOXIOUS WEED ENFORCEMENT COST	33,275	32,747	32,000	20,903	20,000
893-893.000-876.000	RETIREMENT/MERS	53	64			
893-893.000-956.000	MISCELLANEOUS	835				
Totals for dept 893.000-NUISANCE ABATEMENT DEPARTMENT		74,141	57,001	55,621	30,936	38,597
TOTAL APPROPRIATIONS		74,141	57,001	55,621	30,936	38,597
NET OF REVENUES/APPROPRIATIONS - FUND 893		(7,300)	(6,607)	79	15,267	3,272
BEGINNING FUND BALANCE		59,833	52,533	45,925	45,925	
ENDING FUND BALANCE		52,533	45,926	46,004	61,192	



Office (734) 544-4225
Fire Chief (734) 544-4110
Fire Marshal (734) 544-4107
Fax (734) 544-4195

FIRE DEPARTMENT
222 SOUTH FORD BOULEVARD
YPSILANTI, MICHIGAN 48198-6067

October 14, 2013

Charter Township of Ypsilanti
Supervisor Brenda Stumbo and Trustee Board
7200 S. Huron River Drive

Dear Supervisor and Trustee Board,

In service to the Township, I am requesting for the October 21, 2014 Township Board regular meeting to present the following item(s) for consideration:

- 1) Approval of the Ypsilanti Fire Department Truck Committee recommendation to award the Spartan Crimson – Zahnen Companies proposal for a new replacement fire/rescue engine. The new fire engine is designed to replace two older trucks (Rescue & Engine) combining their functions into one truck based on our daily staffing matrix. The new truck will be come equipped with new equipment, hose, ladders, etc. The total project cost is \$594,000 with a five year finance basis thru line item 206-970.000-979.000 Capital Outlay – Fire Apparatus at \$120,000 per year over the next five years.

The Fire Chief & Truck Committee members will utilize a PowerPoint presentation.

Thank You,

Eric Copeland
Fire Chief

ERC;

REVIEW AGENDA

- A. SUPERVISOR STUMBO WILL REVIEW BOARD MEETING AGENDA

OTHER DISCUSSION

- A. BOARD MEMBERS HAVE THE OPPORTUNITY TO DISCUSS ANY OTHER PERTINENT ISSUES



Charter Township of Ypsilanti

7200 S. HURON RIVER DRIVE • YPSILANTI, MI 48197

SUPERVISOR BRENDA STUMBO • CLERK KAREN LOVEJOY ROE • TREASURER LARRY DOE
TRUSTEES: JEAN HALL CURRIE • STAN ELDRIDGE • MIKE MARTIN • SCOTT MARTIN

REGULAR MEETING AGENDA

TUESDAY, OCTOBER 21, 2014

7:00 P.M.

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE AND INVOCATION
3. PUBLIC COMMENTS
4. CONSENT AGENDA
 - A. MINUTES OF THE OCTOBER 7, 2014 WORK SESSION AND REGULAR MEETING
 - B. STATEMENTS AND CHECKS
 - C. SEPTEMBER 2014 TREASURER REPORT
5. CLERK REPORT
6. TREASURER REPORT
7. TRUSTEE REPORT
8. ATTORNEY REPORT
 - A. GENERAL LEGAL UPDATE

OLD BUSINESS

1. MUNICIPAL SERVICES AGREEMENT BETWEEN NATIONAL CHURCH RESIDENCES, OWNERS OF CLARK EAST TOWERS AND YPSILANTI TOWNSHIP LOCATED AT 1550 E. CLARK ROAD (TABLED AT THE OCTOBER 7, 2014 REGULAR MEETING)

NEW BUSINESS

1. BUDGET AMENDMENT #13
2. TRANSFER OF INDUSTRIAL FACILITIES EXEMPTION CERTIFICATE FROM GENERAL DYNAMICS TO MDA INFORMATION SYSTEMS, LLC, LOCATED AT 1200 JOE HALL DRIVE IN YPSILANTI TOWNSHIP – (PUBLIC HEARING HELD AT THE OCTOBER 7, 2014 REGULAR MEETING)
 - A. RESOLUTION NO. 2014-20, REVOKING GENERAL DYNAMIC INDUSTRIAL FACILITIES PERSONAL PROPERTY EXEMPTION CERTIFICATE NO. 2002-401 IN THE AMOUNT OF \$1,578,409
 - B. RESOLUTION NO. 2014-21, APPROVING TRANSFER OF INDUSTRIAL FACILITIES EXEMPTION CERTIFICATE NUMBER 2002-401 TO MDA INFORMATION SYSTEMS, LLC

3. RESOLUTION NO. 2014-22, ADOPTION OF REGULAR BOARD MEETING DATES FOR 2015
4. RESOLUTION NO. 2014-23, DESIGNATION OF DEPOSITORIES FOR 2015
5. RESOLUTION NO. 2014-24, DESIGNATION OF NEWSPAPER OF CIRCULATION FOR 2015
6. RESOLUTION NO. 2014-25, ADOPTION OF ROBERT RULES OF ORDER FOR 2015
7. RESOLUTION NO. 2014-26, ADOPTION OF REIMAGINE WASHTENAW CORRIDOR IMPROVEMENT STUDY
8. 2015 CONTRACTS AND RENEWALS
9. REQUEST OF JOE LAWSON, PLANNING DIRECTOR TO GRANT DTE ENERGY A UTILITY EASEMENT NECESSARY FOR INSTALLATION OF ELECTRICAL SERVICE TO LAKESIDE PARK BOATHOUSE
10. REQUEST OF JEFF ALLEN, RSD DIRECTOR TO AUTHORIZE STANTEC ENGINEERING TO PREPARE AND APPLY FOR GRANTS ON BEHALF OF YPSILANTI TOWNSHIP NOT TO EXCEED \$5,000, BUDGETED IN LINE ITEM #101.956.000.801.000
11. REQUEST OF KAREN WALLIN, HR DEPARTMENT FOR AUTHORIZATION TO CREATE NEW POSITION OF EXECUTIVE COORDINATOR FOR THE OFFICE OF COMMUNITY STANDARDS AND APPROVAL TO WAIVE EXTERNAL POSTING AND FILL THE POSITION INTERNALLY
12. REQUEST OF MIKE RADZIK, OCS DIRECTOR FOR AUTHORIZATION TO SEEK LEGAL ACTION IN WASHTENAW COUNTY CIRCUIT COURT TO ABATE PUBLIC NUISANCE AT PROPERTY LOCATED AT 2113 BOMBER AVENUE, BUDGETED IN LINE ITEM #101.950.000.801.023
13. REQUEST OF ERIC COPELAND, FIRE CHIEF TO APPROVE AUTOMATIC MUTUAL AID AGREEMENT BETWEEN YPSILANTI TOWNSHIP AND PITTSFIELD TOWNSHIP AND TO AUTHORIZE SIGNING OF THE AGREEMENT
14. REQUEST OF ERIC COPELAND, FIRE CHIEF TO APPROVE AUTOMATIC MUTUAL AID AGREEMENT BETWEEN YPSILANTI TOWNSHIP, YPSILANTI CITY AND SUPERIOR TOWNSHIP AND TO AUTHORIZE SIGNING OF THE AGREEMENT

OTHER BUSINESS

AUTHORIZATIONS & BIDS

1. REQUEST OF JEFF ALLEN, RSD DIRECTOR FOR AUTHORIZATION TO SELL EQUIPMENT/VEHICLES THROUGH ON-LINE AUCTION
2. REQUEST OF ERIC COPELAND, FIRE CHIEF TO AWARD PROPOSAL FOR NEW FIRE/RESCUE ENGINE TO SPARTAN CRIMSON-ZAHMEN COMPANIES IN THE AMOUNT OF \$594,000 TO BE PAID IN INCREMENTS OF \$120,000 OVER FIVE YEARS, BUDGETED IN LINE ITEM #206.970.000.979.000

PUBLIC COMMENTS

**CHARTER TOWNSHIP OF YPSILANTI
MINUTES OF THE OCTOBER 7, 2014 WORK SESSION**

Supervisor Stumbo called the meeting to order at approximately 5:00 p.m. in the Ypsilanti Township Civic Center Board Room, 7200 S. Huron River Drive, Ypsilanti Township.

Members Present: Supervisor Brenda L. Stumbo, Clerk Karen Lovejoy Roe, Treasurer Doe, Trustees Stan Eldridge, and Mike Martin

Members Absent: Trustees Jean Hall Currie and Scott Martin

Legal Counsel: Wm. Douglas Winters

NEW FIREFIGHTER INTRODUCTION

Chief Copeland introduced three newly hired firefighters: Peter White, Stephen Jones and Nicholas Dunleavy. Chief Copeland explained all were Firefighter I & II, Certified State of Michigan, Emergency Medical Technicians. Peter was an Emergency Medical Technician Specialist and Nicholas was studying to be an Emergency Medical Technician Paramedic.

2015 GENERAL FUND BUDGET DISCUSSION

Supervisor Stumbo reviewed the draft budget and provided an overview of the changes in each department.

CLARK EAST TOWERS MUNICIPAL SERVICES AGREEMENT DISCUSSION

Item removed from agenda. No action was taken by the Board.

REVIEW AGENDA

Supervisor Stumbo reviewed the agenda with further discussion on the following items:

**CHARTER TOWNSHIP OF YPSILANTI
OCTOBER 7, 2014 WORK SESSION MINUTES
PAGE 2**

PUBLIC HEARING

1. 7:00 P.M. – Transfer of Industrial Facilities Exemption Certificate from General Dynamics to MDA Information Systems, LLC, located at 1200 Joe Hall Drive in Ypsilanti Township – (Public Hearing set at the August 19, 2014 Regular Meeting)

Supervisor Stumbo explained this was just the public hearing and the Board would take no action this evening. The resolution and agreement regarding this item would be brought to the next Board Meeting.

Attorney Winters explained MDA Information Systems, LLC would substitute in for General Dynamics IFT and retain all current jobs. He stated MDA was a Canadian based company and had obtained clearance and the security contract needed to move the purchase and transfer of the IFT forward.

2. Peddler Permit Appeal Hearing – 7:15 P.M. – Appeal Hearing requested by Jimmy Mack regarding his Peddler Permit denial (Hearing set a September 16, 2014 Regular Meeting)

Clerk Lovejoy Roe explained his letter of appeal was included in the packet.

Supervisor Stumbo provided a brief explanation regarding the type of vehicle Mr. Mack planned to use that was referred to in the Peddler's Permit for which Mr. Mack had applied. She stated he planned to purchase items such as candy and pop and resell them from his vehicle and she had an issue with that method and because she envisioned our streets being filled with people trying to sell things out of the back of a truck.

Mike Radzik, OCS Director stated the permit was denied solely based on the applicant's criminal record, obtained through the Michigan State Police Records Division. Mr. Radzik explained Mr. Mack proposed operating a mobile vending business. Mr. Radzik stated this was the first time, to his knowledge, that a Peddler's Permit had ever been denied. Mr. Mack had the right to appeal to the Board of Trustees and the Board's determination in this matter would be final. Mr. Radzik suggested following the similar due process as for a liquor license.

Discussion followed on previous permits that had been issued to someone with a criminal record after consideration on how many convictions, the nature of the offense and how long ago it had occurred, which all led to a conclusion regarding the applicant's moral character. More discussion followed on the proper way to handle this Appeal Hearing.

Consent Agenda

No discussion

Attorney Report

Attorney Winters provided a brief review of current issues regarding neighborhood stabilization. Mr. Winters applauded the Washtenaw CAT Team and the Township's Office of Community Standards efforts regarding removal of drug houses from our neighborhoods.

Clerk Lovejoy Roe applauded the efforts of our residents to bring those properties to the attention of the proper authorities and stated efforts were being made to make it easier for landlords to evict renters involved in drugs. She stated it was her understanding, whenever narcotic violations were reported on clients receiving Section 8 vouchers from HUD, which was reason to have funds cut off.

NEW BUSINESS

1. Budget Amendment #12

Clerk Lovejoy Roe read the amendment into the record.

Supervisor Stumbo acknowledged Carl Rowsey in the audience and asked him to present his request, which was the first agenda item under Authorizations and Bids

2. Request of Carl Rowsey, Compost Site Coordinator to accept low quote from My Way Trucking for purchase of 2000 Western Star, 475 CAT Semi and a 2002 Thruway Roadmaster Dump Trailer in the amount of \$80,000, budgeted in line item #590.590.000.977.000

Carl Rowsey, Compost Site Coordinator provided an overview of his request for equipment to be used at the Compost Site, which continued to grow.

Trustee Mike Martin asked if the first picture, provided in the packet, was for comparison and Mr. Rowsey explained the picture was a 2010 Kenworth, a newer model than he was requesting.

Discussion followed on mechanical specifications and how well maintained the equipment was.

3. Request of Habitat for Humanity to erect pavilion at West Willow Community Resource Center located at 1057 Tyler Road with Grant Funds of \$15,000 received from Lowe's

Supervisor Stumbo stated Joe Lawson, Planning Director and Ron Fulton, Building Director had worked with Habitat and had signed off on this project. She listed some of the meetings and use for which the pavilion would provide needed coverage.

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4. Request to approve purchase of Service Contract Amendment 1 between Charter Township of Ypsilanti and Ann Arbor Area Transportation Authority (AAATA)

Supervisor Stumbo explained this was a reimbursement of dollars from AAATA to be used for Veteran's Drive next year.

5. Request of Nexus Gas Transmission to conduct survey activities on identified Ypsilanti Township owned parcels and to authorize signing of the survey authorizations

Supervisor Stumbo explained a meeting had been held with DTE and Nexus regarding a natural gas pipeline that ran from Ohio, through parts of Ypsilanti Township on to southeast Michigan and Ontario, Canada. She stated there were 90 properties that required easements for surveys to increase the pipeline's capacity.

Clerk Lovejoy Roe explained that whoever made the motion on this agenda item would need to add the phrase, "contingent upon the Attorney approval of the Certificate of Liability".

6. Request to approve annual Senior Nutrition Agreement with Washtenaw County funded through a Federal Grant and to authorize signing of the agreement.

Supervisor Stumbo explained the county used the grant to provide nutrition to seniors.

7. Request of Mike Radzik, OCS Director for formal authorization to seek legal action in Washtenaw County Circuit Court to Abate Public Nuisance for property located at 210 S. Mansfield

Clerk Lovejoy Roe said Mike Radzik, OCS Director had asked that the property at 1212 E. Clark be added to the agenda item since the raid had just taken place today and also required legal action.

Mike Radzik, OCS Director provided an overview of both properties.

Supervisor Stumbo stated had it not been the adoption of the vacant property ordinance the serious problems at the property at 201 S. Mansfield would not have been discovered. Mr. Radzik agreed that by just driving by, you would not notice the severity of imminent danger regarding 201 S. Mansfield and no complaints had been made, since CitiMortgage had been mowing the lawn for the past 2 1/2 years.

Attorney Winters commented on the lengthy process this property had been through regarding foreclosure proceedings that actually started in 2011 and provided a timeline to date, which had brought the property to such a state that required immediate demolition. He voiced his concern over the banking industry neglecting properties like 201 S. Mansfield, thus losing a property that could have been rehabilitated for homeownership and lost tax base. Attorney Winters also voiced concern for our

**CHARTER TOWNSHIP OF YPSILANTI
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Ordinance officers and first responders who were put in harm's way because of the conditions of some of the properties.

Mike Radzik reported the OCS Department was working in conjunction with the Assessor's office to identify properties that have been foreclosed since 2007 and were still owned by banks, and about half of those were not in our vacant property system as of now. Mr. Radzik stated the OCS Department had made those properties a priority for inspection.

Mike Radzik stated the OCS Department had been working for five months to bring 1212 E. Clark into compliance. He reported the landlord had not been cooperative and the property had failed all inspections. Mr. Radzik stated a raid that had taken place earlier in the day, found evidence of narcotics trafficking by the current tenants, as well as several life safety issues.

Supervisor Stumbo asked the Board's permission to add 1212 E. Clark to this agenda item. There was no opposition.

8. Request to approve Municipal Services Agreement between National Church Residences and Ypsilanti Township pertaining to Clerk East Towers located at 1550 E. Clark Road and to authorize signing of the agreement

Supervisor Stumbo stated this item would be tabled until the October 21, 2014 Regular Board Meeting.

OTHER BUSINESS

None

AUTHORIZATIONS AND BIDS

Supervisor Stumbo explained Carl Rowsey had already addressed his request earlier in the Work Session.

1. Request of Angela Verges, Recreation Services Manager to purchase RecTrac Pass Membership Software in the amount of \$6,383, budgeted in line item #101.266.000.977.001

Supervisor Stumbo stated this was in the computer budget.

2. Request of Travis McDugald, IT Manager to approve the quote from Hewlett Packard for the purchase of three (3) new Hewlett Packard Servers at a cost of \$31,833, budgeted in line item #101.266.000.970.000

Travis McDugald, IT Manager explained the quote was not strictly from Hewlett Packard, but included four different vendors, HP Direct, Server Supply, Amazon.com

**CHARTER TOWNSHIP OF YPSILANTI
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and Calhoun Tech., which would supply the items needed to build these systems. He stated this arrangement and purchase provided the best pricing possible.

Trustee Eldridge asked how this type of purchase impacted the warranties and Mr. McDugald explained the systems themselves came with standard warranties.

Clerk Lovejoy Roe stated the request would be changed by removing the phrase, “the quote from Hewlett Packard for”.

- 3. Request of Mike Radzik, OCS Director to approve quote from Barrett Paving Materials, Inc. for parking lot repair at the Law Enforcement Center (LEC) located at 1501 S. Huron Street in the amount of \$89,093, budgeted in line item #266.301.000.975.266**

No discussion.

Adjournment

The meeting adjourned at approximately 6:50 p.m.

Respectfully submitted,
Karen Lovejoy Roe, Clerk

**CHARTER TOWNSHIP OF YPSILANTI
MINUTES OF THE OCTOBER 7, 2014 REGULAR MEETING**

The meeting was called to order by Supervisor Brenda L. Stumbo, at approximately 7:00 p.m. in the Ypsilanti Township Civic Center Board Room, 7200 S. Huron River Drive, Ypsilanti Township. The Pledge of Allegiance was recited and a moment of silent prayer was observed.

Members Present: Supervisor Brenda L. Stumbo, Clerk Karen Lovejoy Roe, Treasurer Larry Doe, Trustees Stan Eldridge, Jean Hall Currie and Mike Martin

Members Absent: Trustee Scott Martin

Legal Counsel: Wm. Douglas Winters

PUBLIC HEARING

- A. 7:00 P.M. - TRANSFER OF INDUSTRIAL FACILITIES EXEMPTION CERTIFICATE FROM GENERAL DYNAMICS TO MDA INFORMATION SYSTEMS, LLC, LOCATED AT 1200 JOE HALL DRIVE IN YPSILANTI TOWNSHIP - (PUBLIC HEARING SET AT THE AUGUST 19, 2014 REGULAR MEETING)**

The public hearing opened at 7:04 P.M.

Lawrence Heitkemper, Senior Vice President of MDA Information Systems, LLC stated they were petitioning for the IFT transfer. He stated all employees had been offered their current positions, salaries, and seniority. He provided their plans for growth and involvement in the community.

Clerk Lovejoy Roe asked if they would fill the space that was currently not being used.

Mr. Heitkemper stated the capacity was for 711 people and they currently had 160 employees, but it was their overall goal to utilize all their space and they hoped to expand the lease that ended in 2019.

Supervisor Stumbo asked if MDA was from Canada.

Mr. Heitkemper stated the owners were in Canada but MDA was a separate operations unit based in the Maryland, D.C. area. Mr. Heitkemper provided plans for the near future, saying he would be in charge for the next few months, but then a General Manager and business team would be selected for local operations.

Supervisor Stumbo asked if the type of work was still defense contract work and most of the employees were engineers to which Mr. Heitkemper agreed.

The public hearing closed at 7:07 P.M.

Supervisor Stumbo stated the Board would not take any action on the item until the next Board Meeting, October 21, 2014, when all documentation would be in order. She welcomed MDA Information Systems, LLC to the community.

PUBLIC COMMENTS

There were no public comments.

CONSENT AGENDA

- A. MINUTES OF THE SEPTEMBER 12 , 2014 SPECIAL MEETING
MINUTES AND SEPTEMBER 16, 2014 WORK SESSION AND
REGULAR MEETING**
- B. STATEMENTS AND CHECKS**

A motion was made by Treasurer Doe, supported by Trustee Eldridge to approve the Consent Agenda. The motion carried unanimously.

ATTORNEY REPORT

A. GENERAL LEGAL UPDATE

Attorney Winters stated he had covered the update in the Work Session and had no further report.

NEW BUSINESS

1. BUDGET AMENDMENT #12

Clerk Lovejoy Roe read Budget Amendment #12 into the record.

A motion was made by Clerk Lovejoy Roe, supported by Treasurer Doe to approve Budget Amendment #12 (see attached). The motion carried unanimously.

2. PEDDLER PERMIT APPEAL HEARING

**A. 7:15 P.M. - APPEAL HEARING REQUESTED BY JIMMY L. MACK
REGARDING HIS PEDDLER PERMIT DENIAL (HEARING SET AT THE
SEPTEMBER 16 , 2014 REGULAR MEETING)**

The appeal hearing opened at approximately 7:11 P.M.

Mike Radzik, OCS Director stated Mr. Mack had described the nature of his business on his application of August 4, 2014, as "mobile vending" , which included selling ice cream, candy, and prepackaged goods purchased from Sam's Club. Mr. Radzik provided an overview of the process for obtaining a Peddler Permit. Mr. Radzik said a denial had been issued to Mr. Mack based on the criminal history that was found during the background check. He explained a letter of denial had been sent to Mr. Mack along with instructions regarding information on the appeal process.

Clerk Lovejoy Roe read Mr. Mack's letter, dated August 19, 2014, requesting an appeal of the denial into the record.

Supervisor Stumbo stated this was the first Peddler Permit Appeal for the Township and apologized for any awkwardness.

Jimmy Mack, Jr., Peddler Permit applicant stated his letter summed up his request. He acknowledged he had a criminal history, but he stated he was a child when he committed the crimes. He explained that his past was the reason he was self-employed.

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Supervisor Stumbo asked how old he was when he had engaged in the criminal activity.

Mr. Mack stated he was 18 years old at his first offence and had served time for the last offence when he was 24 years old.

Supervisor Stumbo asked him to elaborate on his proposed business activity.

Mr. Mack explained his business was more like a mobile store, selling ice cream, milk, eggs and prepackaged goods. He stated he was in the process of being approved by the U.S.D.A. to accept SNAP benefits. He stated he had a current Peddler's Permit to sell ice cream in the City of Ypsilanti, which was good for one year.

Clerk Lovejoy Roe asked for a list of products he planned to sell.

Treasurer Doe asked how people would know what he was doing since his vehicle had no signage.

Mr. Mack explained the music, which marketed his business, as well as "word of mouth", informed the public of his intentions.

Treasurer Doe said he was under the impression there not supposed to be any music.

Mike Radzik explained the Peddler's Ordinance prohibited using loudspeakers or any electronic amplification to attract attention.

Mr. Mack said it was not necessary to have the music, since his van was modified and easily recognized.

Clerk Lovejoy Roe asked for clarification on the approval for the SNAP benefits and how long that approval process would take.

Mr. Mack thought it would be a month or two, but in the meantime, he still accepted cash.

Clerk Lovejoy Roe asked what he sold most and he replied his bestseller was hot Cheetos.

Trustee Eldridge asked if Mr. Mack had a current license in Superior Township, he said he did not. Mr. Eldridge asked if he had applied for a license.

Mr. Mack said he had applied and been denied, by Superior Township, but he was told if he reapplied after tax season they would approve him for a one year license.

Trustee Eldridge asked him if any complaints had been filed regarding his license in the City of Ypsilanti and Mr. Mack stated there had been none. Mr. Eldridge clarified that Ypsilanti Township's license was only for 90 days. Trustee Eldridge stated he did not see any information regarding a refrigeration unit.

Mr. Mack stated the application for Washtenaw County Health Department listed his refrigeration capabilities, which Mike Radzik clarified, stating a power inverter had been installed in the vehicle, in which the freezer was plugged into. Mr. Mack stated the Health Department had inspected and approved that installation and his vehicle.

Trustee Eldridge asked how valuable a 90-day permit would be to Mr. Mack since it was already the first week of October. Mr. Mack stated he would still go out, weather permitting.

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Supervisor Stumbo stated his felony record concerned her, but she felt people could change, however she was more concerned that Mr. Mack would be driving an unmarked vehicle, trying to get people to come up and buy a product. She stated that she did not feel that was a good business plan. Supervisor Stumbo said she was not comfortable with his request and did not feel it was safe.

Treasurer Doe stated he agreed with Supervisor Stumbo.

Clerk Lovejoy Roe clarified the cause for concern was that his vehicle was not identifiable.

Mr. Mack said he planned to paint his vehicle next year.

The appeal hearing closed at approximately 7:40 P.M.

A motion was made by Mike Martin, supported by Treasurer Doe to deny the request of Jimmy L. Mack to obtain a Peddler Permit. The motion carried with Trustee Eldridge opposed.

3. REQUEST OF HABITAT FOR HUMANITY TO ERECT PAVILION AT WEST WILLOW COMMUNITY RESOURCE CENTER LOCATED AT 1057 TYLER ROAD WITH GRANT FUNDS OF \$15,000 RECEIVED FROM LOWE'S

A motion was made by Clerk Lovejoy Roe, supported by Treasurer Doe to approve request of Habitat for Humanity to erect a pavilion at West Willow Community Resource Center located at 1057 Tyler Road with Grant Funds of \$15,000 received from Lowes.

Supervisor Stumbo stated the Planning and Building Department had approved the proposed structure.

The motion carried unanimously.

4. REQUEST TO APPROVE PURCHASE OF SERVICE CONTRACT AMENDMENT 1 BETWEEN CHARTER TOWNSHIP OF YPSILANTI AND ANN ARBOR AREA TRANSPORTATION AUTHORITY (AAATA)

A motion was made by Clerk Lovejoy Roe, supported by Treasurer Doe to approve purchase of Service Contract Amendment 1 between Charter Township of Ypsilanti and Ann Arbor Area Transportation Authority (AAATA) (see attached). The motion carried unanimously.

5. REQUEST OF NEXUS GAS TRANSMISSION TO CONDUCT SURVEY ACTIVITIES ON IDENTIFIED YPSILANTI TOWNSHIP OWNED PARCELS AND TO AUTHORIZE SIGNING OF THE SURVEY AUTHORIZATIONS

A motion was made by Clerk Lovejoy Roe, supported by Treasurer Doe to approve Nexus Gas Transmission to conduct survey activities on identified Ypsilanti Township owned parcels and to authorize signing of the survey authorizations contingent upon Attorney approval of a Certificate of Liability. The motion carried unanimously.

6. REQUEST TO APPROVE ANNUAL SENIOR NUTRITION AGREEMENT WITH WASHTENAW COUNTY, FUNDED THROUGH FEDERAL GRANT AND TO AUTHORIZE SIGNING OF THE AGREEMENT

A motion was made by Clerk Lovejoy Roe, supported by Trustee Eldridge to approve annual Senior Nutrition Agreement with Washtenaw County, funded through Federal Grant and to authorize signing of the agreement (see agreement). The motion carried unanimously.

7. REQUEST OF MIKE RADZIK, OCS DIRECTOR FOR FORMAL AUTHORIZATION TO SEEK LEGAL ACTION IN WASHTENAW COUNTY CIRCUIT COURT TO ABATE PUBLIC NUISANCE FOR PROPERTY LOCATED AT 210 S. MANSFIELD

A motion was made by Clerk Lovejoy Roe, supported by Trustee Hall Currie to authorize legal action in Washtenaw County Circuit Court to abate public nuisance for properties located at 210 S. Mansfield and 1212 E. Clark. The motion carried unanimously.

8. REQUEST TO APPROVE MUNICIPAL SERVICES AGREEMENT BETWEEN NATIONAL CHURCH RESIDENCES AND YPSILANTI TOWNSHIP PERTAINING TO CLARK EAST TOWERS LOCATED AT 1550 E. CLARK ROAD AND TO AUTHORIZE SIGNING OF THE AGREEMENT

A motion was made by Clerk Lovejoy Roe, supported by Trustee Eldridge to table the Municipal Services Agreement between National Church Residences and Ypsilanti Township pertaining to Clark East Towers located at 1550 E. Clark Road. The motion carried as follows:

Eldridge:	Yes	Hall Currie:	Yes	Stumbo:	Yes
Lovejoy Roe:	Yes	Doe:	Yes	M. Martin:	Yes

OTHER BUSINESS

Discussion followed on the need to extend Trustee Eldridge's time at the Golf Course. It was confirmed, the Township Board had approved Trustee Eldridge to remain until the position of Golf Operations Manager could be filled.

AUTHORIZATIONS AND BIDS

1. REQUEST OF CARL ROWSEY, COMPOST SITE COORDINATOR TO ACCEPT LOW QUOTE FROM MY WAY TRUCKING FOR PURCHASE OF 2000 WESTERN STAR, 475 CAT SEMI AND A 2002 THRUWAY ROADMASTER DUMP TRAILER IN THE AMOUNT OF \$80,000, BUDGETED IN LINE ITEM #590.590.000.977.000

A motion was made by Treasurer Doe, supported by Trustee Mike Martin to accept low quote from My Way Trucking for purchase of 2000 Western Star, 475 Cat Semi and a 2002 Thruway Roadmaster Dump Trailer in the amount of \$80,000, budgeted in line item #590.590.000.977.000. The motion carried unanimously.

2. REQUEST OF ANGELA VERGES, RECREATION SERVICES MANAGER TO PURCHASE RECTRAC PASS MEMBERSHIP SOFTWARE IN THE AMOUNT OF \$6,383, BUDGETED IN LINE ITEM # 101.266.000.977.001

A motion was made by Treasurer Doe, supported by Trustee Hall Currie to approve request of Angela Verges, Recreation Services Manager to purchase RecTrac Pass Membership Software in the amount of \$6,383, budgeted in line item #101.266.000.977.001. The motion carried unanimously.

3. REQUEST OF TRAVIS MCDUGALD, IT MANAGER TO APPROVE THE QUOTE FROM HEWLETT PACKARD FOR THE PURCHASE OF THREE

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**(3) NEW HEWLETT PACKARD SERVERS AT A COST OF \$31,833,
BUDGETED IN LINE ITEM #101.266.000.977.000**

A motion was made by Clerk Lovejoy Roe, supported by Treasurer Doe to approve the purchase of three (3) new Hewlett Packard Servers at a cost of \$31,833, budgeted in line item #101.266.000.977.000. The motion carried unanimously.

4. REQUEST OF MIKE RADZIK, OCS DIRECTOR TO APPROVE QUOTE FROM BARRETT PAVING MATERIALS, INC. FOR PARKING LOT REPAIRS AT THE LAW ENFORCEMENT CENTER (LEC) LOCATED AT 1501 S. HURON STREET IN THE AMOUNT OF \$89,093, BUDGETED IN LINE ITEM #266.301.000.975.266

A motion was made by Clerk Lovejoy Roe, supported by Treasurer Doe to approve quote from Barrett Paving Materials, Inc. for parking lot repairs at the Law Enforcement Center (LEC) located at 1501 S. Huron Street in the amount of \$89,093, budgeted in line item #266.301.000.975.266.

Supervisor Stumbo explained this should be the last item before the sign was to be erected. She announced the opening was scheduled for early or mid-December.

The motion carried unanimously.

ADJOURNMENT

A motion was made by Treasurer Doe, supported by Trustee Eldridge to adjourn the meeting. The motion carried unanimously.

The meeting adjourned at approximately 7:48 P.M.

Respectfully submitted,

Brenda L. Stumbo, Supervisor
Charter Township of Ypsilanti

Karen Lovejoy Roe, Clerk
Charter Township of Ypsilanti

**CHARTER TOWNSHIP OF YPSILANTI
2014 BUDGET AMENDMENT #12**

October 7, 2014

206 - FIRE FUND

Total Increase \$9,285.76

Increase budget for MML insurance claims received to repair damages to fire trucks. This will be funded by the Insurance Reimbursement checks received in the Fire Fund.

Revenues:	Misc Rev - Insurance Reimbursement	206.000.000.694.004	\$9,285.76
			<u>\$9,285.76</u>
			<u><u>\$9,285.76</u></u>
Expenditures:	Auto & Truck Main Station #4	206.206.000.863.004	\$9,285.76
			<u>\$9,285.76</u>
			<u><u>\$9,285.76</u></u>

266 - LAW ENFORCEMENT FUND

Total Increase \$125,000.00

Increase budget for Huron Police Station Capital Outlay project for parking lot maintenance and signage. This is funded by an Appropriation of Prior Year Fund Balance.

Revenues:	Prior Year Fund Balance	266-000-000-699.000	\$125,000.00
			<u>\$125,000.00</u>
			<u><u>\$125,000.00</u></u>
Expenditures:	Cap Outlay - Huron Police Station	266-301-000.975.266	\$125,000.00
			<u>\$125,000.00</u>
			<u><u>\$125,000.00</u></u>

590 - COMPOST FUND

Total Increase \$80,000.00

Increase budget for purchase of a 2000 Western Star 475 CAT, and a 2002 Thruway Roadmaster 4 axle dump trailer. This is funded by an Appropriation of Prior Year Fund Balance.

Revenues:	Prior Year Fund Balance	590.000.000.699.000	\$80,000.00
			<u>\$80,000.00</u>
			<u><u>\$80,000.00</u></u>
Expenditures:		590-590.000-977.000	\$80,000.00
			<u>\$80,000.00</u>
			<u><u>\$80,000.00</u></u>

Motion to Amend the 2014 Budget (#12):

Move to increase the Fire Fund budget by \$9,285.76 to \$5,207,855 and approve the department line item changes as outlined.

Move to increase the Law Enforcement Fund budget by \$125,000 to \$6,760,275 and approve the department line item changes as outlined.

Move to increase the Compost Fund budget by \$80,000 to \$1,316,232 and approve the department line item changes as outlined.

Purchase of Service Contract Amendment 1

By and Between the Charter Township of Ypsilanti and the
Ann Arbor Area Transportation Authority

This Purchase of Service Amendment is entered into and made this ___ day of _____, 2014, by and between the Charter Township of Ypsilanti, a Michigan home-rule Township located in the County of Washtenaw, State of Michigan (hereinafter "Township") and the Ann Arbor Area Transportation Authority, a legal authority created under Act 55 of 1963 (hereinafter "AAATA").

WITNESSETH:

Whereas, the AAATA and its predecessor authority, the Ann Arbor Transportation Authority or AATA, furnished surface transportation to the Ann Arbor area beginning in the year 1968; and

Whereas, the AAATA furnished bus service to the Township since 1983 annual Purchase of Service Contracts; and

Whereas, the Charter Township of Ypsilanti residents voted on May 6, 2014 to impose a millage of 0.7 mills for improved transportation services offered by AAATA; and

Whereas, the AAATA placed the millage on the Summer 2014 tax bills and started receiving the millage revenue in July from the Township; and

Whereas, the AAATA did not bill the remaining balance of July through September from the original Purchase of Service Agreement for FY 2014;

Now, therefore, the Township and the AAATA hereby agree as follows:

1. Remit. The AAATA will remit funds in the amount of \$82,377.00, for services performed by AAATA April through July of 2014, to the Township in recognition of the approved millage. It is anticipated that these funds will be used to help construct a road segment needed for operation of Route 46.

The foregoing agreement was adopted by the Charter Township of Ypsilanti, Washtenaw County, Michigan, on the 7th day of October, 2014.

CHARTER TOWNSHIP OF YPSILANTI

By: Brenda L Stumbo
Brenda Stumbo, Supervisor

By: Karen Lovejoy Roe
Karen Lovejoy Roe, Township Clerk

The foregoing agreement adopted by the Ann Arbor Area Transportation Authority (AAATA), on the _____ day of _____, 2014

AAATA
By: Michael Ford
Michael Ford, CEO



OFFICE OF COMMUNITY & ECONOMIC DEVELOPMENT

Collaborative solutions for a promising future

110 N. Fourth Avenue · Suite 300
Ann Arbor · MI 48104
Phone|734.622.9025 Fax|734.622.9022
Website|www.ewashtenaw.org/oced

September 29, 2014

44000-1

Brenda Stumbo
7200 S. Huron River Dr.
Ypsilanti, MI 48197

Dear Ms. Brenda Stumbo,

Washtenaw County wishes to amend the contract with your agency. Corporation Counsel has indicated that this amendment could be accomplished by a letter signed by both of us. If this amendment is agreeable to you, please sign and return all copies of this letter. You will receive an executed copy of this letter upon completion.

Accordingly, I hereby amend the Service Contract between Washtenaw County and Ypsilanti Township Community Center on October 1, 2013 as follows:

Amend ARTICLE II- COMPENSATION to increase funding for the 2014-2015 fiscal year.

The County will pay the Contractor an amount not to exceed \$13,600.00 for the 2014/2015 contract year.

Amend ARTICLE V – TERM to extend the contract as follows:

This contract shall be in full force and effect for the term of one (1) year commencing October 1, 2014 terminating on September 30, 2015.

Amend Article VII- INSURANCE REQUIREMENTS to exclude # 5, Third Party Fidelity Insurance. This is no longer required for congregate meal sites.

All other terms and conditions remain the same as in the original contract

ATTEST:

WASHTENAW COUNTY

Lawrence Kestenbaum (DATE)
County Clerk/Register

Verna J. McDaniel (DATE)
County Administrator

APPROVED FOR CONTENT:

CHARTER TOWNSHIP OF YPSILANTI

Mary Jo Callan (DATE)
Director, Office of Community
and Economic Development

Accepted by Brenda Stumbo (DATE)
Supervisor

Original: Clerk
Vendor
cc: Department
Purchasing

Accepted by Karen Lovejoy Roe (DATE)
Clerk

Check Date	Bank	Check	Vendor	Vendor Name	Amount
Bank AP AP					
10/06/2014	AP	166423	L. BROWN	LOIS BROWN & DIVERSIFIED	8,295.00
10/07/2014	AP	166424	0118	DTE ENERGY	14,971.70
10/07/2014	AP	166425	HNV	HOME OF NEW VISION	15,637.00
10/07/2014	AP	166426	15195	MARK NELSON	261.00
10/07/2014	AP	166427	T. MALONE	TONI MALONE	749.16
10/07/2014	AP	166428	15249	WASHTENAW COUNTY SHERIFF'S OFFICE	700.00
10/08/2014	AP	166429	0071	BRENDA STUMBO	205.57
10/10/2014	AP	166430	0363	COMCAST CABLE	97.85
10/10/2014	AP	166431	0363	COMCAST CABLE	268.91
10/10/2014	AP	166432	0363	COMCAST CABLE	100.95
10/10/2014	AP	166433	0363	COMCAST CABLE	97.85
10/10/2014	AP	166434	0363	COMCAST CABLE	87.85
10/10/2014	AP	166435	0363	COMCAST CABLE	232.85
10/10/2014	AP	166436	0426	GUARDIAN ALARM	163.11
10/10/2014	AP	166437	0426	GUARDIAN ALARM	1,397.52
10/10/2014	AP	166438	S. SWEENEY	SUSAN SWEENEY	90.00
10/10/2014	AP	166439	1475	VERIZON WIRELESS	1,304.31
10/10/2014	AP	166440	1475	VERIZON WIRELESS	1,547.04
10/10/2014	AP	166441	1475	VERIZON WIRELESS	70.72
10/10/2014	AP	166442	1475	VERIZON WIRELESS	81.22
10/10/2014	AP	166443	0480	YPSILANTI COMMUNITY	107.56

Hand Checks

AP TOTALS:

Total of 21 Checks:	46,467.17
Less 0 Void Checks:	0.00
Total of 21 Disbursements:	<u>46,467.17</u>

Accounts Payable Checks - 1,033,656.06

HAND CHECKS - 46,467.17

GRAND TOTAL 1,080,123.23

CHOICE HEALTH CARE DEDUCTIBLE - SEPT

ACH EFT - 43,179.26

Check Date	Bank	Check	Vendor	Vendor Name	Amount
Bank AP AP					
10/13/2014	AP	166444	2937	A & R TOTAL CONSTRUCTION, INC.	742.20
10/13/2014	AP	166445	16084	ABSOLUTE VENDING	12.00
10/13/2014	AP	166446	15493	ADAM KURTINAITIS	630.00
10/13/2014	AP	166447	A. WESTMAN	ALIDA WESTMAN	15.00
10/13/2014	AP	166448	0560	ALLGRAPHICS CORPORATION	237.00
10/13/2014	AP	166449	6981	ALLIED SUBSTANCE ABUSE	114.00
10/13/2014	AP	166450	0017	ANN ARBOR CLEANING SUPPLY	734.96
10/13/2014	AP	166451	0034	ASSOCIATED FENCE	1,700.00
10/13/2014	AP	166452	ASTI	ASTI ENVIRONMENTAL	350.00
10/13/2014	AP	166453	0215	AUTO VALUE YPSILANTI	810.81
10/13/2014	AP	166454	15524	AUTOMATIC IRRIGATION SUPPLY	8,190.57
10/13/2014	AP	166455	6397	BARR ENGINEERING COMPANY	700.50
10/13/2014	AP	166456	0698	BARRETT PAVING MATERIALS INC.	20,196.00
10/13/2014	AP	166457	0007	BECKETT & RAEDER	1,052.42
10/13/2014	AP	166458	0870	CHARTER TOWNSHIP OF SUPERIOR	38.99
10/13/2014	AP	166459	C. KOCH	CHRISTOPHER KOCH	28.00
10/13/2014	AP	166460	2276	CINCINNATI TIME SYSTEMS	772.90
10/13/2014	AP	166461	16151	CODE 42 SOFTWARE, INC.	432.00
10/13/2014	AP	166462	15452	COLD CUT KRUISE	48.30
10/13/2014	AP	166463	0102	COLMAN-WOLF SANITARY SUPPLY CO	338.20
10/13/2014	AP	166464	0582	CONGDON'S	393.28
10/13/2014	AP	166465	16157	COOPER WEST	20.00
10/13/2014	AP	166466	C. MELCHER	COREY MELCHER	34.00
10/13/2014	AP	166467	C. POPOVIT	CYRUS POPOVITZ	15.00
10/13/2014	AP	166468	6683	D & B POWER ASSOCIATES, INC.	14,556.00
10/13/2014	AP	166469	2988	DEEP ROOTS	2,700.00
10/13/2014	AP	166470	DFMEDIA	DIGITAL FIRST MEDIA	127.40
10/13/2014	AP	166471	DMC	DMC TECHNOLOGY GROUP	183.75
10/13/2014	AP	166472	15987	EDGAR RAINEY	96.00
10/13/2014	AP	166473	2913	EMERGENCY VEHICLE SERVICES	3,110.79
10/13/2014	AP	166474	2898	EMERGENT HEALTH PARTNERS	5,712.36
10/13/2014	AP	166475	ENVISION	ENVISION BUILDERS INC	86,672.56
10/13/2014	AP	166476	1200	FEDERAL EXPRESS CORPORATION	38.82
10/13/2014	AP	166477	FIRESTONE	FIRESTONE COMPLETE AUTO CARE	374.17
10/13/2014	AP	166478	15796	FIRST DUE FIRE SUPPLY	389.00
10/13/2014	AP	166479	15962	GLORIA MAYER	28.00
10/13/2014	AP	166480	1233	GORDON FOOD SERVICE INC.	14.85
10/13/2014	AP	166481	6161	GOVERNMENTAL CONSULTANT	2,850.00
10/13/2014	AP	166482	6169	GOVERNOR BUSINESS SOLUTIONS	23.57
10/13/2014	AP	166483	0107	GRAINGER	181.83
10/13/2014	AP	166484	G. MAYER	GRANT MAYER	13.00
10/13/2014	AP	166485	3391	GRAYBAR	111.71
10/13/2014	AP	166486	6547	HERITAGE NEWSPAPERS	250.90
10/13/2014	AP	166487	0503	HOME DEPOT	438.47
10/13/2014	AP	166488	15972	JESSE HILDEBRANDT	33.00
10/13/2014	AP	166489	VARNER	JOEL VARNER	9.00
10/13/2014	AP	166490	JOSMITH	JOSEPH SMITH	56.00
10/13/2014	AP	166491	15860	JULIA MAYER	33.00
10/13/2014	AP	166492	6357	JUMP-A-RAMA	772.80
10/13/2014	AP	166493	K. KUMPELI	KADEN KUMPELIS	26.00
10/13/2014	AP	166494	KATFOR	KATANA FORENSICS, INC	300.00
10/13/2014	AP	166495	KONICA	KONICA MINOLTA BUSINESS SOLUTIONS	114.17
10/13/2014	AP	166496	LLS	LANGUAGE LINE SERVICES	97.77
10/13/2014	AP	166497	0222	LARDNER ELEVATOR COMPANY	1,740.00
10/13/2014	AP	166498	LCI	LEO'S CONEY ISLAND	162.00
10/13/2014	AP	166499	6550	LOOKING GOOD LAWNS	2,615.00
10/13/2014	AP	166500	6467	LOWE'S	249.53
10/13/2014	AP	166501	15855	MADELINE GOODSON	30.00
10/13/2014	AP	166502	0158	MARK HAMILTON	1,500.00
10/13/2014	AP	166503	M. SCHNEID	MARTHA SCHNEIDER	142.93
10/13/2014	AP	166504	MARYGROVE	MARYGROVE AWNINGS	2,828.00
10/13/2014	AP	166505	15405	MAYNARDS AUTO SERVICE CENTER	10.00
10/13/2014	AP	166506	0253	MCLAIN AND WINTERS	96,197.22
10/13/2014	AP	166507	16445	MCMASTER-CARR	489.94
10/13/2014	AP	166508	MEEMIC	MEEMIC INSURANCE COMPANY	7,400.00
10/13/2014	AP	166509	M. SMITH	MICHAEL SMITH	162.00
10/13/2014	AP	166510	16165	MICHIGAN ABILITY PARTNERS	2,157.60
10/13/2014	AP	166511	16461	MICHIGAN LINEN SERVICE, INC.	1,098.72
10/13/2014	AP	166512	0044	MICHIGAN MUNICIPAL LEAGUE	5,000.00
10/13/2014	AP	166513	0044	MICHIGAN MUNICIPAL LEAGUE	5,000.00
10/13/2014	AP	166514	2559	MIDWEST GAS INSTRUMENT SERVICE	353.21
10/13/2014	AP	166515	MG&T	MIDWEST GOLF & TURF	53.03
10/13/2014	AP	166516	MIKE MIMS	MIKE MIMS	350.00
10/13/2014	AP	166517	M. MILLER	MIRANDA MILLER	16.00
10/13/2014	AP	166518	6530	MITY LITE	6,026.00
10/13/2014	AP	166519	16407	MLIVE MEDIA GROUP	1,427.55
10/13/2014	AP	166520	N. KOVALAK	NANCY KOVALAK	20.00
10/13/2014	AP	166521	2986	NAPA AUTO PARTS*	16.15

A/P checks

User: mharris

CHECK NUMBERS 166444 - 166576

DB: Ypsilanti-Twp

Check Date	Bank	Check	Vendor	Vendor Name	Amount
10/13/2014	AP	166522	N. HAWLEY	NATE HAWLEY	41.00
10/13/2014	AP	166523	6269	NFPA	203.35
10/13/2014	AP	166524	OC	OAKLAND COUNTY	1,725.25
10/13/2014	AP	166525	2997	OFFICE EXPRESS	119.26
10/13/2014	AP	166526	6893	OFFICE MAX* #434705	82.00
10/13/2014	AP	166527	0309	ORCHARD, HILTZ & MCCLIMENT INC	6,827.00
10/13/2014	AP	166528	0147	OSCAR W. LARSON CO.	1,221.25
10/13/2014	AP	166529	0501	PARK ATHLETIC SUPPLY	397.00
10/13/2014	AP	166530	15971	PARKER ALLEN	33.00
10/13/2014	AP	166531	0913	PARKWAY SERVICES, INC.	393.00
10/13/2014	AP	166532	P. POWER	PETER POWER	875.00
10/13/2014	AP	166533	0928	PROFESSIONAL TREE SERVICE	4,375.00
10/13/2014	AP	166534	3801	PUBLIC SAFETY CENTER	490.00
10/13/2014	AP	166535	15420	RESERVE ACCOUNT	10,000.00
10/13/2014	AP	166536	1637	RESIDEX, LLC	185.24
10/13/2014	AP	166537	15386	RICOH USA, INC.	1,870.37
10/13/2014	AP	166538	6308	RKA PETROLEUM	1,447.47
10/13/2014	AP	166539	ROBERT'S	ROBERTS PAINT & BODY	7,663.48
10/13/2014	AP	166540	R. LEONE	ROCCO LEONE	32.00
10/13/2014	AP	166541	0634	SAM'S CLUB DIRECT	541.94
10/13/2014	AP	166542	6288	SIGNS BY TOMORROW	403.55
10/13/2014	AP	166543	6595	SOUTHEASTERN EQUIPMENT CO.	2,929.44
10/13/2014	AP	166544	15751	SOUTHERN COMPUTER WAREHOUSE	434.56
10/13/2014	AP	166545	1507	SPARTAN DISTRIBUTORS	213,882.84
10/13/2014	AP	166546	SPOK, INC	SPOK, INC.	497.30
10/13/2014	AP	166547	3212	STANLEY CONVERGENT SECURITY	564.00
10/13/2014	AP	166548	0632	STERICYCLE INC	158.00
10/13/2014	AP	166549	16295	STERN BROTHERS & CO	712.50
10/13/2014	AP	166550	3851	SUPERIOR DIESEL	1,003.67
10/13/2014	AP	166551	0449	SYSCO FOOD SERVICES OF DETROIT	862.94
10/13/2014	AP	166552	6974	TERRY CONDIT	405.00
10/13/2014	AP	166553	15941	TODD BARBER	3,150.00
10/13/2014	AP	166554	T. RAINEY	TRISTAN RAINEY	96.00
10/13/2014	AP	166555	T. ZYNGIER	TROY ZYNGIER	9.00
10/13/2014	AP	166556	15175	ULLIANCE	911.55
10/13/2014	AP	166557	15792	V & J CEMENT	5,035.00
10/13/2014	AP	166558	6627	VICTORY LANE	64.52
10/13/2014	AP	166559	0385	WASHTENAW ASSESSORS ASSOC.	54.00
10/13/2014	AP	166560	7035	WASHTENAW COMMUNITY COLLEGE#	402.43
10/13/2014	AP	166561	0163	WASHTENAW COUNTY ROAD COMMISSION	154.20
10/13/2014	AP	166562	7005	WASHTENAW COUNTY TREASURER	2,220.00
10/13/2014	AP	166563	7005	WASHTENAW COUNTY TREASURER	1,715.40
10/13/2014	AP	166564	0444	WASHTENAW COUNTY TREASURER#	448,061.25
10/13/2014	AP	166565	0444	WASHTENAW COUNTY TREASURER#	4,311.03
10/13/2014	AP	166566	7042	WASHTENAW INTERMEDIATE	453.50
10/13/2014	AP	166567	WASHTENAW	WASHTENAW URGENT CARE	1,265.00
10/13/2014	AP	166568	15421	WEX BANK	2,519.65
10/13/2014	AP	166569	1627	WINGFOOT COMMERCIAL TIRE	356.47
10/13/2014	AP	166570	7054	YCUA	506.81
10/13/2014	AP	166571	0480	YPSILANTI COMMUNITY	1,455.00
10/13/2014	AP	166572	YCCS	YPSILANTI COMMUNITY SCHOOLS - WR	1,801.80
10/13/2014	AP	166573	7039	YPSILANTI COMMUNITY SCHOOLS - YP	869.23
10/13/2014	AP	166574	7034	YPSILANTI DISTRICT LIBRARY	429.73
10/13/2014	AP	166575	6712	YPSILANTI TWP. RECEIVING	5,255.25
10/13/2014	AP	166576	0729	ZEP MANUFACTURING COMPANY	216.90

AP TOTALS:

Total of 133 Checks:

1,033,656.06

Less 0 Void Checks:

0.00

Total of 133 Disbursements:

1,033,656.06

OFFICE OF THE TREASURER
LARRY J. DOE



MONTHLY TREASURER'S REPORT
SEPTEMBER 1, 2014 THROUGH SEPTEMBER 30, 2014

<u>Account Name</u>	<u>Beginning Balance</u>	<u>Cash Receipts</u>	<u>Cash Disbursements</u>	<u>Ending Balance</u>
101 - General Fund	4,061,989.77	844,892.37	1,382,725.40	3,524,156.74
101 - Payroll	201,545.10	743,966.19	758,171.58	187,339.71
101 - Willow Run Escrow	141,974.49	23.33	0.00	141,997.82
206 - Fire Department	1,831,756.75	6,214.23	295,738.35	1,542,232.63
208 - Parks Fund	9,489.15	0.22	359.62	9,129.75
212 - Roads/Bike Path/Rec/General Fund	1,059,421.29	12,682.99	210,910.67	861,193.61
225 - Environmental Clean-up	444,301.62	10.59	0.00	444,312.21
226 - Environmental Services	2,774,669.27	993.02	201,487.91	2,574,174.38
230 - Recreation	167,438.81	45,480.37	69,915.43	143,003.75
236 - 14-B District Court	139,341.34	98,680.80	79,193.93	158,828.21
244 - Economic Development	67,175.25	1.60	0.00	67,176.85
248 - Rental Inspections	131,612.44	15,053.25	10,926.21	135,739.48
249 - Building Department Fund	489,589.49	31,880.14	30,263.25	491,206.38
250 - LDFA Tax	29,453.76	0.70	0.00	29,454.46
252 - Hydro Station Fund	936,816.20	53,976.14	280,669.09	710,123.25
266 - Law Enforcement Fund	3,971,152.03	86.15	507,865.19	3,463,372.99
280 - State Grants	18,382.59	0.44	0.00	18,383.03
301 - General Obligation	213,053.33	16.48	0.00	213,069.81
396 - Series "A" Bond Payments	0.00	0.00	0.00	0.00
397 - Series "B" Cap. Cost of Funds	23,805.67	0.57	0.00	23,806.24
398 - LDFA 2006 Bonds	69,993.77	1.61	35,040.00	34,955.38
498 - Capital Improvement 2006 Bond Fund	336,391.45	55.30	0.00	336,446.75
584 - Green Oaks Golf Course	191,781.31	66,397.74	64,738.21	193,440.84
590 - Compost Site	848,661.45	24,269.78	16,561.49	856,369.74
595 - Motor Pool	227,327.17	5.36	15,460.56	211,871.97
701 - General Tax Collection	39,844.27	11,201.54	3,104.27	47,941.54
703 - Current Tax Collections	2,525,326.34	27,059,058.53	25,242,490.98	4,341,893.89
707 - Bonds & Escrow/GreenTop	955,242.88	4,885.43	28,998.97	931,129.34
708 - Fire Withholding Bonds	135,395.81	6,460.18	0.00	141,855.99
893 - Nuisance Abatement Fund	59,960.38	4,440.54	5,734.56	58,666.36
ABN AMRO Series "B" Debt Red. Cap.Int.	20,808.98	0.00	0.00	20,808.98
GRAND TOTAL	22,123,702.16	29,030,735.59	29,240,355.67	21,914,082.08

CLERK REPORT

OCTOBER 21, 2014

Submitted by Karen Lovejoy Roe, Clerk

- **TUESDAY NOVEMBER 4, 2014 GENERAL ELECTION**-The election preparation is well underway for the November 4, 2014 General Election. Absentee applications and Absentee ballots are being processed daily. The office is very busy with election activity. Voters are coming in daily to vote. Registered voters can vote absentee daily at the Clerk's office from 8:30 AM – 4:30 PM (closed for lunch from 12 noon -1:00 PM) Voters can also vote on the Saturday before the election, Saturday November 1, 2014 from 9AM – 2PM. Polls will open on Tuesday, November 4, 2014 at 7AM and close at 8PM. Voters can find their polling place and their ballot by going to Michigan.gov/elections. The ballot is very long, with candidates and proposals on both sides of the ballot. Applications for an Absentee Ballot will be mailed at the request of registered voters by calling 734.484.4700 or emailing klovejoyroe@ytown.org. Voters can request and vote absentee up to 4:00 PM on Monday, November 3, 2014, but must vote in the Clerk's office. Clerk Lovejoy Roe has been conducting Electronic Poll Book Training for election inspectors. The county has conducted certification training for the election inspectors.
- **HABITAT/WEST WILLOW COMMUNITY MEETING**-On Monday, September 15, 2014 Clerk Lovejoy Roe and Supervisor Stumbo joined with many residents of West Willow attending a community meeting hosted by Habitat for Humanity of Washtenaw County and the New West Willow Association. Residents shared ideas regarding the positive things they like about West Willow and the things they want to change or add to the experience of living in West Willow. Residents and Habitat leadership are planning on working on the ideas generated to develop action plans for future projects in the neighborhood. Residents signed up to support and help with the door-to-door efforts of conducting a neighborhood wide survey. The survey is currently underway in West Willow.
- **AT HOME STORE GRAND OPENING**-On Thursday, September 25, 2014 Clerk Karen Lovejoy Roe, Treasurer Doe and Supervisor Stumbo along with management staff from the Office of Community Standards attended the Grand Opening of the At Home Store located on Washtenaw Ave.
- **RE-IMAGINE WASHTENAW**-Clerk Lovejoy Roe, Supervisor Stumbo and Planning Director Joe Lawson attended the Re-Imagine Washtenaw Charrette Event that was conducted over three days. The Golfside/Washtenaw Charrette dates were Tuesday, October 14th from 4pm – 7pm, Wednesday, October 15th from 11:30am – 1:30pm and Thursday, October 16th from 5pm – 6:30pm. All the Charrette Visioning sessions were held at United Way of Washtenaw County, 2305 Platt Rd., Ann Arbor, MI 48104. The sessions were held to gather input and share data from key stakeholders in the community that are impacted, live and/or work in the Washtenaw Avenue corridor in Ypsilanti and Pittsfield Townships.
- **DEDICATION OF THE LEON JACKSON PRO SHOP AT GREEN OAKS GOLF COURSE**-On Friday, September 26, 2014 Clerk Lovejoy Roe attended along with many other township staff, elected officials, community members, along with friends and family the

dedication of the Pro Shop at Green Oaks Golf Course in honor of Leon Jackson. It was a well-attended event and a wonderful recognition of the years of service of Leon Jackson to the Green Oaks Golf Course and the residents of Ypsilanti Township.

- **HUD/EASTERN LEADERS-WASHTENAW COUNTY PRESENTATION AND EVENT**-On Tuesday, October 7, 2014 Supervisor Stumbo and Clerk Lovejoy Roe attended an event at Eastern Michigan University McKinney Union hosted by the Washtenaw County Office of Economic Development and the Eastern Leaders Group of Spark. There were several presentations made regarding the current status of the eastern side of Washtenaw County along with projections regarding the future.
- **HEALTHCARE COMMITTEE OF YPSILANTI TOWNSHIP**-On Thursday, October 16, 2014 members of the Healthcare Committee met with the Healthcare analysts to review the increase in rates for Health Care Insurance for 2015. The committee will continue to meet to gather more information and discuss ideas regarding reducing the costs of health care for Ypsilanti Township employees.
- **INTERNET BACK TO SCHOOL EVENT WITH CONGRESSMAN JOHN DINGELL, COMCAST, TDM AND GRACE FELLOWSHIP CHURCH**-On Wednesday, October 15, 2014 at the Powell Center a presentation of computers was made to many families in the Ypsilanti Township area. The event was hosted by Comcast in cooperation with the Sheriff's Department and Grace Fellowship and the TDM foundation to provide internet service and computers to families who without the grant would not be able to own a computer and have internet service. It was a wonderful event with many adults and children in attendance. Both Clerk Lovejoy Roe and Supervisor Stumbo participated in the celebration!

TREASURER REPORT

THERE IS NO WRITTEN TREASURER REPORT

TRUSTEE REPORT

THERE IS NO WRITTEN TRUSTEE REPORT

ATTORNEY REPORT

GENERAL LEGAL UPDATE

OLD BUSINESS

1. MUNICIPAL SERVICES AGREEMENT BETWEEN NATIONAL CHURCH RESIDENCES, OWNERS OF CLARK EAST TOWERS AND YPSILANTI TOWNSHIP LOCATED AT 1550 E. CLARK ROAD (TABLED AT THE OCTOBER 7, 2014 REGULAR MEETING)

Final agreement to be given to Board Members at the meeting.

**CHARTER TOWNSHIP OF YPSILANTI
2014 BUDGET AMENDMENT #13**

October 21, 2014

101 - GENERAL OPERATIONS FUND

Total Increase

\$1,189.00

Increase budget for payout of PTO & Sick time for approved payout of accrued time hours at 75% (this is over the 32 hours that was originally budget for employees) . This was approved by the department head and the three full time elected officials. This is funded by an Appropriation of Prior Year Fund Balance.

Revenues:

	Prior Year Fund Balance	101-000-000-699.000	\$1,189.00
		Net Revenues	<u><u>\$1,189.00</u></u>

Expenditures:

	Salaries Pay Out - PTO&SICKTIME	101-171-000-708.004	\$1,189.00
			<u><u>\$1,189.00</u></u>

**212 - BIKE, SIDEWALK, RECREATION, ROAD AND
GENERAL OPERATIONS FUND (BSR II)**

Total Increase

\$396,059

Increase grant revenue for Grove Road bikepath project. The Township received more grant monies than the \$763,000 that was originally awarded. We are now to receive \$1,195,964 in grant funds, which is an increase of \$435,559. Request to increase the expenditure line item to the total of the project which is \$1,594,618.50. This is funded by a State MDOT grant and a reversal of the appropriation of prior year fund balance request at the beginning of the fiscal year.

Revenues:

	State Grant -MDOT	212-000-000-569.020	\$435,559
	Prior Year Fund Balance	212-000-000-699.000	(\$39,500)
		Net Revenues	<u><u>\$396,059</u></u>

Expenditures:

	Capital Outlay - Pathway	212-970.000-997.007	\$396,059
		Net Expenditures	<u><u>\$396,059</u></u>

Motion to Amend the 2014 Budget (#13):

Move to increase the General Fund budget by \$1,189 to \$11,201,684 and approve the department line item changes as outlined.

Move to increase the Bike, Sidewalk, Recreation, Road and General Operations (BSRII) Fund budget by \$396,059 to \$5,511,007 and approve the department line item changes as outlined

**CHARTER TOWNSHIP OF YPSILANTI
RESOLUTION NO. 2014 - 20**

**REVOKING AN IFE CERTIFICATE NO. 2002-401
PERSONAL PROPERTY IN THE AMOUNT OF \$1,578,409.00**

Regular meeting of the Board of Trustees of Charter Township of Ypsilanti held on October 21, 2014, at 7200 S. Huron River Drive, in Ypsilanti Township at approximately 7:00 p.m.

PRESENT:

ABSENT:

Resolution No. 2014- 20 Revoking the Industrial Facilities Exemption Certificate No. 2002-401 for General Dynamics Advanced Information Systems, Inc. as it pertains to personal property, in the amount of \$1,578,409.00.

WHEREAS, pursuant to P.A. 198 of 1974, M.C.L. 207.551 et seq., after a duly noticed public hearing held on January 18, 1983, this Township by resolution established Washtenaw Business Park Industrial Development District; and

WHEREAS, the Charter Township of Ypsilanti Board of Trustees approved an application from General Dynamics Advanced Information Systems, Inc. requesting an Industrial Facilities Exemption (Certificate Number 2002-401) for personal property, in the amount of \$4,797,850 investments located at 1200 Joe Hall Drive, Ypsilanti, MI 48197; and

WHEREAS, \$1,578,409.00 of the original equipment is no longer located in the IFT new facility with respect to personal property located at 1200 Joe Hall Drive, Ypsilanti, MI 48197; and

NOW, THEREFORE, BE IT RESOLVED BY the Board of Trustees of the Charter Township of Ypsilanti that the Board of Trustees hereby revokes Industrial Facilities Exemption Certificate number 2002-401 for General Dynamics Advanced Information Systems, Inc. personal property, in the amount of \$1,578,409.00 for property located at 1200 Joe Hall Drive, Ypsilanti, MI 48197.

AYES: 7 (seven)

NAYS: 0

RESOLUTION DECLARED ADOPTED

**CHARTER TOWNSHIP OF YPSILANTI
RESOLUTION NO. 2014-21**

**APPROVING TRANSFER OF INDUSTRIAL FACILITIES EXEMPTION
CERTIFICATE NUMBER 2002-401
FOR MDA INFORMATION SYSTEMS, LLC**

Regular meeting of the Board of Trustees of Charter Township of Ypsilanti, held on October 21, 2014, at 7200 S. Huron River Drive, in Ypsilanti Township at approximately 7:00 p.m.

PRESENT:

ABSENT:

The following preamble and resolution were offered by Clerk Lovejoy Roe, supported by Treasurer Doe

WHEREAS, pursuant to P.A. 198 of 1974, M.C.L. 207.551 et seq., after a duly noticed public hearing held on January 18, 1983, this Township by resolution established Washtenaw Business Park Industrial Development District; and

WHEREAS, the Charter Township of Ypsilanti approved an application from General Dynamics Advanced Information Systems, Inc. requesting an Industrial Facilities Exemption Certificate Number 2002-401 for real and personal property investments located at 1200 Joe Hall Drive, Ypsilanti, MI 48197; and

WHEREAS, MDA Information Systems, LLC has filed an application for a transfer of Industrial Facilities Exemption Certificate Number 2002-401 with respect to real property, in the amount of \$35,293,519 and personal property, in the amount of \$3,219,441 of a new facility located within the Industrial Development Washtenaw Business Park; and

WHEREAS, the applicant, the Assessor, and a representative of the affected taxing units were given written notice of the transfer application and were offered an opportunity to be heard on said application; and

WHEREAS, MDA Information Systems, LLC has substantially met all the requirements under Public Act 198 of 1974 for the transfer of Industrial Facilities Exemption Certificate 2002-401; and

WHEREAS, the aggregate SEV of real and personal property exempt from ad valorem taxes within the Charter Township of Ypsilanti, after granting this certificate, (will/will not) exceed 5% of an amount equal to the sum of the SEV of the unit, plus the SEV of personal and real property thus exempted; and

NOW, THEREFORE, BE IT RESOLVED BY the Board of Trustees of the Charter Township of Ypsilanti that:

1. The Charter Township of Ypsilanti Board of Trustees finds and determines that the granting of the transfer of an Industrial Facilities Exemption Certificate considered together with the aggregate amount of certificates previously granted and currently in force under Act No. 198 of the Public Acts of 1974 and Act No. 255 of the Public Acts of 1978, **shall not have the effect of substantially impeding the operation of the Charter Township of Ypsilanti, or impairing the financial soundness of a taxing unit which levies ad valorem property taxes in the Charter Township of Ypsilanti).**

2. The application from MDA Information Systems, LLC for a transfer of Industrial Facilities Exemption Certificate 2002-401, with respect to a new facility on the following described parcel of real property situated within the Industrial Development District Washtenaw Business Park to wit:

Lots 17, 18, 19, 20 Washtenaw Business Park and the following absolute abandonment of Joe Hall Drive as such; beginning at the SE corner of lot 19 of said subdivision; thence S 16-15-22 W 92.17 ft to the NE corner of lot 17 of said subdivision; thence along the north property line of lot 17 188.72 ft along the arc of a non-tangential curve to the left; having a radius of 957.00 ft, passing through a central angle of 11-17-54 and chord bearing S 78-33-07 W 188.41 ft; thence S 72-54-10 W 219.49 ft; thence 36.59 ft along the arc of a curve to the left having a radius of 50 ft, passing through a central angle of 41-55-36 and a chord bearing S 51-56-22 W 35.78 ft; thence 345.38 ft along the arc of a reverse curve to the right having a radius of 75 ft, passing through a central angle of 263-51-12 and a chord bearing N 17-5-50 W 111.60 ft; thence 36.59 ft along the arc of a reverse curve to the left having a radius of 50 ft passing through a central angle of 41-55-36 and chord bearing S 86-08-02 E 35.78 ft; thence N 72-54-10 E 219.49 ft; thence 240.29 ft along the arc of a curve to the right having a radius of 1043.00 ft passing through a central angle of 13-12-00 and chord bearing N 79-30-10 E 239.76 ft to the pole containing 1.29 ac +/- . Section 17, T3S-R7E, Ypsilanti Twp, Wash County, Mi. Part Of French Claims 681. Certified Business Park, October, 1988 be and the same is hereby approved.

3. The Industrial Facilities Exemption Certificate when issued shall remain in force for the remaining years approved under Industrial Facilities Exemption Certificate 2002-401 with an end date of December 30, 2017.

AYES:

NAYS:

RESOLUTION DECLARED ADOPTED

**CHARTER TOWNSHIP OF YPSILANTI
Resolution No. 2014 - 22**

**ADOPTION OF REGULAR BOARD MEETING DATES
FOR THE 2015 CALENDAR YEAR**

NOW THEREFORE, BE IT RESOLVED that the attached schedule of dates and times be adopted for the Charter Township of Ypsilanti for the 2015 calendar year.

**CHARTER TOWNSHIP OF YPSILANTI
BOARD OF TRUSTEES**

SCHEDULE OF MEETINGS FOR 2015

Work Session
5:00 p.m.
Civic Center Board Room

Regular Meeting
7:00 p.m.
Civic Center Board Room

In 2015, the Township Board will meet on the 1st and 3rd Tuesday of each month in February, March, April, May, October, November and December and on the 3rd Tuesday of each month in January, June, July, August and September

Tuesday January 20, 2015

Tuesday February 3, 2015

Tuesday February 17, 2015

Tuesday March 3, 2015

Tuesday March 17, 2015

Tuesday April 7, 2015

Tuesday April 21, 2015

Tuesday May 5, 2015

Tuesday May 19, 2015

Tuesday June 16, 2015

Tuesday July 21, 2015

Tuesday August 18, 2015

Tuesday September 15, 2015

Tuesday October 6, 2015

Tuesday October 20, 2015

Tuesday November 3, 2015

Tuesday November 17, 2015

Tuesday December 1, 2015

Tuesday December 15, 2015

All meetings are held at the Ypsilanti Township Civic Center Building, 7200 S. Huron River Drive, Ypsilanti Township

Special Meetings may be called with 24-hour notification.

Pre-approval of Statements and Checks is authorized when no Board Meeting is held, with formal approval at the next regularly scheduled meeting, contingent on Board Members review and no objection.

CHARTER TOWNSHIP OF YPSILANTI

RESOLUTION NO. 2014 - 23

**DESIGNATION OF DEPOSITORIES
FOR 2015**

NOW THEREFORE, BE IT RESOLVED that First Merit Commercial and Savings Bank, Bank of Ann Arbor-Ypsilanti Office, Comerica Bank, Charter One, Ann Arbor State Bank, Fifth Third Bank, Chase Bank, P&C Bank, United Bank & Trust, Fidelity Bank, Huntington National Bank and Key Bank, and their successors be designated depositories for all Charter Township of Ypsilanti funds and securities for the 2015 calendar year.

CHARTER TOWNSHIP OF YPSILANTI

RESOLUTION NO. 2014 – 24

DESIGNATION OF NEWSPAPER OF CIRCULATION

NOW THEREFORE, BE IT RESOLVED that the Ypsilanti Courier and AnnArbor.com be designated as the newspapers of general circulation for the Charter Township of Ypsilanti advertisements and publications for the 2015 calendar year.

CHARTER TOWNSHIP OF YPSILANTI

RESOLUTION NO. 2014 - 25

ADOPTION OF ROBERT'S RULES OF ORDER

NOW THEREFORE, BE IT RESOLVED that Robert's Rules of Order shall be adopted by the Charter Township of Ypsilanti Board of Trustees for the 2015 calendar year.

CHARTER TOWNSHIP OF YPSILANTI RESOLUTION NO. 2014 - 26

A RESOLUTION IN SUPPORT AND ADOPTION OF REIMAGINE WASHTENAW CORRIDOR IMPROVEMENT STUDY

WHEREAS, ReImagine Washtenaw is a cooperative, multi-jurisdictional planning, place-making, transportation, and economic development effort, led by Washtenaw County and stakeholders including the City of Ann Arbor, City of Ypsilanti, the Charter Township of Ypsilanti, Pittsfield Charter Township, the Michigan Department of Transportation (MDOT), and the Ann Arbor Area Transportation Authority, among others.

WHEREAS, Washtenaw County secured a \$3,000,000 Community Challenge Planning Grant from the Department of Housing and Urban Development (HUD), which funded, in part, a comprehensive transportation study of Washtenaw Avenue, known as the Corridor Improvement Study completed in April 2014; and

WHEREAS, the Corridor Improvement Study was the result of an 18-month process, involving significant public input, to provide a detailed plan for the future of the corridor that incorporates specific land use, transportation, non-motorized, and public transit goals; and

WHEREAS, the success of the Corridor Improvement Study depends on all stakeholders diligently and consistently implementing its provisions, including future public access limits necessary to improve the roadway in the future to provide for adequate vehicular travel lanes, bicycle lanes, and pedestrian sidewalks; and

WHEREAS, all four local units of government have adopted, or will adopt, master plan and zoning regulations to ensure that future private land use patterns provide for walkable, vibrant, mixed-use districts that emphasize sense of place and high quality development, and integration with public transit; and

WHEREAS, the Corridor Improvement Study is equally important to establish a clear, consistent public improvement plan for the public right-of-way, in order that a truly vibrant, high value, pedestrian and transit-oriented corridor can be achieved.

NOW THEREFORE BE IT RESOLVED that the Charter Township of Ypsilanti Board of Trustees hereby supports and adopts the Corridor Improvement Study, with the understanding that in the future further analysis, consideration and coordination will be with MDOT in order to implement all of its provisions.

Supervisor
BRENDA L. STUMBO
Clerk
KAREN LOVEJOY ROE
Treasurer
LARRY J. DOE
Trustees
JEAN HALL CURRIE
STAN ELDRIDGE
MIKE MARTIN
SCOTT MARTIN



**Office of Community
Standards**

7200 S. Huron River Drive
Ypsilanti, MI 48197
Phone: (734) 485-3943
Fax: (734) 484-5151
www.ytown.org

Memorandum

To: Township Board of Trustees
Cc: Nancy Wrybkowski, Deputy Clerk
From: Joe Lawson, Planning Director
Date: October 13, 2014
Re: Resolution of Support and Adoption of the ReImagine Washtenaw Corridor Improvement Plan

Please find attached a copy of the prepared ReImagine Washtenaw Corridor Improvement Study along with a recommended resolution of support and adoption of the attached plan.

As the Board may recall, over the past 18-months, a number of municipal leaders from Ypsilanti Township, Pittsfield Township, City of Ypsilanti and the City of Ann Arbor along with the leadership and guidance of Washtenaw County, AAATA and MDOT, the attached plan was prepared and is now in proper form for presentation to the given Boards and Counsels.

In short the plan incorporates a number of design principles to reinvent the corridor into a more aesthetically pleasing pedestrian and transit oriented corridor that will spur future economic growth and stability.

That being said, should the Board agree, it is the recommendation of staff that the Board approve the attached resolution in support and adoption of the ReImagine Washtenaw Corridor Improvement Study.

If anyone should have any questions relating to the plan, please feel free to contact me at your convenience.



OFFICE OF COMMUNITY &
ECONOMIC DEVELOPMENT

Collaborative solutions for a promising future



To: RelImagine Washtenaw Joint Technical Committee

Re: Corridor Improvement Study (ROW Study)

Date: April 28, 2014

**From: Nathan Voght, RelImagine Washtenaw Project Manager
Washtenaw County Office of Community and Economic Development**

We are very pleased to release the final RelImagine Washtenaw Corridor Improvement Study, formerly known as the “Right-of-Way” study. This project was funded by the HUD Sustainable Communities Challenge Grant, which wraps up in January 2015. This work represents a big step forward for RelImagine Washtenaw in creating a coherent cross-section plan for the future of the corridor. The plan provides the clearest understanding of how to achieve a multi-modal street, where reasonable accommodations are provided for, not only vehicular travel, but also pedestrians and bicyclists.

The study lays out a clear, dimensional plan for the future cross sections of each segment of the corridor. The plan calls for four, 11 ft. travel lanes and a middle left-turn lane (or median) throughout the entire length of the corridor. In addition, a continuous, eight (8) foot wide bike lane, including a three foot buffer, is planned as part of the future cross-section.

Given the important role that public transit will play in the economic redevelopment strategy for the corridor, careful planning was undertaken to find appropriate locations for bus stops with enhanced services and amenities, called “Super Transit Stops.” These stops will support continued improvements to the transit service along the corridor, and are a necessary component to possible future Bus Rapid Transit service along the corridor. It’s very exciting that TheRide has already budgeted for the construction of at least one such enhanced transit stop in the near future!

The validity of this study is advanced further by the clear understanding by all partners of the importance of land use changes that must also occur if the transportation goals are to be realized. Concurrent with this study, master plan and zoning ordinances are being updated to ensure future development advanced mixed-use, place-making, and walkable community goals for the corridor.

With this study, a clear understanding of future right-of-way or access easements necessary to achieve a more “complete street” in the future has now been achieved. In order to effectively and consistently implement the plan, it’s critical that the Cities of Ann Arbor and Ypsilanti, and Townships of Pittsfield and Ypsilanti adopt this plan in its entirety, in such a way that makes its implementation certain.

We want to reiterate our commitment to supporting this regional planning initiative, and remain convinced of the vast potential for real transformation and the positive impact it will have on the region.

ReImagine Washtenaw

Corridor Improvement Study

Summary Report – April 2014



Prepared For: Washtenaw County Office of Community & Economic Development

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Partners

Joint Technical Committee

A Joint Technical Committee, coordinated through the Washtenaw County Office of Community & Economic Development, was organized to advance the ReImagine Washtenaw Corridor Improvement Study. The Committee includes elected officials from Ypsilanti Township, Pittsfield Township, the City of Ann Arbor and the City of Ypsilanti, as well as representatives from the Michigan Department of Transportation (MDOT), the Washtenaw Area Transportation Study (WATS), the Ann Arbor Area Transportation Authority (AAATA) and the Washtenaw County Road Commission (WCRC).

A subcommittee of this group, including planners and transportation officials, was formed to coordinate the ReImagine Washtenaw Corridor Improvement Study and to develop the concepts and strategies identified in this report.

Subcommittee Representatives

Nathan Voght – Washtenaw County Project Manager
Stephen Wade – Washtenaw County
Kari Martin – Michigan Department of Transportation
Ryan Buck – Washtenaw Area Transportation Study
Sheryl Siddall – Washtenaw County Road Commission
Wendy Rampson – City of Ann Arbor
Jeff Kahan – City of Ann Arbor
Paul Montagno – Pittsfield Township
Joe Lawson – Ypsilanti Township
Teresa Gillotti – City of Ypsilanti
Chris White – Ann Arbor Area Transportation Authority

Consultants:

SmithGroupJJR
Parsons Brinckerhoff of Michigan

This project was funded through a Housing and Urban Development (HUD) Sustainable Communities Planning Grant



Subcommittee Representatives

ReImagine Washtenaw

Executive Summary

[Executive Summary] Corridor Improvement Study

“A multi-jurisdictional, cooperative initiative to TRANSFORM Washtenaw Avenue around efficient mass transit into an attractive, vibrant, walkable, mixed-use corridor, with sense of place.”

The transformation of Washtenaw Avenue is gaining momentum. Recent sidewalk installation, signal improvements and new commercial redevelopment is encouraging...and more progress is underway. The implementation of the recommendations of this study will move the multi-jurisdictional ReImagine Washtenaw initiative one step closer to becoming a reality.

The current experience for motorized, non-motorized and transit users is far from equal. Since the early 1900’s, public and private investment priorities were focused on auto-oriented land use and transportation solutions.

This has resulted in a noisy, congested corridor with high traffic volumes and speeds, multiple wide lanes, excessive driveway cuts and a land use pattern that favors automobile movement at the expense of other transportation modes.

This corridor improvement study embraces a complete streets philosophy. The recommended improvements strive to provide a safe and comfortable environment for all legal users—pedestrians, bicyclists, transit riders and motorists. This vision of Washtenaw Avenue as a complete street requires a strong emphasis on non-motorized and transit solutions.

The recommendations developed as part of this corridor improvement study are intended to improve the inequality that currently exists between modes by increasing non-motorized transportation and enhancing transit facilities.

Specific goals of this corridor improvement study included:

- Identifying the limits of the existing MDOT right-of-way.
- Expand multi-modal transportation choices and increase user safety.
- Improve the streetscape environment and non-motorized infrastructure.
- Improve pedestrian safety at signalized intersections and proposed mid-block crossings.
- Provide the potential for improved transit service and enhanced user experience.
- Identify the extent of additional property required to implement the recommended improvements.

This effort has been led by Washtenaw County Office of Community & Economic Development. A multi-jurisdictional subcommittee provided insight and guidance throughout the process. A comprehensive public outreach effort validated corridor priorities and assisted in the development of the study recommendations.



Proposed Cross Section Improvements

[Executive Summary] Corridor Improvement Study

A significant aspect of transforming the corridor as a whole includes physical improvements within the Washtenaw Avenue (M-17) right-of-way itself. As a state truckline, the right-of-way is under the jurisdiction of MDOT. The width of the existing right-of-way along the corridor is, in most cases, not adequate to accommodate the recommended improvements. This study delineates the extent of additional public access needed to improve the safety and comfort of pedestrians, bicyclists and transit users. Additional public access requirements vary along the corridor depending on the width of existing right-of-way and the proposed geometry of road.

Over the long-term, the recommended improvements along the corridor will allow users more transportation choices and encourage meaningful mode shifts to non-motorized and transit options. These improvements include:

- An upgraded pedestrian zone along the road with wider sidewalks, landscape buffers between the walk and the road, landscape, lighting and street furnishings. Wider sidewalks in higher density nodes, such as at the intersection of Washtenaw Avenue and Golfside Road, will accommodate greater pedestrian volumes and encourage increased economic activity.
- A continuous buffered bike lane on both sides of the road along the entire corridor.

- Crossing the street will be made safer and more convenient with improvements to existing pedestrian crossings at signalized intersections as well as the addition of six mid-block crossings in locations that currently have the greatest need.
- Enhanced transit service by implementing transit signal priority, queue jumps and eight new Super Stops that add larger shelters, more seating, lighting, signage and other amenities for transit riders
- Proposed physical improvements to the road tailored to the specific conditions and character of each segment along the corridor:
 - In the busiest segment, west of US-23 in Ann Arbor, the number of vehicles travel lanes will stay the same – two in each direction. A center median with indirect left hand turns will be added to improve traffic flow pedestrian safety.
 - In the commercial corridor of Pittsfield and Ypsilanti Townships, the number of vehicle travel lanes will also remain with two in each direction. In this segment, a narrow median is proposed to improve traffic flow, control left hand turning movements and provide safer pedestrian crossings.
 - In the less busy portion of the corridor, Courtland Street to Oakwood Street in Ypsilanti, adjacent neighborhood businesses will be supported with on-street parking. Vehicle travel lanes will be reduced to one travel lane in each direction and a center turn lane.

Implementation of the recommendations is expected to be phased over several decades as redevelopment opportunities arise and the required public access can be aggregated. The ReImagine Washtenaw steering committee and governing agencies will continue to be advocates for transformation by actively working to implement these recommendations. Initial efforts include advancing a strategy to obtain additional public access, installing missing gaps in the sidewalk system, installing select mid-block crossings and Super Stops and continued joint efforts to address proposed mode shifts.

Other corridor improvement studies, in addition to this study, include:

1. Corridor Land Use and Development Guidelines for Pittsfield and Ypsilanti Townships;
2. Recommendations for Corridor Art Installations; and
3. A Transportation Demand Management Analysis Funded through Smart Growth America.

01

ReImagine Washtenaw

Introduction

[Introduction] What is ReImagine Washtenaw?

ReImagine Washtenaw represents a new vision for the Washtenaw Avenue corridor. Improved land use and development patterns, promoting mixed-use centers in nodes of development, providing alternative transportation, and enhancing visual aesthetics, will make the corridor a regional magnet for attracting people and business.

Significant opportunities exist to improve the economic environment and promote infill development and redevelopment of the corridor. The resulting revitalized neighborhoods, increased social interaction and pedestrian activity, increased economic opportunity and enhanced safety will create a quality that promotes investment and is attractive to visitors and residents.

The use of smart growth principles for the Washtenaw Avenue corridor can facilitate increased residential density, improved walkability and improved transit service. Compact infill development and redevelopment will strengthen the economic vitality of the corridor and provide a greater range of housing and transportation options. Other benefits will include improved public health through encouraging walkability, reducing vehicle miles travelled and vehicle emissions, reducing impervious surfaces and encouraging brownfield remediation.

ReImagine Washtenaw will serve as a model for implementing smart growth by retrofitting existing suburban corridors to dense, compact, walkable mixed-use transit nodes and implementing a complete streets approach to corridor improvements. This report provides recommendations for cross section details and identifies specific implementation actions for each segment of the corridor with the goal of creating a unified vision that concurrently embraces land use and transportation planning in an integrated fashion.

Regional collaboration to explore the potential for Washtenaw Avenue to be transformed into a transit corridor with nodes of development based on smart growth and transit oriented development (TOD) principles was documented in a 2009 report titled *Re-Imagining Washtenaw Avenue, A Vision for Corridor Redevelopment*. As part of a visionary effort, a group of leaders from local government, businesses, public interest groups, business owners, and community service associations evaluated the potential of the regional corridor for redevelopment into a compact, mixed-use transit corridor and identified key actions to retrofit Washtenaw Avenue into an enhanced transit corridor.

As a follow-up to *Re-Imagining Washtenaw Avenue, A Vision for Corridor Redevelopment* (2009) report, the Joint Technical Committee drafted the *Washtenaw Avenue Corridor Redevelopment Strategy* (2010) with specific recommendations to achieve the vision for this corridor.

[Introduction] What is ReImagine Washtenaw?

Corridor Improvement Study Project Goals

Based on the previous efforts completed by the Joint Technical Committee, this Corridor Improvement Study was initiated to establish a framework within the road corridor that would facilitate the identified land use vision for ReImagine Washtenaw. The goals for this study are:

- Expand multi-modal transportation choices
- Increase pedestrian safety and experience
- Improve streetscape and non-motorized infrastructure
- Enhance transit service operations and facilities

The specific elements identified to accomplish these goals include:

- Provide the communities along Washtenaw Avenue with right-of-way needs for identified improvements
- Recommend proposed road cross sections for development nodes and links between nodes
- Identify suitable transit Super Stop locations and develop concept plans for each one
- Identify suitable pedestrian improvements including mid-block crossings



Proposed Improvements Looking East on Washtenaw Avenue at Foster Road

[Introduction] Study Area

Washtenaw Avenue, between Ann Arbor and Ypsilanti, serves as the primary connection between the region's largest employment and educational centers. The corridor's historic auto-centric design prohibits compact, walkable and mixed land uses despite the presence of commercial hubs and high-density residential neighborhoods. Many existing developments have excessive building setbacks and largely unused frontage parking lots. This development pattern creates automobile dependency, increased air pollution, limited accessibility along with storm water management and public health issues. It also compromises the needs of residents in adjacent neighborhoods by limiting safe access to services and employment centers.

The project area includes numerous vacant or underutilized sites with significant potential for infill development and redevelopment. This provides the opportunity to integrate sustainable strategies and enhanced transportation options

The implementation of the strategies and concepts identified through this project will increase multi-modal accessibility thereby encouraging walkability and increased transit service and use.

Study Area Fast Facts

1/4 mile buffer around five mile stretch of State Trunkline Washtenaw Avenue

2.5 square miles of land = 640 city blocks

100 acres or 40 city blocks of land identified as under utilized and appropriate for infill development or redevelopment

Storefront Vacancy Rates are average at 11% with rates as high as 14% in sections of the corridor.

Study Area contains nearly 250 acres of preserved parkland and/or open space

AATA Route #4 is the most productive route in the system.

Along the Washtenaw Avenue Corridor, over 700 people use public transit to get to work (2000 Census Data)

Washtenaw County Road Commission owns many major N-S roads including Hogback/Carpenter, Golfside and Hewitt

City of Ann Arbor and City of Ypsilanti primarily owns roads to far west and far east of corridor respectively

Seven percent of people taking vehicle-trips on Washtenaw Avenue use the bus

Source: Re-Imagining Washtenaw Avenue, A Vision for Corridor Redevelopment (2009)

[Introduction] Corridor Governance

The project corridor extends from the Washtenaw Avenue/Stadium Boulevard split in Ann Arbor east to Normal Street in Ypsilanti, a distance of approximately 5 miles. Washtenaw Avenue and its associated right-of-way is a state trunkline, M-17, under the authority of MDOT. Trunklines are identified by the state in order to provide reasonable access for all Michigan residents to the state highway system. It is also a designated state truck route which is intended to provide direct access for the commercial trucking industry.

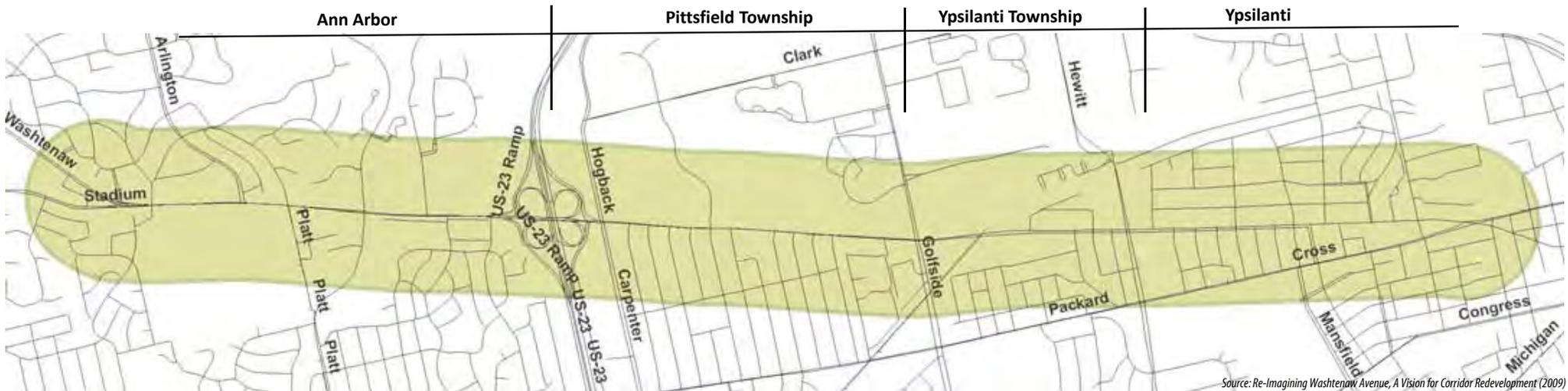
The City of Ann Arbor and the City of Ypsilanti are responsible for roads within their municipal boundaries. The Washtenaw County Road Commission is responsible for many of the major north/south roads including Hogback Road/Carpenter Road, Golfside Road and Hewitt Road.

Four different municipalities have jurisdiction over land use adjacent to the corridor – the City of Ann Arbor, Pittsfield Township, Ypsilanti Township and the City of Ypsilanti.

AAATA operates several bus routes utilizing the Washtenaw Avenue corridor. Route 4 has the most ridership of all routes within their system.

Did You Know?

- Washtenaw Avenue is state trunkline called M-17; it is also a designated truck route.
- Any road improvements being considered will require review and approval by MDOT.



Source: Re-Imagining Washtenaw Avenue, A Vision for Corridor Redevelopment (2009)

Figure 1.1: Project Area

[Introduction] Community Engagement

An initial round of four public meetings was held in the spring of 2013. These meetings were scheduled in locations throughout the corridor, as well as at different times in the day to be available to the wide group of corridor residents, travelers, business owners and employees. The purpose of these meetings was to gather public input regarding various alternative road cross sections and pedestrian and transit improvements. In addition to a general presentation, several stations were set up that focused on the various elements of the project.

Community input was gathered in three ways:

1. Meeting attendees were encouraged to comment directly on boards at each of the stations;
2. Comment forms were completed at the meeting or were faxed to Washtenaw County after the meeting; and
3. Washtenaw County worked directly with the City of Ann Arbor to use the City's Peak Democracy online comment tool.

The feedback was intended to gather public input on desired improvements and important issues of concern, as well as evaluating options for the future design and character of the corridor. Community feedback is discussed in Chapter 3 and a summary of the comments can be found in Appendix A.

This information was used by the subcommittee as part of their decision making process for developing the final recommendations.

A final public meeting was held on Wednesday, December 11, 2013 from 6:30 to 8:00 pm at the Washtenaw County Learning Resource Center (LRC) where the final recommendations were presented.

Initial Public Meetings: Dates & Locations

Meeting #1 - Tuesday, May 28, 6:00 to 8:00 pm, LRC

Meeting #2 - Wednesday, May 29, 8:00 to 10:00 am, LRC

Meeting #3 - Thursday, May 30, 7:00 to 9:00 pm, Carpenter School

Meeting #4 - Friday, May 31, 2:00 to 4 pm, McKinny Union, Eastern Michigan University

Final Public Meeting

Wednesday, December 11, 6:30 to 8:00 pm, LRC

Come help us **ReImagine Washtenaw Avenue!**

REIMAGINE YOUR VISION

WASHTENAW THE ROAD AHEAD

ReImagine Washtenaw envisions Washtenaw Avenue as a **walkable, bikeable, transit-friendly** street. The corridor is an important artery that connects Ann Arbor and Ypsilanti and is very important to the daily lives of Washtenaw County residents and employees.

A transit stop and multi-modal transportation design of the corridor, linking Ann Arbor and Ypsilanti, is being led by the Washtenaw County Department of Community and Economic Development in cooperation with:

- City of Ann Arbor
- Pittsfield Township
- Ypsilanti Township
- City of Ypsilanti
- Ann Arbor Transportation Authority
- Washtenaw Area Transportation Study
- Michigan Department of Transportation

Implementation is already underway with improvements at Arbor Hills Crossing shopping center and at the US-23 interchange. You're already seeing the vision take shape, and there's more to come! Funding provided by the U.S. Department of Housing and Urban Development.

Please join us for **one** of our public meetings:

Tuesday, May 28 from 6-8pm at Washtenaw Co. Service Center 4135 Washtenaw Ave. LRC (Learning Resource Center) Room A	Wednesday, May 29 from 8-10am at Washtenaw Co. Service Center 4135 Washtenaw Ave. LRC (Learning Resource Center) Room A	Thursday, May 30 from 7-9pm at Carpenter Elementary School 4250 Central Blvd. Multi Purpose Room <i>open to the street with parking lot tree playground</i>	Friday, May 31 from 2-4pm at McKinny Union Eastern Michigan University
--	---	---	--

Unable to attend? Go ahead and provide **input** and find additional information at:

www.washtenawavenue.org
Nathan Voght, Project Manager
734.222.3860
Email: evght@washtenaw.org

www.facebook.com/reimaginewashtenaw

[@WashtenawAvenue](https://twitter.com/WashtenawAvenue)

Poster for Public Meetings

02

ReImagine Washtenaw

Existing Corridor Conditions

[Existing Corridor Conditions] Land Use

A Mixed-Use Corridor

Washtenaw Avenue, a state trunkline (M-17), is intended to move vehicular traffic between Ypsilanti and Ann Arbor and connect to both US-23 and I-94. In addition to this role, it also serves to provide access to businesses, homes, parks, offices, hospitals and academic institutions. Land use is distributed throughout the four communities with the primary land use being service oriented commercial mixed with single- and multi-family residential.



Source: SmithGroupJJR

Multi-Family Residential in Pittsfield Township



Source: SmithGroupJJR

Single-Family Residential in Ypsilanti

Commerce

- 53% of the 5 mile corridor is commercial
- There are numerous active, successful commercial businesses with more under development
- There is significant land (approximately 100 acres of vacant/underutilized buildings) positioned for redevelopment

Housing

- 24% of the corridor's frontage is occupied by single- and multi-family
- Many residential neighborhoods along the entire 5 miles are accessed directly from Washtenaw Avenue

Other Significant Land Uses

- Eastern Michigan University
- County Farm Park
- Meri Lou Murray Recreation Center
- Washtenaw County Service Center



Source: SmithGroupJJR

Vacant Commercial Building in Ypsilanti Township



Source: SmithGroupJJR

Commercial Building in Ann Arbor

ReImagine Vision

Strengthening Land Use

ReImagine Washtenaw envisions an expanded mixed-use environment with stronger commerce, an improved shopper experience, and improved "curb appeal" to welcome residents home.

[Existing Corridor Conditions] Vehicular Traffic

Existing Traffic Conditions

As part of this project, traffic conditions along Washtenaw Avenue were analyzed between Cross Street in the City of Ypsilanti and Stadium Boulevard in the City of Ann Arbor. This analysis provides a baseline from which to understand the impact of different design alternatives.

Modeling efforts included five primary study intersections including

- Huron Parkway
- Hogback Road/Carpenter Road
- Golfside Road
- Hewitt Road
- Oakwood Street

Vehicle Counts - Average Daily Trip (ADT)

- Western end of the corridor ADT is around **32,000** vehicles per day
- East of Huron Parkway, ADT increases to approximately **42,000** vehicles per day
- Through the US-23 interchange, traffic volumes are the greatest, with the ADT around **46,000** vehicles per day
- East of Hogback Road/Carpenter Road traffic volumes decrease to the City of Ypsilanti
- East of Hogback Road/Carpenter Road the ADT is around **33,000** vehicles per day
- East of Oakwood Street the ADT decreases to **27,000** vehicles per day

Road Geometrics and Speed Limits

Generally, Washtenaw Avenue is five lanes, with two lanes in each direction and a continuous center left-turn lane. West of Pittsfield Boulevard to west of Hogback Road/Carpenter Road, there is a raised median and left-turns are prohibited except at signalized intersections. The speed limit along the corridor varies:

- 40 MPH east of Oakwood Street
- 45 MPH west of Oakwood Street

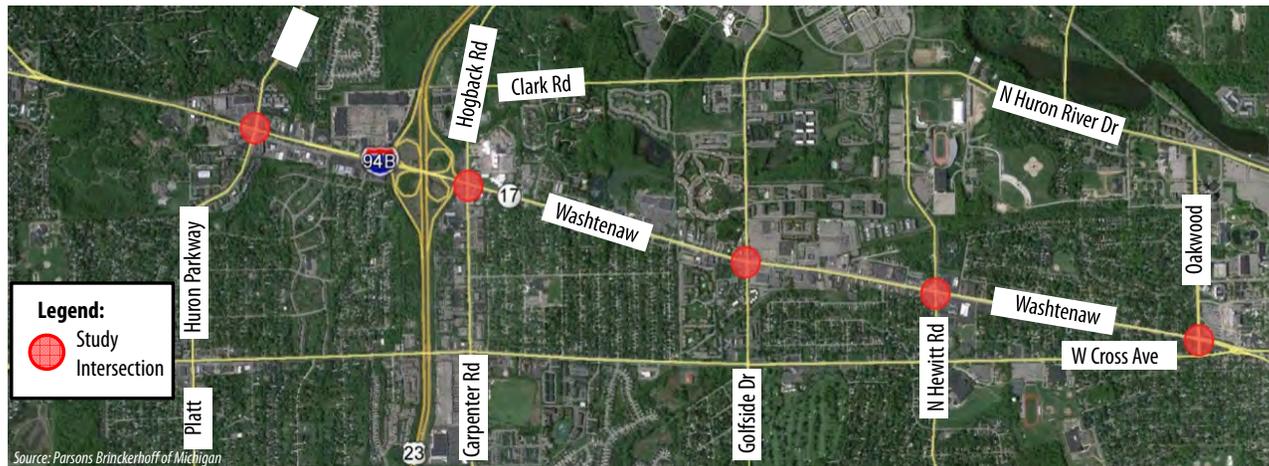


Figure 2.1 : Study Intersections

ReImagine Vision

Traffic improvements along the corridor will improve safety and maintain acceptable levels of service as the corridor evolves.

[Existing Corridor Conditions] Vehicular Traffic

Delay and Level of Service

Modeling was conducted to determine the amount of time that the driver waits at signalized intersections. This delay is commonly referred to as Level of Service (LOS). In urban areas, LOS A through D is typically considered acceptable. The modeling shows that:

- All of the signalized locations except the intersection at Hogback Road/Carpenter Road operate at an overall LOS D or better.
- Hogback Road/Carpenter Road is operating at an overall LOS E during both the AM and PM peak hours.
- Northbound Huron Parkway operates at LOS E in the PM peak hour.
- Northbound Golfside Road operates at LOS E in the AM peak hour and southbound Golfside Road in the PM peak hour.

Crash Analysis

A crash analysis was performed at intersections along segments to understand traffic safety issues in the study area. The segment and intersection analysis is noted in the adjacent tables.

Did You Know?

One pedestrian death every 2 hours and a pedestrian injury every 8 minutes.

http://www.cdc.gov/motorvehiclesafety/pedestrian_safety/factsheet.html#CDC_2010

Segment	Average Daily Traffic	% Single Vehicle	% Head-on and Side Swipe Opposite	% Head-on Left-turn and Rear End Left	% Angle	% Rear-end and Side Swipe Same	% Other	Grand Total
Stadium to Sheridan	31,765	50%	0%	0%	0%	50%	0%	100%
Sheridan to Huron Pkwy	31,765	9%	1%	2%	28%	58%	1%	100%
Huron Pkwy to Pittsfield Blvd	35,550	0%	0%	0%	27%	71%	2%	100%
Pittsfield Blvd to Yost Blvd	41,735	0%	0%	0%	0%	67%	33%	100%
SB US-23 to NB US-23	45,750	8%	0%	0%	4%	85%	4%	100%
Carpenter / Hogback to University Square	32,285	4%	0%	3%	28%	65%	0%	100%
University Square to Golfside	26,315	7%	7%	2%	37%	40%	7%	100%
Golfside to TSM Property	28,000	0%	3%	6%	47%	36%	8%	100%
TSM Property to Hewitt	27,650	6%	0%	8%	18%	63%	6%	100%
Hewitt to Mansfield	26,340	3%	9%	3%	18%	67%	0%	100%
Mansfield to Oakwood	26,160	8%	3%	3%	39%	45%	3%	100%

Figure 2.2 : Segment Crash Type Analysis

Intersection	Average Daily Traffic	% Single Vehicle	% Head-on and Side Swipe Opposite	% Head-on Left-turn and Rear End Left	% Angle	% Rear-end and Side Swipe Same	% Other	Grand Total
Huron Pkwy	54,215	2%	2%	1%	19%	74%	2%	100%
Hogback/Carpenter	60,175	5%	2%	3%	17%	74%	1%	100%
Golfside	45,710	2%	5%	3%	36%	51%	2%	100%
Hewitt	41,640	1%	8%	2%	25%	63%	1%	100%
Oakwood	35,850	9%	2%	16%	18%	51%	4%	100%

Figure 2.3 : Intersection Crash Type Analysis

[Existing Corridor Conditions] Transit

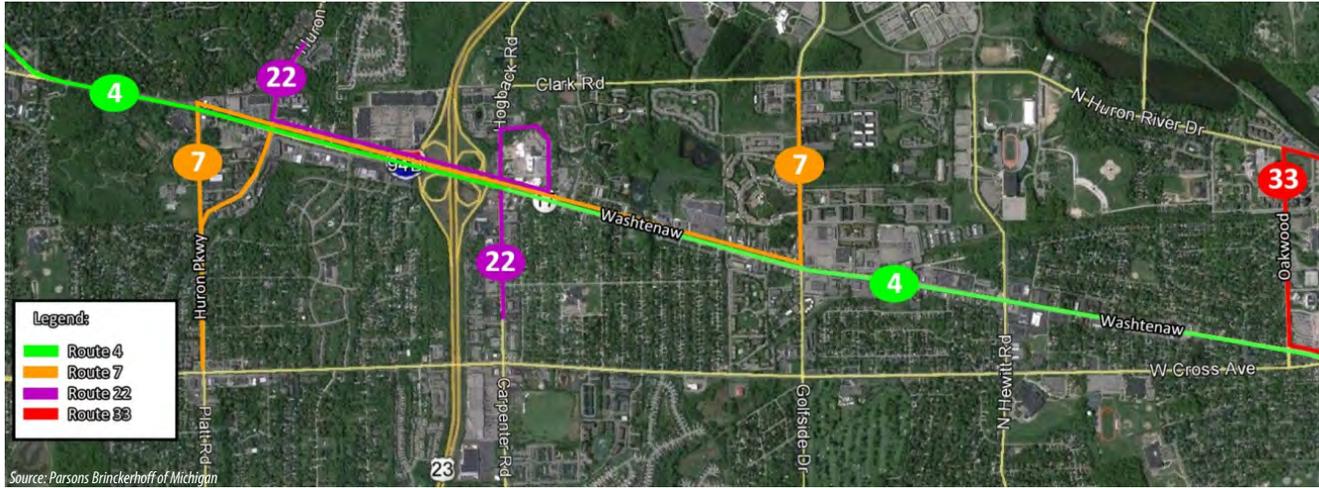


Figure 2.4: Existing Bus Routes

Existing Transit

Washtenaw Avenue has the highest ridership in AAATA transit system. Bus transit data, including routes and schedule, was obtained from AAATA:

AAATA Route 4 – Washtenaw: This route is one of highest ridership routes for AAATA and runs from Ypsilanti to downtown Ann Arbor. There is an A Route and a B Route, with a minor difference in route and stops. Within the study area, both the A Route and B Route stay along Washtenaw Avenue. Headways for this route vary between 5 to 10 minutes.

AAATA Route 7 – South Main – East: This route services downtown Ann Arbor, south Main Street, parts of Washtenaw Avenue and Saint Joseph Mercy Hospital/Washtenaw Community College. This route is along Washtenaw Avenue between Platt Road and Golfside Road. Headways for this route are every 30 minutes.

AAATA Route 22 – North – South Connector: This route services the Meijer store on Carpenter Road, Glencoe Hills along Washtenaw Avenue, the VA Medical Center, and the Green Road Park & Ride. The route is along Washtenaw Avenue between Glencoe Hills and Huron Parkway. Headways for this route are every 30 minutes.

AAATA Route 33 – College of Business Shuttle: This route services the Eastern Michigan University College of Business and other locations on the Eastern Michigan University campus. This route is along Washtenaw Avenue west of Oakwood Street only. Headways for this route are every 20 minutes.

Current conditions along the corridor diminish the safety and comfort of the transit user.

- Lack of sidewalks make bus accessibility poor
- Narrow right-of-way limits ability to add bus stop amenities
- Traffic congestion affects service reliability (delay)
- Too many bus stops
- Few amenities at bus stops

ReImagine Vision

A true “transit oriented” corridor with an efficient and effective mass transit system.

[Existing Corridor Conditions] Non-Motorized Traffic

Pedestrian Conditions

20th Century improvement priorities for Washtenaw Avenue focused on accommodating the vehicle. As a result, like so many other commercial corridors in the United States, the pedestrian environment along the corridor is unsafe and uncomfortable.

Despite adjacent residential and commercial land uses that generate significant pedestrian foot traffic, the corridor currently has little to offer residents and visitors.

Pedestrian travel along the corridor is challenged by:

- Sidewalks gaps
- Sidewalks that are too narrow, in poor condition and do not have snow removal
- Sidewalks that are not accessible to all users (Not ADA compliant)
- No buffer between walk and street
- Limited street trees, pedestrian oriented lighting or amenities, such as waste receptacles , for user safety and comfort



Pedestrian Crossing the Street at an Undesignated Location

Pedestrian crossings in the corridor do not meet current needs. Because of the large block sizes, there are many locations where pedestrians are crossing mid-block without any crossing facilities. And while some signalized intersection do have pedestrian signals, they are often not timed well and are not ADA compliant. In some instances there are no pedestrian crossings at all at the intersection, such as at the Yost Boulevard and Washtenaw Avenue intersection. (See Chapter 6 for background)



Missing Sidewalk along the Corridor

ReImagine Vision

A corridor that provides a safe and comfortable experience for all non-motorized users all year long.

[Existing Corridor Conditions] Non-Motorized Traffic

Bicycling

Bicycling is a rapidly expanding method of transportation. According to National Sporting Goods Association 2011 it increased nationally 11.8% in a five-year period (2006-2011).

Currently there are no bike lanes along Washtenaw Avenue. There is a section of shared-use path (accommodating both pedestrian and bicyclists, between Stadium Boulevard and Huron Parkway and another one between Pittsfield Boulevard and Hogback Road/Carpenter Road. There is a planned shared-use path on the south side of Washtenaw Avenue, between Huron Parkway and Pittsfield Boulevard.

Non-Motorized Crash Summaries

There were eight pedestrian crashes along the corridor and six bicycle crashes along the corridor within the three years of crash history. Of the eight pedestrian crashes, four occurred at mid-block locations and four at signalized intersections. There was one fatality that occurred at the signalized intersection at the University Square Shopping Center. An injury crash occurred at the partially unsignalized intersection at Stadium Drive.

Of the six bicycle crashes, one occurred at a mid-block location and the remaining five occurred at signalized intersections. There was one fatal crash (at the mid-block location).

Segment Assessment

To better understand the existing conditions, the corridor was divided into eight segments and assessed at a greater level of detail. For each segment, the assessment identifies:

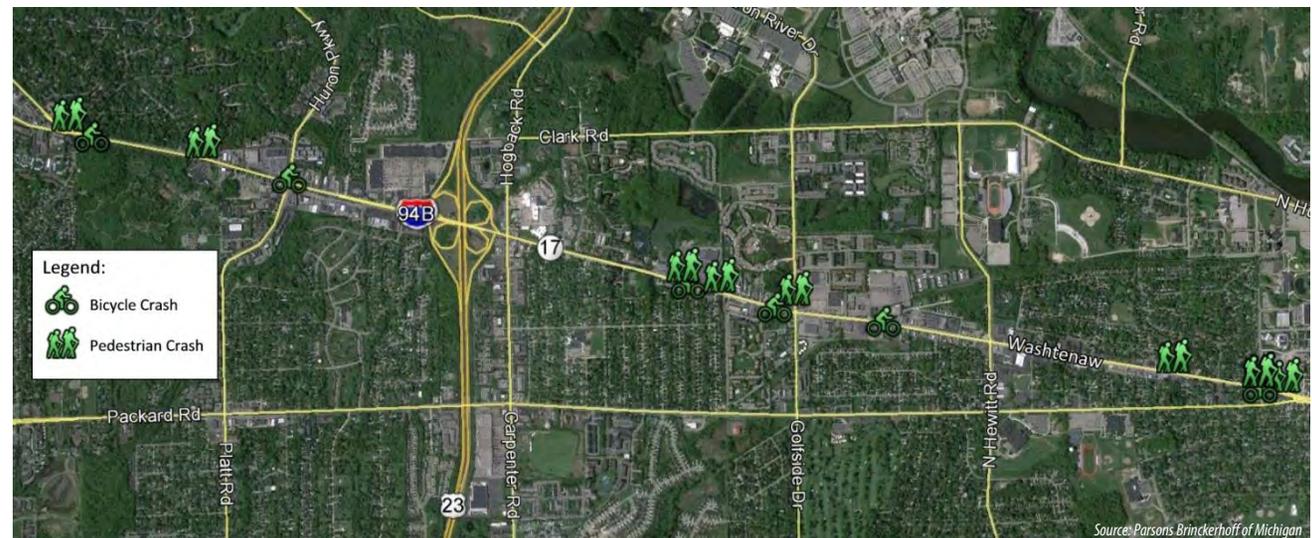
- Adjacent future land use (Source: Compilation of Community Future Land Use Maps)
- Areas that have redevelopment potential (shown as hatched)
- Traffic conditions – Volumes and pavement widths
- Curb Cut – Frequency and volumes
- Pedestrian Conditions – Crossings, gaps and connectors

- Existing public right-of-way (Source: MDOT)
- Transit stops and ridership (Source: The Ride)

Did You Know?

After buffered bike lanes were installed on Philadelphia's Spruce and Pine streets, bike traffic increased 95% and the number of bicyclists riding on the sidewalks decreased by up to 75%

Bicycle Coalition of Greater Philadelphia, 2010



Source: Parsons Brinckerhoff of Michigan

Figure 2.5: Pedestrian and Bicycle Crash Locations

[Existing Corridor Conditions] Stadium – Platt Assessment



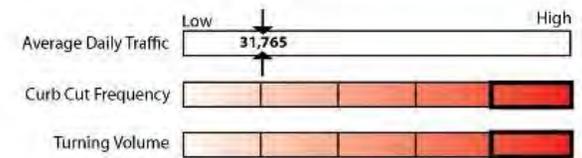
[Existing Corridor Conditions] Platt – Huron Parkway Assessment



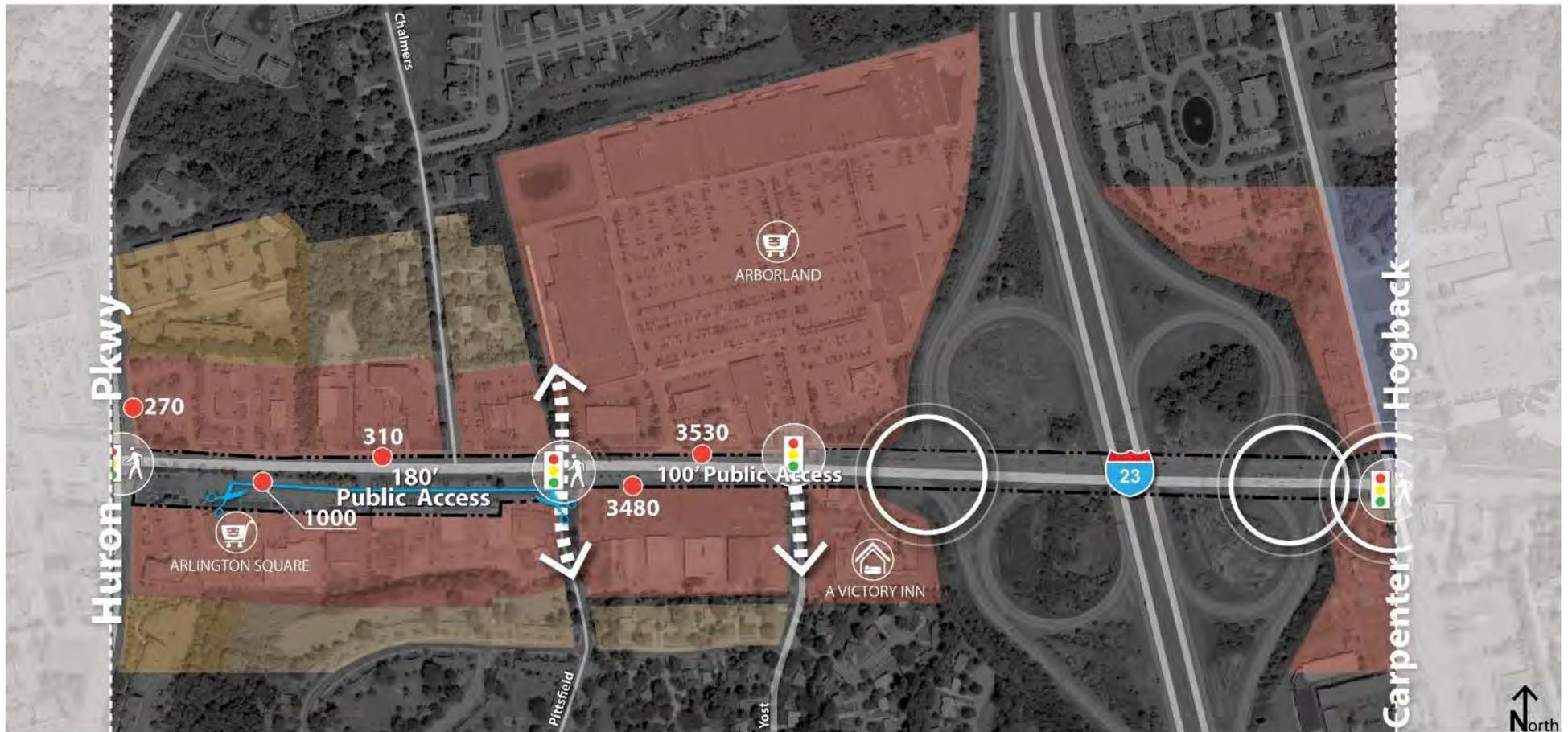
Segment Summaries

Stadium-Platt: Land use is residential (north) and County Farm Park (south). This segment has a 100-foot right-of-way (generally), active bus stops at Sheridan Street and a shared-use path along the north side.

Platt-Huron Parkway: Land use is active retail on both sides. This segment has a narrow 80-foot right-of-way, many high vehicle turning volumes, an improved transit stop (south) and a new traffic signal at Platt Road.



[Existing Corridor Conditions] Huron Parkway – Carpenter Assessment

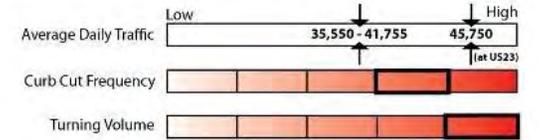


Legend

- Single / Two Family Residential
- Multi-Family Residential
- Public / Semipublic
- Commercial / Business / Office

- Park
- Signalized Intersection with pedestrian crossing
- Signalized Intersection without pedestrian crossing
- Unsignalized Crossing

- Bus Stop With Monthly Ridership
- Potential Roundabout Location (per access management plan)
- Missing Sidewalk
- Potential Neighborhood Connection Route (per access management plan)



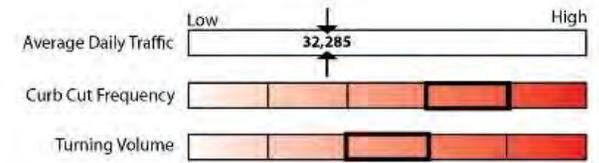
[Existing Corridor Conditions] Carpenter – Torrey Assessment



Segment Summaries

Huron Pkwy-Carpenter: Land use is commercial. This segment has the highest traffic volumes, high turning volumes, 180-foot public access (partial south). Enhanced bus stop at Pittsfield Boulevard.

Carpenter-Torrey: Land use is primarily residential. This segment has a significant amount of sidewalk gaps, high pedestrian volumes and limited public access (73- to 80-feet).



[Existing Corridor Conditions] Torrey – Fountain Plaza Assessment

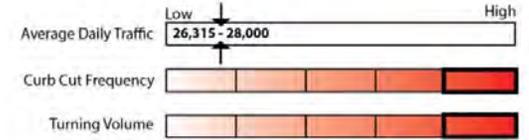


Legend

- Single / Two Family Residential
- Multi-Family Residential
- Public / Semipublic
- Commercial / Business / Office

- Park
- Signalized Intersection With Pedestrian Crossing
- Signalized Intersection Without Pedestrian Crossing
- Unsignalized Crossing

- Bus Stop With Monthly Ridership
- Potential Roundabout Location (per access management plan)
- Missing Sidewalk
- Potential Neighborhood Connection Route (per access management plan)



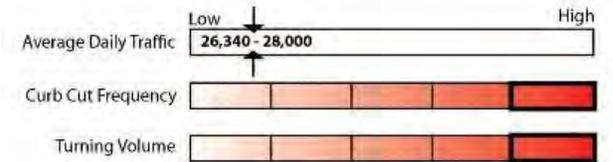
[Existing Corridor Conditions] Fountain Plaza to Kewanee Assessment



Segment Summaries

Torrey-Fountain Plaza: Land use is commercial. This segment has a significant amount of sidewalk gaps, high turning volumes, and limited public access (80-feet).

Fountain Plaza-Kewanee: Land use is commercial. This segment has a significant amount of sidewalk gaps, high turning volumes, and limited public access (80-feet).



[Existing Corridor Conditions] Kewanee – Cornell Assessment



Legend

Single / Two Family Residential	Park	Bus Stop With Monthly Ridership	Average Daily Traffic Low $26,160$ - $26,340$ High
Multi-Family Residential	Signalized Intersection with pedestrian crossing	Signalized Intersection without pedestrian crossing	
Public / Semipublic	Unsignalized Crossing	Missing Sidewalk	
Commercial / Business / Office	Potential Neighborhood Connection Route (per access management plan)	Potential Roundabout Location (per access management plan)	

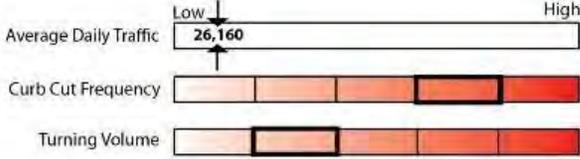
[Existing Conditions] Cornell – Oakwood Assessment



Segment Summaries

Kewanee-Cornell: Land use is residential (north) and commercial (south). This segment has significant amounts of sidewalk gaps, lowest traffic volumes and limited public access (80-feet).

Cornell-Oakwood: Land use is single-family residential on both sides. This segment has lowest traffic volumes and limited public access (80-feet).



03

ReImagine Washtenaw

Corridor Cross Sections

[Corridor Cross Sections] Building a Complete Street

“Streets are streets for everyone.”

National Complete Streets Coalition

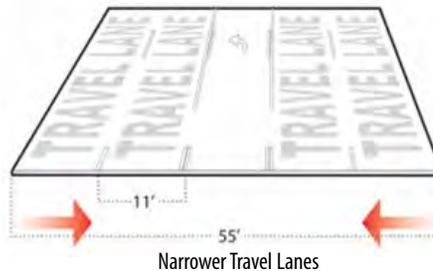
ReImagine Washtenaw is based on a vision for the corridor that embraces smart growth principles to provide choices in housing, shopping, recreation and transportation. Complete streets is a holistic approach to transportation planning and design that supports these principles. Complete streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Embracing a complete streets approach for ReImagine Washtenaw is a commitment that all future transportation projects will take into account the needs of everyone using the road. Implementation is where the work truly begins. All future funding, planning and design decisions regarding improvements in the corridor need to be aligned with goals of the consolidated vision which focus on meeting local needs, ensuring safe travel and creating stronger communities.

There is no singular design approach for complete streets; each project is unique and responds to its community context. The ReImagine Washtenaw vision for complete streets includes several elements that are recommended for the entire corridor or as appropriate relative to the desired need in specific segments:

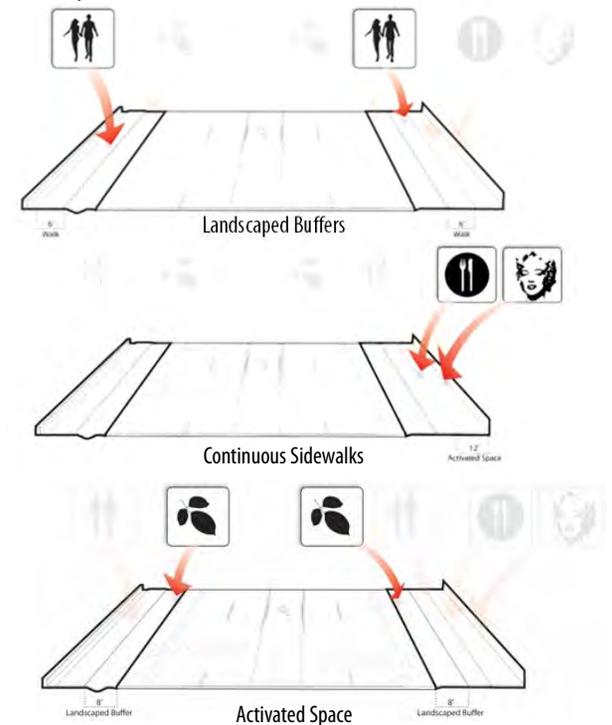
Narrower Travel Lanes

The existing Washtenaw Avenue travel lanes range from 12- to 14-foot wide. This is a function of the prior auto-centric design of the corridor, promotes higher vehicular speeds and compromises pedestrian safety. This study is recommending all travel lanes be reduced to an 11-foot width.



Continuous Sidewalks

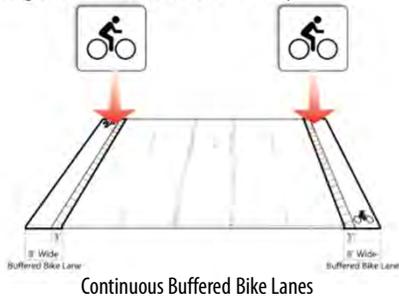
There are numerous sidewalk gaps identified on both sides of Washtenaw Avenue. One element to improve pedestrian connectivity is to fill these gaps. This study recommends a minimum 6-foot wide sidewalk in Link areas and 12-foot wide sidewalks in Node segments. Nodes are areas identified for more intense development while Links serve as a transition between the Nodes. A larger pedestrian zone at the Nodes allows for opportunities to activate the space. An 8-foot wide landscape buffer is recommended for both conditions.



[Corridor Cross Sections] Building a Complete Street

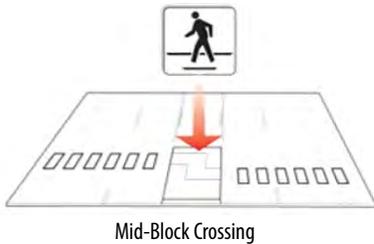
Continuous Buffered Bike Lanes

Currently there are no bike lanes on Washtenaw Avenue. In an effort to promote a more equitable distribution of transportation options, continuous 5-foot bike lanes with a 3-foot buffer are recommended in both directions. This will improve non-motorized connectivity along the corridor and the buffer will encourage use and add to user safety.



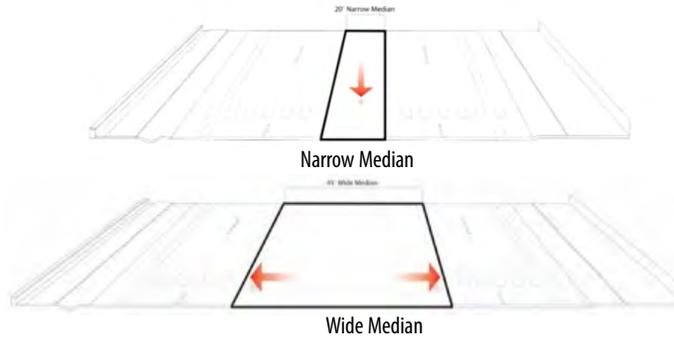
Mid-Block Crossings

Providing safe pedestrian access along the corridor and across the corridor are important elements of the ReImagine Washtenaw vision. This study is recommending pedestrian improvements at all signalized intersections. In addition, it is recommended to implement mid-block crossings at specific locations to improve access across the roadway. Mid-block crossings are discussed in greater detail in Chapter 5.



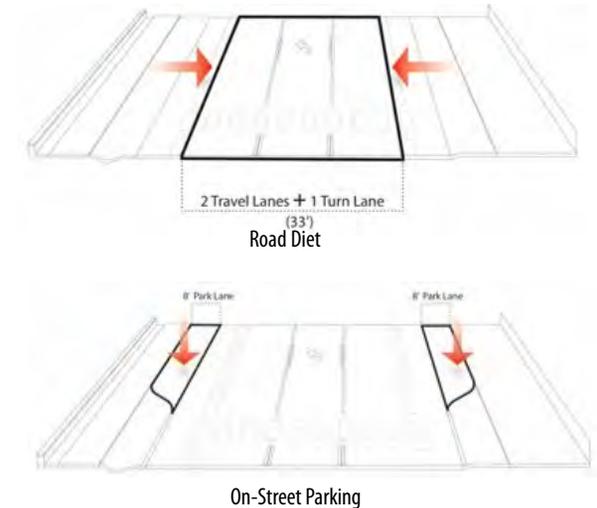
Medians

A majority of the existing Washtenaw Avenue is 5-lanes of pavement. Wide and narrow medians are recommended in specific segments to improve traffic flow, enhance pedestrian safety and provide opportunities for landscaping and stormwater management. More detail regarding median location and operations is found later in this chapter.



Road Diet

A road diet conversion of 5-lanes to 3-lanes is recommended for the segment of the corridor in Ypsilanti. While this may require a reduction in traffic volumes, it provides the opportunity for traffic calming and improves both vehicular and pedestrian safety. Another benefit of a road diet is that it allows on-street parking in specific areas which would serve to enhance the street and business environment.



[Corridor Cross Sections] Alternatives

Introduction

Three cross section scenarios were developed as part of the community engagement process to obtain input with respect to corridor preferences. These scenarios represented a wide range of improvement alternatives with the primary difference being in the travel lane configurations. It is important to note that the cross sections evaluated extend beyond the curb-to-curb dimension of the road to include the pedestrian zone parallel to the road. The development of this pedestrian zone is a critical element of the ReImagine Washtenaw vision as it relates to connectivity along the corridor and a revitalized economic environment.

The following elements were common to all the scenarios:

- A 5-foot wide bike lane with a 3-foot wide buffer located outside of the travel lanes and continuous through the entire corridor.
- A minimum 8-foot wide landscape buffer to provide separation for pedestrians from the road. This buffer may be planted with trees, shrubs, flowers or grass or it may be used as an infiltration swale for localized stormwater management.
- A minimum 20-foot wide pedestrian zone, including the landscape buffer, at identified Nodes. A minimum 14-foot wide pedestrian zone, including the landscape buffer, is proposed for Links which connect the Nodes.

Uniform (5-lane)

The Uniform scenario includes two 11-foot wide travel lanes in each direction with an 11-foot wide center left-turn lane continuous through the entire corridor.

Varied (5-lane, 4-lane w/median and 3-lane)

The Varied scenario includes a combination of cross sections that relate to specific conditions along the corridor:

- A 4-lane section with a narrow (13-foot) median is proposed west of Platt Road. The narrow median would allow direct left-turns to the limited number of existing intersections in this segment.
- A 5-lane section is proposed between Platt Road and Huron Parkway and between Hogback Road/Carpenter Road and Torrey Avenue.
- A 4-lane section with a wide (45-foot) median is proposed from Huron Parkway to the US-23 interchange. The wide median would allow indirect left-turns.
- A 3-lane section is proposed between Torrey Avenue and Kewanee Avenue and between Cornell Road and Oakwood Street.
- A 3-lane section with on-street parking is proposed between Kewanee Avenue and Cornell Road.

Dedicated Transit (4-lane w/median and 3-lane)

The Dedicated Transit scenario includes a combination of two cross sections that both include dedicated transit lanes. A 4-lane section with a wide (45-foot) median is proposed from Stadium Boulevard to Torrey Avenue (with the exception of through the US-23 interchange). Dedicated transit could be accommodated in the 45-foot wide median or shifted to the outside lanes resulting in a \pm 20-foot median. A 3-lane section is proposed from Torrey Avenue to Oakwood Street that would include dedicated transit lanes on the outside.

Community Preference

Overall, the top three most important issues documented in the public comments were:

- Making safer pedestrian crossings on Washtenaw Avenue
- Improving and adding sidewalks
- Improving pedestrian connectivity

The Dedicated Transit scenario was the most popular scenario by a significant margin compared to the Uniform and Varied scenarios.

[Corridor Cross Sections] Alternatives

Uniform (5-lane)



Varied (5-lane, 4-lane w/median and 3-lane)



Dedicated transit (4-lane w/median and 3-lane)



[Corridor Cross Sections] Corridor Vision Plan - Overall

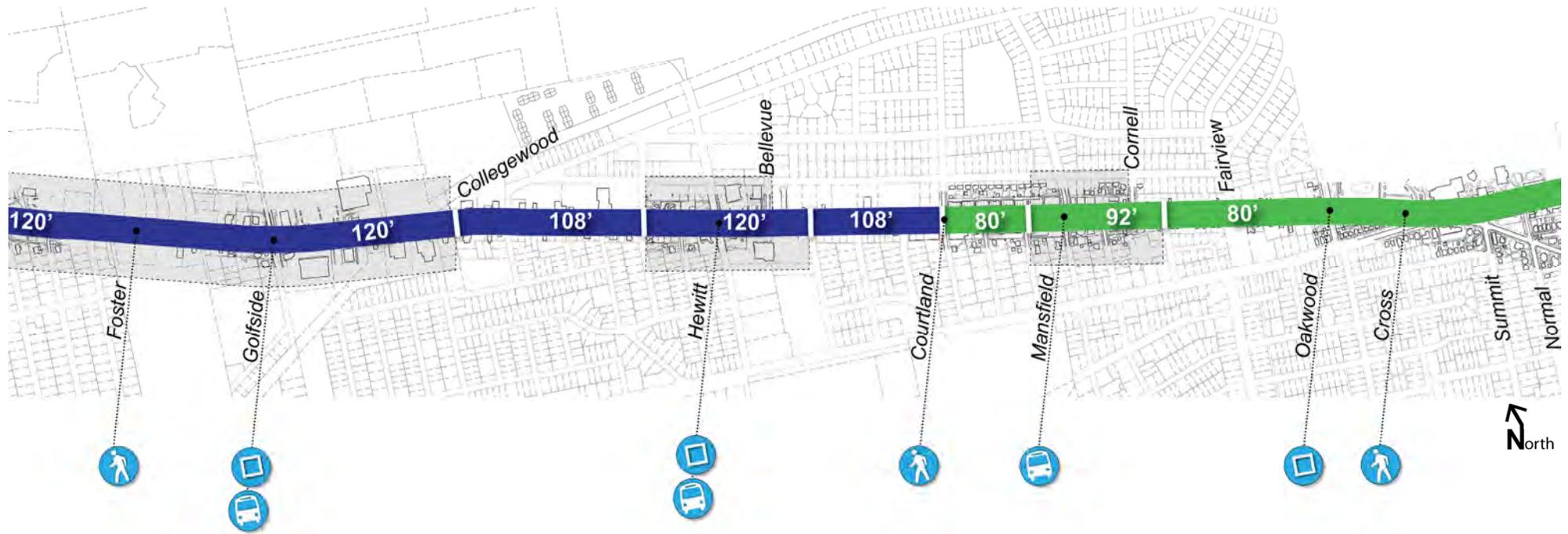


Corridor Vision Plan

The Corridor Vision Plan represents a focused application of community preferences along with an emphasis on complete streets, pedestrian and non-motorized improvements, transit enhancements and a strategic alignment with municipal goals related to proposed land uses along the corridor. This includes identification of nodes for intensified mixed-use development as well as links that connect the nodes and provide a transition to moderate density residential and office uses.

This section provides a closer look at each segment and includes details of the proposed associated cross sections. A description of pedestrian improvements, including mid-block crossings, and transit enhancements, with concept plans for Super Stops is found in following sections of this report. Several cross section alternatives and combinations were considered relative to the limits of existing right-of-way, adjacent land use, and proposed development in the corridor. A result of this was the identification of additional land required to accommodate the proposed cross sections and transit enhancements.

[Corridor Cross Sections] Corridor Vision Plan - Overall



It is important to realize that the road improvements recommended in this report are not anticipated as a single project but rather incremental as parcels may be aggregated and development opportunities arise along the corridor. As these opportunities present themselves, acquisition of areas needed to accommodate the vision could be in the form of easement from proposed developers; not necessarily through purchase. As such, this report is referencing the additional lands needed as public access requirements. A detailed survey delineating the extent of proposed public access requirements has been prepared (a reduced version can be found in Appendix B).

The recommended cross sections were developed based on traffic analysis that evaluated how the cross sections would function and/or the extent of mode shift/traffic diversion required. More information regarding the traffic analysis can be found in Appendix C. A summary of the analysis follows the cross section discussion.

Non-Motorized Regional Connections

The Washtenaw County Parks & Recreation Commission has made a serious commitment to expand non-motorized facilities throughout the county. The Border-to-Border Trail, of which major segments have been

completed, will ultimately span across Washtenaw County, roughly following the Huron River. While the trail was originally thought of as a recreational pathway, in times of rising energy costs, the facility is being used more and more for non-motorized transportation. Segments already completed allow users to go from Ypsilanti to Ann Arbor completely off street, and in doing so passing immediately next to Eastern Michigan University, The University of Michigan hospital, Washtenaw Community College and Saint Joseph Mercy Hospital. Along Washtenaw Avenue, connections to the Border-to-Border Trail can be realized north along Hewitt and east along Cross Street.

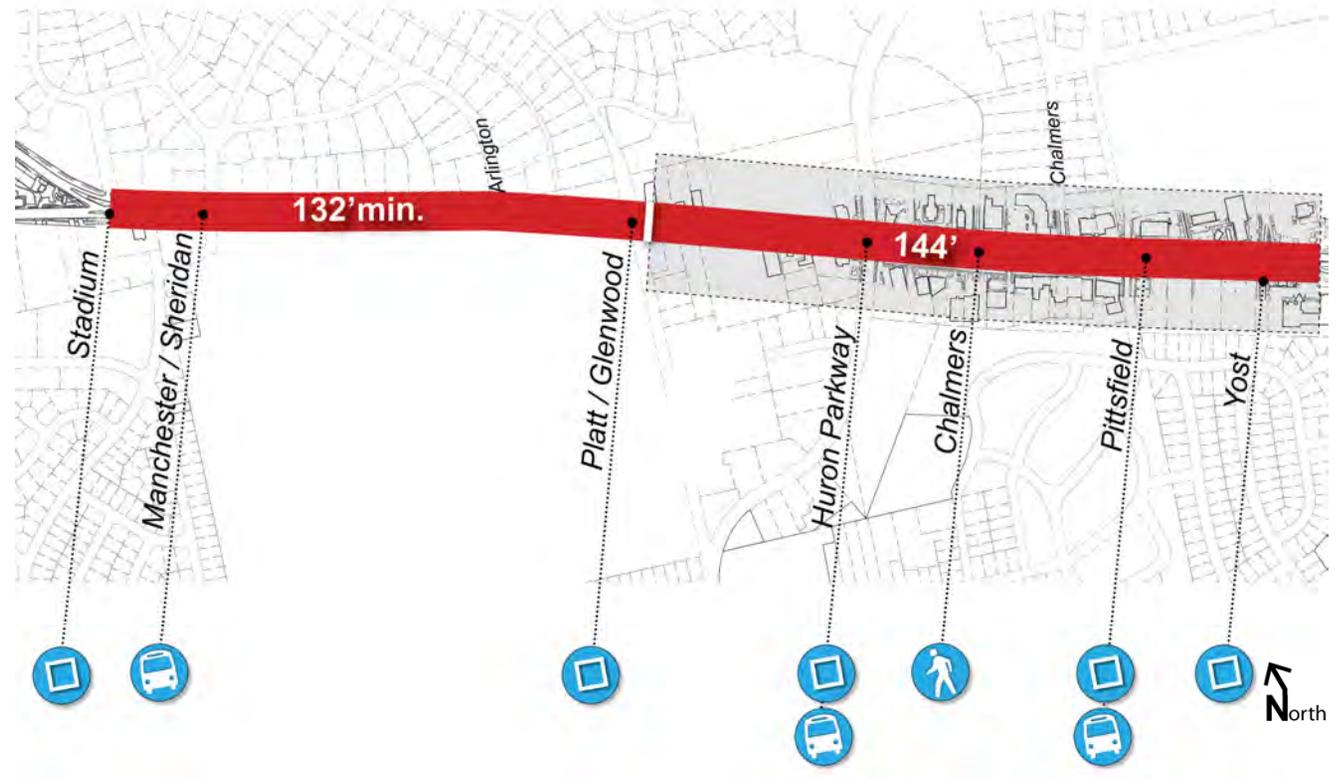
[Corridor Cross Sections] Corridor Vision Plan – Ann Arbor

Overview

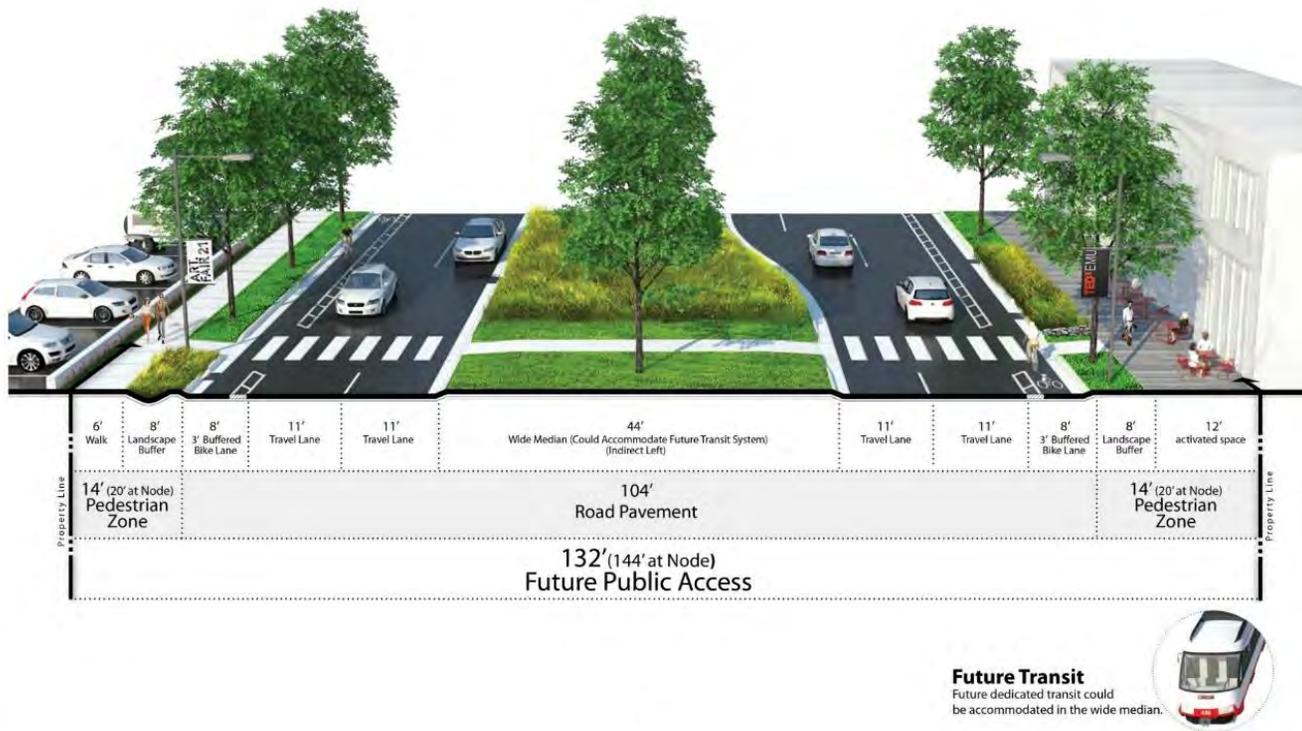
Wide Median Boulevard Cross Section

A wide median boulevard cross section is recommended for this segment within the City of Ann Arbor limits extending from the Washtenaw Avenue/Stadium Boulevard split to east of US-23. This cross section was selected for specific qualities including:

- Improves traffic flow by allowing greater vehicular capacity with indirect left-turns
- Improves pedestrian safety
- Provides opportunities for stormwater management
- The existing right-of-way between Huron Parkway and Yost Boulevard can accommodate the wider public access requirements
- This cross section is consistent with Ann Arbor's long range plan for the corridor as described in the adopted City of Ann Arbor 2013 *Non-Motorized Transportation Plan Final Draft*



[Corridor Cross Sections] Corridor Vision Plan – Ann Arbor



Four Travel Lanes with Wide Median and Bike Lanes

This cross section includes two 11-foot travel lanes in each direction and a 44-foot wide center median. The wide median is an excellent method to improve traffic flow through use of indirect left-turns (“Michigan lefts”) and it accommodates the turning movements of larger vehicles while also increasing safety for pedestrian crossings. The wide median also provides an opportunity for stormwater management. As with all of the cross sections, this recommendation includes a buffered bike lane, a continuous pedestrian zone with a landscape buffer and screen walls where buildings are not adjacent to the public access limits.

A future alternative of this cross section would implement center-operated dedicated transit lanes within the wide median.

All of these strategies would require more detailed design analysis, justification through traffic studies and coordination with MDOT.

[Corridor Cross Sections] Corridor Vision Plan – Ann Arbor



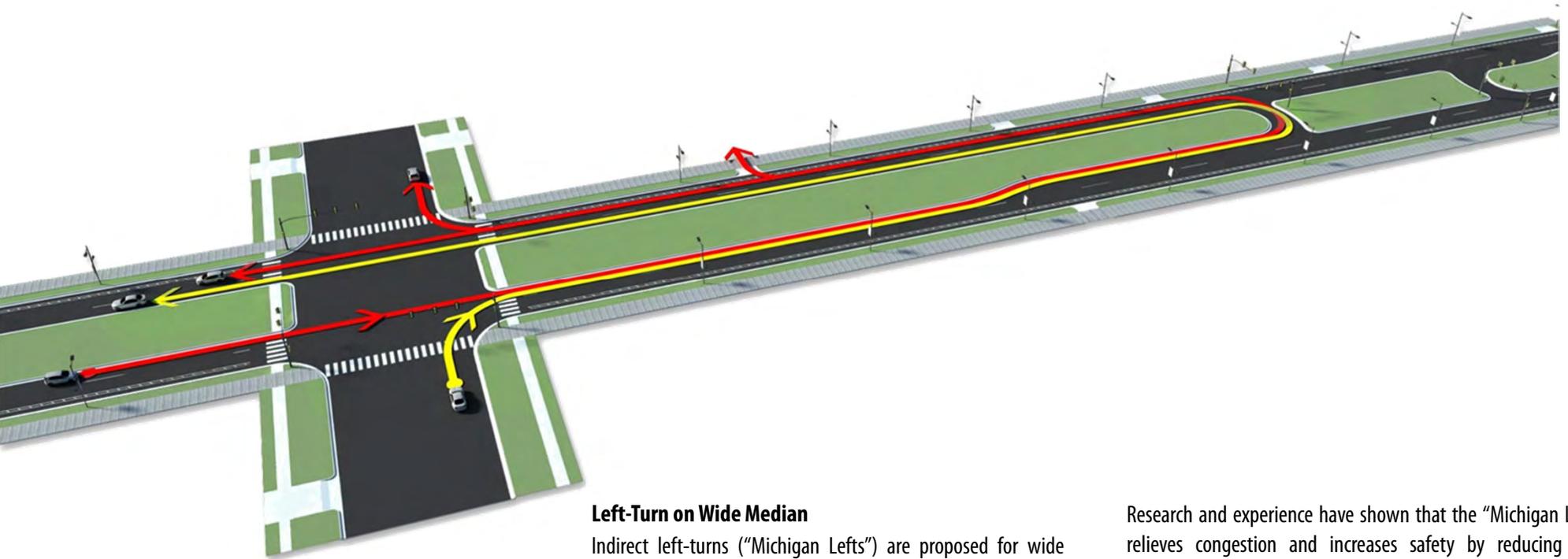
Source: SmithGroupJJR

PROPOSED



BEFORE
View Looking East at the Washtenaw Avenue/Huron Parkway Intersection

[Corridor Cross Sections] Corridor Vision Plan – Ann Arbor



Left-Turn on Wide Median

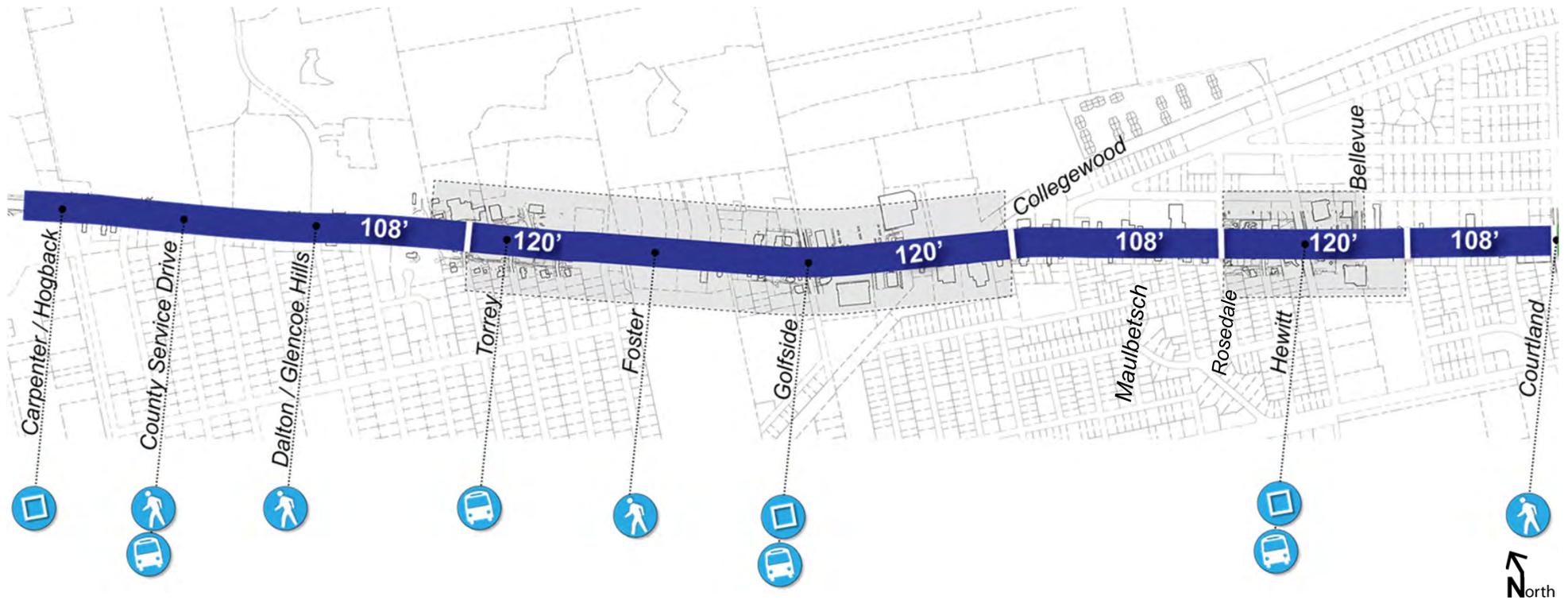
Indirect left-turns (“Michigan Lefts”) are proposed for wide median segments to improve traffic flow and safety, to facilitate left-turns and to access property on the opposite side of the road. Where a “Michigan Left” is in place, left-turns at the intersection are not allowed. Instead, to turn left, you must drive straight or turn right, then make a U-turn at a median crossover.

Research and experience have shown that the “Michigan Left” relieves congestion and increases safety by reducing the number and severity of crashes. In commercial corridors like Washtenaw Avenue, crossovers typically need to accommodate a 74-foot overall length truck with a 45-foot turning radius.

“Michigan Lefts” have been part of Michigan roadways since at least the late 1960s.

Specific bike circulation design, including left hand turn methods, will be developed as part of the overall roadway engineering at the time of implementation.

[Corridor Cross Sections] Corridor Vision Plan – Pittsfield/Ypsilanti Township



Overview

Narrow Median Boulevard Cross Section

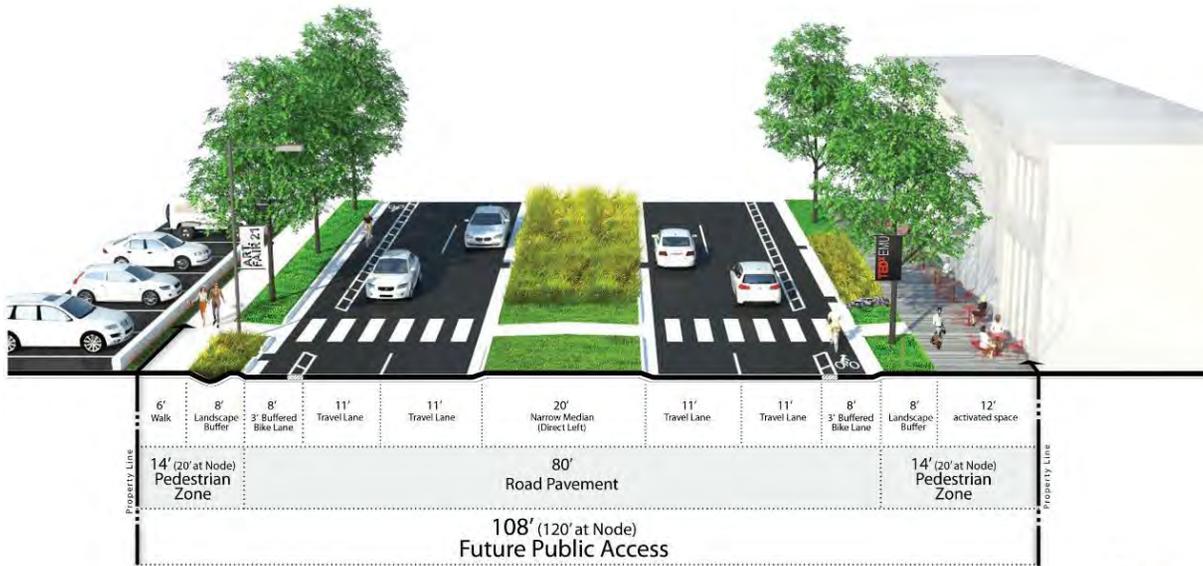
A narrow median boulevard cross section is recommended for the segments in Pittsfield and Ypsilanti Townships extending from Hogback Road/Carpenter Road east to Courtland Street. This cross section was selected for specific qualities including:

- An ability to manage left-turn movements and improve vehicular safety

- Requires less public access than the wide median and maintains acceptable traffic capacity
- Improves pedestrian safety by providing a middle refuge island
- Provides traffic calming qualities
- Opportunities for stormwater management



[Corridor Cross Sections] Corridor Vision Plan – Pittsfield/Ypsilanti Township



Future Transit

A dedicated transit lane, as part of a road diet, could replace a travel lane when a needed mode shift has occurred.



As with all of the cross sections, this recommendation includes a buffered bike lane, a continuous pedestrian zone with a landscape buffer and screen walls where buildings are not adjacent to the public access limits.

A future alternative of this cross section would implement dedicated outside transit lanes requiring a reduction of travel lanes to one in each direction. This is an alternative that could only be implemented with a $\pm 15\%$ reduction in traffic volumes.

All of these strategies would require more detail design analysis, justification through traffic studies and coordination with MDOT.

Four Travel Lanes with Narrow Median

This cross section includes two 11-foot travel lanes in each direction and a 20-foot wide center median. The narrow median is used to implement access management strategies and control left-turns in a segment with an excess number of drives. This improves traffic flow and safety while maintaining an acceptable level of vehicular capacity. The narrow median provides for safer pedestrian crossings as pedestrians only need to cross two travel lanes at a time.

The 20-foot dimension, which is wider than many narrow medians, was selected to provide greater landscape enhancement and stormwater management opportunities.

Each of the municipalities will need to strategically consider locations for direct lefts which can be accommodated by sheltered turn lanes in the median. Another method to manage left-turns as well as access to parcels on the opposite side of the road includes roundabouts and “bulb outs” to accommodate the turning radius of larger vehicles.

[Corridor Cross Sections] Corridor Vision Plan – Pittsfield/Ypsilanti Township



Source: SmithGroupJJR

PROPOSED



BEFORE

View of Boulevard Looking East at the Washtenaw/Foster Intersection

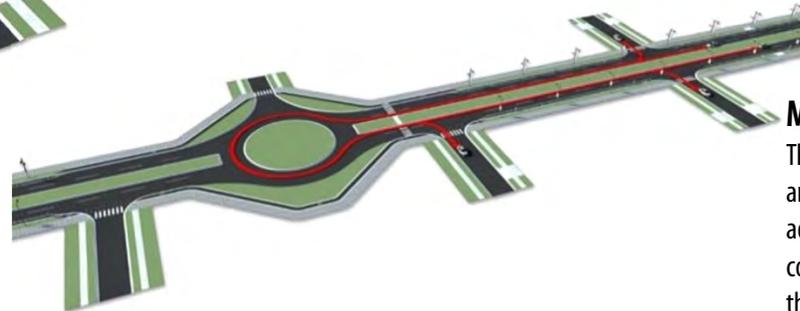
[Corridor Cross Sections] Corridor Vision Plan – Pittsfield/Ypsilanti Township

Options for Left-Turns on Narrow Median



Method #1 – Direct Left-Turns

The sheltered lane accommodates direct left-turns without impacting the through travel traffic. Locations for direct lefts need to be determined based on traffic volumes, adjacent land use and the need for specific access management strategies. The 20-foot dimension allows for implementation of sheltered lanes while maintaining a refuge island for pedestrian crossings.



Method #2 – Roundabout

Roundabouts are circular intersections in which traffic flows continuously in one direction around a central island. They can reduce left-turn traffic conflicts that are a frequent cause of crashes at traditional intersections. A roundabout would allow vehicles to access properties on the opposite side in segments of the corridor with no left-turns. The location of a roundabout(s) would be determined based on detailed traffic analysis and coordination with MDOT and local municipalities



M-24 Lake Orion – “Bulb Out”

Method #3 – Indirect Lefts

The “bulb out” allows U-turns for larger vehicles such as buses and trucks in road segments that do not otherwise contain adequate dimension for the required turning radius. “Bulb outs” could be installed in areas where the potential exists to obtain the additional public access.

Specific bike circulation design, including left hand turn methods, will be developed as part of the overall roadway engineering at the time of implementation.

[Corridor Cross Sections] Corridor Vision Plan – Ypsilanti

Overview

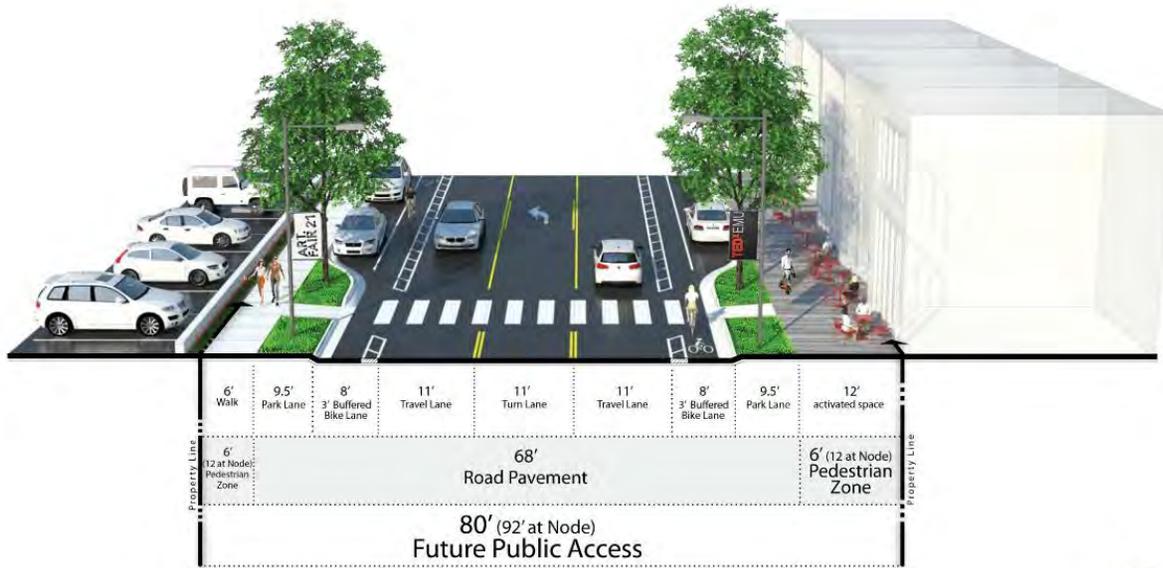
Three Lane Cross Section

A three lane cross section is recommended for the segment in the City of Ypsilanti extending from Courtland Street to the eastern project limits. This cross section was selected for specific qualities including:

- Requiring limited additional public access
- Capacity to provide on-street parking and an enhanced business atmosphere
- Potential for traffic calming
- Decreased pedestrian crossing time and improved safety



[Corridor Cross Sections] Corridor Vision Plan – Ypsilanti



Two Travel Lanes with Bike Lanes

This cross section includes a reduction from two travel lanes in each direction to one 11-foot travel lane in each direction with a center turn lane. This segment of the corridor has dimensional restrictions with respect to existing buildings. The proposed “road diet” allows for the buffered bike lane and a continuous pedestrian zone with a landscape buffer. In the node area, on-street parking is proposed to enhance the business atmosphere.

A future alternative of this cross section would implement dedicated outside transit lanes requiring additional public access beyond what is being proposed at this time.

All of these strategies would require more detail design analysis, justification through traffic studies and coordination with MDOT.

Future Transit

Future dedicated transit could be accommodated with additional public access beyond what is being proposed



[Corridor Cross Sections] Corridor Vision Plan – Ypsilanti



Source: SmithGroupJJR

PROPOSED



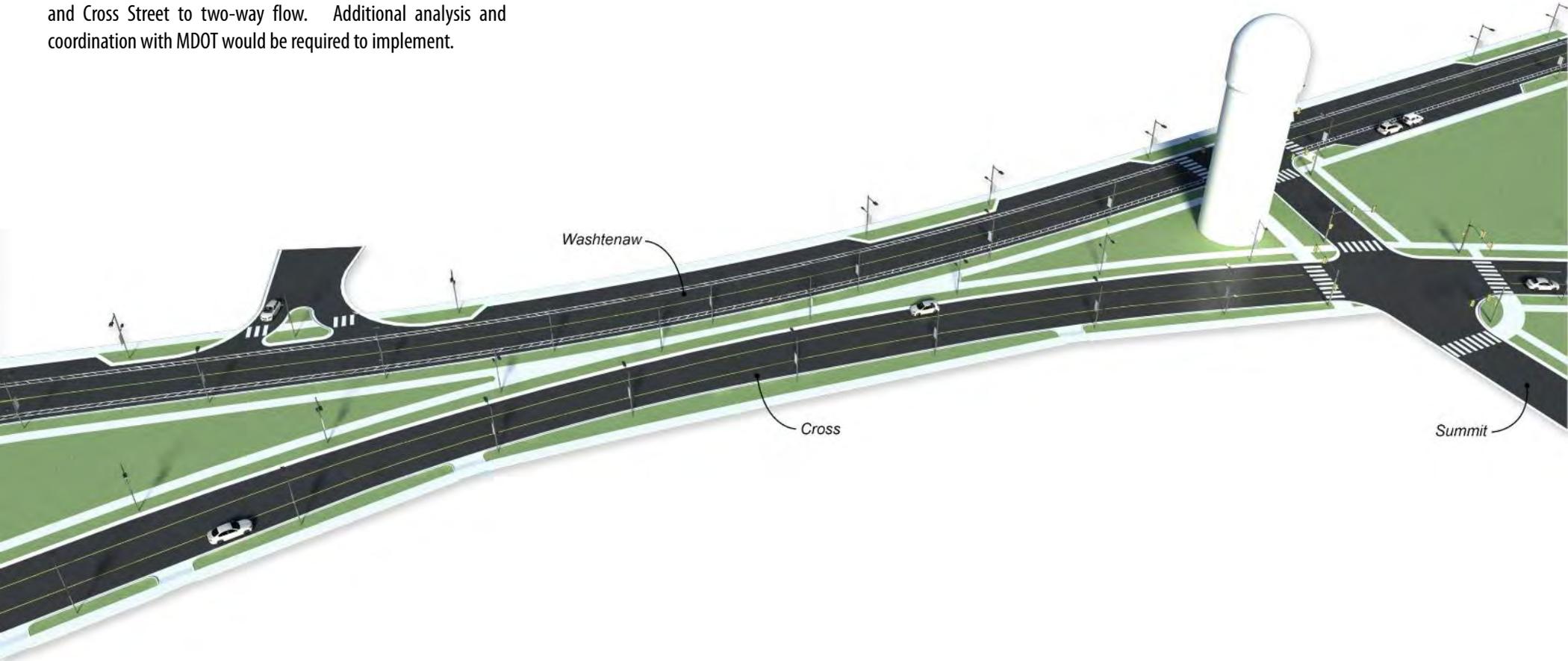
BEFORE

View of the Looking East at the Washtenaw Avenue/Mansfield Street Intersection

[Corridor Cross Sections] Corridor Vision Plan – Ypsilanti

Washtenaw Avenue - Cross Street Redirection

This graphic represents a vision being advanced by the City of Ypsilanti to improve traffic flow by returning Washtenaw Avenue and Cross Street to two-way flow. Additional analysis and coordination with MDOT would be required to implement.



[Cross Sections] Traffic Summary

The final vision developed for ReImagine Washtenaw balanced all modes of transportation along the corridor, including non-motorized, transit, and vehicular traffic. A VISSIM analysis, a simulation tool for modelling multi-modal traffic conditions, was conducted for the final vision for the year 2020 and 2040 to ensure that traffic would operate acceptably. The following describes the recommendations of the corridor from west to east.

Stadium Drive to Yost Boulevard/US-23

This section would have a wide boulevard with indirect left-turns for the majority of the corridor. Direct left-turns are still proposed at some locations due to the high amount of left-turn volumes in this area. Within the model, there were direct left-turns for Huron Parkway onto Washtenaw Avenue; however, not for Washtenaw Avenue onto Huron Parkway. In addition, there would be direct left-turns for Washtenaw Avenue onto Yost Boulevard/Arborland Shopping Center, which currently exists. However, there would not be direct left-turns from Washtenaw Avenue onto Pittsfield Boulevard, which would instead be accomplished either by utilizing the Yost Boulevard intersection or a crossover west of Pittsfield Boulevard.

There would still be direct left-turns from Pittsfield Boulevard/Arborland Shopping Center onto Washtenaw Avenue. Limiting some of these turning movements and introducing indirect left-turns reduces the congestion along Washtenaw Avenue within this area. In addition, it also reduces the crash potential of vehicles wanting to turn left from driveways onto Washtenaw Avenue.

US-23 to east of Hewitt Road

This section would have a narrow median and would still allow direct left-turns at signalized intersections and would have some breaks for indirect left-turns between the signalized intersections. Signalized intersection operations would not change from the No-Build Conditions as there would still be two lanes in each direction and a center left-turn lane at each of the signalized intersections within this section.

East of Hewitt Road to east of Oakwood Street

This section would have one lane in each direction with a continuous center left-turn lane. Through a sensitivity analysis, it was found that a 15% reduction in traffic volumes would need to occur along this section of the corridor to maintain operations at LOS D or better at the study intersections for the year 2040.

If right-turn only lanes were added to the signalized intersections in this section (though they are not proposed at this time), a 15-percent reduction in traffic volumes would not need to occur.

The final vision was coded into the 2020 and 2040 VISSIM model with a 15% reduction in traffic volumes for the year 2040. A reduction in traffic volumes was not utilized for 2020. Figure 3.1 illustrates the traffic volumes that were utilized in the VISSIM analysis for the year 2040. Tables 3.1 and 3.2 illustrate the delay and levels of service for the year 2020 and 2040, respectively. Appendix B details the intersection MOE's for each of the intersections.

In the year 2020 and 2040, the overall intersection levels of service are expected to be a LOS D or better at all study locations. However, in the year 2020, there are some approaches in the PM peak hour that are expected to operate at LOS E, including some approaches at Huron Parkway and Hogback Road/Carpenter Road. Some approaches at Oakwood Street are also expected to operate at a LOS E. However, signal timing changes at these intersections may improve the approaches at this intersection.

[Cross Sections] Traffic Analysis

For the year 2020, the 15% decrease of traffic volume was not applied to the intersection at Oakwood Street. As indicated, a few of the approaches are anticipated to operate at LOS E, and it is expected that after the year 2020, a decrease may end up occurring due to the increase of congestion that one may experience at these intersections. With a 15% decrease by the year 2040, all approaches at the intersection are expected to operate at LOS D or better.

Intersection	Eastbound*	Westbound*	Northbound*	Southbound*	Total*
AM Peak Hour					
Huron Parkway	37 / D	25 / C	44 / D	51 / D	36 / D
Hogback / Carpenter	12 / B	39 / D	51 / D	32 / C	29 / C
Golfside	35 / D	30 / C	42 / D	34 / C	35 / C
Hewitt	20 / C	20 / C	31 / C	28 / C	24 / C
Oakwood	13 / B	17 / B	31 / C	24 / C	17 / B
PM Peak Hour					
Huron Parkway	40 / D	28 / C	59 / E	60 / E	45 / D
Hogback / Carpenter	20 / C	56 / E	50 / D	47 / D	42 / D
Golfside	43 / D	41 / D	51 / D	41 / D	43 / D
Hewitt	26 / C	26 / C	45 / D	53 / D	36 / D
Oakwood	51 / E	40 / D	56 / E	60 / E	32 / C

Figure 3.1: 2020 AM and PM Peak Hour Delay and Levels of Service with Future Vision

* Delay (seconds per vehicle) / Level of Service

Intersection	Eastbound*	Westbound*	Northbound*	Southbound*	Total*
AM Peak Hour					
Huron Parkway	43 / D	33 / C	46 / D	56 / E	41 / D
Hogback / Carpenter	12 / B	39 / D	52 / D	34 / C	30 / C
Golfside	39 / D	32 / C	55 / D	36 / D	40 / D
Hewitt	21 / C	21 / C	36 / D	27 / C	26 / C
Oakwood	15 / B	28 / C	31 / C	24 / C	23 / C
PM Peak Hour					
Huron Parkway	44 / D	29 / C	57 / E	69 / E	48 / D
Hogback / Carpenter	20 / C	50 / D	51 / D	45 / D	39 / D
Golfside	37 / D	36 / D	54 / D	52 / D	42 / D
Hewitt	23 / C	24 / C	37 / D	41 / D	30 / C
Oakwood	20 / B	83 / F	25 / C	48 / D	48 / D

Figure 3.2: 2040 AM and PM Peak Hour Delay and Levels of Service with Future Vision

* Delay (seconds per vehicle) / Level of Service

**Decrease in volumes by 15-percent from No-Build

04

ReImagine Washtenaw

Transit

[Transit] Transit Improvements

Transit Improvements

The vision for Washtenaw Avenue is a true “transit oriented” corridor with an efficient and effective mass transit system. Existing conditions include:

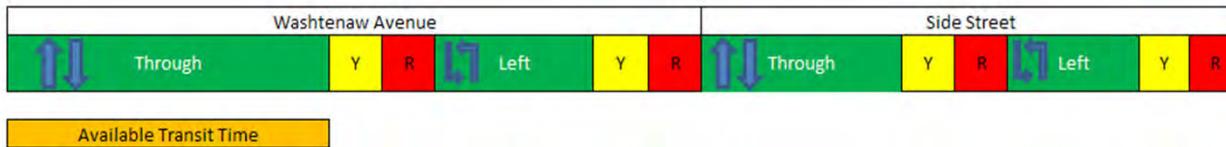
- Highest ridership in AAATA transit system
- Sidewalks gaps makes bus accessibility poor
- Narrow right-of-way limits ability to add bus stop amenities
- Traffic congestion affects service reliability

AAATA has several transit improvements underway. Recent increases in bus frequency has led to significant ridership increases. Transit signal priority, queue jumps and transit-only lanes are proposed solutions that will improve reliability of the system and further increase ridership.

Transit signal priority changes the traffic signals extending the green time along the roadway in favor of oncoming buses in order to minimize delays and improve consistent service. An analysis of implementing transit signal priority is currently underway.

Queue jumps allow buses to get through signalized intersections in advance of automobile traffic and can be considered at intersections that are busy and where transit signal priority is not successful.

Without Transit Signal Priority



With Transit Signal Priority

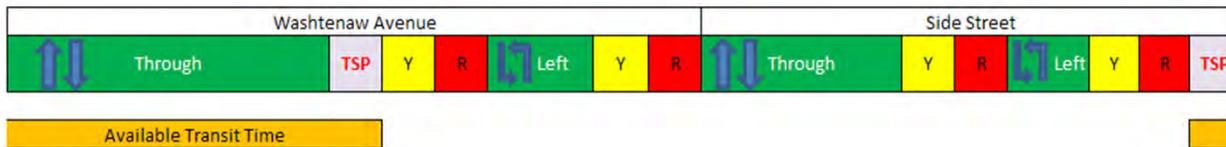
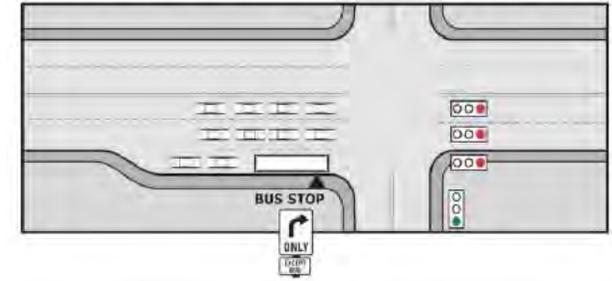
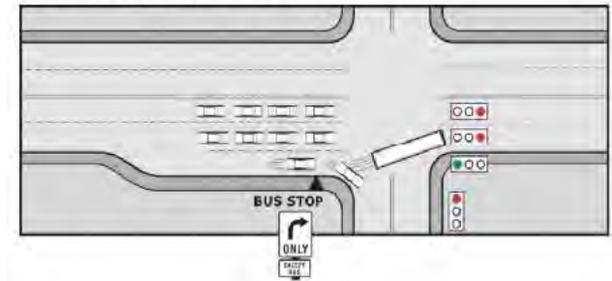


Figure 4.1: Transit Signal Priority
Source: Parsons Brinckerhoff of Michigan

Bus pulls into near side turn lane; Passengers board during red



Bus receives green before other vehicles



Other vehicles proceed a few seconds later

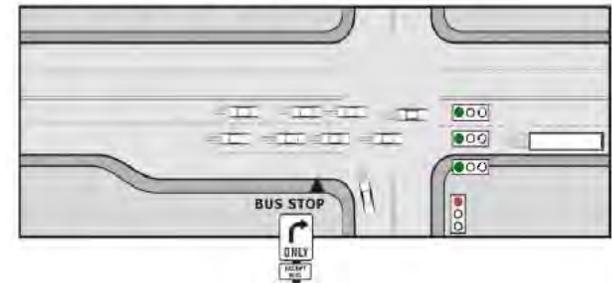


Figure 4.2: Bus Queue Jump Illustration
Source: Parsons Brinckerhoff of Michigan

[Transit] Transit Improvements



Source: www.streetsblognyc.org

Example of Transit Dedicated Lanes

Bus/Transit-Only Lanes are part of the long range vision for the entire corridor. Considered when transit travel time reliability becomes an issue through either parts of or the whole corridor and when queue jump/bypass lanes are needed at every intersection. A commitment to acquisition of additional public access and realization of necessary mode shift metrics is an important part of dedicated transit implementation.

Super Stop Guidelines

The 2010 Washtenaw Avenue Corridor Redevelopment Strategy identified AAATA's intent to install eight Super Stops along the

corridor. Located in areas of higher density and major destinations, and at current bus stops with high ridership. The Super Stops will provide enhanced transit facilities including bus pull-offs, larger shelters, and additional passenger amenities.

Recommendation #1 Far Side Super Stop Placement: Super Stops will be placed far-side (downstream) of an intersection, as preferred by AAATA.

Benefits: On thoroughfares with high volumes of traffic, at intersections with multi-phase signals and with the potential for transit signal priority treatments, the far-side placement is a best practice that minimizes conflicts between right turning vehicles and buses, frees up right turning capacity on the near side, encourages pedestrians to cross behind the bus and allows bus drivers to take advantage of traffic gaps.

Recommendation #2 Install Bus Bays: The Super Stops will include a pull-off (bus bay) inset from the curb, deceleration and acceleration tapers and a stopping zone.

Benefits: Bus bays allow passenger pick-up and drop-off outside the travel lanes, allowing unobstructed traffic flow while the bus is stopped. They minimize rear end collisions and improve pedestrian safety by increasing distance from vehicles in travel lanes.

Preferred bus bay geometry and design:

- Taper lengths: 50 feet
- Stopping zone: 100 - 150 feet
- Bay Depth: 10 ½ feet min. (15 feet when needed to accommodate future road conditions)
- Boarding Area: Provide ample room for passenger loading/unloading. In general boarding areas shall be as wide as the stopping area and a minimum 12 feet deep



Figure 4.3: Proposed Super Stop Locations

[Transit] Super Stop Guidelines

- Pavement: Heavy duty concrete
- Detectable Warning Strip: Located along boarding area curb
- Access: Meet adjacent sidewalks. Locate pedestrian crossings behind bus stopping areas whenever possible

Recommendation #3 Install Bus Stop Amenities at every Super Stop.

Benefits: Providing amenities for transit riders as they wait for the bus improves user safety and comfort. The improved experience and enhanced image of transit along the corridor will encourage more residents to choose transit as a viable transportation mode.

The specific configuration and amenities provided at each stop will vary based on need, budget and land availability. In general, bus stop amenities will include:

Taking a Load Off: Seating

The quantity of seating should respond to current and anticipated boarding counts. At a minimum, formal seating (not including seat sleeping walls or leaning rails) should be provided for 12-15 people.

Benches

- Located in covered and uncovered locations
- Locate so as not to impede on the landing area or clear travel path of bisecting sidewalk

- Material – Recycled content, durable, heavy duty, metal, vandal resistant, coordinate finish and color with other stop amenities
- Benches shall have back support and mid-dividers/arms to discourage sleeping

Bistro Bars/ Bistro Height Chairs

- Located in covered and uncovered locations
- Locate so as not to impede on the landing area or clear travel path of bisecting sidewalk
- Material – durable, heavy duty, metal, vandal resistant, coordinate finish and color with other stop amenities
- Chairs shall have back support

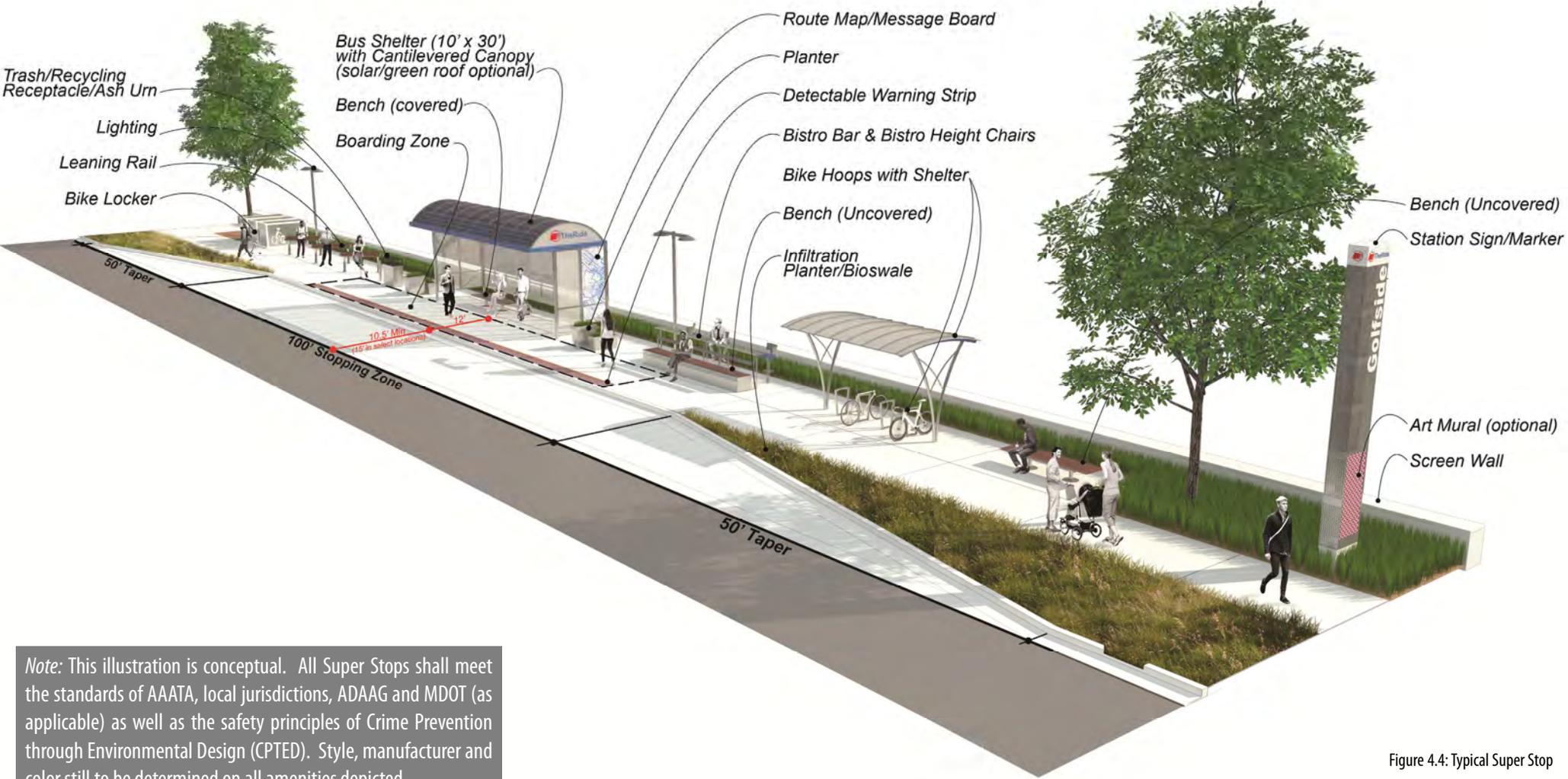
Seat/Screen Walls

- Walls for parking lot screening and/or access control shall be designed at a height to accommodate short-term seating (24"-30" range).
- Walls shall be made of durable material – concrete, brick or stone face
- Cap shall be sloped to drain, but flat enough to allow seating. Caps shall have skateboard resistant design elements



Super Stop Examples

[Transit] Super Stop Guidelines



Note: This illustration is conceptual. All Super Stops shall meet the standards of AAATA, local jurisdictions, ADAAG and MDOT (as applicable) as well as the safety principles of Crime Prevention through Environmental Design (CPTED). Style, manufacturer and color still to be determined on all amenities depicted.

Figure 4.4: Typical Super Stop

[Transit] Super Stop Guidelines



Source: Duo-Gard



Source: Duo-Gard

Shelter Concepts

Leaning Rails

- Intended for short-term waiting, leaning rails provide a respite option in addition to benches
- Locate so as not to impede on the landing area or clear travel path of bisecting sidewalk
- Material – durable, heavy duty, metal, vandal resistant, coordinate finish and color with other stop amenities

Getting Out of the Elements: The Shelter

- 10-foot x 30-foot typical size
- Locate so as not to impede on the landing area or clear travel path of bisecting sidewalk
- Maintain same shelter silhouette. Change color; provide clear glass, with etching on lower panels
- Add solar panels and/or green roof

Information Access

- Digital Information – route information and live messaging – generally as part of the shelter
- Station Sign/Marker – free standing vertical marker with The Ride logo, Super Stop name and art mural

Lighting

- Shelter lighting – Solar
- Pedestrian scale lighting

Multi-Modal Amenities

- Park & Ride lot/spaces where possible
- Zip Car parking spaces (where appropriate)
- Bike hoops (with shelter) and bike lockers

Keeping It Tidy

- Waste receptacle
- Recycling (single stream)
- Places to put shopping carts
- Ash urns (away from shelter)
- No vendor boxes

Interesting/Welcoming

Landscape

Provide shade trees and landscape beds for comfort, to reduce heat island effect and increase pavement life. Utilize plant beds and trees to separate transit stop from other uses.

Storm Water

Install storm water infiltration planters/bioswales at each of the Super Stops to collect walk and street run-off when possible.

Art Opportunities

In addition to murals on each station sign, art installations could be considered elsewhere including custom benches, etched shelter glass, sculpture etc.

Sustainability

Sustainable elements include:

- Storm water infiltration planters/bioswales
- Pervious paving
- Solar powered and LED lighting
- Recycled materials
- Zip Car parking spaces (where appropriate)
- Bike hoops and lockers

[Transit] Super Stop Guidelines



Source: www.greenroofs.com

Green Roof in South Yorkshire, England



Source: www.lundbergdesign.com

Solar Roof in San Francisco, California

Recommendation #4 Implement Super Stops with Partnerships.

Successful installation of the eight Super Stops will require collaboration between the transit authority, MDOT, local jurisdictions and adjacent property owners in order to implement Super Stops, public access is need to be obtained. The adjacent table shows which stops require additional public access and identifies potential timing for implementation.

Corridor Super Stop Concepts

Conceptual designs of each the eight Super Stop locations have been developed to establish public access needs and guide future development (see following pages). Each concept reflects one possible layout of the amenities at the stop with the understanding that final layout will be the responsibility of AAATA as each Super Stop is implemented. Concepts assume current roadway widths to illustrate how the Super Stops could be installed in the near future. Land use and built form on the adjacent parcels reflect current or future condition depending on the stop location (see individual plans)

Super Stop		Additional Public Access Needed	Potential for Short-Term Implementation
Manchester Road/Sheridan Drive	North	NO	High
	South	YES	High
Huron Parkway	North	YES	Medium
	South	NO	High* (A2 shared-use path)
Pittsfield Boulevard	North	YES	Medium
	South	YES	Medium
Washtenaw County Service Center	North	YES	High
	South	YES	Low
Torrey/Glencoe Crossing	North	YES	Medium
	South	YES	Low
Golfside Road	North	YES	Low
	South	YES	Medium* (old Ypsi Arbor site)
Hewitt Road	North	YES	Medium* (Cueter expansion)
	South	YES	Low
Mansfield Street	North	YES	Medium
	South	YES	Low

Figure 4.5: Corridor Super Stops

[Transit] Super Stop Locations



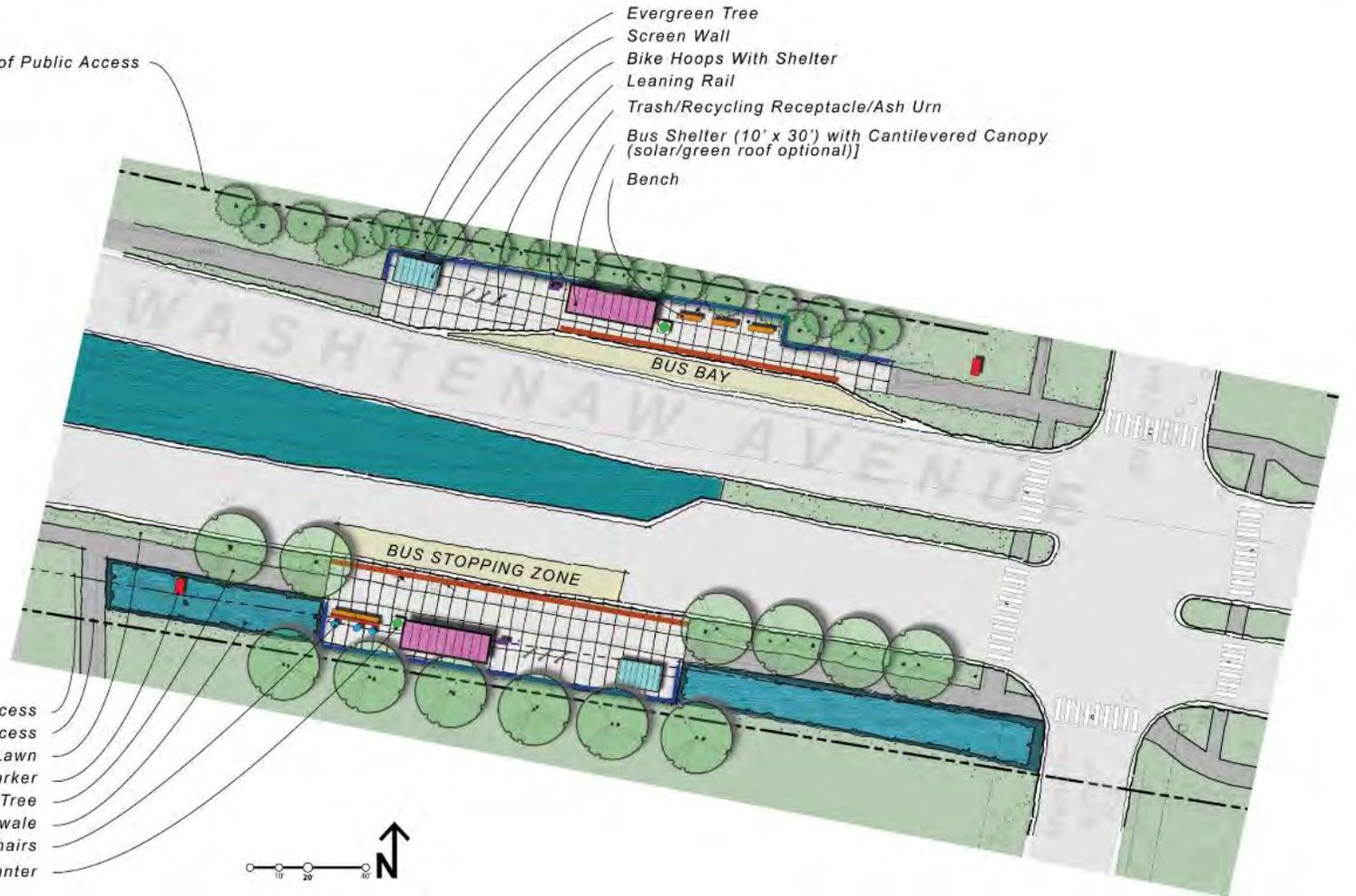
Existing and Future Limits of Public Access

Location: Manchester Road/Sheridan Road

North side – Install bus bay and additional amenities at this existing bus stop. Provide additional screening for residences behind. Maintain shared-use path through the Super Stop. Existing public access appears to be sufficient for additional improvements

South side – Existing right-turn provides lane for bus stopping area and facilitates a queue jump westbound through the intersection. Additional public access is needed.

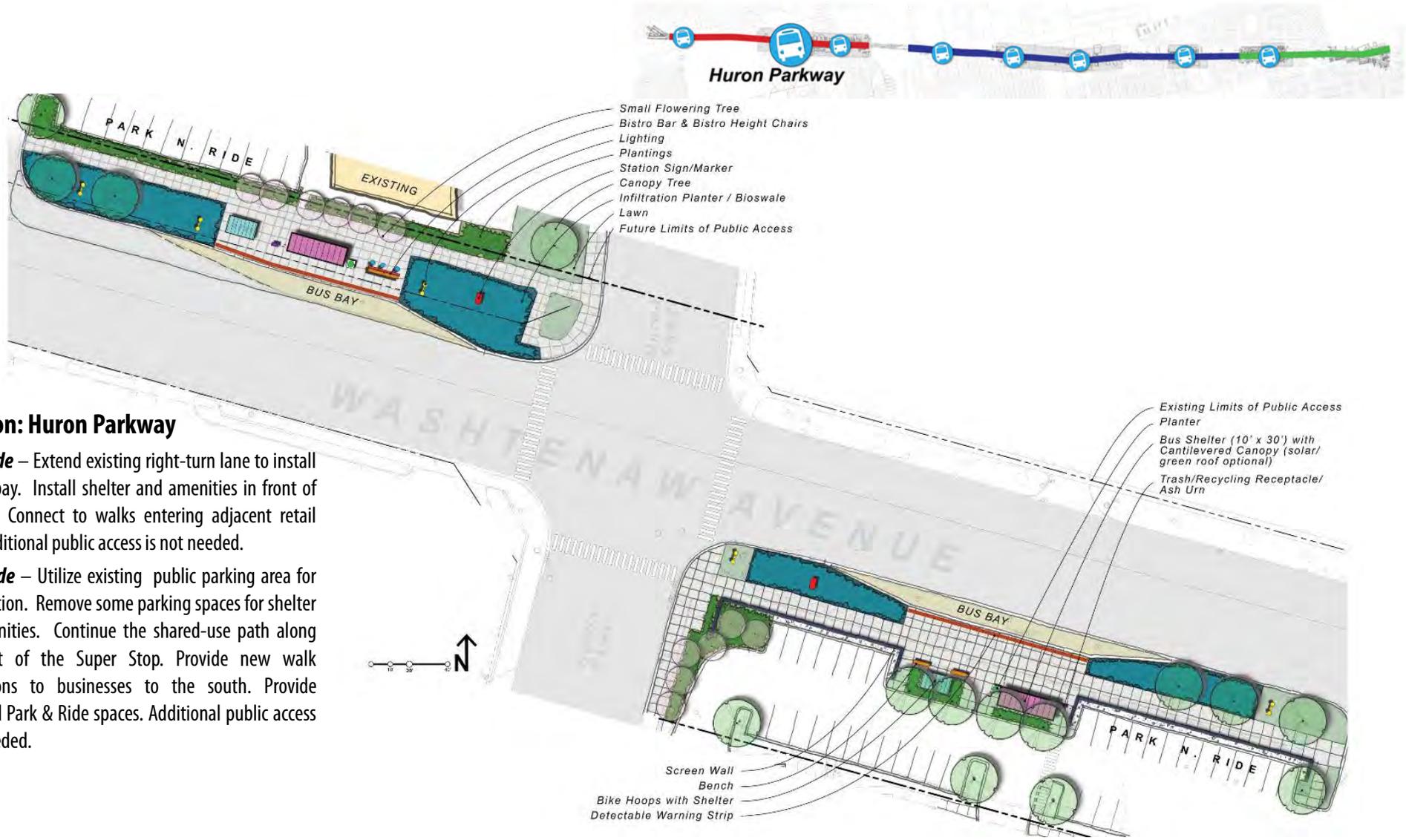
Center Median – Installation of a center median would provide pedestrian refuge and storm water management.



- Evergreen Tree
- Screen Wall
- Bike Hoops With Shelter
- Leaning Rail
- Trash/Recycling Receptacle/Ash Urn
- Bus Shelter (10' x 30') with Cantilevered Canopy (solar/green roof optional)
- Bench

- Existing Limits of Public Access
- Future Limits of Public Access
- Lawn
- Station Sign/Marker
- Canopy Tree
- Infiltration Planter / Bioswale
- Bistro Bar & Bistro Height Chairs
- Planter

[Transit] Super Stop Locations



Location: Huron Parkway

North side – Extend existing right-turn lane to install the bus bay. Install shelter and amenities in front of sidewalk. Connect to walks entering adjacent retail area. Additional public access is not needed.

South side – Utilize existing public parking area for stop location. Remove some parking spaces for shelter and amenities. Continue the shared-use path along the front of the Super Stop. Provide new walk connections to businesses to the south. Provide dedicated Park & Ride spaces. Additional public access is not needed.

[Transit] Super Stop Locations

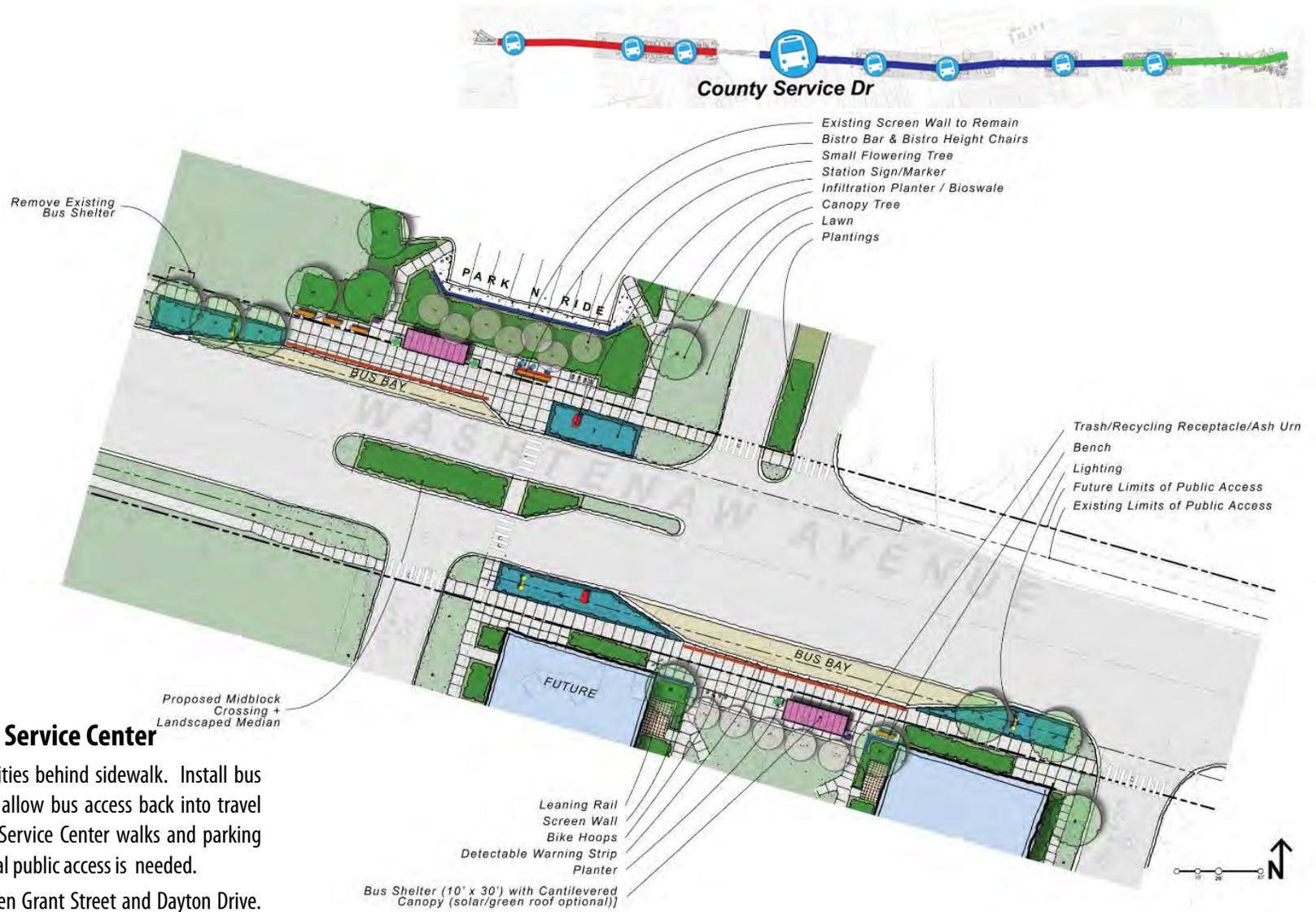
Location: Pittsfield Boulevard

North side – In the near-term, locate stop on the near-side of the intersection. Install bus bay and queue jump lane. Connect to walks entering adjacent retail area. Note: Far side (northwest corner) of the intersection is the preferred Super Stop location and should be considered in future land use changes. Additional public access is needed.

South side – Utilize existing public access to expand current bus stop. Work with adjacent property owner to reconfigure parking areas. (Concept plan shows the ability to increase the number of parking spaces). Continue the shared use path along the front of the Super Stop. Provide new walk connections to businesses to the south. Provide dedicated Park & Ride spaces. Additional public access is not needed.



[Transit] Super Stop Locations

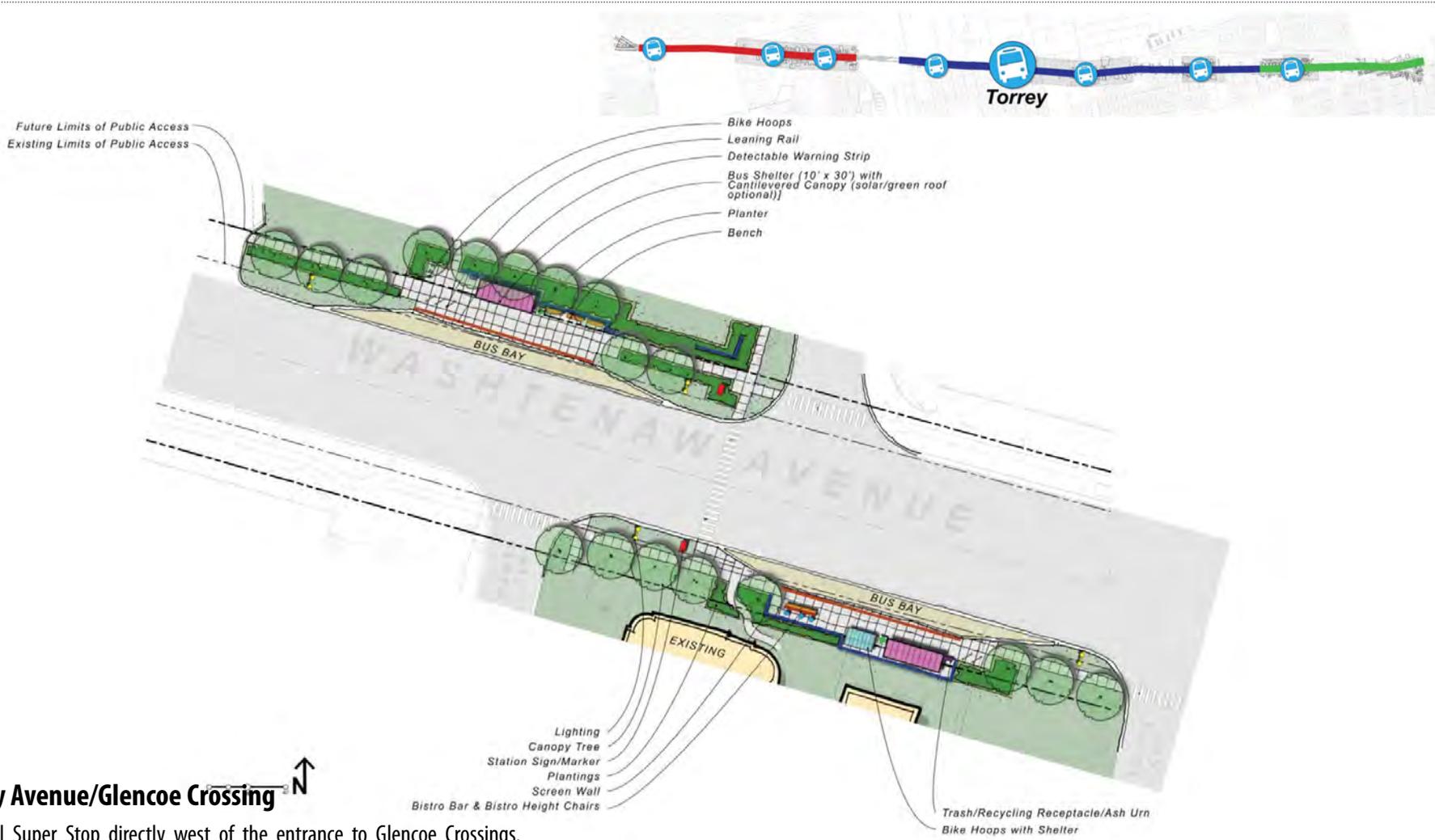


Location: Washtenaw County Service Center

North side – Install shelter and amenities behind sidewalk. Install bus bay if traffic operations at intersection allow bus access back into travel lanes. Connect to Washtenaw County Service Center walks and parking lot. Install mid-block crossing. Additional public access is needed.

South side – Install Super Stop between Grant Street and Dayton Drive. Additional public access is needed.

[Transit] Super Stop Locations



Location: Torrey Avenue/Glencoe Crossing

North side – Install Super Stop directly west of the entrance to Glencoe Crossings. Connect to walks entering adjacent retail area. Additional public access is needed.

South side – Install Super Stop between Torrey Avenue and Deake Avenue. Additional public access is needed.

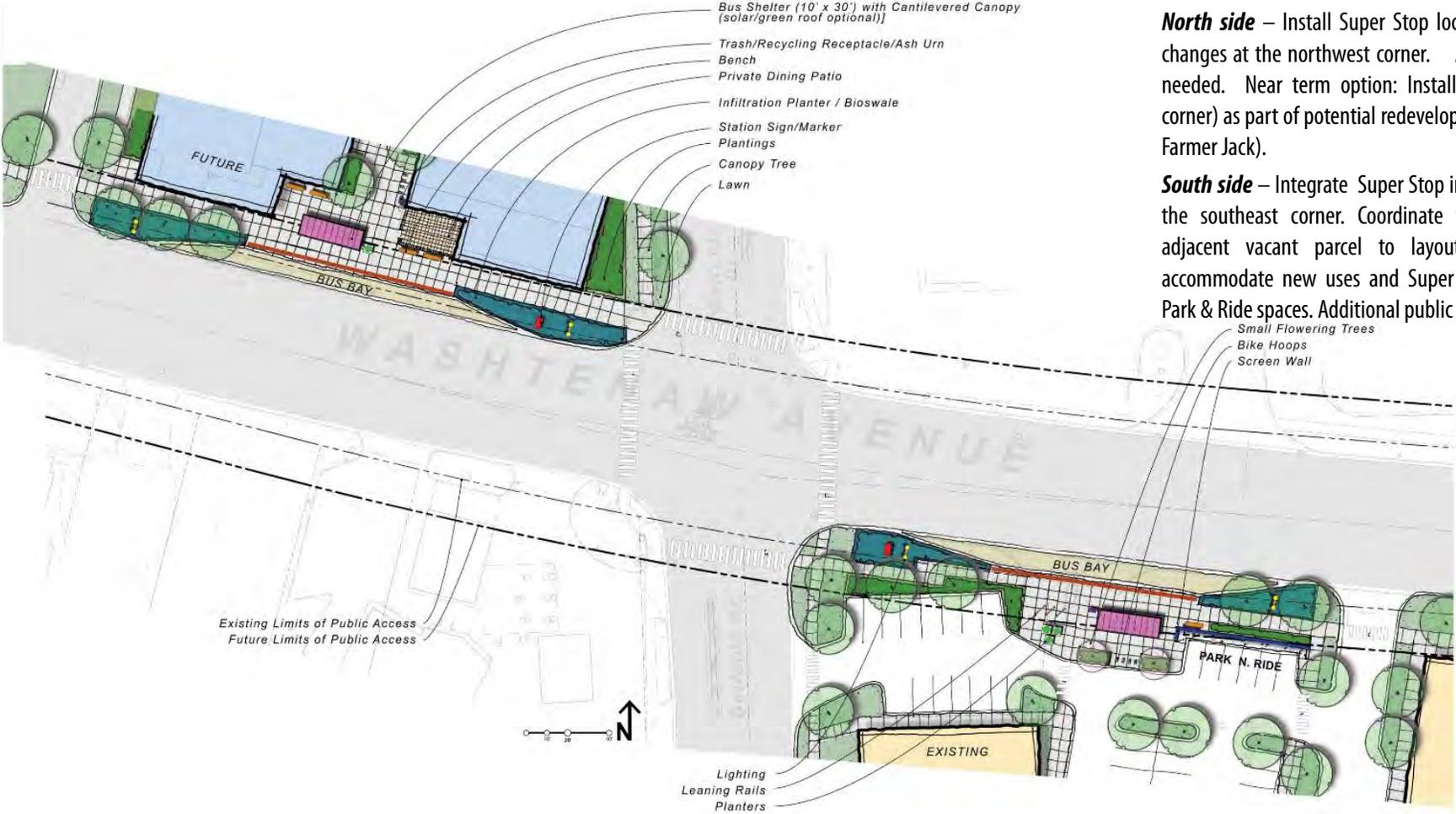
[Transit] Super Stop Locations



Location: Golfside Road

North side – Install Super Stop location as part of land use changes at the northwest corner. Additional public access is needed. Near term option: Install on near-side (northeast corner) as part of potential redevelopment (Former K-mart and Farmer Jack).

South side – Integrate Super Stop into recent development at the southeast corner. Coordinate with property owner of adjacent vacant parcel to layout new development to accommodate new uses and Super Stop. Provide dedicated Park & Ride spaces. Additional public access is needed.

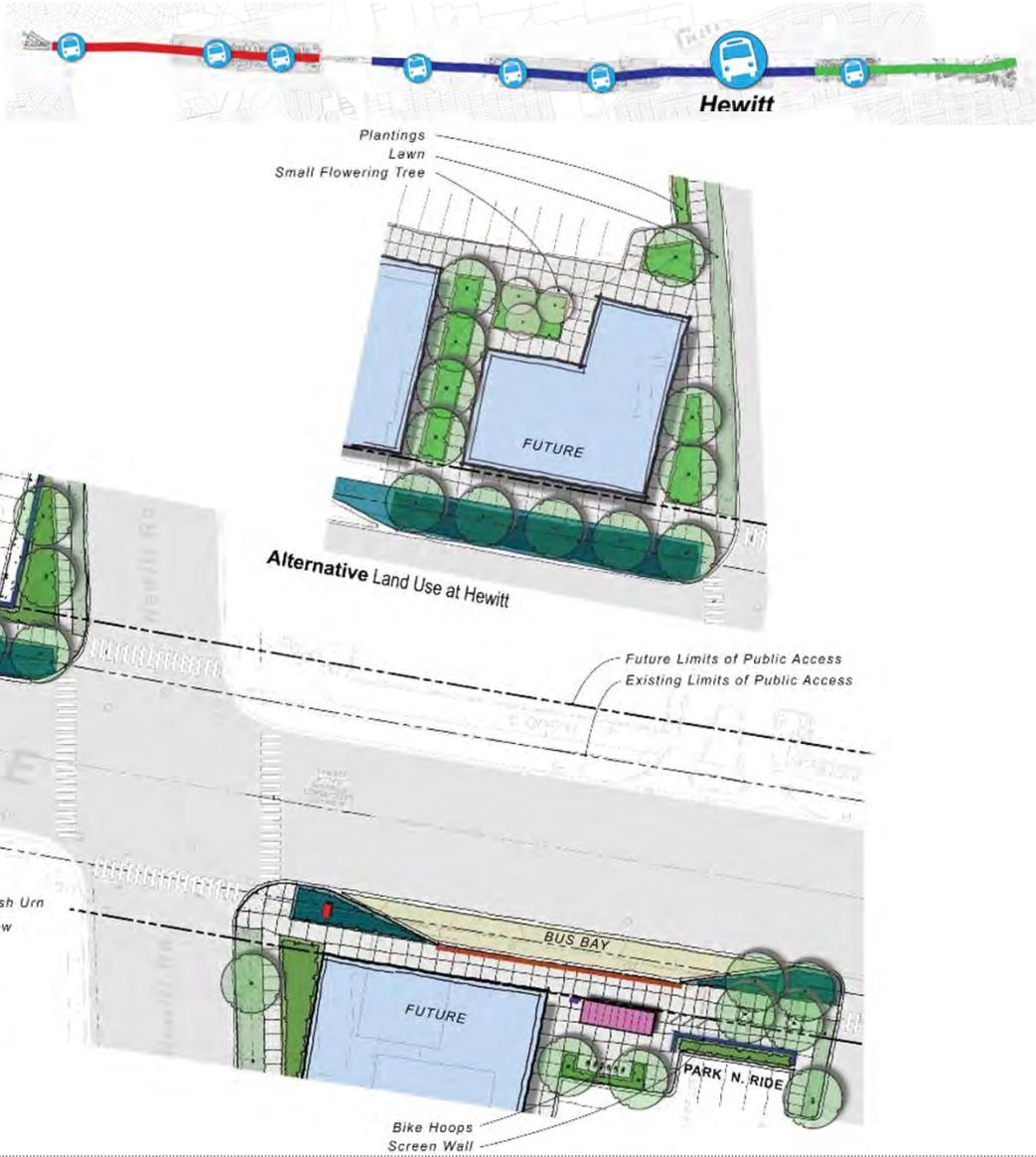


[Transit] Super Stop Locations

Location: Hewitt Road

North side Install Super Stop location as part of land use changes at the northwest corner. Additional public access is needed

South side – Install Super Stop location as part of land use changes at the southeast corner. Additional public access is needed

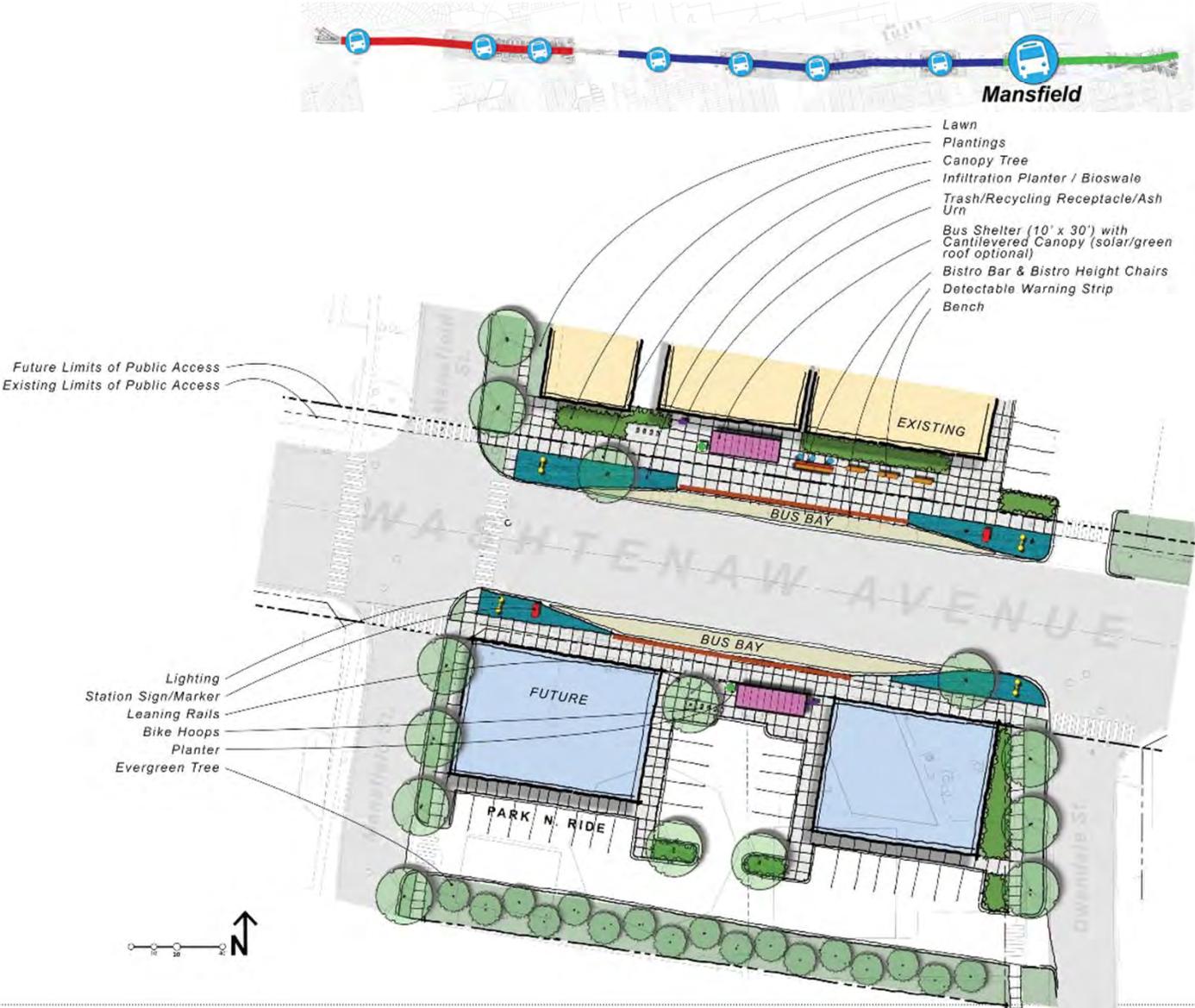


[Transit] Super Stop Locations

Location: Mansfield Street

North side – Integrate new Super Stop on the northeast corner. Remove three existing drive approaches and angled parking (existing parking provided behind and next to existing buildings to accommodate bus bay, shelter and amenities). Additional public access is needed

South side – Install Super Stop location as part of land use changes at the southeast corner. Additional public access is needed



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05

ReImagine Washtenaw

Pedestrian Improvements

[Pedestrian Improvements] Pedestrian Crossings

Need

In addition to the proposed sidewalk and streetscape improvements identified in Chapter 4, improving the pedestrian’s ability to safely and conveniently cross Washtenaw Avenue, was raised as a high priority by the community.

Pedestrian volumes are higher than what is typically expected along a state trunkline because of the active transit service, the major destinations like Eastern Michigan University and the significant amount of adjacent residential land use.

Currently, Washtenaw Avenue has characteristics that makes it unfriendly to pedestrians. Crossing the street is a challenge along the entire corridor due to:

- High traffic volumes and speeds
- Wide road widths that increase pedestrian crossing times
- Block sizes that often exceed 1,200-foot limit pedestrian crossing locations

Pedestrian crossing conditions vary at the intersections across the corridor. There are many locations where pedestrians are crossing the street without a pedestrian crossing.

Indicator	Washtenaw	“Pedestrian Friendly” Street										
Traffic volumes	26,000 – 45,750 ADT	14,000 ADT (Main St. Ann Arbor)										
Speed limit	40-45 mph	25 – 30 mph										
Road width (average)	63 feet	30 feet										
Crossing time (average)	18 seconds	8.5 seconds										
Block size	Platt – Huron Parkway 1250 feet Huron Parkway – Pittsfield 1360 feet	300 – 400 feet										
Accidents	<table border="0"> <thead> <tr> <th>Intersection</th> <th>Average Crash Frequency</th> </tr> </thead> <tbody> <tr> <td>23/Hogback/Carpenter</td> <td>65</td> </tr> <tr> <td>Golfside</td> <td>45</td> </tr> <tr> <td>Huron Parkway</td> <td>34</td> </tr> <tr> <td>Hewitt</td> <td>29</td> </tr> </tbody> </table>		Intersection	Average Crash Frequency	23/Hogback/Carpenter	65	Golfside	45	Huron Parkway	34	Hewitt	29
Intersection	Average Crash Frequency											
23/Hogback/Carpenter	65											
Golfside	45											
Huron Parkway	34											
Hewitt	29											

Figure 5.1: Washtenaw Avenue “Pedestrian Friendly” Comparison

[Pedestrian Improvements] Pedestrian Crossings

Pedestrian Crossing Recommendations

Twenty-five existing and proposed pedestrian crossings along the Washtenaw Avenue corridor have been identified as opportunities to improve pedestrian safety, convenience and comfort. Fifteen of these are at existing signalized intersections and ten are at potential mid-block crossings.

Future-/Long-Term: Implementation of the three road cross sections will improve pedestrian safety and comfort along the corridor and at pedestrian crossing locations.

In addition to the non-motorized improvements, targeted lane and lane width reductions, traffic calming and traffic speed reduction will further assist in creating a “complete street” for Washtenaw Avenue.

Near-Term Solutions: Transformation of the corridor is a vision that will take decades to achieve. During that time, there are many opportunities to improve the pedestrian conditions. Of particular priority is the improvement of current and the installation of new pedestrian crossings.

Recommendation #1 Improve Pedestrian Crossings at Existing Signalized Intersections.

- Identify and remove the pedestrian crossing barriers at each signalized intersection
- All signalized intersections should be upgraded to improve the level of pedestrian safety

The following intersections and related improvements have been identified as a priority for study and improvement:

- Stadium Boulevard Split : Add east/west crosswalk/Washtenaw Avenue leg
- Platt Road (new signal install in 20132)
- Huron Parkway
- Pittsfield Boulevard: Add north/south pedestrian crossing (east side)
- Yost Boulevard: Add north/south pedestrian crossing
- Hogback Road/Carpenter Road: Add north/south pedestrian crossing (west side)
- Oakwood Street: Retime traffic light so left-turn and pedestrians do not have same right-of-way time and add refuge island (east side)
- Hewitt Road: Add barrier free curb ramps to all corners
- Oakwood Street: Retime traffic light so left-turn and pedestrians do not have same right-of-way time and add refuge island (east side)



Pedestrian Crossing Needed along Vehicular Oriented Corridor



Pedestrian Crossing will Improve Safety for Non-Motorized Users

[Pedestrian Improvements] Pedestrian Crossing Best Practices

Pedestrian Crossing Best Practices

Signal Oriented – Informational

- Add traffic and pedestrian signal indications if they do not already exist.
- Improve existing pedestrian signals to assist in providing people with vision impairments enough time to cross the street.
- Increase crossing times so that people who walk slowly will have sufficient time to cross before the signal indication changes.
- Restrict right-turns on red.
- Increase number of cycles so there are more opportunities for pedestrians to cross.

Markings – Informational

- Provide highly visible markings (ladder striping) and/or a raised crosswalk to enhance the visibility of the crosswalk.

Hardscape – walks, curbs, bump outs

- Install new pedestrian crosswalk (where none currently exists), including markings, signals etc.
- Provide curb ramps (and level landings) to reduce crossing distances and increase visibility.

- Install a center median (with protected “nose”) to provide a refuge for slower pedestrians.
- Connect pedestrian crosswalks to adjacent sidewalks, where there are gaps.
- Reduce curb radius at intersection to reduce vehicular turning speed.
- Install “no left-turn” islands at intersections to reduce congestion and improve predictability for pedestrian safety. Whenever existing pavement width allows, provide refuge island for pedestrian crossing.

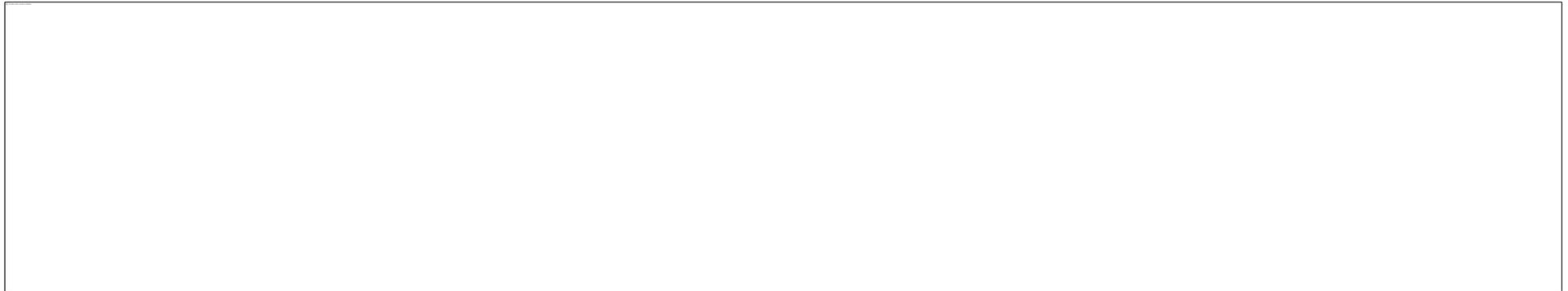


Figure 5.2: Pedestrian Improvement Locations - Intersections

[Pedestrian Improvements] Mid-Block Crossings

MDOT Attributes for Mid-Block Crossing

Per MDOT's Traffic and Safety Note 401C, evaluate the following:

- The location is already a source of a substantial number of mid-block crossings.
- Where a new development is anticipated to generate mid-block crossings.
- The land use is such that pedestrians are highly unlikely to cross the street at the next intersection.

- Evaluate safety and capacity of adjacent intersections or intersections with large turning volumes.
- Create a situation where it is difficult to cross the street at the intersection.
- Spacing between adjacent intersections exceeds 660-feet.
- The vehicular capacity of the roadway may not be substantially reduced by the mid-block crossing.
- Adequate sight distance is available for both pedestrians and motorists.

Recommendation #2 Install Mid-Block Crossings at Priority Locations.

- Ten mid-block crossings were identified as potential locations for additional pedestrian crossings along the corridor.
- Six have been identified as priority based on MDOT's Traffic and Safety Note 401C.

Concept plans for these six crossings are shown on the following pages. While important to the overall vision, these concepts are intended for implementation in advance of public access acquisition. Consequently, elements such as bike lanes and pedestrian zone improvements are not shown.

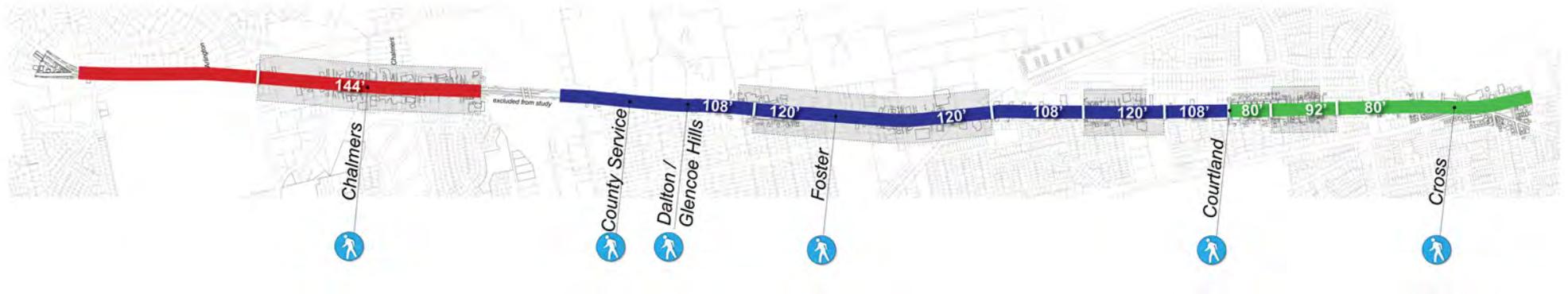
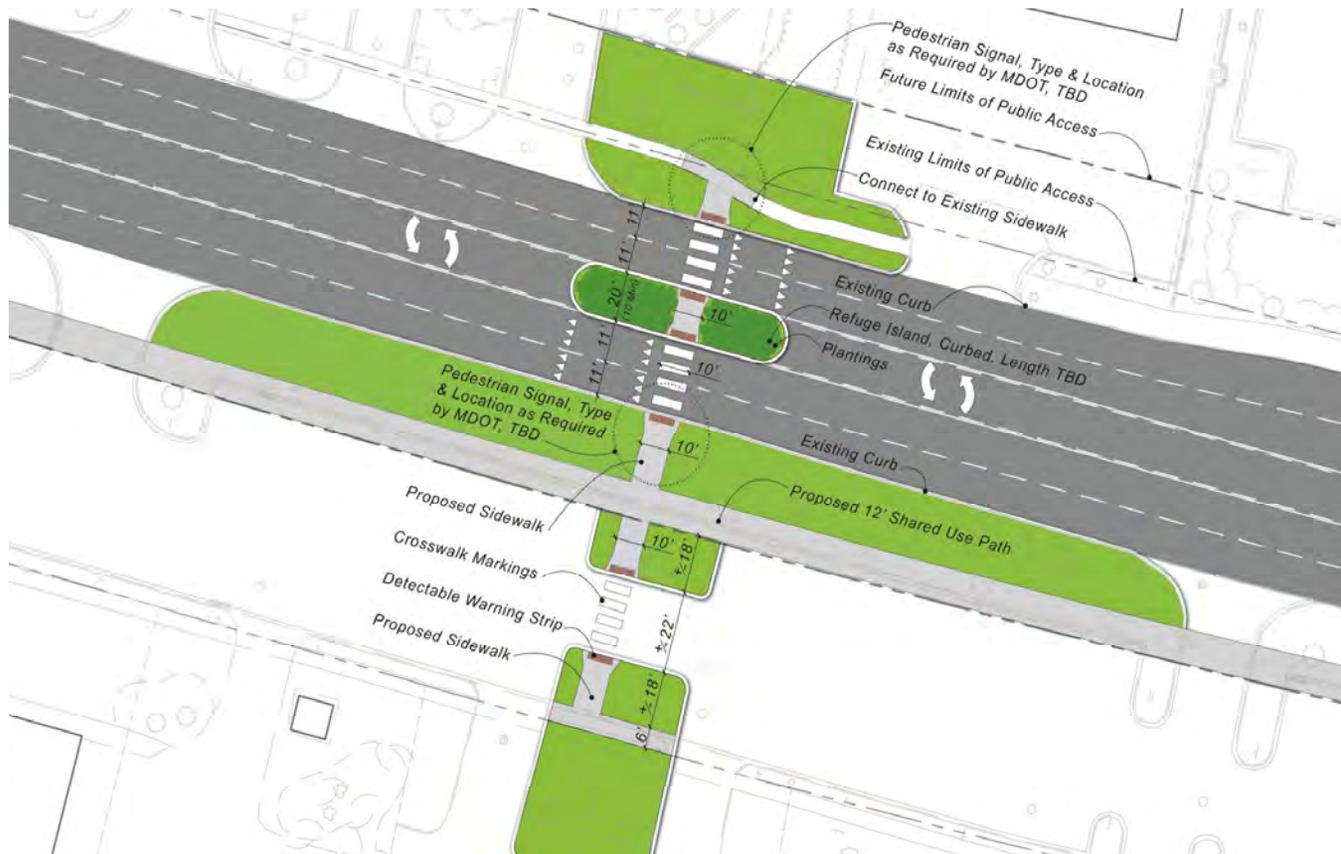


Figure 5.3: Pedestrian Improvement Locations - Proposed Mid-Block Crossings

[Pedestrian Improvements] Mid-Block Crossings



Mid-Block Crossing: West of Chalmers

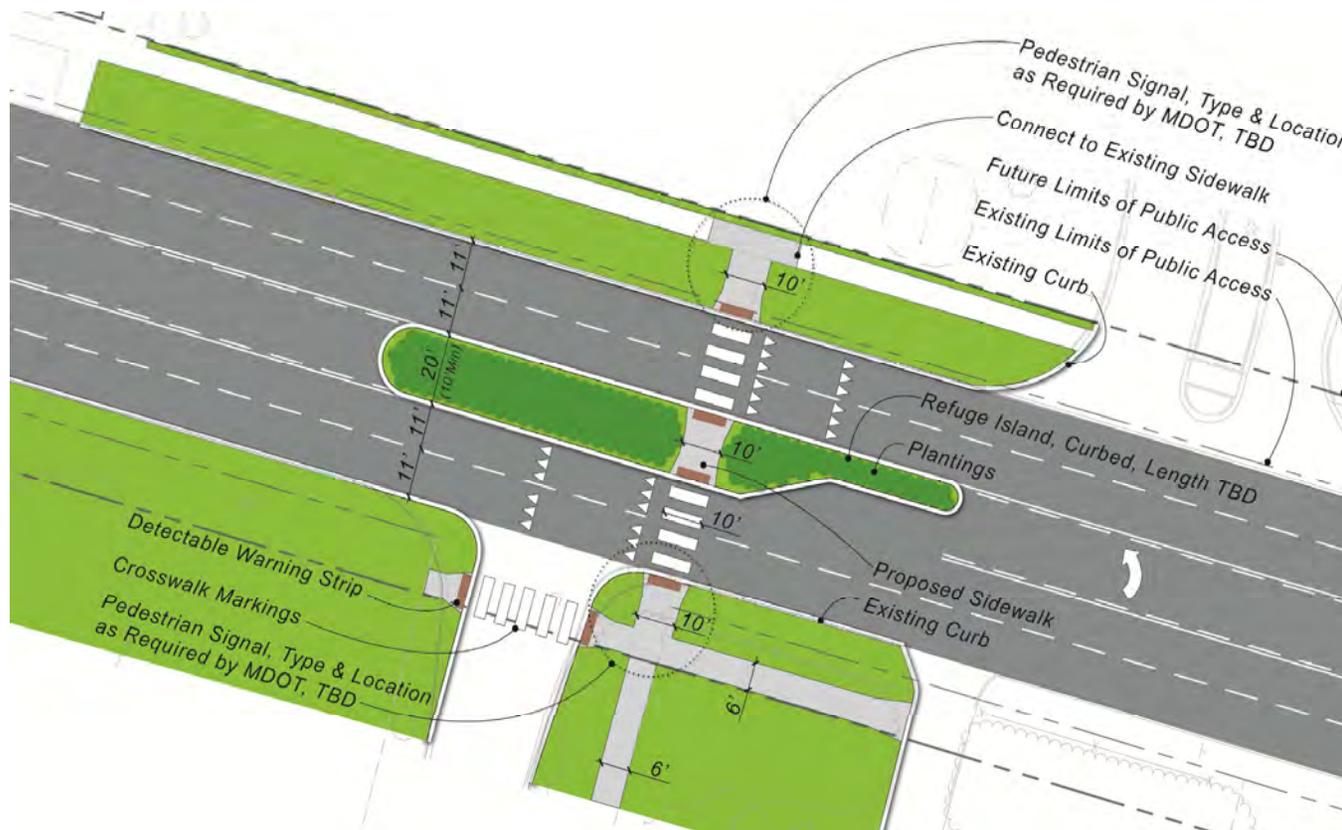
- Currently is a source of mid-block crossings to access adjacent retail land uses
- 1,500-foot distance between Huron Parkway and Pittsfield Boulevard (Spacing exceeds 660-feet)
- Identified as the 3rd highest priority in the public outreach effort
- Generally midway between Pittsfield Boulevard and Huron Parkway (Mallet's Creek)

Design Elements Include

- Curbed and landscaped refuge Island (10-foot minimum)
- Connect to existing sidewalk on north side
- Connect to future shared-use path on south side
- Provide new pedestrian crossing through parking to south businesses

Pavement markings, signs and signals shall be in accordance with MDOT, MMUTCD and AASHTO Standards .

[Pedestrian Improvements] Mid-Block Crossings



Mid-Block Crossing: Washtenaw County Service Center

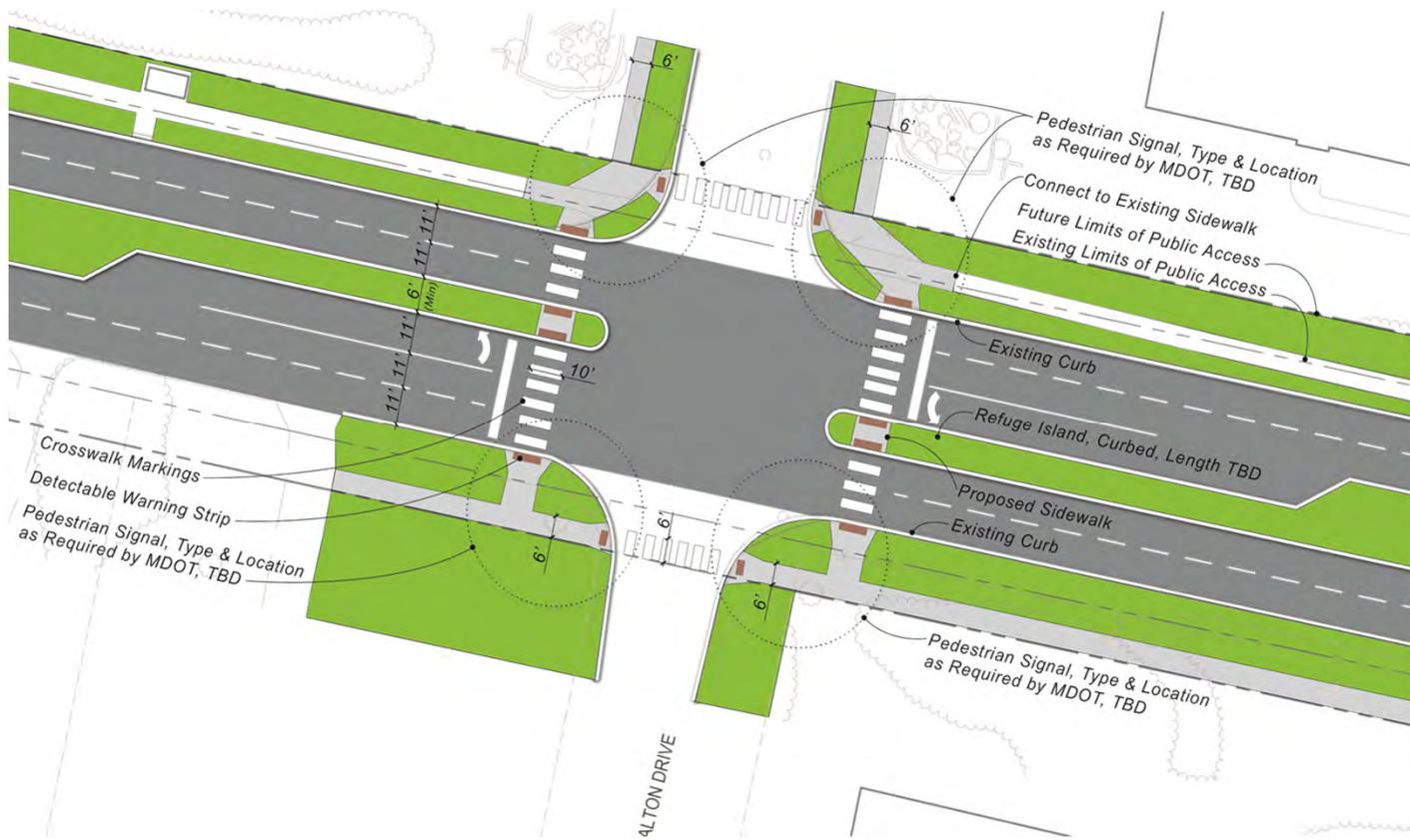
- A current pedestrian generator and a location of a bus stop with high-volume ridership. This stop is targeted to become an AAATA Super Stop
- 3,400-foot Carpenter Road to Glencoe Crossing Driveway (Exceeds 660-feet)
- Identified as the 2nd highest priority in the public outreach effort
- Proposed location is directly east of Grant Street and is located to serve both north and south Super Stops

Design Elements Include

- Curbed and landscaped refuge Island (10-foot minimum)
- Connect to existing sidewalk on north side
- Connect to future sidewalk on south side

Pavement markings, signs and signals shall be in accordance with MDOT, MMUTCD and AASHTO Standards .

[Pedestrian Improvements] Mid-Block Crossings



Mid-Block Crossing: Glencoe Hills Drive

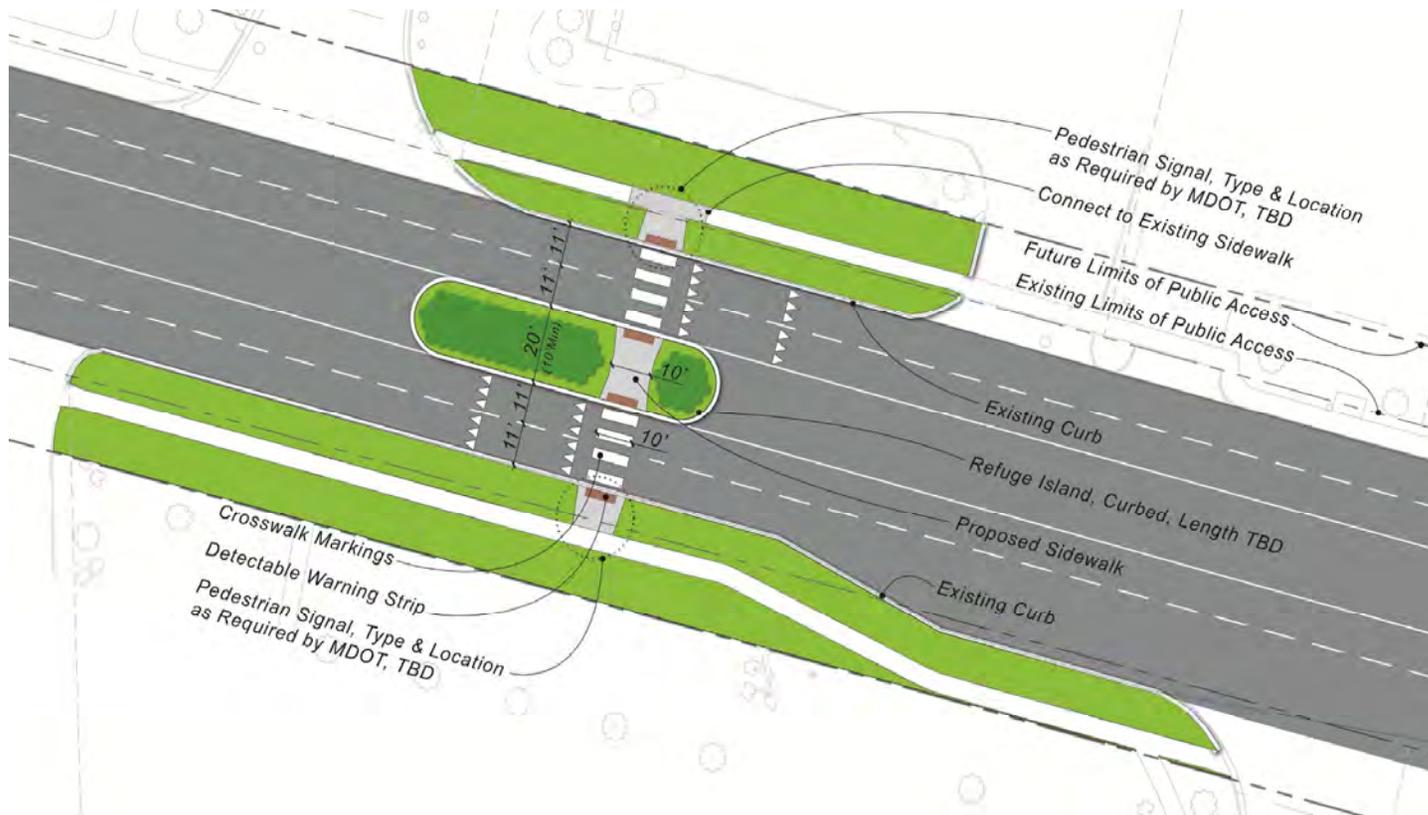
- This intersection is a current source of mid-block crossings due to high residential densities and an active bus stop
- 3,400-foot distance between Carpenter Road and Glencoe Crossing Driveway (Exceeds 660-feet)
- May benefit from a traffic signal (Illustration reflects pedestrian crossings at a fully signalized intersection). A traffic signal warrant is required to determine need

Design Elements Include

- Curbed and landscaped refuge Island (10-foot minimum) associated with sheltered left-turn lane
- Connect to existing sidewalk on north side
- Connect to future sidewalk on south side

Pavement markings, signs and signals shall be in accordance with MDOT, MMUTCD and AASHTO Standards .

[Pedestrian Improvements] Mid-Block Crossings



Mid-Block Crossing: Spice Tree Apartments

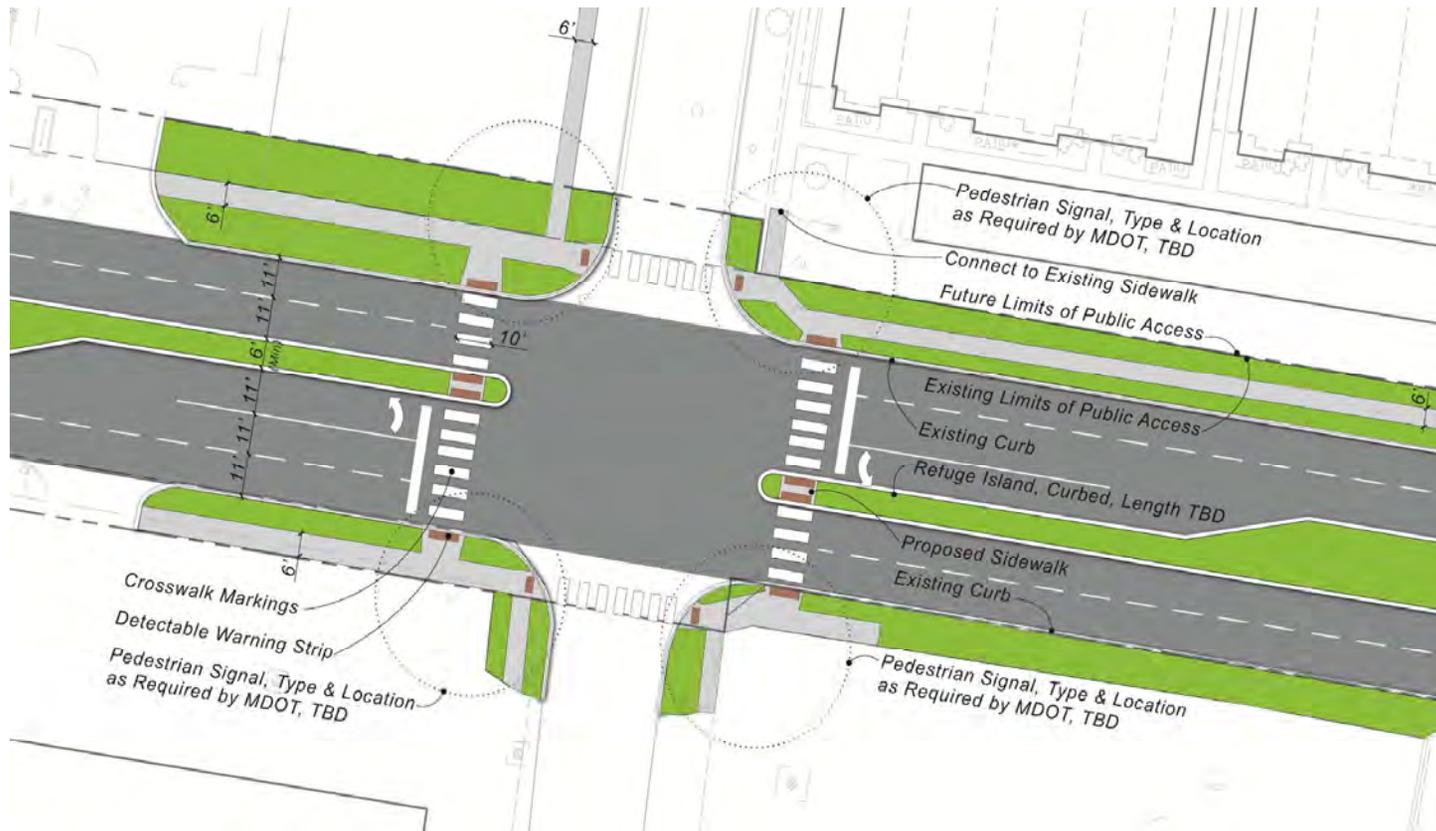
- Between Glencoe Crossing Driveway and Golfside Road
- This is an area where mid-block crossings are currently occurring due to higher residential densities and an active bus stop
- 2,100-foot distance between Glencoe Crossing Driveway and Golfside Road (Exceeds 660-feet)
- Crosswalk location (as illustrated) is 320-foot east of Foster Road

Design Elements Include

- Curbed and landscaped refuge Island (10-foot minimum)
- Connect to existing sidewalk on north and south side

Pavement markings, signs and signals shall be in accordance with MDOT, MMUTCD and AASHTO Standards .

[Pedestrian Improvements] Mid-Block Crossings



Mid-Block Crossing: Courtland Street

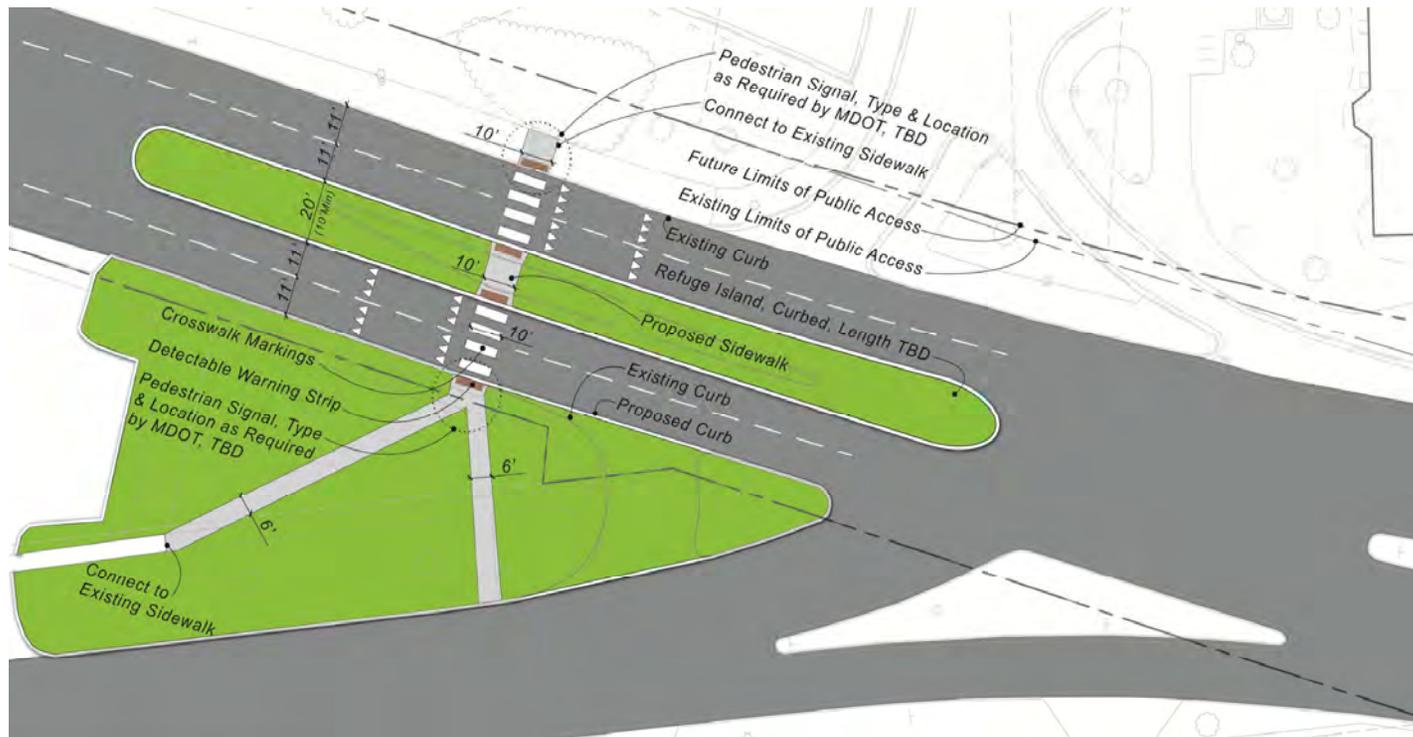
- This is an area where midblock crossings are currently occurring due to higher residential densities and retail areas
- 2,700-foot distance between Hewitt Road and Mansfield Street (exceeds 660-feet)
- May benefit from a traffic signal (Illustration reflects pedestrian crossings at a fully signalized intersection). A traffic signal warrant is required to determine need

Design Elements Include

- Curbed and landscaped refuge Island (10-foot minimum)
- Connect to future sidewalks on north and south side

Pavement markings, signs and signals shall be in accordance with MDOT, MMUTCD and AASHTO Standards .

[Pedestrian Improvements] Mid-Block Crossings



Mid-Block Crossing: Eastern Michigan University

- Between Oakwood Street and Cross Street
- Student access to the campus generates traffic from the residential neighborhoods on the south side of Washtenaw Avenue. The active bus stop in this location further generates pedestrian crossings
- 1,200-foot distance between Oakwood Street and Summit Street (exceeds 660-feet)

Design Elements Include

- Curbed and landscaped refuge Island (10-feet minimum)
- Connect to future sidewalks on north and south side

Pavement markings, signs and signals shall be in accordance with MDOT, MMUTCD and AASHTO Standards .

06

ReImagine Washtenaw

Implementation

[Implementation] Public Access Approach

The established vision for implementation of the proposed cross sections is predicated on diligent adherence to the recommendations outlined in this report as a means to assemble public access throughout the corridor. The amount of public access varies depending on location along the segment as well as location north or south of the road. It also varies with each of the Super Stop locations depending on existing conditions and eventual area requirements for each Super Stop. There is no intent that this vision be implemented as a single project. That would be a massive undertaking requiring a significant investment and a major coordination effort. Rather, acquisition of the required public access should be assembled as property redevelops along the corridor. The primary mechanisms for aggregating the required public access includes voluntary easement, donation or outright purchase. While easements or donation may be the least costly approach, there may be certain parcels that require outright purchase or means other than described in this report. In all cases, each municipality should reference the Future Limits of Public Access plans and negotiate with developers to facilitate the vision for ReImagine Washtenaw.

Recommendations

1. Each municipality, or other entity as appropriate, will acquire the required public access through:
 - Voluntary easements as property redevelops along the corridor;
 - Donation; or,
 - Outright purchase.

2. Public Access:

- Will remain as an easement to the municipality;
- Will be held by other entities; or,
- Will be transferred to MDOT as part of the corridor right-of-way.

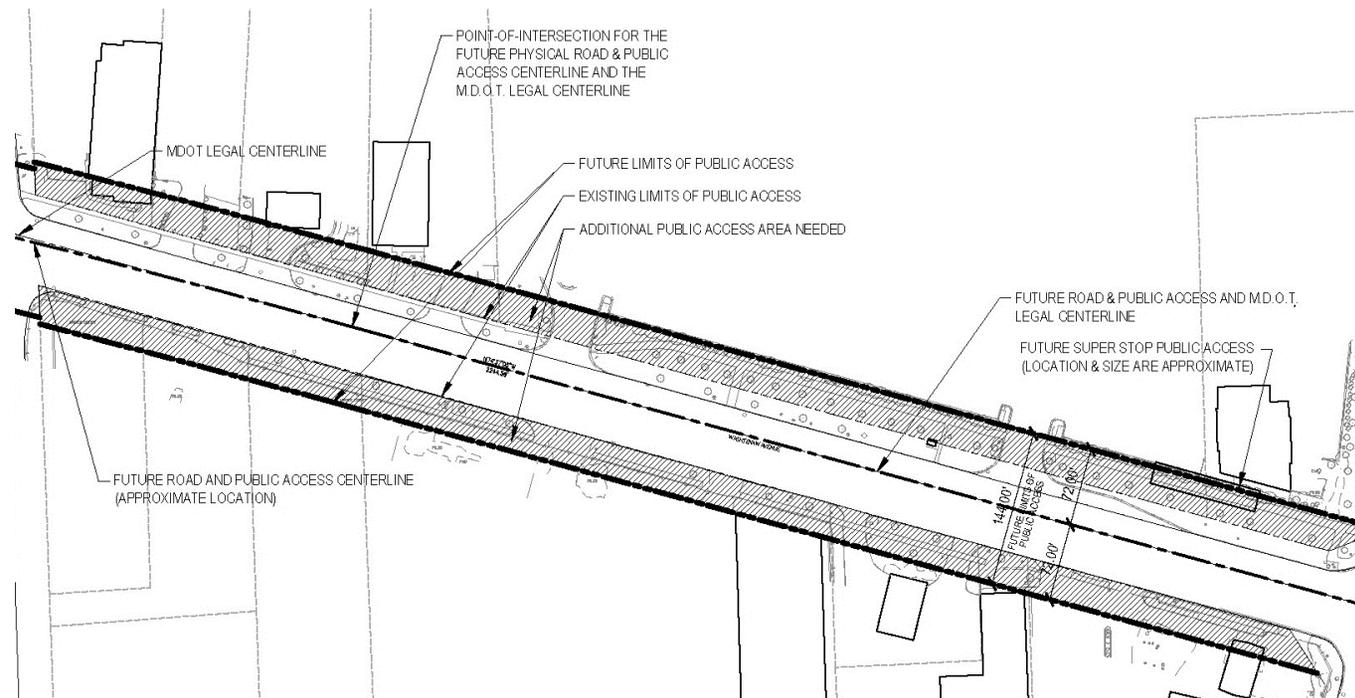


Figure 6.1: Typical Section from Future Limits of Public Access Plans

[Implementation] Traffic Volume Reduction Strategy

A primary requirement of realizing the ReImagine Washtenaw vision is obtaining the recommended reduction of vehicular traffic volumes. This is required to facilitate the road diet in the City of Ypsilanti segment but also a means of creating a more walkable pedestrian environment with an emphasis of an equitable distribution of transportation modes. Strategies to implement traffic volume reductions include a focus on mode shifts, traffic diversion, Transportation Demand Management (TDM) and Park Once.

Mode Shift

Mode shifts involve making modes other than the automobile, such as transit and non-motorized travel, more attractive than use of automobiles, especially single-occupancy automobile use. This is one of the goals of ReImagine Washtenaw. Mode shift is a primary target of AAATA as they continue to focus on transit service improvements in the Washtenaw Avenue corridor.



Mode Shift Opportunities

Traffic Diversion

Traffic diversion considers an individual's route select preferences based on congestion and time to arrive at their destination. Major alternative east/west routes for the use of Washtenaw Avenue include Packard Road to the south and Clark Road /Huron River Drive to the north.

Transportation Demand Management

TDM involves coordination with major employers to alter the employee shift start and end times, among numerous other strategies, to reduce traffic congestion during major traffic peak flows. A TDM study was completed for the Washtenaw Avenue corridor separate from this study. Major employers, including The University of Michigan and the associated hospital system, Saint Joseph Mercy Hospital, Washtenaw Community College, VA Ann Arbor Healthcare System and Eastern Michigan University, participated in an effort to review TDM strategies. ReImagine Washtenaw should support continued meetings with this group with a goal of shifting employee travel from peak travel times on Washtenaw Avenue.

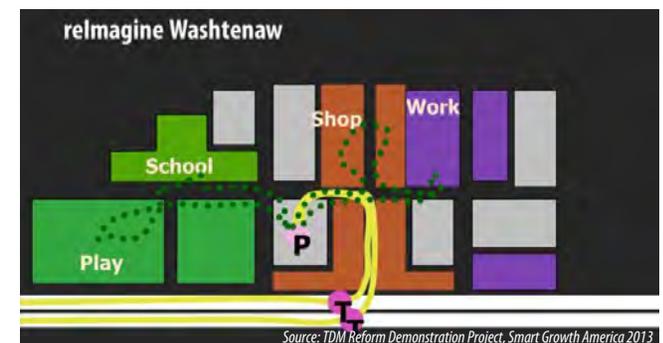
Park Once

Park Once is a long-range strategy that is associated with coordinated redevelopment projects in the corridor. This concept is focused on development that allows pedestrian access to a variety of destinations – employment, shopping, fitness, etc. – from a single location.

It is recommended that a proactive stakeholder subcommittee be established to advance mode shift strategies and establish milestone to measure success.

Recommendations

1. Pursue a multi-faceted approach including:
 - Mode shifts
 - Traffic diversion
 - Transportation Demand Management
 - Park Once
2. Establish a proactive stakeholder subcommittee to advance traffic volume reduction strategies.



Park Once

[Implementation] Phased Projects

The ReImagine Washtenaw vision does not anticipate implementation of the recommended improvements as a single project. Success will be realized through incremental improvements as conditions allow. Consequently, consideration of phasing projects is important to take advantage of implementable elements as well as to document continued progress toward the established vision.

Projects that should be considered in the short-term include:

Sidewalks

Installation of sidewalks in segments identified as gaps. A continuous sidewalk system along Washtenaw Avenue would be the first step in establishing a pedestrian zone.

Narrow Median

There are segments along the corridor that could accommodate initial implementation of the narrow median cross section. Evaluation of the corridor for these opportunities should be assessed.

Pedestrian Crossings

Implementation of potential pedestrian crossing improvements at intersections and at identified mid-block locations should be further evaluated through traffic engineering analysis and coordination with MDOT and local municipalities. While documentation to support some of the proposed pedestrian improvements may not be practical at this time, other recommendations are more realistic and offer an opportunity to initiate pedestrian safety strategies.

Super Stops

The proposed Super Stop locations have been ranked, in part, for ease of implementation with respect to availability of existing of public access requirements. This includes locations on the northwest side of the Washtenaw Avenue/Huron Parkway intersection and on the north side of Washtenaw Avenue at the Washtenaw County Service Center. The design of these specific locations should be advanced to finalize public access requirements and demonstrate transit service improvements on the corridor.

Recommendations

Advance initial projects that demonstrate commitment to action and provide a phased transition to the ultimate vision such as:

- Installation of missing sidewalk segments
- Partial narrow median installation
- Pedestrian crossings – intersections and mid-block
- Super Stops



ReImagine Washtenaw

Appendices

A

ReImagine Washtenaw

Community Engagement Survey and Summary



REIMAGINE WASHTENAW

Public Workshop & Online Survey Results Summary

July 19, 2013

The vision for the Washtenaw Avenue Corridor is one that supports a high quality of life with walkable shopping options, housing choices, efficient transit service, great public spaces, bike paths, and access to educational, cultural and employment centers.

This document summarizes the results of four public workshops and an online survey that was conducted in 2013 as part of the planning activities for Reimagine Washtenaw. The feedback intended to gather public input on desired improvements, important issues of concern, as well as evaluating options for the future design and character of the corridor.

Participation

In total, approximately 120 community members participated across the four public workshop and 75 participated in the online survey. Below are the workshop and survey dates:

- Public Workshop #1 – May 28th, 2013
- Public Workshop #2 – May 29th, 2013
- Public Workshop #3 – May 30th, 2013
- Public Workshop #4 – May 31st, 2013
- Online Survey – Open through July 2nd, 2013

The public workshops and online survey drew participation from a modest geographic area. For the online survey, 35 respondents were located within Ann Arbor and 33 were from outside of Ann Arbor. For the public workshops, respondents were asked to mark their location on a map relative to the Washtenaw Corridor. 19 respondents identified locations west of US-23 and 44 identified locations east of US-23.

Feedback Summary

The questions asked in the public workshops and the online survey were generally the same. For the purposes of this summary document, the questions and responses are organized into five sections:

- Section 1: General Corridor
- Section 2: Streetscape Enhancements
- Section 3: Corridor Alternatives
- Section 4: Pedestrian Crossings
- Section 5: Segment-by-Segment Feedback

Key observations and points from each of these sections are summarized below. The full feedback results, including all written comments and response charts for each question, is attached to this summary document.

Section 1: General Corridor

This section asked participants to rate how important 11 different issues affecting the corridor are to address, as well as asking an open ended question about their general perception of the Washtenaw Corridor.

Overall, the top three most important issues in the ratings were (1) making safer pedestrian crossings on Washtenaw; (2) improving and adding sidewalks; and (3) improving pedestrian connectivity. These are all aimed at pedestrian level improvements. The next most important issues, (4) improving and adding bike lanes; and (5) bike connectivity are aimed at improving bicycling conditions.

The least important average issues including slowing down traffic speeds and improving vehicular connectivity. However, all of the issues averaged above a 3.0 score (on a 1-5 scale), with 7 of the issues above a 4.0 (important to very important) – indicating that there are many important concerns along the corridor.

Among the written comments, common themes included:

- The need for better pedestrian crossings.
- Better signal timing for traffic lights.
- Traffic congestion.
- Improving the aesthetics / image of the corridor.
- Improving bike facilities – although opinions varied on the most appropriate way to accomplish this issue. Many felt bike lanes were appropriate, while others felt bike traffic should be handled on off-street paths. There also comments that there should be no biking in the corridor.
- Speed and lane reductions where feasible (mostly west of US-23).
- The need for better maintenance along the corridor.

Section 2: Streetscape Enhancements

This section asked participants to identify specific streetscape enhancements they felt are important for improving the corridor, and whether they had additional specific ideas for corridor improvements.

Overall, the most important streetscape enhancements included (1) improving transit facilities; (2) adding more street trees (3) better lighting; (4) corridor beautification; and (5) incorporating stormwater and landscape buffers. The least important issues were incorporating screening walls for parking lots and art. All the improvements, aside from art and screen walls, scored over a 3.0 average (on a 1-5 scale) for the level of importance.

Written comments highlighting additional ideas included:

- Improving vehicular flows (less congestion)
- Universal design for better accessibility
- Dedicated transit lanes

Section 3: Corridor Alternatives

Section 3 asked participants to review three proposed corridor cross-section Scenarios (A, B, and C), and identify their preferred option. Scenario A is a universal 5-lane design; Scenario B is combination of 5-lane, 4-lane with median, and 3-lane roads; and Scenario C is a 4-lane road with dedicated transit lanes, medians, and 3-lane segments.

Overall, Scenario C received 45% of the votes, followed closely by Scenario B with 38% of the votes. Scenario A trailed further behind with only 17% of the votes.

Participants were then asked to qualify their votes by identifying the attributes of their scenario that caused them to prefer that one over the other Scenarios. Improving the pedestrian and bicycling environment were the two most often provided reasons (22% and 20% of the votes respectively). The least important reasons were the need to minimize adjacent property impacts, improving vehicular commutes, and providing traffic calming.

Other reasons for selecting the preferred Scenario, asked in an opened ended question, emphasized the following:

- Improvements to the transit system and its level of service.
- Enhancements to the character and aesthetics of the corridor.
- Better usability throughout the corridor through universal design and smoother traffic flows.

Three follow-up yes/no questions were asked pertaining to the implementation of future improvements.

- Question 1 asked whether it is acceptable to acquire land beyond the right-of-way for corridor improvements. 85% of respondents answered Yes.
- Question 2 asked whether or not cross-jurisdictional coordination would be important for ensuring successful improvements along the corridor. 98% responded Yes.
- Question 3 asked whether the corridor should have a consistent look and feel along its entirety. 59% responded Yes and 41% responded No.

Section 4: Pedestrian Crossings

In this section, participants were asked to identify priority intersections for pedestrian crossing improvements, as well as opportunities for mid-block crossings.

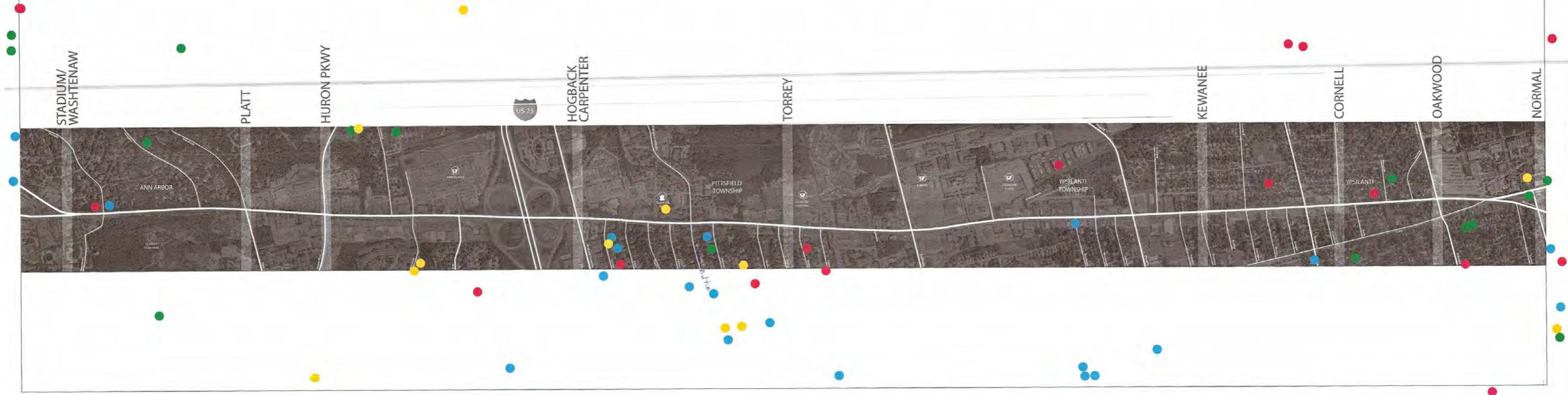
The Huron Parkway pedestrian crossing received the most number of votes by a significant margin (17% of the total). The next most important three intersections included Golfside (12%), Carpenter (12%), and Platt (10%) – recognizing that intersection improvements are currently underway at Platt.

In terms of midblock crossings, the most identified opportunity were between Platt and Huron Parkway (13%), followed by Carpenter & Glencoe Hills (11%) and Huron Parkway & Pittsfield (10%). In the open ended responses to mid-block crossings, there were many comments speaking against mid-block crossings due to safety and traffic concerns. However, other participants noted that midblock crossings can be important for transit riders to get across busy street – and if designed with adequate signage, lighting, signalization could provide safe crossing.

Section 5: Segment-by-Segment Feedback

In the final section, participants were asked to comment on the major concerns and issues addressing the corridor along the each of the major segments. This question was only asked among participants of the public workshops. In general, comments ranged across a variety of topics and concerns – but were consistent with the feedback summarized above.

Where do you call home ?



Summary Tables for Improvements

How important are the following improvements?

- Ordered based on average response rating

	2 <-----scale-----> 5	Avg.
Safer for pedestrians to cross Washtenaw		4.65
Improving/adding sidewalks		4.58
Improving pedestrian connectivity		4.39
Improving/adding bike lanes		4.16
Improving bike connectivity		4.15
Improving bus connectivity		4.14
Beautifying the corridor		4.05
Adding amenities to bus stops along Washtenaw		3.89
Providing better connections to adjacent neighborhoods		3.66
Improving vehicular connectivity		3.43
Slowing down traffic speeds along Washtenaw		3.28

How important are the following *streetscape* improvements?

- Ordered based on average response rating

	2 <-----scale-----> 5	Avg.
Transit facilities		4.12
Street trees		3.98
Lighting		3.74
Beautification		3.74
Stormwater/landscape buffers		3.70
Trash/recycling containers		3.56
Wayfinding/signage		3.41
Benches		3.38
Art		2.75
Screen walls to screen parking		2.39

Section 1: Overall Corridor

How important is it to make it safer for pedestrians to cross Washtenaw?

	<i>Avg. 4.65</i>	#	%
Very important (5)		95	71%
Important (4)		31	23%
Neutral (3)		5	4%
Not very (2)		2	2%
Not at all (1)		0	0%
Total		133	

How important is it to slow down traffic speeds along Washtenaw?

	<i>Avg. 3.28</i>	#	%
Very important (5)		23	18%
Important (4)		31	24%
Neutral (3)		40	31%
Not very (2)		24	19%
Not at all (1)		9	7%
Total		127	

How important is it to add amenities to bus stops along Washtenaw?

	<i>Avg. 3.89</i>	#	%
Very important (5)		40	31%
Important (4)		51	40%
Neutral (3)		23	18%
Not very (2)		14	11%
Not at all (1)		1	1%
Total		129	

Section 1: Overall Corridor

How important is improving/adding sidewalks?

	<i>Avg. 4.58</i>	#	%
Very important (5)		93	70%
Important (4)		25	19%
Neutral (3)		11	8%
Not very (2)		3	2%
Not at all (1)		0	0%
Total		132	

How important is improving/adding bike lanes?

	<i>Avg. 4.16</i>	#	%
Very important (5)		68	54%
Important (4)		32	25%
Neutral (3)		13	10%
Not very (2)		7	6%
Not at all (1)		7	6%
Total		127	

How important is beautifying the corridor?

	<i>Avg. 4.05</i>	#	%
Very important (5)		52	40%
Important (4)		45	35%
Neutral (3)		21	16%
Not very (2)		11	8%
Not at all (1)		1	1%
Total		130	

Section 1: Overall Corridor

How important is providing better connections to adjacent neighborhoods?

	<i>Avg. 3.66</i>	#	%
Very important (5)		33	26%
Important (4)		39	31%
Neutral (3)		37	29%
Not very (2)		12	10%
Not at all (1)		5	4%
Total		126	

How important is improving vehicular connectivity?

	<i>Avg. 3.43</i>	#	%
Very important (5)		25	21%
Important (4)		31	26%
Neutral (3)		37	31%
Not very (2)		20	17%
Not at all (1)		5	4%
Total		118	

How important is providing better pedestrian connectivity?

(Results only from Public Workshop)

	<i>Avg. 4.39</i>	#	%
Very important (5)		26	51%
Important (4)		20	39%
Neutral (3)		4	8%
Not very (2)		1	2%
Not at all (1)		0	0%
Total		51	51

Section 1: Overall Corridor

How important is improving bike connectivity?

	<i>Avg. 4.15</i>	#	%
Very important (5)		58	47%
Important (4)		39	32%
Neutral (3)		14	11%
Not very (2)		10	8%
Not at all (1)		2	2%
Total		123	

How important is improving bus connectivity?

	<i>Avg. 4.14</i>	#	%
Very important (5)		53	42%
Important (4)		44	35%
Neutral (3)		23	18%
Not very (2)		6	5%
Not at all (1)		0	0%
Total		126	

Section 1: Overall Corridor

What do you think about the Washtenaw Corridor?

1

The lack of walkability in this area is upsetting. The surface lots are waaaay too big and the shops are set too far back from the street to walk between any of them (because of the outsized parking lots). You know there's a problem when you have to drive to get between stores on the opposite sides of a parking lot. The large amount of surface parking and lack of any sort of public spaces worth caring about makes the area ugly and depressing.

The high-speed traffic makes one feel unsafe while crossing the street and makes too much noise for feel comfortable while walking along it.

2

Vitally important to, attract, develop and keep new business; important to maintain current business; improve quality of living in surrounding neighborhoods; improve safety for drivers, pedestrians and encourage bicyclists.

Putting in sidewalks and maintaining the sidewalks during the summer and winter are important. Leaving the sidewalks to property owners results in sidewalks not being cleared.

Increased garbage pickup is important. Watering sod and trees is important.

In sum, I would like to know more about how the upgrades will have an improved level of county, township and city service.

3

Terrible sidewalks, interchange at US 23 needs more pedestrian friendly improvements. The traffic light at Washtenaw and Oakwood needs to be re-timed because the left turn lane and pedestrian light both give the right of way at the same time. Traffic lanes should be reduced near this intersection to promote pedestrian safety and neighborhood cohesion.

4

It is THE main thoroughfare connecting Ypsi/Ann Arbor and serving as a main transit corridor for people coming in/out from US-23 and I-94. There are no good alternatives unless an additional US-23 exit is constructed, which is not likely. Traffic congestion is a major problem. The lights are poorly timed. 5 lanes are needed to maintain efficient traffic flow. The Washtenaw Corridor is not an appropriate location to consider a "road diet" or dedicated bus lanes. Consider Packard as an alternative for a dedicated bus or alternative transit connection between Ann Arbor/Ypsi, not Washtenaw Ave.

Section 1: Overall Corridor

What do you think about the Washtenaw Corridor?

- 5** It's a busy street. I try and usually do only use this Ave when I need to. I also try to do more than one errand when I go. I do have 3 young children and walking, biking, and busing riding is hard to do with them (and pick up needed items). I really have to take my car. We live in A2 Hills and it's not easier to safely get to Washtenaw because our neighborhood doesn't have sidewalks throughout. Can we make Arlington safer too? Plus, every time I try to take the bus with my kids, I find that it's hard to get back home. Can we improve the bus schedule and routes?
- 6** It is not pleasant for anybody, least of all pedestrians and cyclists.
- 7** I like it so far. The new traffic light at Platt is a good thing. People need a place to cross safely from the Recreation Center. I hope to see an upgrade to the triangular median where Stadium meets Washtenaw.
- 8** I avoid driving on it as much as possible.
My daughter totaled a car there.
The bike route doesn't lend itself to fast safe travel.
- 9** Now, it's terrible. There are no continuous sidewalks along the entire length of Washtenaw from the Stadium split to the EMU campus. There should be. There should also be pedestrian bridges at the Washtenaw-Carpenter Rd, Hogback Rd intersection as well as at the Packard Rd, Carpenter Rd intersection. The amount of J-walking that goes on at these intersections is dangerous. Bike paths would be nice too as long as they don't increase traffic congestion along the corridor.
- 10** A mess, dangerous, ugly, and to be avoided even though I live near it in Ypsilanti. A classic example of what Transportation for America calls "dangerous by design." Negative impact is particularly severe in Ypsilanti, where it slashes through residential neighborhoods and is only a block from another major corridor, Cross/Packard.
- 11** I think it's a great idea overall, but I worry that it will lead to gentrification. I live along Washtenaw and there are so many people who do that aren't well off financially. How is this going to impact them? Are there protections in place to make sure lower income people aren't being pushed out of their neighborhoods? I'd love to see a revitalization happen, as long as it doesn't hurt the people that already live there.

Section 1: Overall Corridor

What do you think about the Washtenaw Corridor?

- | | |
|-----------|--|
| 12 | I really don't think a lot about it and I don't many others do either. Washtenaw is a thru roadway, not a neighborhood. Please don't reduce lanes, for any reason like bike lanes because they are really not needed. It is a through road. |
| 13 | The Washtenaw Corridor Avenue is the busiest street in Ann Arbor. As the most direct route to U-M and new commercial activity in the near future, I fear that traffic will worsen (longer delays) and will become more dangerous for pedestrians to cross. |
| 14 | <p>It is too congested with auto traffic; the drive between Carpenter and Huron Parkway can be very slow and crowded. The appearance of the strip malls along the corridor is fairly shabby. There are a lot of good businesses in the area, but they can be hard to reach sometimes due to traffic congestion.</p> <p>In general, that area has been heavily overdeveloped. New businesses in brand-new shopping centers, while the older ones continue to decay. We need to redevelop existing shopping centers, rather than create new ones.</p> |
| 15 | |
| 16 | <p>I think there is a great disparity in the development that takes place in the corridor. Specifically when you compare new development east and west of Carpenter Road.</p> <p>I would like to see a way that could be addressed at least somewhat.</p> |
| 17 | I think it's fine, but RAISED crossings would do a world of good. Slowing the traffic is a terrible idea, and will just make rush hour worse than it already is. Adding a median to prevent left turns from driveways could help, though. All mid-block crossings should not interfere with the flow of traffic, it's already bad enough. |
| 18 | A very busy road, mostly strip malls, unappealing, and a hassle. |
| 19 | <p>I live right off of it so I have a lot of thoughts. What is most frustrating is that it takes 10 minutes to drive 2 miles and where I live, the sidewalk system is not complete or even existent in spots so walking and riding a bike are not necessarily an option. I live near Yost & Washtenaw behind the Dollar Store.</p> <p>The worst part is the timing of lights does not change throughout the day as volumes change. It goes to blinking at midnight which is ridiculous. Traffic fluctuates wildly at rush hour compared to other times and the timing needs to reflect that on the lights.</p> |

Section 1: Overall Corridor

What do you think about the Washtenaw Corridor?

- 20** I mostly enjoy it - the food options are varied, the traffic (mostly) flows well, I wish Ypsi was less car dealer-focused. I do wish the traffic lights were more synced to help traffic flow more smoothly as it can be frustrating to start/stop.
- 21** Currently, while there are great restaurants, shopping, etc. that I utilize frequently, there could be a lot more attractive multi-use commerce and activity going on. Also it is SUPER dangerous to bike (minus the new corridor pedestrian sidewalks that just recently were added), and walking is dangerous as well. This makes even crossing the Washtenaw Corridor to get to another destination on foot or on a bike dangerous and inconvenient.
- 22** I really don't think about the Washtenaw corridor very often.
- 23** Very hard to bike. Not pleasing to the eye.
- 24** A very busy area, mostly designed for cars. Has a mix of people commuting into/out of Ann Arbor for work and local shopping. With more upscale stores the shopping is attracting out of town customers. It is within walking and biking distance for me but I don't feel safe so I use my car.
- 25** I drive cab in Ann arbor and I feel it must remain 2 lanes each direction to facilitate the movement of traffic. With the new shopping areas being added the traffic will really increase. I am also very concerned about the safety of street cafes on this street as one proposal suggests. I literally see traffic accidents in the Ann Arbor areas daily. With diners and pedestrians close to the travel lanes I feel there would be danger. West Liberty and Main street are much different than Washtenaw. Parked care buffer the diners and pedestrians along with slower speeds. Washtenaw is the same as Jackson... both trails to the freeways for those that come to work here from out of town. The fate is sealed in these two cases. Turning it into three lanes so you can reduce the speed limit is not a solution. The back up on Jackson and Washtenaw would be quite astounding if any reduction takes place. Please go to both locations starting around 4 pm each day to see for yourselves. I would predict if Washtenaw was narrowed the back up will be all the way back to the stadium and Packard intersection. I believe you would be creating a giant bottleneck making even roads once passable very congested. I truly love the European style that I seeing dreamed about. However when you take a closer look at those cafe lined streets they are not roads leading to any freeway system. They are like W Liberty and Main.

Section 1: Overall Corridor

What do you think about the Washtenaw Corridor?

- 26** I try to avoid East of 23 on Washtenaw as much as possible. I live in the NE quadrant of Packard/Platt and would love to feel safer crossing Washtenaw on either my bike or walking. Bike and pedestrian safety is important to me.
- 27** It could be a lot better.
- 28** It has a lot of useful and interesting stores and restaurants, but the traffic lights turn the area from Stadium to US-23 into a 20 minute gauntlet. Timing needs to be improved, or roundabouts should be placed. Also, sidewalk gaps should be filled in with wide sidewalks for walkers, bicycles, roller-bladers, and so forth. Nicer bus stations with wayfinding and heated waiting areas would also be beneficial. Ann Arbor focuses too much on bike lanes--which are only good for about 10% of bike users. 80% are intimidated by them or find them highly unpleasant, and 10% would rather ride with the cars in the lane. Extra-wide sidewalks are cheaper to install, and provide a much more pleasant and safe experience for slower recreational bicyclists (who make up the majority). This is not unheard of--I've traveled to many European cities that prioritize off-road bike facilities over bike lanes and it seems to work there. We need to check whether the bike lane lobby actually represents most bikers (I don't think they do) and whether it really is safer (My hunch is it just trades one danger for another.) Also, we need to check: Perhaps bike lanes might be safer for the top 20% of bikers, but less safe for the bottom 50% of bikers--who just avoid using the lanes, throwing off statistics. Also note that on Plymouth Road, that has extra-wide sidewalks and bike lanes, most bicyclists choose to ride on the extra-wide sidewalks.
- 29** I think that this road has so much room for improvement! I go out of my way to avoid it because of the traffic and lack of aesthetics. I would never ride my bike on this road as it is now because I value my safety.
- 30** Congested and full of angry drivers, I avoid it as much as possible
- 31** The Washtenaw Corridor between 23 and EMU is one of the most depressing stretches of road I've ever encountered. The road and many of the businesses and empty buildings are a physical mess. I've always been shocked at the amount of people trying to cross in between intersections and am amazed at the bravery of the few who are daring enough to ride a bike on Washtenaw.

Section 1: Overall Corridor

What do you think about the Washtenaw Corridor?

- 32** "Washtenaw Corridor Avenue"? Please proofread!
I definitely think there's potential for improving Washtenaw Avenue, though I'm skeptical of plans to reduce general traffic lanes in the process, without larger systemic changes in traffic flow in the area between Ann Arbor and Ypsilanti. I think the coordinated tactical changes -- filling sidewalk gaps, intersection repair, transit traffic signal prioritization -- can show high return in a short timeframe.
- 33** I travel the corridor between Stadium and Cross Street at least twice a day, nearly every day. Although changes need to be made, none of the changes should include narrowing the roadway. The traffic lights, especially those between Huron Parkway and Carpenter need to be synced to provide a steady flow of traffic. As they are now, traffic frequently backs up through the previous intersection, meaning that you may be waiting at a light for more than a full cycle before being able to move ahead. Also, I am strongly opposed to narrowing the road to three lanes near Ypsilanti. Although the speed limit is 40/45 mph, there are still many people who go 25 mph. Narrowing this to 3 lanes would only mean that people who are trying to go close to the speed limit are stuck behind these slower people, with no opportunity to pass. There is already a ton of road rage that occurs on this road, with absolutely no need to increase it, which will likely happen when the road is narrowed. Narrowing the road will not help to facilitate traffic in the least.
- 34** It's currently just for single passenger vehicles. It doesn't accommodate other travelers very well at all. It's also unattractive with the worst features of retail development, although the area between by County Farm Park is really lovely now.

Section 1: Overall Corridor

What do you think about the Washtenaw Corridor?

- Better coordination of traffic lights would help traffic flow. Do NOT favor any major change to the road...malls along the edge need improvement. Do NOT like malls that come out to the streets. Bike lanes are not important and are negative. This channel is for cars...use slower routes for bike lanes...keep the bikes separate from large-volume auto corridors. Better for all...cars, bikes....
- 35** Some of the questions are just plain unfair and seem designed to be self-fulfilling. For example, "how important is it to make it safer for pedestrians to cross Washtenaw"...if I say it's not important then I am a nasty and uncaring person in some eyes....but, it may in fact be unimportant because it may already be relatively safe. For questions like this one to have any validity, a frame of reference or context must be given...how many pedestrian accidents are there? How high is that number in relation to other locations? Are they at intersections with traffic lights or is this a case of illegal crossings which then perhaps is a problem for law enforcement and not for planning?
- 36** It's ugly, it's dangerous, it's frustrating, it's congested. If I have a choice, I avoid it.
- 37** New design is more attractive and promotes a "village" like environment. HOWEVER, it assumes people use Washtenaw for stop and go type errands when in truth, they use Washtenaw as a commuter pipeline and they do not shop along it. That makes traffic volume high and locals actually avoid it. The new design does nothing to reduce the big problem: traffic volume. Please do not tell us the bus lanes will fix that because commuters going to Livonia/Northville/Novi etc will NOT opt to take a bus. I live one house off Washtenaw so am very familiar with it.
- 38** Washtenaw avenue is what it is: a major artery for vehicles to travel to and from a2 and ypsi. Don't waste time and tax dollars trying to make it what it is not.

Section 1: Overall Corridor

What do you think about the Washtenaw Corridor?

- 39** First, I think about Washtenaw AVENUE, not Washtenaw Corridor [Ave]. I live on East Stadium Blvd so I am highly interested in improving Washtenaw Avenue, clarifying its image, so that the character of my residential street becomes even safer, calmer and more beautiful. I think many drivers think of E Stadium as 'Washtenaw Extended' making volume and speed inappropriate. We are already seeing a mode shift on E Stadium with new bike lanes and mid-block crossings. On the larger scale of Washtenaw Ave, the transition to multi-modal is surely to be more dramatically positive. Further, I have used AATA buses, both in Ann Arbor and commuting to work in Ypsilanti. Bicycle commuting to Ypsilanti has been highly impractical (impossible for me). I can definitely see positive benefit in the suggested modal shift improvements. Even as a driver, I have looked at the underutilized potential of Washtenaw Ave for years. It really should be re-imagined as a to-and-through multi-modal transportation system. There definitely are many untapped opportunities for building re-development and economic enhancement.
- 40** I think that you need more information about how vehicles are used along Washtenaw Avenue. Specifically, you need to know how many vehicles use Washtenaw Avenue in order to access US23 and then other Interstate highways for commuting purposes. You would not want to delay this component of traffic.
- 41** It's amusing that it is often shown by Google Maps as the fastest way to get to points east, when it is always slowest by experience. I think there are just too many curb cuts.
- 42** It's not a place. It's an unpleasant stretch you have to traverse to get to some place.
- 43** It is ridiculous for a vehicle to take 30-minutes to travel from Stadium Blvd to Carpenter Rd during the evening rush hour. Cannot lights be better coordinated or other traffic flow measures be implemented?

On a side note regarding this survey: The questions about crosswalks could be improved with graphics noting each location and number of estimated street crossers.
- 44** I think maintaining traffic flow (5 lanes) and speed (45 mph) are imperative. People have places to go, and things to do. Walking and biking are fine, but the vast majority of people (read: taxpayers) travel by car, and will continue to do so.

Section 1: Overall Corridor

What other elements of Washtenaw Corridor Avenue are important to you?

1	Reducing setback of buildings from the street
2	upgraded township and city maintenance to protect investment
3	Pedestrian safety and walkability, improving traffic flow, reducing congestion, having alternative modes of transit-bike lanes, bus options.
4	Better timed traffic lights. Address the traffic flow in/out of Arbor land (current system unnecessarily doubles up traffic on Washtenaw)
5	I would like to see surrounding neighborhoods get sidewalks as well to provide better connection to these improvements
6	just make it more accessible to people who aren't in cars.
7	Since I live in Ann Arbor Hills, the access to Washtenaw Avenue is 5.
8	the ability to ride a bicycle fast on a smooth road with some protection from traffic
9	Efficient traffic flow and timing of lights. Consideration of QUALITY OF LIFE for residents who LIVE along Washtenaw.
10	Improved quality of businesses and access from adjoining neighborhoods.
11	For the love of God, please take a cue from places where people actually bike (like Amsterdam) and realize that bikes and cars don't make good neighbors. Separated bike lanes (E.g., multi-use paths)!! Otherwise half of bikers will keep riding on the sidewalk like they do everywhere else. I realize you are following AASHTO standards, but AASHTO standards are not well thought out. http://dc.streetsblog.org/2011/04/27/research-bolsters-case-for-cycle-tracks-while-aashto-updates-guide/ At least analyze a separated bikeway scenario!
12	If we're going to do this, make it attractive and functional for everyone (cars, bikes, etc). This area has looked shabby for too long. Spend the money and go all out and make it green and natural looking as much as possible. And let's forget about art.
13	Permaculture techniques in plantings, work with local groups
14	Remove unneeded signage and lights; need bike lanes
15	Protecting the people that live there already. Making sure they don't get pushed out of their neighborhoods..
16	No bike lane on roadway. Use side pathway
17	none
18	Safety of left turns onto very busy roads (Washtenaw and Huron Parkway in particular)

Section 1: Overall Corridor

What other elements of Washtenaw Corridor Avenue are important to you?

19	Business facades that fit in with the scenario
20	Pedestrian & Bike safety.
21	Consistency of what the corridor looks like between Ann Arbor and Ypsilanti
22	I like that it's a 45 mph road. Slowing it down would make it unusable.
23	Finding ways to improve traffic flow during peak hours.
24	Being able to leave my neighborhood via Chalmers, especially to turn left/east.
25	Prefer bikes off road & on sidewalks. Safer
26	Proper timing of lights.
27	appearance, accessibility, functionality, safe for bikers and walkers.
28	Make it safer to get from sidewalks to store entrances.
29	Bike share stations; pleasant stores to shop in (i.e. not just big box stores)
30	The best improvement would be to find a way to move traffic and Washtenaw and the parkway intersection much more quickly. Right now no one wants to travel it but may must because of the freeway. People may want to stop and shop more often if it could be traveled better.
31	Automobile safety at intersections, there are a lot of car accidents
32	General softening and beautification
33	Wide sidewalks!!
34	n/a
35	SAFER BIKE LANES
36	Property maintenance, filling vacant buildings.
37	Coordinate traffic light timing...then it would all be fine.
38	Needs a friendlier, more downtown feeling to attract businesses and residents.
39	A rear entrance to Arborland and cutting down on the volume of cars. OR- add a third lane in each direction.
40	to make sure it doesn't become a traffic nightmare.... this is not a place for bikes.
41	Minimize waiting times at traffic lights
42	It is a corridor so try to improve signaling so that traffic flows smoothly.

Section 1: Overall Corridor

What other elements of Washtenaw Corridor Avenue are important to you?

43	Improving traffic flow. Pedestrian/bike access at US-23.
44	Reducing traffic congestion related to the US-23 interchange.
45	Not just a bike lane, separate bike path
46	making it appealing and friendly user. I would like to start riding the bus in this area so bus stops are 5 to me.
47	Improving flow of auto traffic.
48	Improving traffic flow: why not on list?
49	Allowing this road to be utilized by cars/transit and we, the people who live here.
50	Bike racks at bus stops would help people get to the bus stop. If shopping for groceries how do you transport the bags of groceries home on the bus?
51	Improving exits from business onto Washtenaw Ave.
52	I only drive it, so not sure about pedestrians, bikers, bus riders.
53	These are all so important! I think that these will come about if the vision and infrastructure supports them. I guess it's the build it and they will come concept.
54	Make it appealing, accessible, and of value to the community universally.
55	Transit bike lanes: bike lanes must be by curb not bus lanes.
56	Safe pedestrian crossings.
57	I'd like bike lanes on the sidewalk, the way it is on Packard.
58	Reducing noise and air pollution.
59	Building guidelines: working with designers for more timeless-looking buildings ("downtown" feel).
60	Increase speed of traffic; reduce gridlock traffic by eliminating some traffic lights.
61	Dedicated bike turn signals.
62	Raised bike lanes.
63	Landscaping, trees to block noise, beautify corridor, encourage pedestrian activity.
64	Walkable development.
65	I'm not convinced a problem – real problem exists.
66	Clearly marked: for winter and summers all seasons.

Section 1: Overall Corridor

What other elements of Washtenaw Corridor Avenue are important to you?

67 Using tram/train.

Section 2: Streetscape Enhancements

How important is improving lighting?

	<i>Avg. 3.74</i>	#	%
Very important (5)		34	27%
Important (4)		45	36%
Neutral (3)		29	23%
Not very (2)		14	11%
Not at all (1)		3	2%
Total		125	125

How important is improving transit facilities? (Results only from Public Workshop)

	<i>Avg. 4.12</i>	#	%
Very important (5)		24	48%
Important (4)		12	24%
Neutral (3)		11	22%
Not very (2)		2	4%
Not at all (1)		1	2%
Total		50	47

How important is improving stormwater/landscape buffers?

	<i>Avg. 3.70</i>	#	%
Very important (5)		29	24%
Important (4)		45	37%
Neutral (3)		37	30%
Not very (2)		5	4%
Not at all (1)		6	5%
Total		122	

Section 2: Streetscape Enhancements

How important is beautification?

(Results only from Public Workshop)

	<i>Avg. 3.74</i>	#	%
Very important (5)		17	34%
Important (4)		13	26%
Neutral (3)		11	22%
Not very (2)		8	16%
Not at all (1)		1	2%
Total		50	

How important is adding screen walls to screen parking?

	<i>Avg. 2.39</i>	#	%
Very important (5)		5	4%
Important (4)		9	7%
Neutral (3)		44	36%
Not very (2)		35	29%
Not at all (1)		29	24%
Total		122	125

How important are street trees?

	<i>Avg. 3.98</i>	#	%
Very important (5)		50	39%
Important (4)		42	33%
Neutral (3)		20	16%
Not very (2)		12	9%
Not at all (1)		3	2%
Total		127	47

Section 2: Streetscape Enhancements

How important are trash/recycling containers?

<i>Avg. 3.56</i>		#	%
Very important (5)		28	22%
Important (4)		46	37%
Neutral (3)		28	22%
Not very (2)		16	13%
Not at all (1)		8	6%
Total		126	

How important are benches?

<i>Avg. 3.38</i>		#	%
Very important (5)		20	16%
Important (4)		39	32%
Neutral (3)		35	29%
Not very (2)		23	19%
Not at all (1)		5	4%
Total		122	

How important is Wayfinding signage?

<i>Avg. 3.41</i>		#	%
Very important (5)		23	19%
Important (4)		38	32%
Neutral (3)		28	24%
Not very (2)		22	19%
Not at all (1)		7	6%
Total		118	

Section 2: Streetscape Enhancements

How important is art?

	<i>Avg. 2.75</i>	#	%
Very important (5)		10	8%
Important (4)		29	24%
Neutral (3)		30	25%
Not very (2)		26	21%
Not at all (1)		27	22%
Total		122	

SECTION 2 COMMENTS

- 1 Smoother, faster vehicle traffic.
- 2 Improved vehicular flow and access.
- 3 Clean clean clean.
- 4 Heating.
- 5 Universal design accessibility.
- 6 I would like all these things. I want quieter calmer more of future multi model.
- 7 Dedicated transit.

Section 3: Corridor Alternatives

Regardless of the anticipated construction costs, which scenario do you prefer?

		#	%
A. Uniform: 5-lane		21	17%
B. Varied-5-lane, 4-lane with median and 3-lane		48	38%
C. Dedicated transit-4-lane with median and 3-lane		56	45%
Total		125	

Why did you choose one scenario over the others?

		#	%
Improves your vehicular commute		46	12%
Provides adequate traffic calming (slows vehicles)		48	12%
Provides a safer pedestrian environment (along the corridor and at crossings)		87	22%
Improves bicycling experience and safety (ease of bicycling)		77	20%
Minimizes the need for adjacent property acquisitions/easements		19	5%
Has the potential to enhance adjacent land use		54	14%
Beautifies the corridor		63	16%
Total		213	

Section 3: Corridor Alternatives

Some elements being considered require additional space beyond the existing right-of-way. In the past this was accomplished by acquisition (purchase/donated easement). Do you believe this is an acceptable trade-off for the benefit of Complete Streets?

		#	%
Yes		103	85%
No		18	15%
Total		121	

Do you agree that future corridor improvement will be most successful if coordinated with all four jurisdictions along the corridor? (Ann Arbor, Pittsfield Township, Ypsilanti Township, Ypsilanti)

		#	%
Yes		124	98%
No		3	2%
Total		127	

Do you believe it is important for the corridor (through all four jurisdictions) to have consistent look and feel? (Materials, lighting, street furniture, wayfinding)

		#	%
Yes		71	59%
No		50	41%
Total		121	

Section 3: Corridor Alternatives

Do you have other reasons for why you choose one scenario over the others?

- 1 Adds to street livability.
- 2 Efficient movement of transit.
- 3 More useable. These improvements seem like an attempt to quiet traffic in order to make people not want to drive here. That's not imaginable for a main artery from highway to downtown areas. Sad but true.
- 4 Really excited about redevelopment.
- 5 Provide better exits from business onto Washtenaw Ave.
- 6 Beautifying corridor wastes tax payer money!
- 7 If it can be done without "Michigan Lefts".
- 8 Enhances transit.
- 9 Allows improved transit flow, which will attract more riders.
- 10 Universal access.
- 11 Need to focus on transit and make transit a priority.
- 12 Improve transit options.
- 13 Avoids lanes ending.
- 14 Peak oil? Able to take bus when I'm too old to drive?
- 15 Meets the needs of traffic in different areas.
- 16 Friendly user town more tourist.
- 17 Adapts to the varied traffic levels and patterns.
- 18 Speeds transit commute.
- 19 Good entrance into Ypsi. Better ability for walkable, transit oriented development in the Ypsilanti section.
- 20 Seems modifications and existing scenario should be sufficient. It still employs a boat load of consultants, too!

Section 3: Corridor Alternatives

What ideas do you have to improve your preferred scenario?

- 1** I particularly like the narrow 3-lane section in Ypsilanti and Ypsilanti Twp (this will make the space much more walkable and feel more enclosed), but instead of a mix of 4 and 5-lane sections farther to the west, use all 4b and keep the possibility of a future transit system (but only if there's a real chance of that happening--a super wide median would be a waste unless it were actually serving a useful purpose). By the way, there's a section marked 3a, but there is no plan view in the PDF of a 3a layout. After reading through the existing responses, I saw several people mention that the primary purpose of Washtenaw is as a through-route for cars and that reducing the number of lanes will make it unusable. I don't think there were any proposals to reduce Washtenaw to less than four lanes west of M-24, so I don't see the problem, since that's where most of the traffic is. In terms of reducing lanes east of Carpenter, there is rarely excessive traffic, only excessive speed. If people are worried that there will be too much traffic after reducing the number of lanes, they shouldn't worry so much, since traffic tends to reach a similar equilibrium point whether there are more lanes or fewer lanes: adding lanes encourages latent traffic demand to fill the extra capacity and reducing lanes causes people to find alternative transport methods and routes. A narrower road will make Washtenaw east of Carpenter far more pleasant and walkable.
- 2** Switch the 3b section, to 4 lane with 13' foot median and dedicated bike lane. That would allow traffic flow and pedestrian safety while also allowing buses to stop and pick up passengers.
- 3** Eliminate any pedestrian crosswalks without a signal.
- 4** I think the area needs to be very family friendly.
- 5** We need consistent upkeep of trees/shrubbery
- 6** second choice is the varied concept.

Section 3: Corridor Alternatives

What ideas do you have to improve your preferred scenario?

- 7** I don't understand why the section between Carpenter & Torrey is designated to remain 5 lanes in Scenario B. I think 5-lanes here isn't warranted as it is on the other side of US23 where you have more traffic trying to get to US23 from inner Ann Arbor. (The portion between Huron Parkway and US23 designated as 4B is madness unless the road will be widened as well. That section single-handedly is the section of Washtenaw that needs the most attention. Perhaps an elevated entrance ramp beginning at Huron Parkway to the US23 interchanges.) East of US23, I think Washtenaw Ave. is wide enough to handle 3 lanes with turning islands ("Michigan Left's") with landscaping (tall hybrid Elms, please) East to Oakwood. This would help improve the aesthetics of the residential neighborhoods on either side and make this corridor more attractive for business development on existing vacant lots. Sidewalk improvements along the businesses in Pittsfield Township and Ypsilanti Township will also encourage local FOOT TRAFFIC from the residents in the area further encouraging and building business GROWTH. Tall elms would reduce the visual CLUTTER that short trees often create at eye level, and provide needed SHADE to areas that may be dominated by concrete. Future consideration should be given to Hewitt as a connector to Washtenaw. A "Park and Ride" should be located off of I-94 at Michigan Ave for people who live in Saline, southern and eastern Ypsilanti Township, and further East who commute in on West-bound I-94 to North-bound US23 to Washtenaw Ave. into Ann Arbor in the morning and out in the evening. If you want to make Washtenaw Ave. west of US23 less congested and have more people on public transit, then you will need to make it easy & appealing for them to use with buses every 15 minutes (possibly 24 hours & all seven days). Anything less is unreliable and will not be considered except by those who HAVE NO OTHER CHOICE.
- 8** Do not install any mid-block pedestrian crossing. This will slow traffic way too much.
- 9** I like elements of both B & C. Either seems acceptable. In Ypsilanti, important to factor in impact on intersecting residential streets and relation to nearby Cross/Packard corridor.
- 10** use native plants rather than grass along road - ask garden clubs, botanical gardens, general public for donations of native plants

Section 3: Corridor Alternatives

What ideas do you have to improve your preferred scenario?

11	Adaptive signaling giving preferences to buses and emergency vehicles. If you must have a separate bus lane, please put the bike lane against the curb... do you REALLY think it's OK to for all bikers (think grandmas and 12-year-olds) to be riding between buses and traffic? No one will use those lanes. For an example of how well-used bike lanes are in heavy traffic corridors when there is a sidewalk available, go count bikes for a day on Jackson Avenue west of town. That bike lane was a complete waste of money, increases drainage requirements, makes the surrounding area warmer on warm days, and encourages traffic to move faster. Integrated bike lanes have a place... heavy-use corridors with multiple lanes is not that place.
12	Have people color-code their own vision of varied using the streetscape options given.
13	Less individual driving, more adequate public transportation
14	none
15	Avoid midblock crossings
16	Protected bike lanes when possible.
17	
18	Not an improvement, but a comment. I walk along Washtenaw between Kewanee and Oakwood regularly, often with a baby in a stroller. The street and sidewalk is hazardous as traffic flies by, the margin is tiny. Decreasing the street in this area to three lanes would be a significant improvement for the residents in the surrounding neighborhoods.
19	Please, for the love of god, don't drop the speed limit! Traffic doesn't need "calming"!
20	Reducing the eyesore effect of large parking lots
21	Pedestrian islands for crossing can also be used to keep left-turners in place so they don't coast and threaten head-on collisions.
22	Blvds are great *IF* they are maintained & kept tidy
23	Please, more greenery.
24	I just think the essential elements to any scenario are bike lanes, street beautification, and ability to integrate with bus transit.
25	Make the bus lanes even clearer, and improve separation of bike lanes (i.e. with flexible poles or other physical barrier)
26	Wider bike lanes

Section 3: Corridor Alternatives

What ideas do you have to improve your preferred scenario?

27	I prefer the 97' version with dedicated bus and bike lanes. Seems very doable and would be a vast improvement.
28	I like the idea of medians, but think that we should not be eliminating through lanes---Washtenaw needs at least two lanes in each direction. In an ideal cash-is-no-object world, I'd love to see elevated rail down the medians of all our major roads, connecting to park-and-ride lots at the freeways, and connecting to long-distance rail lines across the state (including to Detroit and the airport).
29	A dedicated bike lane with a small median protecting it, worked for a neighborhood in NYC
30	I'm skeptical of the 3-lane section, and would want to see much more information before truly supporting this. While I'd love to see dedicated transit lanes, I'm opposed to anything that requires ROW acquisition east of Hewitt -- the commercial area there is already so crunched for space so as to be hard to use.
31	I like the proposed medians between Huron Parkway and US 23 that would provide indirect left turns. People frequently pull into the left turn lanes much too soon before turning, or drive down them to try to merge into traffic. As a result of this, I have seen several very close accidents. The indirect left turns seem as though they would help prevent this, and make it safer for drivers. They would also probably make any pedestrian mid-block crossings safer as well, for pedestrians and drivers both.
32	Really, I don't want any changes of the sort you are talking about and think they are a waste of taxpayer dollars. Just improve the pattern of green wave and things will work a bit better. They already work pretty well. The improved intersection at Washtenaw and Huron Parkway helped that.
33	"Diet" to two through lanes of traffic should not be considered until vehicle traffic diminishes. Dedicated transit lanes in narrow right-of-way will need to wait.
34	add two more lanes-one in and one out of town
35	Curb cuts for all bus stops
36	Traffic lanes need to be standard 12', not 11'.
37	Separated cycle tracks instead of bike lanes.
38	Art, trees, lights.
39	More busses, better bus stops, walkable spaces.

Section 3: Corridor Alternatives

What ideas do you have to improve your preferred scenario?

40	Off-street bus stops and super stops.
41	Green parking buffer (bushes) instead of a wall.
42	Add bike lanes/sidewalks where there are not already ones. Add "Michigan Left" crossings at lower traffic areas. More trees less lot west of US23, Southside. Ypsi has lots of underused parking in the corridor.
43	East Washtenaw needs a convenient food store. I'd love to see a Kerrytown like market maybe a co-op sort of market.
44	No Michigan Lefts.
45	Complete bicycle accessibility.
46	Heat at bus stops.
47	Make it convenient and accessible in all areas.
48	Encourage buses first. But keep access to bikes, tor.
49	Reduce traffic lights or synchronize so you can make most of them. Need much better bus service- maybe express AA to Ypsi will stop at Arborland. Need bicycle lanes all the way to Ypsilanti. I am very opposed to on street parking.
50	Sidewalks, off-street biking.
51	Start with 5 lanes, narrowed to slow traffic and make other options more appealing.
52	Smooth transitions.
53	Protected (raised barrier) bike lanes.
54	Please, please, auto-activate pedestrian crossing lights. There is no reason to have to push the button to activate as pedestrians often misses the light that is green but pedestrian signal is red.
55	What about closing every other residential street where it meets Washtenaw and putting mini parks at the end of the street? That would relieve traffic on Washtenaw and eliminate some of the danger of pulling out into traffic on Washtenaw.
56	More street lighting.
57	Even more buses along Wash during busy hours and later buses – both would increase ridership.
58	High visibility marking on bike lanes. Lights bikes can trigger on side streets crossing the corridor.

Section 3: Corridor Alternatives

What ideas do you have to improve your preferred scenario?

59	Include median more often, ask people to compile their own optimal transitions from type to type.
60	Smooth sidewalk and well marks bike lanes.
61	Bike sharing.
62	Develop/coordinate carpooling services/hub.
63	More zip car locations along corridor.
64	Need buy in from the existing property/business owners. They should recognize complete streets will increase their business opportunities.
65	Pedestrian activated crossing signals (RRFB).

Acceptable Trade-off for Right of Way Use -Comments

1	But complete streets not realistic for Washtenaw west of 23. It is already built!
2	How much? Where? Give specifics.
3	R/W acquisition if always a challenge.
4	I can't say because I don't own a home on Washtenaw.
5	As long as people aren't short-changed/taken advantage of.
6	Washtenaw is the center of our community. If the center is dangerous and ugly it sets the stage for our whole county.
7	Not unless property owner is agreeable.
8	Many businesses have underutilized arranged parking in front that could be better.
9	However, include their ideas, projects and personnel for accountable implementation.
10	Too costly.
11	Business/land owners should make the financial commitment as they will have a gain! The county or city should not have to buy the land. Is it possible to do it through zoning?
12	Avoid eminent domain.

Section 3: Corridor Alternatives

Jurisdictional Coordination - Comments

- 1 Sure, but please no TIFF!
- 2 Of course.
- 3 For sure! Great cooperation/coordination.
- 4 Also the schools.
- 5 Yes, if transit ridership is to be improved, there has to be a good connectivity between AA and Ypsi.
- 6 But the “hot spot” from Platt to Hogback could be done on its own, and would provide the best “bang”!
- 7 It’s needed.
- 8 We must work together. Also need collaboration on Ellsworth, Plymouth, Geddes, and Packard.
- 9 But if all 4 cannot agree, the improvements should continue separately.
- 10 Duh.
- 11 Especially for coordinated beautification efforts. We don’t want Washtenaw to seem disjointed.
- 12 Of course, any one of the communities could make things very difficult for the others.
- 13 Bioregionalism is the future.
- 14 Definitely.
- 15 But don’t wait for all, just do it.

Consistent Look and Feel - Comments

- 1 But impossible from here.
- 2 Depends upon the local jurisdiction’s planning guidelines and funding capacity.
- 3 Some uniformity is nice but individual neighborhood character is also a good idea.
- 4 The areas are used very differently. Making them look the same does not make them get used in the same way.
- 5 This would improve the perception of Ypsi.
- 6 Don’t know what wayfinding is.

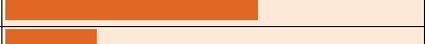
Section 3: Corridor Alternatives

Consistent Look and Feel - Comments

7	Let each node have its own “look”, but have a consistent level of service.
8	It will help create a consistent image/”branding” of the corridor, which will increase its value.
9	I’d kind of like to know when I’ve gone from one to another. But “wayfinding” and signage consistency would be good.
10	Super important.
11	To feel confident and comfortable need consistency.
12	Yes please!!
13	Not necessarily, signage yes of course but giving different sections distinction may allow for a bit of community pride and beauty in variation.
14	Different areas require a different set up.
15	Not essential.
16	Please no Ann Arbor-style Disneyland wayfinding.
17	Nice, not necessary.
18	What Gillian said.
19	Consistency in function and traffic management is more important than cosmetics.
20	Not as important.
21	Be nice, not necessary.
22	To some extent but maybe the guidelines are the same with creative license. Each community could have their uniqueness.
23	Not necessarily.

Section 4: Pedestrian Crossings

Help us to understand, where you think the most important pedestrian crossings at intersections are. Pick the top 3.

		#	%
1 Stadium		24	7%
2 Manchester		10	3%
4 Platt (under development)		31	10%
6 Huron Parkway		53	17%
8 Pittsfield		24	7%
9 Yost		10	3%
10 Carpenter		37	12%
12 Glencoe Crossing		23	7%
15 Golfside		39	12%
16 Fountain Plaza		14	4%
18 Hewitt		20	6%
20 Mansfield		12	4%
22 Oakwood		15	5%
24 Summit		9	3%
Total		321	

Section 4: Pedestrian Crossings

Help us to understand, where you think the most important *mid-block pedestrian* crossings are. Pick the top 3.

		#	%
3	Manchester & Platt	18	6%
5	Platt & Huron Parkway	42	13%
7	Huron Parkway & Pittsfield	31	10%
11	Carpenter & Glencoe Hills	36	11%
13	West of Glencoe Hills Drive	17	5%
14	Spicetree & McDonalds	30	9%
17	Maulbetsch (@ Cueter Chrysler)	8	2%
19	West of Courtland (near Dairy Queen)	20	6%
21	Near Roosevelt	14	4%
23	Oakwood & Cross	19	6%
Total		235	

Section 4: Pedestrian Crossings

Are there any midblock crossings needed that are not shown? Is yes, where?

- 1 Washtenaw and Hewitt
- 2 No midblock crossings should be added without light/signal!
- 3 No, there should not be any mid-block crossings!
- 4 Really shouldn't have any. Cross at corner.
- 5 Between Washtenaw and Arbor Hills Apartments on Huron Parkway near Walgreens (currently you have residents crossing the street at that section of the road)
- 6 not a fan of midblock crossings
- 7 Crossings desperately needed between Pittsfield and Huron Pkwy near McDonalds/Collision shop and near Chalmers for bus stops
- 8 Whole Foods
- 9 One or two community connectors needed between Washtenaw and Northbrook with mid-block crossing to Fountain Plaza; Fountain Plaza also needs a bus pull-off and stop.
- 10 midblock crossings are a stupid idea on a road that has this much traffic on it.
- 11 No midblock crossings
- 12 Not certain.
- 13 Can't answer – I don't cross Washtenaw and would be afraid to try.
- 14 Pittsfield: at present AATA passengers have to cross three streets to get between bus stops on Washtenaw at Arborland. Add a direct crossing.
- 15 Mid-block crossings along Washtenaw would adversely impact traffic flow and make no sense unless goal is to severely handicap mobility, business and residential access. I DO NOT SUPPORT mid-block crossings.
- 16 Those "flashing beacon" midblock crossings area a danger in poorly lit areas.
- 17 As a senior citizen, it's hard to get on and off a bus, and I sure don't see myself carrying groceries on a bus - get real!
- 18 Just north of Bearclaw Coffee on Washtenaw, where it splits with Stadium (a lot of students living in apartments cross there).
- 19 No, I'm wary of mid-block crossings. Any used should definitely have lots of flashing lights.
- 20 Midblock not the preference. Need signals!!! Need cars to STOP.
- 21 I wouldn't use at midblock crossing at "7"/"310". 6 and 8 are close enough.

Section 4: Pedestrian Crossings

Are there any midblock crossings needed that are not shown? Is yes, where?

- 22** Wherever the balance of pedestrian traffic and danger is the highest.
- 23** This needs to be answered by the residents living in or daily using the crossing.
- 24** I think the Meri Lou Murray crossing is being improved. With sidewalks, the distances between traffic lights can be handled.
- 25** Mid-block crossings should coordinate with bus stops.
- 26** Someplace between Hawks to Dalton.
- 27** I would not go overboard with mid-block crossings.
- 28** Scio Church and Churchill – there is a bus stop but no sidewalk on Scio Church on that side and no sidewalk to the curb on Churchill. I need a sign and stop so that I can cross safely. I am deaf and legally blind.
- 29** Scio Church and Ann Arbor Saline – I have no way to walk directly to the shopping area at that corner. There is no sidewalk on Scio Church that goes to that corner.

Section 5: Segment-by-Segment Feedback

A Stadium/Huron Split to Platt

- 1 Current crossing is accident waiting to happen.
- 2 Light a great idea with pedestrian crossing.
- 3 Already has excellent biking available.
- 4 Bus loading cutouts anywhere?
- 5 What happens to traffic here?
- 6 Hard to cross on foot.
- 7 Sidewalks, sidewalks, sidewalks.
- 8 Hard to cross on foot.
- 9 Make curb at new sidewalk into ramp to get on at Crystal.
- 10 Platt needs to be graded for better sight line south to Huron Parkway.
- 11 Formalize in-neighborhood bike trail parallel to Washtenaw.
- 12 At Manchester: Could traffic signal be activated on demand for peds/Manchester traffic?

B Platt to Huron Parkway

- 1 Inadequate parking and new development.
- 2 Complete sidewalk.
- 3 Just hoping to make sure there will be good sidewalks along AHC, including by Shell, Midas, Uncle Ed's?
- 4 Platt traffic is very heavy.
- 5 Re-design Platt Huron Parkway intersection.
- 6 Going to get crazy when center is complete.
- 7 Eliminate exit in middle of block for new shopping center.
- 8 Street lights.
- 9 More trees!

Section 5: Segment-by-Segment Feedback

C Huron Parkway to US-23 (Hogback/Carpenter)

- 1 Cross for pedestrians at Wash./Yost.
- 2 Need sidewalk and crosswalk.
- 3 South side of street needs parking and beautification (which means clean and green).
- 4 Roundabout good idea.
- 5 Centralized bus area at Arborland (again).
- 6 Roundabout a good idea.
- 7 What about pedestrian bridges where traffic is heavy?
- 8 Where will stadium goers, work commuters, downtown visitors go?
- 9 Don't calm traffic – keep it moving!
- 10 Light needs to be timed based on volume – flashing most of the time.
- 11 Better in-out flow for Arborland.
- 12 Need better access to Arborland and easy crosswalk entry.
- 13 Figure out crosswalk at both Yost-Washtenaw and at Pittsfield-Washtenaw.
- 14 Improve sidewalks along both sides of Washtenaw.
- 15 Pave Chalmers and bring them into AA tax base. This gives a relief street for Washtenaw Ave. on Huron River Dr.
- 16 I never shop at any of these business unless I have access to a light for a right or left turn. No McDonalds, no bank, no Arby's.
- 17 Traffic lights too close together or need to synchronize very well.
- 18 Pittsfield Washtenaw good area for roundabout.
- 19 Washtenaw is really crowded much of the time.
- 20 Put bus stops back in Arborland somehow someday.
- 21 How can we address volume of non-local 23 peak hour traffic.
- 22 More trees!
- 23 Frequent transit and spur routes that connect to Washtenaw.
- 24 Looks like a construction zone at 23.
- 25 Too long wait for left turn Carpenter to Washtenaw.

Section 5: Segment-by-Segment Feedback

D US-23 to Carpenter/Hogback (Highway Interchange)

- 1 Need street lights.
- 2 From highway to Hogback difficult left turn.
- 3 Need better way to get traffic from Carpenter to Washtenaw.
- 4 Left turn from east Washtenaw to south Huron Parkway is too long.
- 5 Turning east on Washtenaw from Chalmers is really difficult!
- 6 Need bike path along south side of Washtenaw.
- 7 Nightmare since inception.
- 8 Decorate/landscape at entrance/exits on 23.

E Carpenter/Hogback to Torrey

- 1 No islands.
- 2 No boulevards.
- 3 Need signal.
- 4 Improve bus stops on south side.
- 5 Buy my house.
- 6 Need to extend bike path on south side of Washtenaw.
- 7 More trees!
- 8 Replace trees cut down by Glencoe Hills.
- 9 Need safe pedestrian crossing.
- 10 Unattractive.
- 11 Plant native plants rather than grass – no mowing – self limiting heights.

F Torrey to Fountain Place

- 1 Continue sidewalks.
- 2 Green and landscaping please green.
- 3 Public art.

Section 5: Segment-by-Segment Feedback

F Torrey to Fountain Place

- 4 New mixed use.
- 5 No islands.
- 6 No boulevards.
- 7 Sidewalks.
- 8 Laws/zoning to require/meet aesthetic standards (all along Washtenaw).
- 9 I have needed sidewalks along here several times. Lots of businesses that cannot be accessed by foot or bike.
- 10 Signage for intro to Ypsi Twp.
- 11 Need better left turn ??? soul Golfside to east Washtenaw.
- 12 Could all pedestrian crossing lights auto-activate? It does not impede traffic unless there are pedestrians.
- 13 Spice tree to north side ped crossing.
- 14 Sidewalks would be good (both sides).
- 15 More landscaping/trees.
- 16 Obnoxious LED signage.

G Fountain Plaza to Kewanee

- 1 Continue sidewalks on both sides of Avenue.
- 2 Redo the sidewalks on both sides of Washtenaw between Golfside and Hewitt on into Ypsilanti.
- 3 Green and landscaping.
- 4 Bus pull offs to aid traffic speed and safe embark/disembark.
- 5 Updated architecture.
- 6 Green. Green.
- 7 Covered bus stops with live updates.
- 8 No islands. No boulevards.
- 9 3 lanes and reduce to 35 MPH.

Section 5: Segment-by-Segment Feedback

G Fountain Plaza to Kewanee

- 10 NW intersection crosswalk/ramp is inaccessible for everyone.
- 11 Public art; mini parks where people can sit.
- 12 Need to extend bike path all the way to EMU north and south sides.
- 13 Extend Border to Border Trail spur along old railroad line to Fountain Square Center.
- 14 Need sidewalks. I see many people walking in this area.
- 15 Trees.
- 16 Nothing to walk to here.

H Kewanee to Cornell

- 1 Just tidy up, sidewalks along the road
- 2 Trees and walkways very.....coupled with 3 lanes and 35 mph.
- 3 Mini garden-parks.
- 4 Public art.
- 5 Trees! More trees!
- 6 Need sidewalks.
- 7 Both Mansfield and Cornell are major entries to the neighborhoods.
- 8 Sidewalks and bike lanes.

I Cornell to Oakwood

- 1 Need sidewalks.
- 2 Trees/shrubs to cushion noise.
- 3 Traffic calming needed.
- 4 Road noise significantly increased with speed limit. 35 to 45(in addition to less safe for pedestrians, cyclists, people driving in and out of sub, etc.).
- 5 Reduce speed limits.
- 6 Bike lanes, 2 traffic lanes, 1 turn lane.

Section 5: Segment-by-Segment Feedback

J Oakwood to Normal

- 1 Eliminate 1-way streets.
- 2 Public art – like the horses in Louisville, coros in Chicago, etc. – maybe based on local product or education theme.
- 3 Pedestrian crossing at Normal.
- 4 Need pedestrian crossings.

General Comments

- 1 Improved landscape (more trees) from AA to Ypsilanti
- 2 Artwork.
- 3 No more commercial development from AA to Ypsilanti along Washtenaw.
- 4 Bike access similar to one on Platt Rd. for walking and biking from downtown AA to Ypsilanti.

B

ReImagine Washtenaw

Traffic Report

Prepared by
Parsons Brinckerhoff Michigan
February 2014

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1 Background

The purpose of this report is to detail the traffic analysis for the Reimagine Washtenaw project within Washtenaw County, Michigan. As part of this project, traffic conditions along Washtenaw Avenue were analyzed between Cross Street in the City of Ypsilanti and Stadium Boulevard in the City of Ann Arbor. There are four municipalities included the project, which include the City of Ypsilanti, Ypsilanti Township, Pittsfield Township, and the City of Ann Arbor. Washtenaw County and the Michigan Department of Transportation (MDOT) are also among the project partners. This report details the existing traffic conditions along the corridor as well as two future year analyses, which include the year 2020 and the year 2040.

2 Existing Operations Analysis

This chapter details the analysis of the existing roadway network and presents the existing intersection performance, which will provide a baseline from which to understand the impact of different design alternatives.

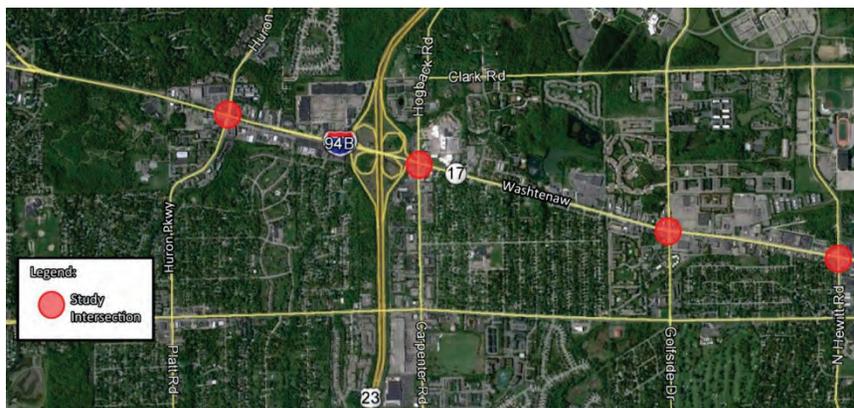
2.1 Study Area

The geographic limits of the modeling efforts include five primary study intersections along Washtenaw Avenue between Huron Parkway to Oakwood Street, as well as signalized intersections between Huron Parkway and Hogback Road because they are in close proximity to the primary study intersections. Following is a complete list of intersections included in the AM and PM VISSIM models (see Figure 1).

- Washtenaw Avenue and Huron Parkway (Primary Study intersection)
 - Washtenaw Avenue and Pittsfield Boulevard
 - Washtenaw Avenue and Yost Boulevard
 - Washtenaw Avenue and SB US-23 to WB Washtenaw off-ramp
 - Washtenaw Avenue and NB US-23 to EB Washtenaw off-ramp
 - Washtenaw Avenue and Hogback Road (Primary Study intersection)
 - Washtenaw Avenue and Golfside Drive (Primary Study intersection)
 - Washtenaw Avenue and N Hewitt Road (Primary Study intersection)
 - Washtenaw Avenue and Oakwood Street (Primary Study intersection)
-

While all of these intersections were included in the VISSIM analysis, only five of the intersections were analyzed and summarized as part of this study. The other intersections were included in order to ensure that the simulation of the corridor is reflective of the dense signal spacing west of US-23.

Figure 1: Study Intersections



2.2 Data Collection

This section describes the data collected for the study including traffic counts, speed limits, intersection geometries, existing signal timings, and crash data.

2.2.1 Intersection geometry, speed limits, signal timings

Intersection geometry, speed limits, and signal timings were obtained from Synchro models provided by MDOT and verified through field survey. These parameters as well as peak hour turning movement counts were then entered into corresponding AM and PM VISSIM models. Generally, Washtenaw Avenue is five lanes, with two lanes in each direction and a continuous center left-turn

lane. West of Pittsfield Boulevard to west of Hogback Road / Carpenter Road, there is a raised median and left-turns are prohibited except at signalized intersections. The geometry at each of the primary study intersections vary and are described below. The speed limit along the corridor varies. Washtenaw Avenue has a speed limit of 40 miles per hour (MPH) east of Oakwood Street and 45 MPH west of Oakwood Street.

Huron Parkway – Washtenaw Avenue at Huron Parkway has two through lane in each direction and a single left-turn only lane at the intersection. The left-turn only lane is a continuous left-turn only lane. Huron Parkway at Washtenaw Avenue has two through lanes in each direction and dual left-turn lanes at the intersection for both the northbound and southbound approaches. The dual left-turn lanes are between 200 to 250-feet in length. The signal operates with a leading eastbound left-turn/through movement, a shared eastbound/westbound through movement, then a lagging westbound left-turn/through movement. For the north-south phase sequence, a leading northbound left-turn/through, is followed by a shared northbound/southbound through movement, and concludes with a lagging southbound left-turn/through movement.

Hogback Road / Carpenter Road - Eastbound Washtenaw Avenue has two through lanes and one right-turn only lane and one left-turn only lane at this intersection. The northbound US-23 off-ramp is approximately 225-feet immediately west of the intersection with Hogback Road / Carpenter Road. The left-turn and right-turn lanes extend past the US-23 off-ramp. The two intersections greatly influence each other and the signals operate under one controller. Westbound Washtenaw Avenue has two through lanes and one

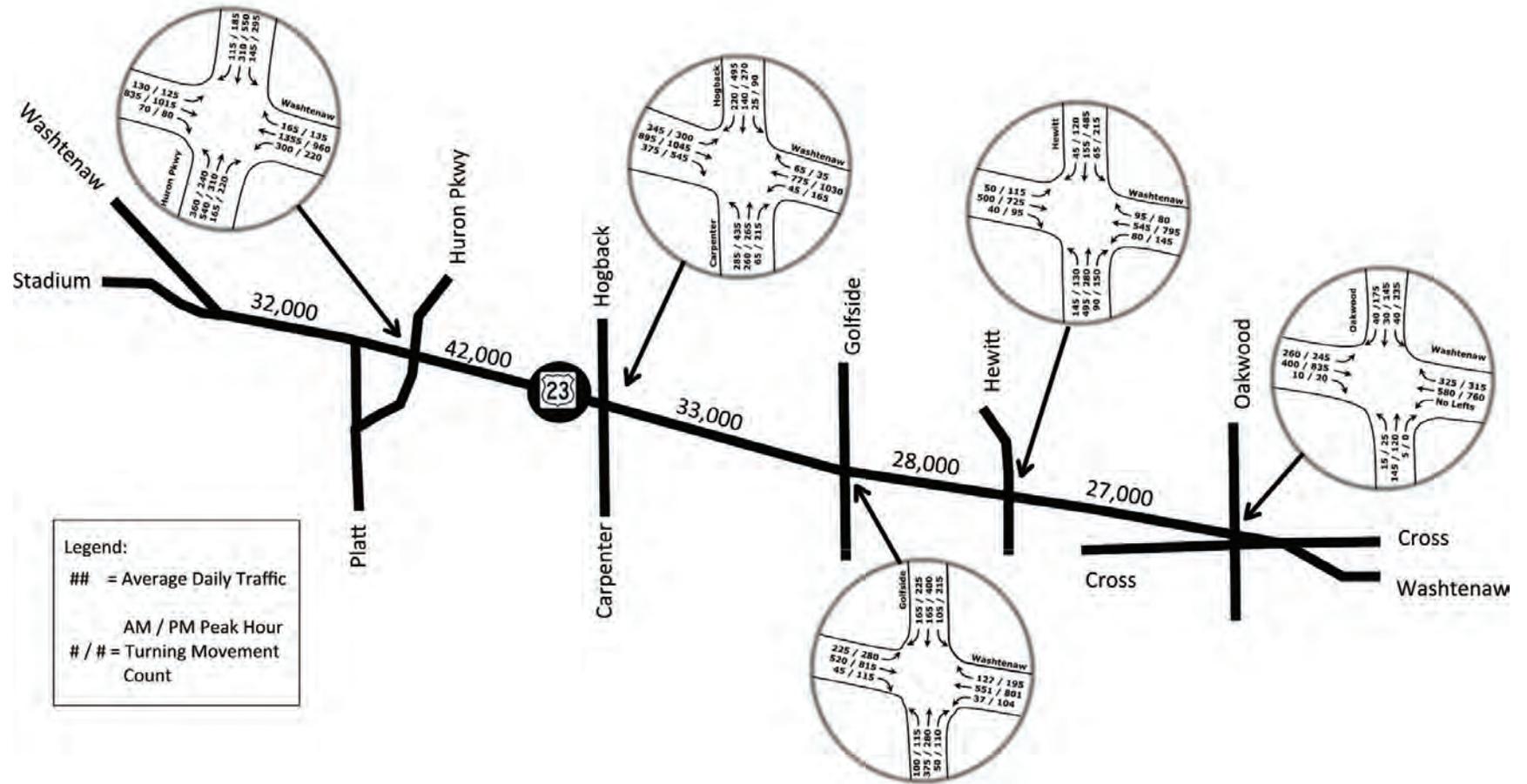
through/right-turn only lane and one left-turn only lane. The shared through/right-turn only lane becomes the entrance lane northbound US-23 immediately west of the intersection. The shared through/right-turn lane is approximately 350-feet in length and was constructed in 2012 to alleviate congestion at the intersection. Northbound Carpenter Road has one left-turn only lane, one shared through / left-turn lane, one dedicated through lane, and one right-turn only lane. The right-turn only lane is approximately 250-feet long. Southbound Hogback Road has one left-turn only lane, one through lane, and one right-turn only lane. Due to the laneage of northbound Carpenter Road with the shared through / left-turn lane, the northbound and southbound approaches are split-phased. The signal operates with a leading eastbound/westbound left-turn movement, then a shared eastbound / westbound through movement, next is the northbound phase, and then ends with a southbound phase.

Golfside Drive – Eastbound and westbound Washtenaw Avenue at Golfside Drive has two through lanes in each direction with a continuous center left-turn only lane at the intersection. Northbound and southbound Golfside Drive includes one through lane in each direction, a center left-turn only lane, and a right-turn only lane at the intersection with Washtenaw Avenue. In 2012, Golfside Drive had two lanes in each direction with a center left-turn lane at the intersection, however, a bicycle lane was added and the number of through lanes were reduced along this corridor. The signal operates with a leading eastbound / westbound left-turn phase, then a shared eastbound / westbound through phase, then a northbound / southbound left-turn phase, then concludes with a shared northbound / southbound through phase.

Hewitt Road - Eastbound and westbound Washtenaw Avenue at Hewitt Road has two through lanes in each direction with a continuous center left-turn only lane at the intersection. Northbound and southbound Hewitt Road includes two through lanes in each direction and a continuous center left-turn only lane at the intersection with Washtenaw Avenue. The signal operates with a leading eastbound / westbound left-turn phase, then a shared eastbound / westbound through phase, then a northbound / southbound left-turn phase, then concludes with a shared northbound / southbound through phase.

Oakwood Street – Eastbound Washtenaw Avenue has two through lanes and one left-turn only lane at the intersection. Westbound Washtenaw Avenue has two through lanes and one right-turn only lane at the intersection, which is approximately 200-feet long. Left-turns are prohibited for westbound Washtenaw Avenue onto Oakwood Street. Northbound Oakwood Street has a left-turn only and one shared through / right-turn only lane. The intersection of Cross Street with Oakwood Street is approximately 300-feet south of Washtenaw Avenue, limiting the amount of storage between Cross Street and Washtenaw Avenue. Southbound Cross Street has one left-turn only lane, one through lane, and a right-turn only lane, which was recently constructed. The signal operates with a shared eastbound / westbound through phase, then a dedicated eastbound left-turn / through phase, then concludes with a shared northbound / southbound through phase. The northbound and southbound left-turns are permitted with the through phase.

Figure 2: Existing Traffic Volumes



2.2.2 Vehicle Counts

Existing AM and PM peak hour traffic volumes were obtained from Synchro models provided by MDOT. The data used in these Synchro models were collected during previous signal optimization project conducted within the last five years. Figure 2 illustrates the existing AM and PM peak hour volumes entered into the VISSIM models as well as the average daily traffic (ADT) volumes. Traffic volumes along the western end of the corridor are around 32,000 vehicles per day. East of Huron Parkway, the ADT increases to approximately 42,000 vehicles per day. Under US-23, traffic volumes are the greatest, with the ADT around 46,000 vehicles per day. East of Hogback Road / Carpenter Road, traffic volumes start to decrease all the way to the City of Ypsilanti. East of Hogback Road / Carpenter Road, the ADT is around 33,000 vehicles per day and east of Oakwood Street, the volumes decrease to 27,000 vehicles per day.

2.2.3 Crash Data

Crash data was obtained from the MDOT for crashes along Washtenaw Avenue between East Stadium Boulevard and North Summit Street and for crashes that occurred within 250-feet of the study intersections on the side streets. The time period for the analysis was 36 months (3 years) from January 1, 2009 to December 31, 2011.

2.2.4 Bus Transit

Bus transit data, including routes and schedule, was obtained from the website of the Ann Arbor Transportation Authority (www.theride.org). The following routes operated along Washtenaw Avenue at the time of the analysis:

AATA Route 4 – Washtenaw: This route is one of highest ridership routes for AATA and runs from Ypsilanti to downtown Ann Arbor. There is an A Route and a B Route, with a minor difference in route and stops. Within the study area, both the A Route and B Route stay along Washtenaw Avenue. Headways for this route vary between five (5) to ten (10) minutes.

AATA Route 7 – South Main – East: This route services downtown Ann Arbor, south Main Street, parts of Washtenaw Avenue and St. Joseph Hospital / Washtenaw Community College. This route is along Washtenaw Avenue between Platt Road and Golfside Drive. Headways for this route are every 30 minutes.

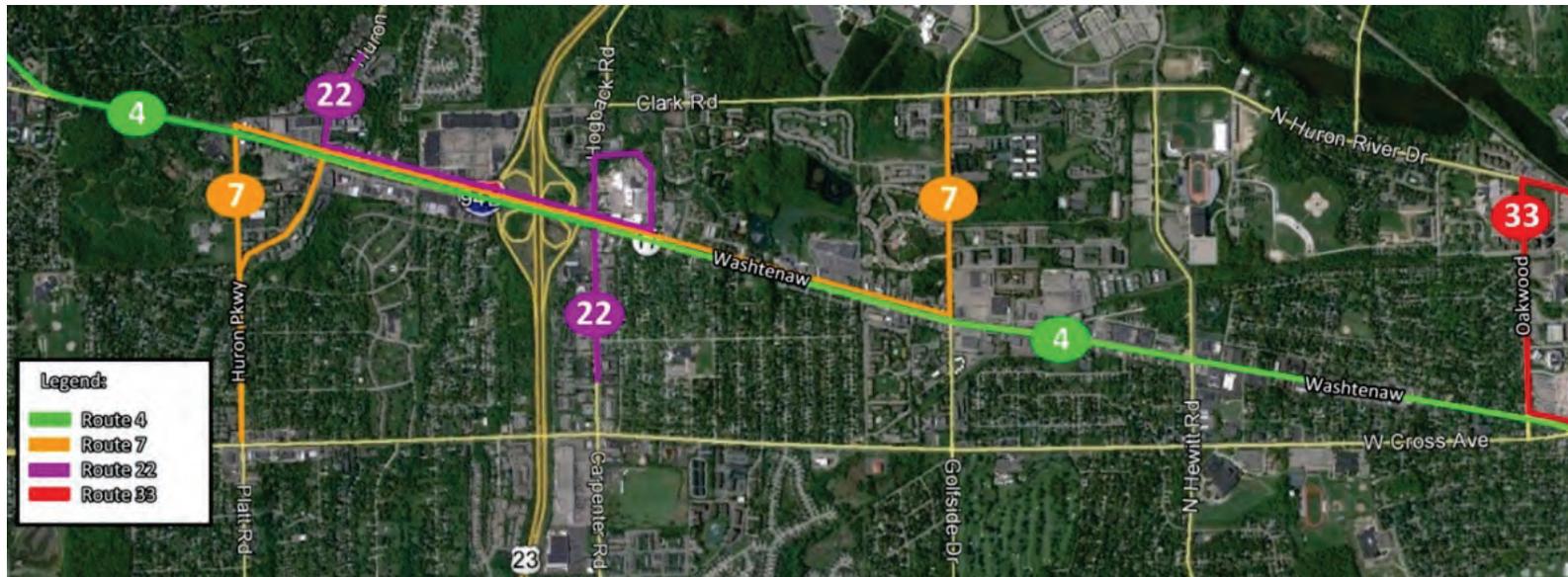
AATA Route 22 – North-South Connector: This route services the Meijer store on Carpenter Road, Glencoe Hills along Washtenaw Avenue, the VA Medical Center, and the Green Road Park and Ride. The route is along Washtenaw Avenue between Glencoe Hills and Huron Parkway. Headways for this route are every 30 minutes.

AATA Route 33 – College of Business Shuttle: This route services the Eastern Michigan University (EMU) College of Business and other locations on the EMU campus. This route is along Washtenaw Avenue west of Oakwood Street only. Headways for this route are every 20 minutes.

All routes through the study area, except for AATA Route 33, were coded into the VISSIM models. AATA Route 33 was not coded into the model since it was only on Washtenaw Avenue for a short distance within the study area. Figure 3 illustrates the bus routes within the study area. AATA provided a shapefile with stop locations along Washtenaw Avenue for all of the routes. These

stops were coded into the VISSIM model. Dwell time for transit stops was assumed to be 20-seconds with a 2-second standard deviation.

Figure 3: Transit Routes



2.3 Operations Analysis

2.3.1 Methodology

VISSIM 5.40 software was used for the traffic operations analysis. VISSIM is a microsimulation model, where traffic movements are explicitly modeled based on geometric parameters, traffic volumes, vehicle types, intersection control, and driver behavior and interaction. VISSIM assesses the roadway network in a dynamic fashion, instead of analyzing each intersection or each roadway segment in isolation. VISSIM can provide Measures of Effectiveness (MOEs) such as vehicle delay, travel time, queuing, and fuel consumption on a network-wide basis, so that the effects of improvements at a single location may be measured throughout the network. This ability makes VISSIM an ideal tool for testing and comparing alternatives to determine the most effective combination of elements in facilitating traffic flow. In addition, the sensitivity of the VISSIM model allows the user to test more subtle changes to the roadway system, such as adjustments in traffic signalization, changes in transit operations, and the addition of lanes, and others. The assumptions that went into developing the microsimulation model are as follows:

Vehicle Fleet Composition: The vehicle fleet composition (cars versus heavy vehicles) of 98-percent cars and 2-percent trucks within the study area, was obtained from the MDOT 2012 Sufficiency Rating Report. Trucks in the immediate study area would be limited to single-unit trucks (delivery-type trucks of approximately 35-feet in length) and not tractor-trailer vehicles.

Driver Behavior: The default VISSIM driver behavior parameters were left in place and unadjusted. The Wiedemann 74 car-following model defaults were utilized which are specifically oriented towards urban surface street driving parameters, versus the Wiedemann 99-car following model that is specifically oriented towards freeway driving and is the other car following model supported within VISSIM.

Seed Interval: A seed interval is the amount of time the model is run in advance of summarizing measures of effectiveness (MOEs) in order to load the network and reach a state of equilibrium flow (vehicles in = vehicles out). A 900-second (15-minute) seed interval was used for both the AM and PM peak hour models. This ensures that the appropriate level of traffic is on the roadway network at the time the measures of effectiveness begin recording in the model.

Model Calibration: For this project, volume served was chosen as the primary validation measure. A comparison of volume entered into VISSIM models and the VISSIM volume served was conducted to assure that actual volume levels observed in the field were being replicated by the VISSIM model. The greater of +/-10-percent or +/-20 vehicles was considered a reasonable threshold for model validation. The queue length report was also reviewed to ensure that queuing and delays were consistent with what was witnessed during the field reviews. The average of five runs of the simulation models were used in the calibration to eliminate any variations caused by randomness in the model.

Measure of Effectiveness Summaries: VISSIM is capable of reporting several MOEs. For the purposes of this analysis, delay and level of service were recorded for each intersection (approach, movement, and overall). Queue lengths (average and 95th-percentile) were summarized for each signalized intersection along Washtenaw Ave. Each time the model is run, these MOEs are summarized and can vary based on the random number seed

utilized. Since the MOEs vary slightly with different random number seeds, much like how traffic can vary day by day, the VISSIM models were run a total of five times (five different random number seeds) and then the MOEs were averaged.

The performance of the signalized locations in the study area was evaluated as part of the VISSIM modeling effort. Table 1 displays the level of service (LOS) criteria for signalized intersections.

Table 1: Level of Service Definitions for Signalized Intersections

Level-of-Service	Description	Average Control Delay Per Vehicle (seconds)
A	Operations with very low control delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B	Operations with low control delay occurring with good progression and/or short cycle lengths.	> 10.0 and ≤ 20.0
C	Operations with average control delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 and ≤ 35.0
D	Operations with longer control delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 and ≤ 55.0
E	Operations with high control delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered the limit of acceptable delay.	> 55.0 and ≤ 80.0
F	Operation with control delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	> 80.0

Source: 2010 Highway Capacity Manual

2.3.2 Delay and Level of Service Results

The following section summarizes the various MOE results obtained from the AM and PM peak hour microsimulation models for all signalized intersections in the study area. Table 2 summarizes the approach and intersection delay and levels of service for each of the five study intersections.

Table 2: Existing AM and PM Peak Hour Delay and Levels of Service

Intersection	Eastbound*	Westbound*	Northbound*	Southbound*	Total*
AM Peak Hour					
Huron Parkway	36 / D	33 / C	50 / D	50 / D	41 / D
Hogback / Carpenter	67 / E	52 / D	73 / E	37 / D	64 / E
Golfside	24 / C	28 / C	63 / E	39 / D	36 / D
Hewitt	22 / C	23 / C	27 / C	25 / C	24 / C
Oakwood	7 / A	8 / A	33 / C	25 / C	11 / B
PM Peak Hour					
Huron Parkway	40 / D	38 / D	59 / E	54 / D	47 / D
Hogback / Carpenter	86 / F	56 / E	72 / E	49 / D	70 / E
Golfside	36 / D	35 / D	53 / D	61 / E	44 / D
Hewitt	27 / C	29 / C	27 / C	30 / C	29 / C
Oakwood	11 / B	12 / B	24 / C	26 / C	15 / B

* Delay (seconds per vehicle) / Level of Service

In urban areas, LOS A through D is typically considered acceptable. As shown in the table, all of the signalized locations except the intersection of Washtenaw and Hogback/Carpenter operate at an overall level of service (LOS) D or better. The intersection of Hogback/Carpenter is operating at an overall LOS E during both the AM and PM peak hours. This is due to the northbound and

eastbound approaches in the AM peak hour and the same approaches in the PM peak hour plus the westbound approach. In addition, eastbound Washtenaw Avenue at Hogback/Carpenter currently operates at LOS F during the PM peak hour. Northbound Huron Parkway operates at LOS E in the PM peak hour, as does northbound Golfside in the AM peak hour and southbound Golfside in the PM peak hour. Appendix A contains the detailed intersection MOE data.

2.4 Crash Analysis

A crash analysis was performed to determine whether any discernable crash patterns could be identified in the study area.

2.4.1 Crash Definitions

The crash summaries define crashes by six types and four injury severity classifications. The definitions of the crash types are taken directly from the State of Michigan UD-10 Traffic Crash Report Instruction Manual, revised in May, 2010. The manual was produced and distributed by the Michigan Department of State Police, and the Office of Highway Safety Planning. The crash types are based on the intended direction of travel, regardless of point(s) of impact or direction vehicles ultimately face after the crash.

- **Single Motor Vehicle:** A single or multiple unit crash which involves only one motor vehicle as defined in the manual. This includes those cases in which a motor vehicle was: 1) the only traffic unit; and 2) the only motor vehicle involved in a collision with a bicyclist, pedestrian, animal, railroad train, or any other non-motorized object. Any motorized (i.e., self-propelled) vehicle or device is considered a “motor vehicle” even though the vehicle or device may not be defined as a motor vehicle on the Michigan Motor Vehicle Code or other applicable legislation.
- **Head On:** The intended direction of travel of both vehicles must be towards each other. The directions that the vehicles are facing when they come to rest, or the points of impact on the vehicles, are not the determining factors.
- **Angle:** This will be marked when the intended direction of travel is basically perpendicular for both drivers and there is a side impact of approximately 90-degrees. If the side impact

takes place during a “Head On-Left Turn,” “Rear End-Left Turn,” or “Rear End-Right Turn,” it is not an “Angle”.

- **Rear End:** When the vehicles are traveling in the same direction, one behind the other, and no turn is involved. Area of damage on the vehicles is not the determining factor. Any crash involving any vehicle backing into another is not considered a “rear-end” crash.
- **Sideswipe:** Vehicles traveling in the same direction, or vehicles traveling in opposite directions, making side contact or if a vehicle spins out of control and makes contact with another vehicle traveling in the same direction. “Sideswipe” differs from “Angle” in that a sideswipe is a glancing impact and should not in itself stop the forward movement of the vehicle. An angle crash is a more direct impact and may stop the forward movement of one vehicle.
- **Other/Unknown:** The crash does not fit in one of the other selections.

The definitions of the injury severity classification are taken directly from the State of Michigan UD-10 Traffic Crash Report Instruction Manual, revised September 1994.

- **Fatal Injury (K):** Any injury that results in death due to a motor vehicle traffic crash.
 - **Incapacitating Injury (A):** Any injury, other than fatal, which prevents the injured person from walking, driving, or normally continuing the activities which he or she was capable of performing prior to the motor vehicle traffic crash.
 - **Non-incapacitating Evident Injury (B):** Any injury, other than fatal and incapacitating, which is evident at the scene of the crash.
-

- **Possible Injury (C):** Any injury reported or claimed which is not a fatal, incapacitating, or non-incapacitating evident injury.

2.4.2 Intersection Crash Summaries

This section summarizes the crash data collected for each of the study intersections during the three-year analysis period.

Table 3 summarizes the total number of crashes at each study intersection for the three-year analysis period. Crash frequency per year and crash rate per million entering vehicles were calculated and compared to SEMCOG critical crash frequency and crash rate. The crash rate normalizes crash frequency based on exposure (number of vehicles traversing the intersection). The ADT used for the crash rate calculations was obtained from the 24-hour approach counts performed for this study. Intersections that have crash frequency and/or crash rate higher than critical values are highlighted in red.

The crash rates shown along this corridor can also be compared to crash rates along similar corridors within Michigan. The M-53 (Ford Road) corridor from Telegraph Road to Hix Road has a similar AADT and corridor layout. The majority of the average crash rates along this corridor range from 0.78 to 2.30 with some as high as 3.83. Another similar corridor is Rochester Road from Main Street in Royal Oak to Tienken Road in Rochester Hills. Average crash rates along this corridor range from 1.2 to 2.3. The average crash rates along Washtenaw Avenue are all at the higher end of these ranges with two intersections exceeding the range.

The percentage of crashes by type are summarized in Table 4. These percentages were then compared to the SEMCOG average crash

type percentages to determine which crash types may be high and identify mitigation measures for those crash types. Following the table is an analysis for each of the high crash intersections within the corridor.

Huron Parkway – Approximately 74-percent of crashes at the intersection with Huron Parkway are either rear-end or side-swipe same crashes. These may be a result of congestion (stop-and-go traffic) at the intersection as well as the dual left-turn lanes for the northbound and southbound approaches.

Hogback Road / Carpenter Road – Approximately 74-percent of the crashes at this intersection are either rear-end or side-swipe same crashes. The crashes that occurred at the northbound US-23 off-ramp were also included in the analysis due to the close proximity of this intersection. As a result, this may explain why the intersection is a critical crash location. A review of the crashes found that the majority of the rear-end crashes occur along Washtenaw Avenue, which may be due to the congestion at the intersection (stop-and-go traffic) for eastbound and westbound. In addition there were some side-swipe same crashes for the northbound approach due to the dual left-turn lane. It is recommended that lane marking be added for the northbound dual left-turn lane as well as additional signage for northbound indicating that the shared through/left-turn lane is for northbound US-23. There is currently a sign above the lane, but additional signage along the side may also help. For the northbound US-23 off-ramp, a longer all-red phase for northbound could be attempted to reduce the amount of vehicles blocking the intersection. An additional sign could be added instructing vehicles not to block the intersection.

Table 3: Intersection Crash Analysis

Intersection	Single Vehicle	Head-on and Side Swipe Opposite	Head-on Left-turn and Rear End Left	Angle	Rear-end and Side Swipe Same	Other	Total Crashes	Average Crashes per Year	Crash Rate*
Huron Pkwy	2	2	1	20	76	2	103	34	1.74
Hogback / Carpenter	9	3	5	33	144	1	195	65	2.96
Golfside	3	7	4	48	69	3	134	45	2.68
Hewitt	1	7	2	22	55	1	88	29	1.93
Oakwood	4	1	7	8	23	2	45	15	1.15

* Crash Rate is the average number of crashes per million entering vehicles

Table 4: Intersection Crash Type Analysis

Intersection	Average Daily Traffic	% Single Vehicle	% Head-on and Side Swipe Opposite	% Head-on Left-turn and Rear End Left	% Angle	% Rear-end and Side Swipe Same	% Other	Grand Total
Huron Pkwy	54,215	2%	2%	1%	19%	74%	2%	100%
Hogback/Carpenter	60,175	5%	2%	3%	17%	74%	1%	100%
Golfside	45,710	2%	5%	3%	36%	51%	2%	100%
Hewitt	41,640	1%	8%	2%	25%	63%	1%	100%
Oakwood	35,850	9%	2%	16%	18%	51%	4%	100%

Golfside Drive – This intersection was recently changed and it is recommended that an additional crash analysis be conducted after three years to determine if crashes were reduced. It appears that some of the angle crashes are as a result of driveways close to the intersection. It is recommended that driveways close to the intersection be consolidated as part of the recommendations from the Access Management Study.

Hewitt Road – This intersection has a higher than average occurrence of angle crashes and head-on / side-swipe opposite crashes. A review of these crashes indicates that most occur at the intersection, with a few occurring at driveway locations. Several of the angle or side-swipe opposite crashes were miscoded and should have been side-swipe same. One should have been a head-on left-turn and was construction related. Another angle crash occurred during construction. One angle crash was due to the sunlight. One was due to distracted driving. Eleven of the angle crashes occurred while the signal was in flash mode. It is recommended that the signal not be in flash mode overnight.

2.4.3 Segment Crash Summaries

A segment crash analysis was also summarized for each of the study segments between signalized intersections during the three-year analysis period.

Table 5 summarizes the total number of crashes within each of the study segments for the three-year analysis period. Crash frequencies per year and crash rate per million miles traveled per year were calculated. The ADT used for the crash rate calculations was obtained from the 24-hour approach counts performed for this study. Segments that have higher crash frequency and/or crash rate are highlighted in red. The average crash rates for segments along M-53 (Ford Road) range from 1.33 to 7.00 and along Rochester Road range from 0.85 to 13.34. The average crash rates for the segments along Washtenaw Avenue reflect this range as well. Table 6 summarizes the percentage of crashes for each segment to assist in determining mitigation measures.

Table 5: Segment Crash Analysis

Section	Distance (miles)	Single Vehicle	Head-on and Side Swipe Opposite	Head-on Left-turn and Rear End Left	Angle	Rear-end and Side Swipe Same	Pedestrian	Bicycle	Other	Total Crashes	Average Crashes per Year	Crash Rate*
Stadium to Sheridan	0.61	1				1				2	1	5.35
Sheridan to Huron Pkwy	0.18	10	1	2	30	62		1		106	35	4.99
Huron Pkwy to Pittsfield Blvd	0.05				13	34	1			48	16	6.86
Pittsfield Blvd to Yost Blvd	0.16					2	1			3	1	1.29
SB US-23 to NB US-23	0.56	2			1	22	1			26	9	3.17
Carpenter / Hogback to University Square	0.29	3		2	20	47				72	24	3.62
University Square to Golfside	0.16	3	3	1	16	17	1	1	1	43	14	5.08
Golfside to TSM Property	0.34		1	2	17	13	3			36	12	7.15
TSM Property to Hewitt	0.45	3		4	9	32	2		1	51	17	4.92
Hewitt to Mansfield	0.32	1	3	1	6	22				33	11	2.54
Mansfield to Oakwood	0.06	3	1	1	15	17		1		38	13	4.19

* Crash Rate is number of crashes per million vehicles

Table 6: Segment Crash Type Analysis

Intersection	Average Daily Traffic	% Single Vehicle	% Head-on and Side Swipe Opposite	% Head-on Left-turn and Rear End Left	% Angle	% Rear-end and Side Swipe Same	% Other	Grand Total
Stadium to Sheridan	31,765	50%	0%	0%	0%	50%	0%	100%
Sheridan to Huron Pkwy	31,765	9%	1%	2%	28%	58%	1%	100%
Huron Pkwy to Pittsfield Blvd	35,550	0%	0%	0%	27%	71%	2%	100%
Pittsfield Blvd to Yost Blvd	41,735	0%	0%	0%	0%	67%	33%	100%
SB US-23 to NB US-23	45,750	8%	0%	0%	4%	85%	4%	100%
Carpenter / Hogback to University Square	32,285	4%	0%	3%	28%	65%	0%	100%
University Square to Golfside	26,315	7%	7%	2%	37%	40%	7%	100%
Golfside to TSM Property	28,000	0%	3%	6%	47%	36%	8%	100%
TSM Property to Hewitt	27,650	6%	0%	8%	18%	63%	6%	100%
Hewitt to Mansfield	26,340	3%	9%	3%	18%	67%	0%	100%
Mansfield to Oakwood	26,160	8%	3%	3%	39%	45%	3%	100%

For the segment between Huron Parkway and Pittsfield Boulevard, there are a high number of rear-end crashes and side-swipe same crashes. These are likely a result of congestion along the corridor and the number of driveway and access issues. Decreasing the amount of congestion may help to alleviate some of these crashes.

For the segment between Golfside Drive and the TSM Property (approximately ¼ mile east of Golfside), the percentage of angle crashes is somewhat higher. A review of the location of angle

crashes in this section indicates that most occur near driveways. As a result, a consolidation of driveways along the corridor or a form of access management would benefit this section of Washtenaw Avenue.

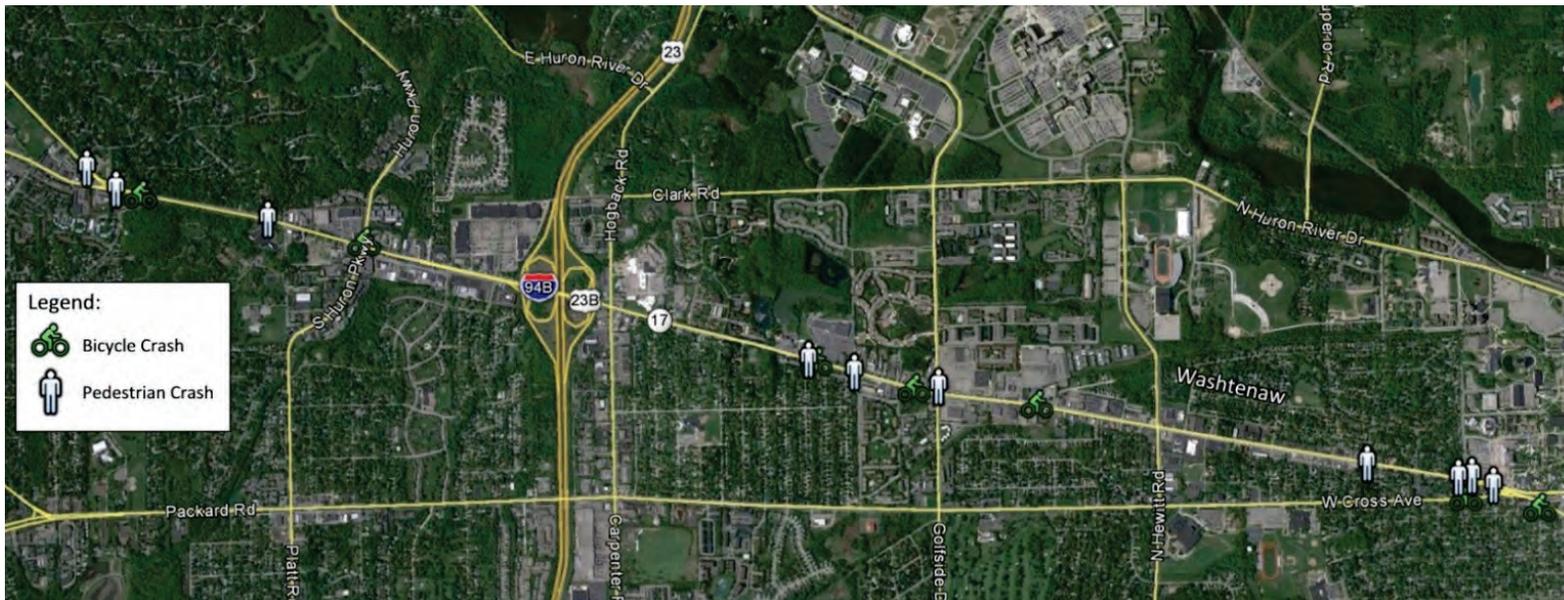
2.4.4 Non-motorized Crash Summaries

There were eight (8) pedestrian crashes along the corridor and six (6) bicycle crashes along the corridor within the three years of crash history. Of the eight pedestrian crashes, four occurred at midblock

locations and four at signalized intersections. There was one fatality, one A-injury crash, one B-injury crash, three C-injury crashes and two with no injuries. The fatal crash occurred at the signalized intersection at the University Square Shopping Center. The A-injury crash occurred at the partially unsignalized intersection at Stadium Drive.

Of the six (6) bicycle crashes, one occurred at a mid-block location and the remaining five occurred at signalized intersections. There was one fatal crash (at the mid-block location), one B-injury crash, three C-injury crashes, and one with no injuries. Figure 4 illustrates the locations of pedestrian and bicycle crashes.

Figure 4: Pedestrian and Bicycle Crash Locations



3 Future Conditions Analysis

There were two future year horizons that were analyzed as part of this study: 2020 and 2040. The Washtenaw Area Transportation Study (WATS) travel demand forecasting model was utilized to determine future year traffic along the corridor. The WATS model uses socio-economic information within Washtenaw County, such as population and employment, to predict the amount of traffic along the roadways in various years up to the year 2040. A base year 2010 model was built based upon existing socio-economic information and calibrated to best match existing traffic volumes along roadways within Washtenaw County. Primarily major and minor roadways are included in the model, but not residential streets. A review of the 2010 traffic volumes along Washtenaw Avenue from the model were compared to existing traffic counts and found that they were within 10-percent of counts, which is generally considered a high confidence level. The model has an AM and PM peak period to be able to distinguish between any direction traffic volume impacts along the corridor. Table 7 below summarizes the percent increase in traffic from the 2010 base year to the 2020 and 2040 models.

Table 7: Future Year Traffic Growth

Year	AM Peak Hour	PM Peak Hour
2020	2%	3%
2040	12%	6%

Utilizing the growth rates from the WATS model as presented in Table 7, the traffic volumes were updated within the VISSIM model. Figures 5 and 6 illustrate the traffic volumes that were input into

the VISSIM model for the year 2020 and 2040, respectively. Within the next few years it is expected that MDOT will be upgrading the signal controllers and transit signal priority (TSP) will be added to the corridor. TSP allows transit vehicles to put in a call to the traffic signal controller to either allow additional time along Washtenaw Avenue or start the green phase earlier. As a result of this, traffic operations would typically be expected to improve along Washtenaw Avenue, while there may be some increased delay along the cross-streets. The addition of TSP and an optimization of traffic signals was conducted for this analysis. An optimization involves adjusting the signal timing at the signalized intersections to better serve the forecasted demand. No other characteristics (i.e. laneage or driver characteristics) were changed within the VISSIM model. The transit routes were also kept the same as existing. Tables 8 and 9 illustrate the approach and intersection delay for each of the five study intersections for the year 2020 and 2040, respectively. Appendix B details the intersection MOE’s for each of the intersections.

As shown in Tables 8 and 9, the performance is expected to improve at the intersection of Hogback Road / Carpenter Road from the existing condition. This was due in part to the introduction of the transit signal priority (TSP), as well as a significant change in signal timing proposed. The current signal timing has a cycle length of 184-seconds. For this analysis, the cycle length was decreased to 110-seconds, which reduced the amount of delay for the intersection. The intersection performance at Golfside Drive is expected to degrade in the PM peak hour for the years 2020 and 2040, while the intersections of Hewitt Road and Oakwood Street are expected to have acceptable levels of service.

Table 8: 2020 AM and PM Peak Hour Delay and Levels of Service

Intersection	Eastbound*	Westbound*	Northbound*	Southbound*	Total*
AM Peak Hour					
Huron Parkway	34 / C	31 / C	59 / E	52 / D	41 / D
Hogback / Carpenter	15 / B	42 / D	45 / D	31 / C	30 / C
Golfside	25 / C	26 / C	67 / E	40 / D	37 / D
Hewitt	23 / C	22 / C	27 / C	26 / C	24 / C
Oakwood	9 / A	9 / A	31 / C	23 / C	12 / B
PM Peak Hour					
Huron Parkway	39 / D	35 / D	66 / E	84 / F	53 / D
Hogback / Carpenter	19 / B	54 / D	51 / D	51 / D	40 / D
Golfside	53 / D	34 / C	57 / E	69 / E	52 / D
Hewitt	28 / C	28 / C	28 / C	32 / C	29 / C
Oakwood	13 / B	14 / B	25 / C	27 / C	16 / B

* Delay (seconds per vehicle) / Level of Service

Table 9: 2040 AM and PM Peak Hour Delay and Levels of Service

Intersection	Eastbound*	Westbound*	Northbound*	Southbound*	Total*
AM Peak Hour					
Huron Parkway	37 / D	44 / D	71 / E	58 / E	50 / D
Hogback / Carpenter	16 / B	45 / D	45 / D	33 / C	31 / C
Golfside	26 / C	28 / C	122 / F	41 / D	49 / D
Hewitt	23 / C	23 / C	27 / C	26 / C	25 / C
Oakwood	11 / B	10 / B	31 / C	24 / C	13 / B
PM Peak Hour					
Huron Parkway	39 / D	41 / D	69 / E	97 / F	59 / E
Hogback / Carpenter	19 / B	59 / E	52 / D	55 / D	42 / D
Golfside	67 / E	36 / D	63 / E	82 / F	61 / E
Hewitt	28 / C	30 / C	29 / C	32 / C	30 / C
Oakwood	13 / B	15 / B	25 / C	29 / C	17 / B

* Delay (seconds per vehicle) / Level of Service

Figure 5: 2020 AM and PM Peak Hour Traffic Volumes

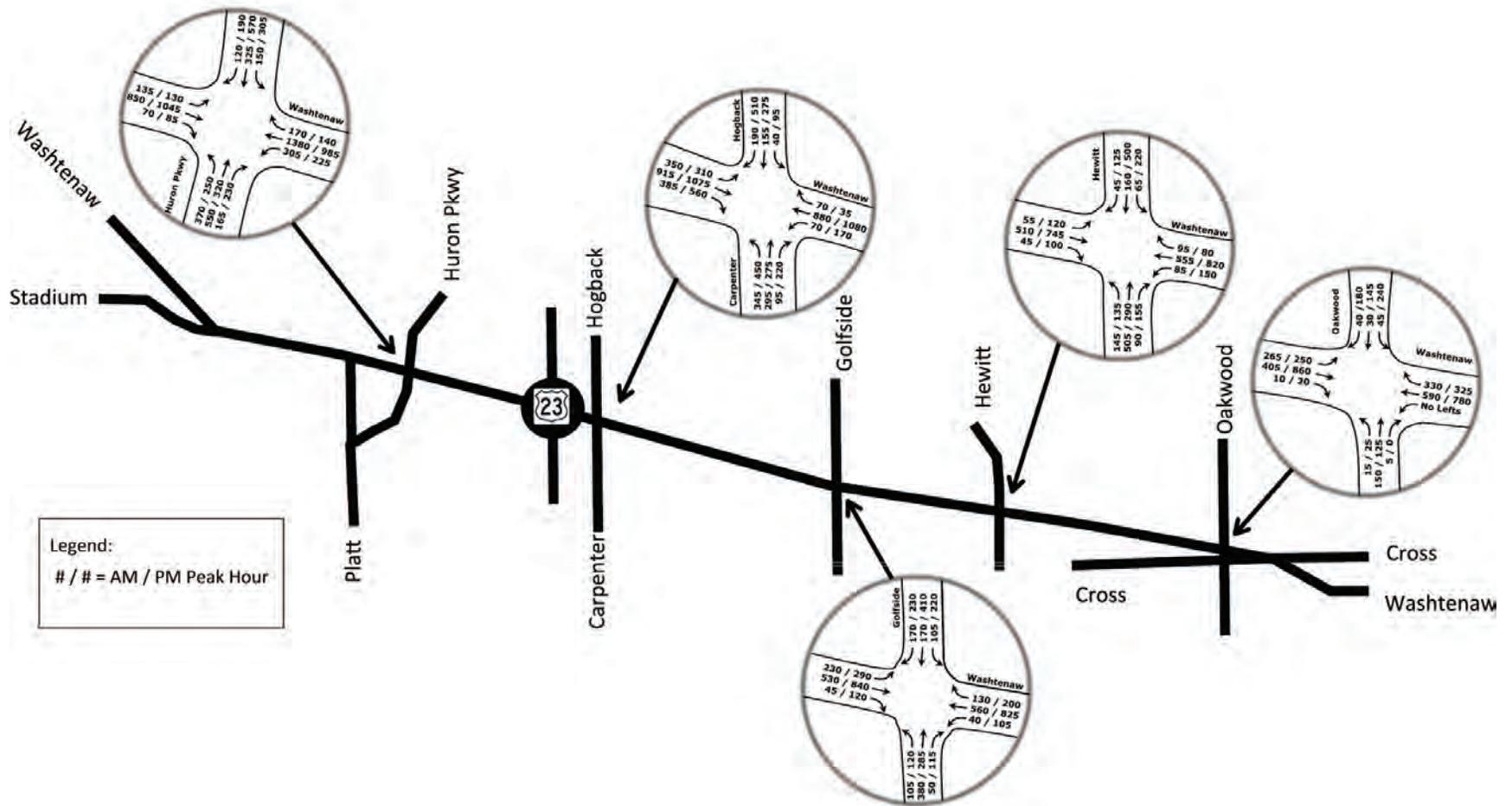
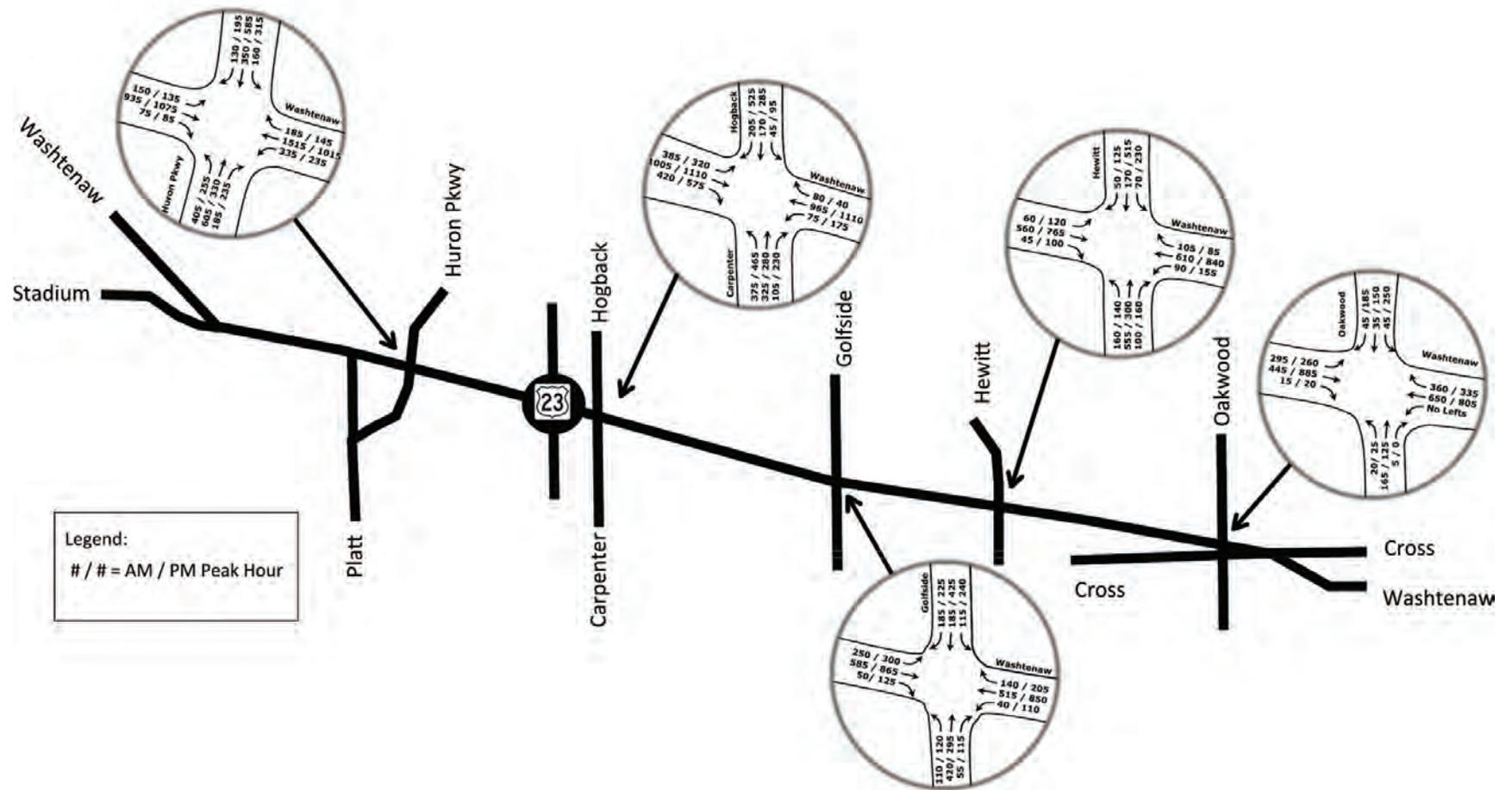


Figure 6: 2040 AM and PM Peak Hour Traffic Volumes



4 Alternatives Considered

Throughout the course of the study, several alternatives were considered which involved a variety of laneage configurations along the corridor. Throughout the process, it was determined from the Steering Committee that LOS D was desirable for future year intersection operations, while LOS E was acceptable for the overall intersection operations. Balancing the desires of the community and Steering Committee with the vehicle operations along the corridor, several alternatives were considered.

The interchange at US-23 was not considered as part of this study, as any modifications to the interchange would be the subject of a separate more comprehensive study given the associated cost and complexity. However, the northbound US-23 off-ramp to eastbound Washtenaw Avenue does greatly impact the operations of the Hogback Road / Carpenter Road intersection. A Single Point Urban Interchange (SPUI) was modeled as part of the final alternative as one example to determine how the off-ramp impacted the intersection. While several interchange options could also improve the intersection and may be considered in any future studies, the SPUI configuration was tested because it could move the off-ramp the greatest distance away from the Hogback Road / Carpenter Road intersection. Other options which may be considered include a diverging diamond interchange, or a “dumbbell interchange” with roundabouts at the ramp terminals and the intersection of Hogback Road / Carpenter Road. It was found through the VISSIM analysis that a SPUI improved the overall intersection operations at Hogback Road / Carpenter Road. However, a change in signal timings at the intersection also improved operations as well. The SPUI also adds delay for some of

the approaches that are free-flow now, however, improves the northbound to eastbound off-ramp and would have less potential to back-up onto US-23.

In order to better balance modal use within the corridor and reduce the total number of travel lanes in some locations, it is the desire to employ Travel Demand Management (TDM) strategies to reduce overall vehicle demand. These strategies include encouraging mode shift to transit and non-motorized modes, encouraging route shifting to more appropriate routes to take advantage of surplus capacity, supporting development of land uses that encourage “park once” activities, reducing multi-stop trips, or putting in place policies to encouraging shifts in the time periods trips are made away from the peak periods. For each alternative evaluated, the reduction in traffic (if any) necessary through TDM strategies to maintain an acceptable intersection performance was determined.

4.1 Three lanes from Hogback Road / Carpenter Road to east of Oakwood Street

The first concept considered would include a three lane cross-section between Hogback Road / Carpenter Road to east of Oakwood Street, with one lane in each direction and a continuous left-turn lane. There would be bus pull-outs for all AATA routes where there were three lanes. Early VISSIM analysis indicated that even with a reduction in traffic volumes at the intersection of Hogback Road / Carpenter Road, there would need to be at least two eastbound through lanes for Washtenaw Avenue at Hogback Road / Carpenter Road. There would need to be a reduction of at least 25-percent, which was deemed too high of a reduction to be

expected through TDM methods. This alternative was eliminated from further consideration.

4.2 Three lanes east of Hogback Road / Carpenter Road to east of Oakwood Street

The next concept considered would include a three lane section starting east of Hogback Road / Carpenter Road to east of Oakwood Street. The intersection of Hogback Road / Carpenter Road would be configured as it is today, and the laneage would be reduced east of the intersection. It was found that that this alternative would need to have a 15-percent reduction in traffic volumes to maintain an acceptable level of service at the primary study intersections of Golfside Drive, Hewitt Road, and Oakwood Street.

4.3 Three lanes east of Golfside Drive to east of Oakwood Street

This alternative would include a three lane section from east of Golfside Drive to east of Oakwood Street. Again, it was found with a 15-percent decrease in traffic volumes at Hewitt Road and Oakwood Street would maintain an acceptable level of service at these intersections. If right-turn only lanes were kept at these two signalized intersections along Washtenaw Avenue, the reduction in traffic volumes would not be needed to maintain acceptable performance.

4.4 Narrow four lanes divided roadway between Hogback Road / Carpenter Road to east of Hewitt Road

This alternative would include a narrow median between Hogback Road / Carpenter Road to east of Hewitt Road. This section would

have four lanes in each direction and keep the direct center left-turn only lane at the signalized intersections. This is essentially the same as exists currently, except that direct left-turns would not be permitted between the signalized intersections. As a result, the study intersections of Hogback Road / Carpenter Road, Golfside Drive, and Hewitt Road would operate acceptably with forecasted traffic volumes.

4.5 Wide Boulevard from Stadium Boulevard to US-23

The concept west of US-23 that was considered includes a wide boulevard with indirect left turns. With this option, some of the direct left-turns are proposed to remain (see Chapter 5 for a more detailed description). Introducing indirect left-turns for Washtenaw Avenue at Huron Parkway did not change the overall level of service of delay, but greatly improved travel time reliability along the corridor between Stadium Boulevard to US-23. With this option, a reduction in traffic volumes was not needed.

5 Final Vision

After several public meetings and Steering Committee meetings, a final vision was developed for the corridor. This vision balanced all modes of transportation along the corridor, including non-motorized, transit, and vehicular traffic. A final VISSIM analysis was conducted for the final vision for the year 2020 and 2040 to ensure that traffic would operate acceptably. The following describes the Final Vision of the corridor from west to east:

Stadium Drive to Yost Boulevard / US-23: This section would have a wide boulevard with indirect left-turns for the majority of the corridor. Direct left-turns are still proposed at some locations due to the high amount of left-turn volumes in this area. Figure 7 illustrates the preliminary locations of indirect and direct left-turn locations (as modeled in VISSIM). Within the model, there were direct left-turns for Huron Parkway onto Washtenaw Avenue, however, not for Washtenaw Avenue onto Huron Parkway. In addition, there would be direct left-turns for Washtenaw Avenue onto Yost Boulevard / Arborland Mall, which currently exists. However, there would not be direct left-turns from Washtenaw Avenue onto Pittsfield Boulevard, which would instead be accomplished either by utilizing the Yost Boulevard intersection or a cross-over west of Pittsfield Boulevard. There would still be direct left-turns from Pittsfield Boulevard / Arborland Mall onto Washtenaw Avenue. Limiting some of these turning movements and introducing indirect left-turns reduces the congestion along Washtenaw Avenue within this area. In addition, it also reduces the crash potential of vehicles wanting to turn left from driveways onto Washtenaw Avenue.

US-23 to east of Hewitt Road: This section would have a narrow median and would still allow direct left-turns at signalized intersections and would have some breaks for indirect left-turns between the signalized intersections. Figure 8 illustrates preliminary locations for indirect left turns between Hogback Road / Carpenter Road to just east of Golfside Drive. Figure 9 illustrates the preliminary locations for indirect left turns between Golfside Drive to just east of Hewitt Road (Mansfield Street). Signalized intersection operations would not change from the No-Build Conditions as there would still be two lanes in each direction and a center left-turn lane at each of the signalized intersections within this section.

East of Hewitt Road to east of Oakwood Street: This section would have one lane in each direction with a continuous center left-turn lane. Through a sensitivity analysis as described in Chapter 4, it was found that a 15-percent reduction in traffic volumes would need to occur at Oakwood Street to maintain operations at LOS D or better at the study intersections for the year 2040. If right-turn only lanes were added to the signalized intersections in this section (though they are not proposed at this time), a reduction in traffic volumes would not need to occur.

The final vision was coded into the 2020 and 2040 VISSIM model with traffic volumes for the year 2020 and 2040. Tables 10 and 11 illustrate the delay and levels of service for the year 2020 and 2040, respectively. Appendix C details the intersection MOE's for each of the intersections.

Figure 8: Indirect left-turn locations east of US-23 to Golfside Drive



Figure 9: Indirect left-turn locations from Golfside Drive to Mansfield Street



Table 10: 2020 AM and PM Peak Hour Delay and Levels of Service with Future Vision

Intersection	Eastbound*	Westbound*	Northbound*	Southbound*	Total*
AM Peak Hour					
Huron Parkway	37 / D	25 / C	44 / D	51 / D	36 / D
Hogback / Carpenter	12 / B	39 / D	51 / D	32 / C	29 / C
Golfside	35 / D	30 / C	42 / D	34 / C	35 / C
Hewitt	20 / C	20 / C	31 / C	28 / C	24 / C
Oakwood	13 / B	17 / B	31 / C	24 / C	17 / B
PM Peak Hour					
Huron Parkway	40 / D	28 / C	59 / E	60 / E	45 / D
Hogback / Carpenter	20 / C	56 / E	50 / D	47 / D	42 / D
Golfside	43 / D	41 / D	51 / D	41 / D	43 / D
Hewitt	26 / C	26 / C	45 / D	53 / D	36 / D
Oakwood	51 / E	40 / D	56 / E	60 / E	32 / C

* Delay (seconds per vehicle) / Level of Service

Table 11: 2040 AM and PM Peak Hour Delay and Levels of Service with Future Vision

Intersection	Eastbound*	Westbound*	Northbound*	Southbound*	Total*
AM Peak Hour					
Huron Parkway	43 / D	33 / C	46 / D	56 / E	41 / D
Hogback / Carpenter	12 / B	39 / D	52 / D	34 / C	30 / C
Golfside	39 / D	32 / C	55 / D	36 / D	40 / D
Hewitt	21 / C	21 / C	36 / D	27 / C	26 / C
Oakwood	15 / B	28 / C	31 / C	24 / C	23 / C
PM Peak Hour					
Huron Parkway	44 / D	29 / C	57 / E	69 / E	48 / D
Hogback / Carpenter	20 / C	50 / D	51 / D	45 / D	39 / D
Golfside	37 / D	36 / D	54 / D	52 / D	42 / D
Hewitt	23 / C	24 / C	37 / D	41 / D	30 / C
Oakwood	20 / B	83 / F	25 / C	48 / D	48 / D

* Delay (seconds per vehicle) / Level of Service

In the year 2020 and 2040, the overall intersection levels of service are expected to be a LOS D or better at all study locations. However, in the year 2020, there are some approaches in the PM peak hour that are expected to operate at LOS E, including some approaches at Huron Parkway and Hogback Road / Carpenter Road. Some approaches at Oakwood Drive are also expected to operate at a LOS F. However, signal timing changes at these intersections may improve the approaches at this intersection.

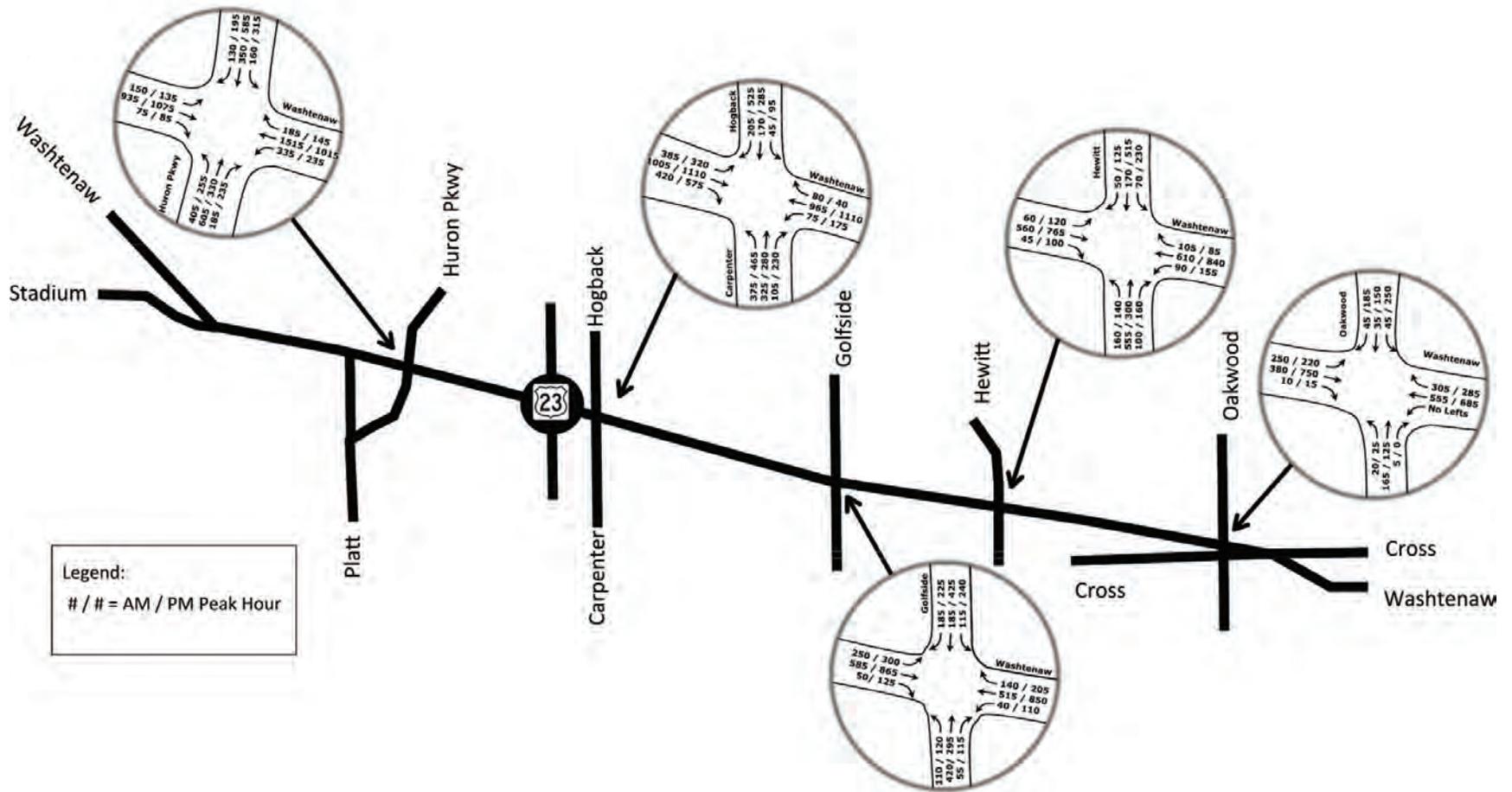
As indicated, a few of the approaches are anticipated to operate at LOS E or F, and it is expected that after the year 2020, a decrease

may end up occurring due to the increase of congestion that one may experience along the corridor. Figure 10 illustrates the traffic volumes with the reduction shown at Oakwood Street for the year 2040. The comparison of delay and LOS with and without the 15-percent reduction at Oakwood Street is shown in Table 12. With a 15-percent decrease by the year 2040 at the Oakwood Street intersection only, all approaches at the intersection are expected to operate at LOS D or better.

Table 12: 2040 AM and PM Peak Hour Delay and Levels of Service at Oakwood Drive with and without a 15-percent reduction

Intersection	Eastbound*	Westbound*	Northbound*	Southbound*	Total*
AM Peak Hour					
Without Reduction	15 / B	28 / C	31 / C	24 / C	23 / C
With Reduction	13 / B	16 / B	31 / C	24 / C	17 / B
PM Peak Hour					
Without Reduction	20 / B	83 / F	25 / C	48 / D	48 / D
With Reduction	18 / B	47 / D	25 / C	42 / D	34 / C

Figure 10: 2040 AM and PM Peak Hour Traffic Volumes with Final Vision (with Oakwood Street reduction)



APPENDIX A

Existing Year Measure's of Effectiveness

Existing Year - AM Peak Hour Delay

		DELAY															
Intersection	Approach Movement	1		2		Run 3		4		5		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)	
		Delay(s)	Volume	Delay(s)	Volume	Delay(s)	Volume	Delay(s)	Volume	Delay(s)	Volume						
Washtenaw & Huron Parkway	NB	Left 2	51.6	355	49.2	391	51.3	372	50.8	373	50.9	379		50.7	29.3	1.5	129.6
		Through	52	514	47.3	557	48.8	530	43.3	525	45.3	561		47.3	29.7	0	172.6
		Right 2	67.3	173	56.2	140	58.5	173	50.2	140	55.1	165		57.8	32.2	0.8	172.7
		Total	54.4	1042	49.1	1088	51.2	1075	46.9	1038	48.7	1105		49.8	30.8	0	172.7
	EB	Left 2	56.2	123	60.7	122	53.4	130	60.9	129	70.4	131		60.4	33.7	0.8	169.5
		Through	32.9	827	34.8	826	34.1	864	32.8	859	33	822		33.5	24.1	0	98.5
		Right 2	31.3	66	34.7	66	35.2	78	39.1	70	34.7	60		35.1	23.1	0.4	93.1
		Total	35.6	1016	37.9	1014	36.5	1072	36.6	1058	37.9	1013		36.1	26.7	0	169.5
	SB	Left 2	51.7	151	49.1	139	49	135	55.5	143	54.5	153		52	31.9	0.6	148.7
		Through	46.1	322	46.9	296	53	350	47.4	313	53.8	317		49.6	30	0	159.1
		Right 2	58.6	120	54.9	113	59.5	114	50.5	127	61.3	129		57	33.1	1.8	161.2
		Total	50.1	593	49.1	548	53.3	599	50.1	583	55.6	599		50.4	31.2	0	161.2
	WB	Left 2	44.5	276	47.6	291	42	298	47.6	289	48.7	311		46.1	36.5	0.3	136.9
		Through	29.7	1326	37.1	1356	32.1	1382	26.7	1297	31.2	1340		31.4	30.3	0	200.1
		Right 2	37.4	156	38.7	149	33.5	144	34.4	158	32.5	174		35.2	30.8	0.4	160.6
		Total	32.7	1758	38.9	1796	33.8	1824	30.9	1744	34.3	1825		32.9	31.6	0	200.1
	Total		40.8	4409	42.4	4446	41.1	4570	38.5	4423	41.4	4542	D	40.9	31.2	0	200.1
	Washtenaw & Hogback/Carpenter & NB US-23 Off	NB	U-turn Mark	22.8	135	34.5	138	26.6	131	38.6	125	22.6	148		28.8	24.3	0.7
Left 2			80.7	238	77.1	241	81.5	244	81.5	249	79.2	232		80	48.6	0.4	165.2
Left 1			83.8	101	76.4	102	80.6	103	81.6	124	79.9	114		80.5	48.1	2.7	190.5
Through			91.4	406	86.8	448	88.9	424	103	405	85.7	420		91	54.4	0	318.1
Right 2			60.9	403	80.5	423	65.1	368	84.2	402	59.5	373		70.4	50.3	0	260
Total			72	1283	77	1352	73.5	1270	84.9	1305	69.2	1287		73.1	51.7	0	318.1
EB		Left 2	114.3	185	110.5	202	115.7	211	125.4	209	112.9	185		115.9	56.2	4.2	283.4
		Through	59.1	547	57.9	560	56.7	561	56.5	631	57.7	562		57.5	43	0	163.3
		Right 2	62.2	263	64.6	233	56.2	257	60.5	229	57.9	237		60.2	41.9	0.2	145.1
		Total	70.2	995	70.1	995	68.7	1029	70.8	1069	68.1	984		67.4	50	0	283.4
SB		Left 2	56.3	42	48.6	34	54.5	33	56.1	40	57.1	29		54.6	46.9	0.3	148.4
		Through	60.9	185	62.2	140	70.3	157	67.6	154	58.4	158		63.8	47.3	0	151.2
		Right 2	13.7	128	9.8	123	12.3	142	13.2	105	11.9	140		12.2	12.9	0	65.6
		Right 3	17.3	55	9.6	50	10.1	61	13.6	62	12.3	42		12.6	14.1	0.1	75.4
Total		39.8	410	34.7	347	38.7	393	41.2	361	35.4	369		36.7	42	0	151.2	
WB		Left 2	58	82	56.2	78	50.8	56	64.5	73	60	62		58.2	47.8	0.3	150.3
		Through	52	600	50	624	53.8	596	52.8	604	47.9	623		51.3	40.8	0	133.9
		Right 1	57.9	284	45.5	246	50.5	258	51.8	242	52.5	270		51.8	40.3	0	129
	Right 2	51.4	77	45.4	72	52.4	66	48	60	48.6	72		49.2	40.7	0.5	138.9	
Total	54	1043	49.1	1020	52.7	976	53.1	979	49.9	1027		51.6	40.8	0	150.3		
Total		62.9	3731	63.5	3714	62.9	3668	68.2	3714	60.1	3667	E	63.5	49.9	0	318.1	

DELAY																	
Intersection	Approach	Movement	Run										LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			1		2		3		4		5						
			Delay(s)	Volume													
Washtenaw & Golfside	NB	Left 2	83.2	107	60	114	56.7	106	55.3	113	69	92		64.6	41.6	0.8	215.6
		Through	78.8	379	55.8	352	49.6	399	56.7	340	70.4	344		62.2	42.4	0	230.1
		Right 2	78.6	49	48.7	51	58.8	35	51.7	46	64.1	54		60.6	43.6	0.6	197.1
		Total	79.7	535	56	517	51.6	540	55.9	499	69.4	490		62.6	43.2	0	230.1
	EB	Left 2	41.9	235	41.6	220	42.6	220	42.4	245	41.8	219		42.1	23.3	1.3	95.6
		Through	15	535	16	533	15.9	532	18.3	560	17.4	500		16.5	17.1	0	58.7
		Right 2	16.6	36	16	44	24.6	47	16	38	14.7	48		17.7	17.1	0.4	55.3
	SB	Total	22.9	806	23.1	797	23.8	799	25.2	843	24.2	767		23.7	22	0	95.6
		Left 2	39.1	118	45.4	103	47	90	43.7	111	44	109		43.6	24.6	0.6	120.2
		Through	36.4	176	35.7	147	36.5	151	39.4	182	32.5	166		36.2	24.5	0	115.6
	WB	Right 2	42	155	41.1	158	39.5	148	49.5	170	33.4	156		41.3	28.4	0	144.7
		Total	39	449	40.2	408	40.1	389	44.1	463	35.7	431		38.7	25.8	0	144.7
		Left 2	43.2	38	39.5	35	37.2	35	47.4	42	53.8	37		44.4	25.6	0.7	93.4
	Total	Through	26.6	547	27.7	597	26.6	537	26.6	504	26.9	563		26.9	20.3	0	72.8
		Right 2	27.3	146	27.7	120	29.1	132	23.1	118	28.1	136		27.1	20	0.4	85.3
Total		27.6	731	28.2	752	27.6	704	27.3	664	28.5	736		27.7	20.8	0	93.4	
Total			39.2	2521	34.3	2474	33.7	2432	35.5	2469	36.7	2424	D	35.9	31.6	0	230.1
Washtenaw & Hewitt	NB	Left 2	33.7	125	38.9	140	38.7	154	38.4	147	36.7	128		37.4	22.3	0.6	108.4
		Through	24.2	475	24.5	512	24.6	509	28.5	505	25.9	474		25.5	19.4	0	74.7
		Right 2	13.8	81	17.2	99	16.3	83	22.9	85	16.8	87		17.4	15.1	0.4	56.6
		Total	24.7	681	26.2	751	26.6	746	29.8	737	26.8	689		26.5	20.3	0	108.4
	EB	Left 2	31.4	40	44.7	46	36.8	49	40.1	57	41.2	50		39.1	22.3	0.8	82.2
		Through	22.9	474	21	454	18.9	513	21.6	509	22.3	500		21.3	18.2	0	60.9
		Right 2	14	40	11.3	41	8.3	41	11.6	36	10.6	31		11.2	11.6	0.5	46.2
	SB	Total	22.9	554	22.3	541	19.6	603	22.8	602	23.3	581		21.9	19.1	0	82.2
		Left 2	40.2	65	40.2	53	37.8	54	38.2	71	38.5	57		39	23.3	0.8	81.7
		Through	23.1	148	24.9	145	25.2	153	25.8	142	24.3	149		24.7	20.6	0	66.4
	WB	Right 2	9.4	48	15.2	29	12.8	39	8.6	46	10.3	48		10.9	11.2	0.5	55.9
		Total	24.8	261	27.2	227	26	246	26.1	259	24.8	254		25.3	21.8	0	81.7
		Left 2	36	88	40.1	90	44.5	69	39.7	69	32.4	87		38.2	22.7	0.8	101.8
	Total	Through	20.5	564	19.9	543	23.1	568	22.2	526	19.7	538		21.1	18.1	0	71.1
		Right 2	14.7	95	15	106	16.5	86	16.5	89	18.9	95		16.3	13.6	0.4	55.8
Total		21.6	747	21.7	739	24.4	723	23.2	684	21.1	720		22.5	19.1	0	101.8	
Total			23.2	2243	23.9	2258	24	2318	25.6	2282	23.8	2244	C	24.1	19.9	0	108.4
Washtenaw & Oakwood	NB	Left 2	22.5	8	32.2	12	29.8	16	29.7	19	35.5	20		30.9	22.1	0.1	72.5
		Through	35.6	148	32.3	134	37.6	144	32.3	157	29.6	149		33.5	21.5	0	86.4
		Right 2	4.6	3	43.7	5	26.7	3	1.2	1	8.8	4		21.8	20.4	1.2	56.6
		Total	34.4	159	32.7	151	36.6	163	31.8	177	29.8	173		32.5	21.9	0	86.4
	EB	Left 2	8.6	228	10.3	264	10.1	256	8.8	256	10.3	285		9.6	10	0.2	48.8
		Through	4.2	395	4.5	402	4.4	409	4.1	362	3.9	418		4.2	7	0	37.7
		Right 2	1.9	14	2.9	14	2.1	6	3.1	15	3.2	11		2.7	3.3	0.3	17.1
	SB	Total	5.7	637	6.7	680	6.6	671	6	633	6.4	714		6.5	8.9	0	48.8
		Left 2	41.4	36	44.8	47	35.6	33	40.6	41	35.6	37		40	22.7	0.1	95.7
		Through	32.3	25	36.8	35	27.9	22	37.7	27	25.1	21		32.7	23.2	0	74.8
	WB	Right 2	4.5	34	4.2	38	4.2	38	4.2	37	4.3	51		4.3	2	0.2	12.2
		Total	25.8	95	29.6	120	20.9	93	27	105	18.9	109		24.9	24.4	0	95.7
		Through	6.8	586	7.5	559	7.8	606	7.5	579	7.7	564		7.5	10.2	0	45.6
	Total	Right 2	8.3	315	8.8	321	9.5	335	8.8	310	10.5	320		9.2	9.9	0.1	46
		Total	7.3	901	8	880	8.4	941	8	889	8.7	884		8.4	10.4	0	46
Total		10.1	1792	11	1831	10.8	1868	10.7	1804	10.4	1880	B	10.6	14.8	0	95.7	

Existing PM Peak Hour Delay

Intersection	Approach	Movement	1		2		Run 3		4		5		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume													
Washtenaw & Huron Parkway	NB	Left 2	61.6	230	72.9	259	66.5	233	75	247	69.2	242		69.2	39.3	1.3	198.5
		Through	50.4	301	50.5	340	48.4	286	53.7	320	49.9	314		50.6	35.1	0	225.7
		Right 2	59.7	222	59	202	53.2	230	68.6	210	56.6	250		59.2	36	0.7	188.3
		Total	56.6	753	59.9	801	55.5	749	64.5	777	57.8	806		58.7	37.5	0	225.7
	EB	Left 2	76.6	118	74.5	111	72.9	109	69.2	116	81.9	117		75.1	41.7	1.7	220.7
		Through	36.6	973	37.7	994	38.2	1006	38	1032	36.5	965		37.4	28	0	120.8
		Right 2	32.7	77	36.6	83	35.2	90	28.9	86	34.5	72		33.6	26.1	0.4	87.1
		Total	40.4	1168	41.1	1188	41.1	1205	40.3	1234	41	1154		40.4	31.5	0	220.7
	SB	Left 2	68.7	322	69.3	308	67.5	290	75.9	328	71.6	309		70.7	40.6	0.4	205.2
		Through	51.7	589	45.9	565	45.8	559	45.4	561	46.9	561		47.2	33.9	0	222.8
		Right 2	54.8	164	51.4	187	50.6	171	48.9	191	48.5	191		50.7	32.1	0.4	227.4
		Total	57.3	1075	53.7	1060	52.8	1020	55.3	1080	54.4	1061		53.9	36.9	0	227.4
	WB	Left 2	74.3	196	143.3	230	140.8	222	103.8	228	132.2	238		120.2	74.3	1.7	331.9
		Through	24.3	962	21.9	927	25.1	923	22.4	975	21.8	955		23.1	24.9	0	150.6
		Right 2	26.7	134	28.7	136	26.1	133	29.7	126	20.3	125		26.3	25.9	0.3	117.8
Total		32.1	1292	44.2	1293	45.3	1278	37.1	1329	41.6	1318		38.2	50	0	331.9	
Total		45	4288	48.6	4342	47.7	4252	47.3	4420	47.6	4339	D	47.2	42.1	0	331.9	
Washtenaw & Hogback/Carpenter & NB US-23 Off	U-turn Mark		22.4	100	21.1	104	19.9	83	23.1	97	20.1	116		21.3	16.8	0.6	116.7
		Left 2	80.5	311	87.6	353	88.3	331	81.2	337	88.1	322		85.2	48.9	1	205.9
	NB	Left 1	89.8	112	103.9	107	112.9	115	97.2	137	98.2	115		100.3	49	4.4	221.5
		Through	84.5	323	92.7	378	84.3	360	99.4	324	99.2	353		92	52.8	0	321.1
		Right 2	55.6	485	57.2	500	53.6	452	64.2	461	56.2	440		57.4	45.2	0.4	226.5
		Total	68.8	1331	74.8	1442	73.4	1341	77.2	1356	75.6	1346		72.4	51.8	0	321.1
	EB	Left 2	148.3	207	151.1	205	138.1	203	265.3	218	182.9	220		178.3	83.7	15.4	493.8
		Through	67.1	756	64.4	746	66.2	758	114.4	793	64.2	714		75.8	57.3	0	457.6
		Right 2	70.9	455	69.4	405	67.9	431	95.1	402	67.1	429		73.8	45.3	0.4	269.7
		Total	80.2	1418	79	1356	77.2	1392	132.2	1413	84.3	1363		86.4	67	0	493.8
	SB	Left 2	62.2	95	64.6	88	66.1	84	73.1	91	59.4	86		65.1	47.9	0.3	145.9
		Through	70.7	286	70.7	265	62	295	72.8	282	67.5	286		68.7	46.1	0	178.9
		Right 2	36	382	35.3	367	36.8	411	35.2	364	41.6	381		37	25.4	0.6	115.7
		Right 3	35	123	36.6	121	37.1	123	33.1	135	35.8	115		35.5	24.9	0.7	106.5
	Total	49.9	886	49.7	841	47.7	913	51	872	51.1	868		48.8	38.9	0	178.9	
WB	Left 2	68.2	193	73.7	184	75.2	148	72.8	168	77	150		73.1	46.8	0.4	168.8	
	Through	49.9	781	53.4	785	50.3	783	55.3	782	58.5	793		53.5	39.9	0	135.4	
	Right 1	52	279	60.9	260	52.5	243	55.4	251	57.5	292		55.7	40.1	0	138.2	
	Right 2	34.3	26	48.9	37	46.7	31	54.2	37	52.1	49		48.4	39.8	0.5	133.6	
Total	52.8	1279	57.8	1266	53.7	1205	57.7	1238	60.2	1284		55.9	41.3	0	168.8		
Total		64.5	4914	67.3	4905	64.8	4851	83.5	4879	69.6	4861	E	69.9	55.6	0	493.8	

Existing PM Peak Hour Delay

Intersection	Approach	Movement	Run										LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			1		2		3		4		5						
			Delay(s)	Volume													
Washtenaw & Golfside	NB	Left 2	52.1	116	62.9	120	58	123	55.4	119	63.6	102		58.3	33.7	0.8	196.3
		Through	47.2	290	52.7	258	51.3	297	46.4	265	48.1	263		49.2	30.7	0	191.1
		Right 2	44.1	114	51.3	119	47.2	93	51.2	95	51.7	99		49	32.4	0.4	208.7
		Total	47.6	520	54.8	497	52.2	513	49.6	479	52.3	464		53	34.3	0	208.7
	EB	Left 2	68.4	284	54.4	279	81.7	306	65.3	290	82	293		70.6	40.1	1.2	213.8
		Through	28.1	859	25.9	800	27.6	817	27.8	894	26.5	814		27.2	21	0	101.3
		Right 2	23.8	104	28.6	111	27.3	112	31.2	102	28	128		27.8	20	0.4	69
		Total	36.9	1247	32.8	1190	41	1235	36.5	1286	39.8	1235		36.3	31.2	0	213.8
	SB	Left 2	87.8	228	58.6	205	57.1	225	62.7	207	50.9	224		63.6	35.5	1.1	202.6
		Through	86.4	434	56.5	421	43.9	340	64.2	429	45.2	402		60.2	38.5	0	211.9
		Right 2	92.1	218	61.9	208	54.1	216	64.3	221	45.4	231		63.4	39.3	0.5	212
		Total	88.2	880	58.4	834	50.5	781	63.9	857	46.7	857		61.4	37.9	0	212
	WB	Left 2	45.5	113	52.3	111	52.1	107	52.4	117	44.8	94		49.5	29.9	0.8	137.1
		Through	32.9	782	32.5	858	33.5	802	31.5	789	33	824		32.7	22.1	0	116.6
		Right 2	38.1	225	33.5	179	36.2	190	32.7	190	35.2	203		35.3	21.7	0.4	115.8
	Total	35.2	1120	34.6	1148	35.8	1099	33.9	1096	34.4	1121		34.8	23.3	0	137.1	
	Total	49.9	3767	42.2	3669	43.1	3628	43.7	3718	41.3	3677	D	44.1	33.2	0	213.8	
Washtenaw & Hewitt	NB	Left 2	37.6	102	40.9	122	40.7	143	34.2	119	36.9	119		38.2	22.3	0.7	113.7
		Through	28.2	271	26.1	282	26.7	299	28.4	297	27.7	275		27.4	20.6	0	72.1
		Right 2	19.1	135	14.1	156	18	135	17.8	134	18.3	140		17.4	14	0.4	58.7
		Total	27.7	508	26	560	28.1	577	27.1	550	27.3	534		27.4	20.8	0	113.7
	EB	Left 2	41.4	119	40.2	112	35	119	34.1	126	44.7	114		39	24.2	0.7	116.8
		Through	26.1	715	25.2	700	26.5	729	25.2	717	28.5	752		26.3	18.6	0	80.8
		Right 2	19.2	99	19	97	17.3	92	15.3	105	19.9	82		18	14.6	0.6	63.1
		Total	27.3	933	26.4	909	26.7	940	25.3	948	29.7	948		27	19.6	0	116.8
	SB	Left 2	37.2	219	40.4	204	35.2	195	48.3	240	38.3	225		40.1	23.7	0.8	120.9
		Through	25.3	495	27.2	540	28.5	448	28.2	496	28.5	478		27.5	19.5	0	82.4
		Right 2	17.5	125	22.4	95	17.9	122	19.5	119	19.6	126		19.3	15	0.7	69
		Total	27.2	839	29.9	839	28.5	765	32.6	855	29.8	829		30.2	22.7	0	120.9
	WB	Left 2	41.9	147	35.9	148	46.7	147	40.1	122	40.1	160		40.9	23.2	1	143.7
		Through	28.7	812	28.4	790	29.6	820	25.8	757	27.8	806		28.1	18.4	0	87.4
		Right 2	22	84	25	82	22.2	76	16.7	69	23.8	73		22.1	16.3	0.5	62.3
	Total	30	1043	29.2	1020	31.5	1043	27	948	29.4	1039		29.1	19.7	0	143.7	
	Total	28.2	3323	28.1	3328	28.9	3325	28	3301	29.2	3350	C	28.5	20.3	0	143.7	
Washtenaw & Oakwood	NB	Left 2	19	11	30	18	20.4	23	29.9	26	30.9	25		26.9	21.4	0.2	73.9
		Through	25.6	123	23.3	118	19.9	117	23.9	132	23.4	115		23.3	20	0	68.7
		Total	25.1	134	24.2	136	20	140	24.9	158	24.7	140		23.5	20.4	0	73.9
	EB	Left 2	19.4	242	20.2	248	22.2	239	20.2	250	19.4	256		20.3	16.3	0.2	72.9
		Through	8.7	793	9.3	854	9	840	8.1	800	8.8	854		8.8	10.9	0	62.1
		Right 2	4.3	16	7.5	22	4.4	13	5.5	19	4.4	16		5.4	6	0.3	24.7
		Total	11.1	1051	11.7	1124	11.8	1092	10.9	1069	11.1	1126		11.2	13	0	72.9
	SB	Left 2	40.2	234	35.8	216	37.8	262	38.3	225	44.8	224		39.3	23.9	0.9	145.8
		Through	24.7	140	27.7	144	24.2	144	20.1	156	27.7	139		24.8	19.6	0	71.9
		Right 2	9	165	9.6	159	10.4	171	11.3	187	8.7	161		9.9	8.5	0.3	43.4
		Total	26.6	539	25.5	519	26.3	577	24.4	568	29.2	524		26.2	22.8	0	145.8
	WB	Through	11.7	729	11.7	737	12	799	12.2	745	12.3	736		12	13.2	0	52.6
		Right 2	13.4	328	13.6	303	13.1	301	12.1	310	13.8	319		13.2	12.8	0.3	54.8
		Total	12.2	1057	12.3	1040	12.3	1100	12.2	1055	12.8	1055		12.4	13.1	0	54.8
		Total	15.2	2781	15.1	2819	15.3	2909	14.8	2850	15.7	2845	B	15.2	17	0	145.8

APPENDIX B

Future Year No-Build Measure's of Effectiveness

Future 2020 No Build AM Peak Hour Delay

Intersection	Approach	Movement	From Link	To Link	Run										LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
					1		2		3		4		5						
					Delay(s)	Volume													
Washtenaw & Huron Parkway	NB	Left 2	4	12	58.3	442	55.7	478	58.4	444	56.5	458	57.4	461	57.2	32.7	1.6	188.5	
		Through	4	13	57.8	653	49.5	709	58.5	631	55.1	668	59.6	661	56	34.7	0	209.4	
		Right 2	4	139	80.9	222	56.8	175	73.9	217	63.2	182	75.2	213	70.8	39.4	0.5	221.4	
			Total			61.9	1317	52.6	1362	61.1	1292	56.7	1308	61.3	1335	58.7	35.2	0	221.4
	EB	Left 2	1	13	52.4	151	59.3	162	57	161	58.5	153	63.5	162	58.2	34.2	1.2	172.2	
		Through	1	139	30.9	1008	30.2	1062	31.3	1082	30.4	1043	30.8	1058	30.7	23.4	0	107.1	
		Right 2	1	6	29.8	89	31.3	83	28.5	107	34.2	91	28.7	83	30.5	23.2	0.4	103.4	
			Total			33.4	1248	33.9	1307	34.1	1350	34	1287	34.7	1303	34	26.5	0	172.2
	SB	Left 2	7	139	49	190	55.6	169	51.4	182	51.8	179	49.2	195	51.3	31.7	0.8	140.8	
		Through	7	6	52.9	402	46.9	351	52.6	423	48.7	366	48.7	380	50.1	31.3	0	164.5	
		Right 2	7	12	58.3	153	58.9	141	56.5	141	58.7	156	62.8	154	59.1	34.9	1.5	190.5	
			Total			53	745	51.7	661	53	746	51.7	701	51.8	729	52.3	32.4	0	190.5
	WB	Left 2	11	6	41.5	337	48.1	367	48.6	376	46.8	373	62.4	401	49.8	40.6	0.4	241.5	
		Through	11	12	27.7	1646	26.6	1689	28.4	1671	25	1656	29.1	1694	27.4	27.2	0	123.2	
		Right 2	11	13	27.9	203	32.3	189	29	183	29.4	192	31.4	212	30	27.7	0.2	118.4	
		Total			29.8	2186	30.6	2245	31.9	2230	29	2221	35.1	2307	31.3	31	0	241.5	
		Total			41.5	5496	39.3	5575	41.9	5618	39.6	5517	43.3	5674	D	41.1	33.4	0	241.5
Washtenaw & Hogback/Carpenter & NB US-23 Off	NB	Left 2	81	8	52.9	421	47.1	423	55	443	47.2	431	46.1	440	49.7	33.2	0.4	211.6	
		Through	81	33	44.2	356	47	390	48.9	355	42.9	317	45.8	379	45.8	30.5	0	151.5	
		Right 2	81	2	25.7	109	20.1	114	22.8	123	23	115	24.4	115	23.2	19.8	0	81.9	
			Total			46.1	886	43.7	927	48.3	921	42.4	863	43.3	934	44.8	31.9	0	211.6
	EB	Left 2	48	33	34.3	368	32.8	406	32.7	401	33.8	421	34.4	382	33.6	33	0.7	120.6	
		Through	48	2	13.1	1127	13.1	1140	12	1100	10.8	1172	11.6	1100	12.1	19	0	109.9	
		Right 2	48	47	7.4	463	7.3	468	7.1	491	7.4	444	7.3	507	7.3	5.1	0.2	37.4	
			Total			15.7	1958	15.7	2014	15	1992	14.8	2037	14.9	1989	15.2	22.6	0	120.6
	SB	Left 2	32	2	43.1	52	43.7	40	32.7	40	50.1	46	43.5	41	42.8	29.6	0.4	99.7	
		Through	32	47	57.3	224	50.8	169	50.1	190	48.3	195	47.9	193	51.1	32.6	0	203.2	
		Right 2	32	8	11.1	236	11.7	237	12.3	253	11.5	224	11.1	204	11.6	11.1	0	57.8	
			Total			34.6	512	29.4	446	28.9	483	30.8	465	30.3	438	30.8	30.8	0	203.2
	WB	Left 2	3	47	60.5	96	55.4	96	43.4	65	50.6	86	49.3	72	52.7	33.7	0.4	188.3	
		Through	3	8	41.1	1129	43.2	1113	39.3	1074	40.3	1094	41.3	1132	41.1	26.9	0	132.4	
		Right 2	3	33	47.2	99	41.8	88	38.4	88	43.6	78	44.1	87	43.1	26.5	0.4	98.7	
		Total			43	1324	44	1297	39.5	1227	41.2	1258	41.9	1291	42	27.6	0	188.3	
		Total			31.2	4680	30.4	4684	29.6	4623	28.7	4623	29.5	4652	C	29.9	30	0	211.6

Future 2020 No Build AM Peak Hour Delay

Intersection	Approach	Movement	From Link	To Link	Run										LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
					1		2		3		4		5						
					Delay(s)	Volume													
Washtenaw & Golfside	NB	Left 2	53	52	83	119	69.4	137	62.3	130	66	137	73.3	108		70.4	41.9	0.7	209.6
		Through	53	61	74.6	450	61.6	454	54.8	489	64	438	76.7	446		66.1	43.3	0	245.6
		Right 2	53	56	66.7	60	57.3	65	59.2	43	65.7	56	66.4	62		63.2	43.7	0	206
		Total			75.4	629	62.8	656	56.6	662	64.6	631	75.1	616		66.7	43.1	0	245.6
	EB	Left 2	50	61	46.2	285	45	257	46.2	262	47.2	292	41.7	271		45.3	26.1	0.8	142.2
		Through	50	56	17.9	674	15.8	648	18.4	684	17	687	15.5	639		16.9	17.3	0	62.1
		Right 2	50	58	16.7	47	14.6	56	21.3	60	19.4	51	15	54		17.5	17.2	0.4	55.8
	SB	Total			25.9	1006	23.5	961	25.8	1006	25.7	1030	22.8	964		24.8	23.7	0	142.2
		Left 2	59	56	38.8	144	40.1	127	39.1	109	47.8	134	43.2	138		41.9	26.2	0.7	126.2
		Through	59	58	34.4	215	39.7	201	32.7	204	39.9	240	35.4	212		36.5	25.8	0	148.9
	WB	Right 2	59	52	37.7	193	44.7	206	43.7	203	54.7	212	36.9	204		43.7	31.5	0.2	183.5
		Total			36.7	552	41.7	534	38.4	516	47.1	586	37.9	554		40.4	28.3	0	183.5
		Left 2	54	58	40.8	49	40.9	43	45.8	43	41.4	53	42.2	46		42.1	24.7	0.9	91.8
	Total	Through	54	52	25.2	706	26.5	733	24.4	692	25.2	659	25.1	721		25.3	19.8	0	69.4
		Right 2	54	61	26.9	177	25.4	154	26.2	160	26.1	148	27.4	168		26.4	18.8	0.4	74.7
Total				26.3	932	27	930	25.7	895	26.4	860	26.4	935		26.3	20.2	0	91.8	
Total				37.9	3119	36.1	3081	34.5	3079	37.8	3107	37.1	3069	D	36.7	33.1	0	245.6	
Washtenaw & Hewitt	NB	Left 2	72	77	41.6	153	39.5	172	38.3	194	40.8	184	38.3	170		39.6	23.2	0.6	137.6
		Through	72	75	26.4	610	23.3	660	24.3	631	24.5	623	25.5	613		24.8	18.8	0	97.3
		Right 2	72	79	19.9	104	18.8	123	18.5	113	18	107	17.2	108		18.5	15.1	0.5	88.3
		Total			28.3	867	25.6	955	26.5	938	27	914	26.9	891		26.9	20.4	0	137.6
	EB	Left 2	80	75	44.7	53	35.7	64	35.5	61	35.2	69	34.1	60		36.8	22.6	0.7	103.1
		Through	80	79	22.3	624	23	600	22.9	660	22.4	647	21.9	630		22.5	18.5	0	63.5
		Right 2	80	74	10.5	49	9.3	49	14.9	49	10.3	52	11.8	45		11.3	12.1	0.5	51.8
	SB	Total			23.1	726	23.2	713	23.4	770	22.7	768	22.3	735		22.9	19.2	0	103.1
		Left 2	73	79	37.1	84	36	71	36	68	34.8	79	40.4	76		36.9	22.9	0.7	82.6
		Through	73	74	25.6	190	25.6	180	22.6	209	25.8	195	26.3	178		25.1	20.5	0	78.9
	WB	Right 2	73	77	10.3	56	11.7	47	12.1	50	11.8	55	14.7	57		12.2	12.4	0.6	55.6
		Total			25.9	330	25.9	298	23.8	327	25.6	329	27.6	311		25.8	21.5	0	82.6
		Left 2	76	74	36.8	106	35.6	111	35.2	94	34.6	91	40	98		36.5	21.6	0.8	89.9
	Total	Through	76	77	20.7	720	21.6	693	21.9	717	20.1	683	21.9	702		21.3	17.8	0	66.9
		Right 2	76	75	15.4	123	16.8	133	17.5	105	15.4	116	16.4	121		16.3	13.9	0.5	58.3
Total				21.8	949	22.6	937	22.8	916	21	890	23.1	921		22.3	18.5	0	89.9	
Total				24.6	2872	24.1	2903	24.2	2951	23.9	2901	24.6	2858	C	24.3	19.7	0	137.6	
Washtenaw & Oakwood	NB	Left 2	70	65	36.9	13	39.5	15	32.3	20	33.7	23	22.3	32		31.2	23.2	0.1	80
		Through	70	68	29.6	184	30.8	165	31.9	182	32.8	197	31.5	185		31.4	21.3	0	93.5
		Right 2	70	63	25.5	4	38.8	5	25.6	4	46	1	27.6	4		30.8	22.6	5	69.9
		Total			30	201	31.7	185	31.8	206	33	221	30.1	221		31.3	21.5	0	93.5
	EB	Left 2	66	68	15.6	312	18.1	322	16.5	326	15.8	322	18.6	352		17	13.5	0.2	71.1
		Through	66	63	4.5	513	3.6	516	3.6	520	4.6	475	4.4	549		4.1	7	0	35.2
		Right 2	66	71	3.6	15	3.4	19	3.5	8	4.1	18	3.4	13		3.6	4	0.3	21.4
	SB	Total			8.6	840	9	857	8.5	854	9	815	9.9	914		9	11.7	0	71.1
		Left 2	147	63	35.8	52	33.6	65	38.4	47	38.4	52	34.6	47		36	23.3	0.2	105.9
		Through	147	71	29.8	38	30.6	47	30.6	33	30.9	36	32.8	26		30.8	22.5	0	72.1
	WB	Right 2	147	65	4.1	47	4.4	47	4.6	47	3.9	42	4.3	63		4.3	2	0.2	19.2
		Total			23.3	137	24.1	159	23.9	127	25.2	130	20.2	136		23.3	23.4	0	105.9
		Through	62	65	8.7	734	7.8	721	8.9	789	8	747	7.6	721		8.2	10.8	0	47.8
	Total	Right 2	62	68	9.2	394	8.2	395	10	406	10.9	398	10.3	402		9.7	10.3	0.2	44.9
		Total			8.9	1128	7.9	1116	9.3	1195	9	1145	8.6	1123		8.7	10.7	0	47.8
Total				11.5	2306	11.3	2317	11.7	2382	12.2	2311	11.7	2394	B	11.7	15.1	0	105.9	

Future Year 2020 No Build PM Peak Hour Delay

Intersection	Approach	Movement	From Link		To Link		Run										LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
							1		2		3		4		5						
							Delay(s)	Volume													
Washtenaw & Huron Parkway	NB	Left 2	4	12	76.7	293	75.5	319	73.6	290	79.2	313	82.4	307	77.5	41.9	1.1	232.8			
		Through	4	13	51.3	380	52	433	52.4	353	56.2	399	54.2	375	53.2	38.7	0	195.9			
		Right 2	4	139	64.5	299	71.5	258	74.6	290	72	274	67	301	69.8	43.9	0.4	263.2			
			Total			63	972	64.4	1010	65.9	933	67.9	986	66.9	983	65.6	42.6	0	263.2		
	EB	Left 2	1	13	80.8	155	81.6	151	71.5	141	76	142	90	147	80.1	43.3	2.7	215.8			
		Through	1	139	36.1	1223	36.1	1307	35.2	1297	32.6	1308	34.6	1295	34.9	28.1	0	116.5			
		Right 2	1	6	37.2	106	37	103	38.3	118	32.7	117	37.1	107	36.4	28.1	0.4	110.4			
			Total			40.8	1484	40.6	1561	38.7	1556	36.5	1567	40	1549	39.3	32.7	0	215.8		
	SB	Left 2	7	139	106.8	385	90.4	354	91.9	374	157.9	384	123.5	357	114.5	87	0.6	457.3			
		Through	7	6	58.9	733	69.4	661	60.1	713	82.7	646	81	677	70	54.1	0	325.8			
		Right 2	7	12	63	220	69	224	72.4	222	92	233	85.6	228	76.6	52.2	0.4	259.1			
			Total			73.4	1338	75.3	1239	71.3	1309	107.3	1263	93.9	1262	84	67.9	0	457.3		
	WB	Left 2	11	6	75.4	240	103.1	276	89.6	271	139.2	282	118.7	294	106.4	63.6	0.8	320.6			
		Through	11	12	20.5	1196	20.5	1173	19.5	1177	20.4	1214	21.4	1199	20.5	23.3	0	105.2			
		Right 2	11	13	22.8	170	23.2	181	28.7	171	22.8	169	22.4	160	24	24.8	0.3	99.2			
		Total			28.9	1606	34.8	1630	32.2	1619	40.8	1665	38.8	1653	35.2	46.4	0	320.6			
		Total			49.3	5400	51.2	5440	49.3	5417	59.8	5481	57	5447	D	53.3	52.6	0	457.3		
Washtenaw & Hogback/Carpenter & NB US-23 Off	NB	Left 2	81	8	59.6	533	63.6	561	62.2	571	56.8	545	59.2	546	60.3	38.2	0.4	215.6			
		Through	81	33	51.7	303	53.4	362	52.9	327	51.6	296	53.9	340	52.7	36.5	0	155.8			
		Right 2	81	2	28.3	278	29.8	286	28.6	280	28.8	256	24.6	276	28	21.4	0	93.6			
			Total			49.6	1114	52.6	1209	51.6	1178	48.9	1097	49.4	1162	50.5	36.8	0	215.6		
	EB	Left 2	48	33	62.5	343	56.1	348	64.1	339	79.1	364	58.3	364	64.1	52.9	1.6	187.3			
		Through	48	2	13.9	1332	13.9	1300	12.1	1289	12.8	1343	12.8	1241	13.1	24	0	138.2			
		Right 2	48	47	6.2	687	5.3	646	5.8	670	6	652	6.3	721	5.9	5.6	0	95.2			
			Total			18.7	2362	17.9	2294	17.9	2298	21.2	2359	17.9	2326	18.7	33.6	0	187.3		
	SB	Left 2	32	2	52.6	114	44.5	105	45.1	105	50.9	106	53.2	102	49.3	36.8	0.3	138.5			
		Through	32	47	97.8	357	58.3	318	68.1	354	64	351	58.2	343	69.6	45.5	0	236.8			
		Right 2	32	8	46	634	45.9	625	38.4	662	36.6	637	38.6	592	41.1	27.3	0.1	165			
			Total			63.4	1105	49.5	1048	48.4	1121	46.8	1094	46.5	1037	51	37.4	0	236.8		
	WB	Left 2	3	47	105.2	232	94.1	226	68.8	179	69.8	198	71.2	180	83.4	57.2	0.7	328.9			
		Through	3	8	52.7	1382	49.3	1375	48	1334	49	1363	50.2	1404	49.8	33	0	147.9			
		Right 2	3	33	51.1	38	51.9	43	49.7	42	51.3	43	46.8	60	49.9	32.8	0.5	123.4			
		Total			60	1652	55.5	1644	50.4	1555	51.6	1604	52.4	1644	54.1	38.5	0	328.9			
		Total			43.1	6233	40	6195	38.1	6152	38.6	6154	37.8	6169	D	39.5	39.7	0	328.9		

Future Year 2020 No Build PM Peak Hour Delay

Intersection	Approach	Movement	From Link To Link		Run										LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
					1		2		3		4		5						
					Delay(s)	Volume													
Washtenaw & Golfside	NB	Left 2	53	52	58.2	135	70	155	55.9	154	74.7	145	62.6	123	64.4	39.5	1.2	223.2	
		Through	53	61	50.7	344	52.2	349	52	365	67	351	54.3	351	55.3	38.3	0	216	
		Right 2	53	56	46.4	141	57.5	151	49.2	116	65.5	118	52.7	123	54.2	39.7	0.2	232.9	
		Total			51.4	620	57.6	655	52.4	635	68.5	614	55.7	597	57.1	39.1	0	232.9	
	EB	Left 2	50	61	129.3	344	105	335	157.7	355	85.4	358	158.3	344	127.1	86.8	2.3	394.1	
		Through	50	56	32.4	1106	26.5	1002	30.1	1029	28	1099	43.2	1021	32	27.5	0	186.1	
		Right 2	50	58	34.7	131	24.9	140	28.7	157	26.2	133	42.7	151	31.6	26.9	0.5	161.5	
		Total			53.7	1581	44.2	1477	59.4	1541	40.8	1590	69.3	1516	53.4	62.1	0	394.1	
	SB	Left 2	59	56	95.2	281	78	247	75.2	271	74.3	259	57.3	291	75.8	44.7	2.7	269.6	
		Through	59	58	86.1	521	67.6	540	60.4	464	67.7	559	43.1	514	65.2	41.9	0	217.7	
		Right 2	59	52	85.7	271	72.1	261	69.4	274	74.8	278	46.5	286	69.4	42.9	0.5	206.2	
		Total			88.4	1073	71.2	1048	66.8	1009	71.1	1096	47.8	1091	69	43.1	0	269.6	
	WB	Left 2	54	58	49.7	141	48.4	139	62.9	129	51	139	43.7	119	51.2	31	0.8	157.2	
		Through	54	52	31.5	1000	32.8	1074	30.3	1028	31	1016	31.3	1055	31.4	21.7	0	106.5	
		Right 2	54	61	39.4	273	37.1	229	34.3	238	35.6	235	35	256	36.4	21.8	0.4	98.6	
Total				34.8	1414	35	1442	34	1395	33.8	1390	33	1430	34.1	23.5	0	157.2		
Total			55.6	4688	49.4	4622	52.3	4580	49.4	4690	51.3	4634	D	51.6	47.4	0	394.1		
Washtenaw & Hewitt	NB	Left 2	72	77	43.4	132	40.3	159	38.6	180	34.2	157	44.5	158	40.1	24.8	0.8	126.4	
		Through	72	75	26.7	363	27.5	370	29.4	367	28.9	363	29.8	358	28.4	20.5	0	77.4	
		Right 2	72	79	14.9	173	19.9	196	19.7	185	16.7	176	17.4	184	17.8	13.7	0.1	59.8	
		Total			26.9	668	28.3	725	29.2	732	27	696	29.9	700	28.3	21.5	0	126.4	
	EB	Left 2	80	75	39.9	149	42.8	142	38.1	153	39.8	155	44.1	144	40.9	24.3	0.8	148.4	
		Through	80	79	27.2	910	26.4	902	26.2	939	26.1	914	28.1	941	26.8	18.2	0	120.5	
		Right 2	80	74	18.7	125	18.5	117	14.3	119	19.7	129	19.3	106	18.1	13.2	0.6	63	
		Total			27.9	1184	27.6	1161	26.5	1211	27.2	1198	29.3	1191	27.7	19.5	0	148.4	
	SB	Left 2	73	79	45.8	283	47.1	256	41.2	243	53.6	285	56.1	285	49	31.5	0.9	206.5	
		Through	73	74	27.1	629	27	655	28.5	611	27.1	630	30.2	584	27.9	19.8	0	113	
		Right 2	73	77	21	153	20.9	132	19.6	155	20.3	148	21.9	160	20.8	15.2	0.5	103.6	
		Total			31.2	1065	31.2	1043	30.2	1009	33.3	1063	36.1	1029	32.4	25.1	0	206.5	
	WB	Left 2	76	74	41.6	190	41.6	188	38.8	185	41.6	161	42	186	41.1	24.4	0.9	122.2	
		Through	76	77	27.9	1033	25.9	1017	26.6	1035	26.4	980	26.6	1037	26.7	18.2	0	84.9	
		Right 2	76	75	24.3	106	18.3	109	19.4	87	23.2	89	23.1	93	21.6	16	0.6	80	
Total				29.6	1329	27.5	1314	27.8	1307	28.2	1230	28.5	1316	28.3	19.8	0	122.2		
Total			29.1	4246	28.6	4243	28.2	4259	29	4187	30.8	4236	C	29.1	21.5	0	206.5		
Washtenaw & Oakwood	NB	Left 2	70	65	33.9	18	28.7	22	29.7	33	24.5	31	28.8	37	28.7	21.7	0.1	77.4	
		Through	70	68	21.3	157	26.6	148	24	150	24.1	159	24.7	149	24.1	19.6	0	80	
		Total			22.6	175	26.9	170	25	183	24.2	190	25.5	186	24.8	20	0	80	
	EB	Left 2	66	68	29.2	300	23.1	309	26.6	306	25.7	324	26	318	26.1	17.4	0.2	80.2	
		Through	66	63	9.2	1042	8.2	1097	9.2	1059	9	1028	8.8	1124	8.9	10.6	0	48.2	
		Right 2	66	71	5.7	20	8.1	30	8.9	18	9	27	7.9	21	8	7.4	0.3	27	
		Total			13.6	1362	11.4	1436	13	1383	12.9	1379	12.5	1463	12.7	14.3	0	80.2	
	SB	Left 2	147	63	38.7	292	39.4	288	40	317	43.7	275	42.2	272	40.8	25	0	154.9	
		Through	147	71	23.6	182	23.6	194	26.8	184	23.2	201	26.6	179	24.7	19.7	0	73.2	
		Right 2	147	65	9.4	205	11.4	204	11.5	207	12.1	224	10	209	10.9	9.5	0.3	46.3	
		Total			25.8	679	26.6	686	28.2	708	27.7	700	27.8	660	27.2	23.6	0	154.9	
	WB	Through	62	65	13.1	941	12.6	959	13.2	1052	14	986	12.6	960	13.1	14	0	101.8	
		Right 2	62	68	14.6	404	14.1	385	14	373	18.1	393	13.9	402	14.9	13.9	0	112.6	
	Total			13.6	1345	13	1344	13.4	1425	15.2	1379	13	1362	13.6	14	0	112.6		
	Total			16.4	3561	15.6	3636	16.7	3699	17.2	3648	16.1	3671	B	16.4	17.7	0	154.9	

Future Year 2040 No Build AM Peak Hour Delay

Intersection	Approach	Movement	From Link	To Link	Run										LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
					1		2		3		4		5						
					Delay(s)	Volume													
Washtenaw & Huron Parkway	NB	Left 2	4	12	67.8	476	69.3	522	79.7	490	55.2	508	70.9	509		68.5	39.8	1.6	213.8
		Through	4	13	72.7	715	72.2	771	76.1	698	55.1	735	64.7	721		68.1	39.5	0	236.6
		Right 2	4	139	92.1	241	91.1	191	92.9	236	69.2	197	80.5	235		85.5	43.4	0.8	224.8
		Total			74.3	1432	73.6	1484	80.1	1424	57.1	1440	69.4	1465		70.9	40.7	0	236.6
	EB	Left 2	1	13	68.8	171	60.5	181	71.1	172	59.6	167	60.3	181		64	37.2	1.5	221.8
		Through	1	139	31	1108	32.6	1163	34	1201	31.9	1154	33.4	1157		32.6	23.7	0	126.2
		Right 2	1	6	33	99	30.7	95	36.7	116	34.5	104	30.5	94		33.3	22.7	0.5	106.5
	SB	Total			35.8	1378	36	1439	38.5	1489	35.3	1425	36.6	1432		36.5	27.6	0	221.8
		Left 2	7	139	57.4	211	55.2	188	59	195	50.8	196	50.4	204		54.5	32.2	0.5	179.7
		Through	7	6	60.1	441	49.9	389	54	456	49.2	402	55.7	414		53.9	33.9	0	211
		Right 2	7	12	76.8	163	67.9	153	69.5	151	61.5	167	81.5	171		71.6	40.5	0.5	236.7
		Total			62.7	815	55	730	58.1	802	52.3	765	59.9	789		57.7	35.7	0	236.7
		Left 2	11	6	49.6	367	57.3	395	63.3	411	58.3	413	73.5	429		60.8	40.5	0.4	241.5
	WB	Through	11	12	38	1804	39.6	1842	39.5	1838	31.1	1818	51.2	1837		39.9	31.5	0	202
Right 2		11	13	39.5	222	43.9	206	43.3	195	35.2	211	53.7	231		43.3	31.5	0.4	138	
Total				39.9	2393	42.8	2443	43.8	2444	36.1	2442	55.3	2497		43.7	34	0	241.5	
Total			50.2	6018	50.2	6096	52.8	6159	42.9	6072	54.9	6183	D	50.2	37	0	241.5		
Washtenaw & Hogback/Carpenter & NB US-23 Off	NB	Left 2	81	8	48.4	459	46.7	457	52	478	50.8	475	52.4	471		50.1	31.5	0.4	171.3
		Through	81	33	44.2	397	45.9	442	45.5	394	45.5	355	46.2	408		45.5	30.2	0	151.3
		Right 2	81	2	23.2	122	20.4	129	26.8	132	22.9	127	26.4	123		23.9	20.1	0	86.7
		Total			43.6	978	43.1	1028	46.1	1004	45.1	957	46.7	1002		44.9	30.9	0	171.3
	EB	Left 2	48	33	34.9	409	33.3	438	33.5	435	34.3	453	33.7	418		33.9	33.9	0.7	132.3
		Through	48	2	13.3	1247	14.1	1233	13.6	1214	11.9	1267	12.2	1210		13	19.6	0	109.2
		Right 2	48	47	7.3	496	7.5	514	7.7	528	7.7	489	7.2	563		7.5	5.5	0.2	46.6
	SB	Total			16	2152	16.4	2185	16.1	2177	15.6	2209	15	2191		15.8	23.1	0	132.3
		Left 2	32	2	38.2	56	41.1	48	43.9	43	47	50	40.6	45		42	29.6	0.3	106.6
		Through	32	47	64.2	241	52.3	183	53	210	55	218	53.6	211		55.9	34.1	0	200.9
		Right 2	32	8	12.9	257	14.1	256	11	276	10.1	251	14.2	234		12.4	11.6	0	58.8
		Total			37.8	554	31.1	487	30.3	529	32.5	519	33.6	490		33.1	32.6	0	200.9
		Left 2	3	47	51.7	103	60	105	55.4	74	53.6	96	55.4	79		55.2	34.3	0.9	176.2
	WB	Through	3	8	44.1	1226	44.5	1221	44.6	1155	42.9	1210	44.6	1248		44.1	27.4	0	124.8
Right 2		3	33	48.6	106	46.6	100	47.1	91	40.9	85	39.9	92		44.8	28.7	0.4	126.6	
Total				45	1435	45.8	1426	45.4	1320	43.5	1391	44.9	1419		44.9	28.1	0	176.2	
Total			31.8	5119	31.3	5126	31.3	5030	30.5	5076	31.3	5102	C	31.2	30.5	0	200.9		

Future Year 2040 No Build AM Peak Hour Delay

Intersection	Approach	Movement	From Link		To Link		Run										LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
							1		2		3		4		5						
							Delay(s)	Volume													
Washtenaw & Golfside	NB	Left 2	53	52	168.3	127	100.6	140	166	135	110.1	145	93.7	113		127.9	76.8	1.4	344.8		
		Through	53	61	147.7	471	100.4	487	157.9	511	106.6	485	92.1	491		121.1	77.4	0	361.9		
		Right 2	53	56	148.5	62	101.7	71	146	46	106.4	59	90.7	69		116.2	75.4	0.2	350.9		
		Total			151.7	660	100.6	698	158.7	692	107.3	689	92.2	673		122	77.2	0	361.9		
	EB	Left 2	50	61	45	309	44.2	287	50.4	282	46.2	319	52.7	305		47.7	29.6	1.1	175.9		
		Through	50	56	16.5	748	18.6	701	18.5	752	17.8	749	16.5	712		17.6	17.4	0	63.8		
		Right 2	50	58	17.5	53	18.8	61	18.1	66	21.6	57	17.1	64		18.6	17	0.5	54.9		
		Total			24.5	1110	25.6	1049	26.7	1100	26	1125	26.7	1081		25.9	25.3	0	175.9		
	SB	Left 2	59	56	43	155	44.2	142	44	122	49.9	140	40.8	145		44.4	27.3	0.7	150.1		
		Through	59	58	34.7	245	34.8	218	32.6	228	41.3	255	35.1	239		35.8	25.2	0	153.4		
		Right 2	59	52	40.7	211	46.4	223	43.4	225	53.1	230	43	229		45.4	29.8	0.3	177.1		
		Total			38.9	611	41.5	583	39.2	575	47.6	625	39.4	613		41.4	27.9	0	177.1		
	WB	Left 2	54	58	39.5	55	50.8	50	44.6	48	34.3	55	37.8	50		41.2	24.8	0.7	95.3		
		Through	54	52	27.3	759	25.8	808	25.7	745	27	721	27.9	800		26.7	20.2	0	81.6		
Right 2		54	61	28.2	191	28.4	170	28.9	175	25.2	164	28.1	183		27.8	19.2	0.4	70.6			
Total				28.1	1005	27.4	1028	27.2	968	27.1	940	28.4	1033		27.7	20.6	0	95.3			
Total			53	3386	44.5	3358	56.4	3335	46.9	3379	42.5	3400	D	48.6	55.4	0	361.9				
Washtenaw & Hewitt	NB	Left 2	72	77	38.4	170	39.6	194	38.6	211	41	196	40.7	185		39.7	25.2	0.7	157.7		
		Through	72	75	26.8	669	25	710	24.4	695	26	685	25.8	668		25.6	19.1	0	81.4		
		Right 2	72	79	20.2	116	18.8	136	16.9	124	19.3	122	17.7	120		18.6	14.9	0.5	65.1		
		Total			28.1	955	26.9	1040	26.4	1030	28.1	1003	27.6	973		27.4	20.9	0	157.7		
	EB	Left 2	80	75	39.8	59	42	70	40.2	66	37.2	74	35.8	64		39	22.4	0.7	81.5		
		Through	80	79	23.2	686	22.2	654	21.7	732	23.8	705	22	694		22.6	18.3	0	64.5		
		Right 2	80	74	15.3	58	11	55	14.6	53	15.1	56	10	53		13.2	12.9	0.5	49.9		
		Total			23.8	803	23.2	779	22.7	851	24.4	835	22.3	811		23.3	19.1	0	81.5		
	SB	Left 2	73	79	31.7	95	36.6	77	38.9	76	39	90	34.6	83		36	22.9	0.4	117		
		Through	73	74	24.9	207	23.2	204	24.4	224	26.8	220	26	201		25.1	20.7	0	68.6		
		Right 2	73	77	14.2	63	15.1	55	13.9	57	9.4	57	11.7	60		12.8	13	0.6	53.4		
		Total			24.8	365	24.9	336	25.8	357	27.1	367	25.6	344		25.7	21.5	0	117		
	WB	Left 2	76	74	38.7	117	35.8	120	37.4	100	36.6	100	39.3	109		37.5	22.6	0.7	110.5		
		Through	76	77	23	793	21.8	761	21.9	783	22	743	22.8	789		22.3	17.6	0	80.5		
Right 2		76	75	16.9	133	16.2	149	17.8	114	15.6	129	18.5	135		17	13.9	0.4	57.9			
Total				24	1043	22.6	1030	23	997	22.7	972	24	1033		23.3	18.5	0	110.5			
Total			25.3	3166	24.4	3185	24.3	3235	25.4	3177	24.8	3161	C	24.8	19.9	0	157.7				
Washtenaw & Oakwood	NB	Left 2	70	65	21	15	41.4	17	29.7	21	36.9	23	26.7	34		30.9	23.9	0.2	81.9		
		Through	70	68	28.7	203	29.5	186	32.7	199	32.7	214	32.1	202		31.2	20.9	0	85.2		
		Right 2	70	63	20.4	6	22.8	5	30.9	4	41.7	2	20.8	5		24.9	22.4	0.5	74.1		
		Total			28	224	30.3	208	32.4	224	33.2	239	31.1	241		31	21.2	0	85.2		
	EB	Left 2	66	68	18.4	348	18.2	351	21.8	355	23.7	355	19.4	390		20.3	16	0.2	81.4		
		Through	66	63	4.8	549	4.9	572	4	566	4.5	523	4.9	599		4.6	7.4	0	37.3		
		Right 2	66	71	3.1	16	4	19	2.4	9	3.1	20	2.4	13		3.1	2.9	0.3	12.4		
		Total			10	913	9.8	942	10.8	930	12.1	898	10.5	1002		10.6	13.8	0	81.4		
	SB	Left 2	147	63	45.5	57	44.1	69	40.7	53	41.2	58	38	53		42 WA		0.2	142.7		
		Through	147	71	27.4	41	27.1	51	22.8	40	25.8	39	23.1	30		25.5	21.9	0	75.8		
		Right 2	147	65	4.1	48	4	49	4.6	59	4.2	46	4.5	68		4.3	2.2	0.2	16		
		Total			26.8	146	27.3	169	22	152	25.1	143	20	151		24.3	25.3	0	142.7		
	WB	Through	62	65	9	792	9.6	806	9.3	866	10.4	815	8.8	790		9.4	11.8	0	50.6		
		Right 2	62	68	11.4	438	11.4	426	11.8	439	11	450	11.5	447		11.4	11.4	0.3	61.1		
Total				9.9	1230	10.2	1232	10.1	1305	10.6	1265	9.8	1237		10.1	11.7	0	61.1			
Total				12.5	2513	12.8	2551	13	2611	14.1	2545	12.6	2631	B	13	16	0	142.7			

Future Year 2040 No Build PM Peak Hour Delay

Intersection	Approach	Movement	From Link	To Link	Run										LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
					1		2		3		4		5						
					Delay(s)	Volume													
Washtenaw & Huron Parkway	NB	Left 2	4	12	84.7	298	82.8	332	78.3	298	77.8	328	86.6	315	82	47.6	0.4	258	
		Through	4	13	50.4	390	55.5	440	51.9	358	60.9	411	59.5	381	55.7	40.5	0	223	
		Right 2	4	139	67.9	305	75.8	269	73.9	292	75.7	286	75.1	304	73.6	47.5	0.6	277.3	
			Total			66.1	993	69.5	1041	67	948	70.4	1025	72.8	1000	69.2	46.3	0	277.3
	EB	Left 2	1	13	73.1	160	78.3	155	79.9	147	77.4	148	104.8	151	82.6	47.4	2.9	253.9	
		Through	1	139	32.6	1272	34.7	1314	34.8	1350	33	1342	35.5	1347	34.1	28.1	0	123.2	
		Right 2	1	6	31.4	112	30.8	103	32.9	121	36.4	120	37.9	111	33.9	26.8	0.4	92.8	
			Total			36.7	1544	38.7	1572	38.8	1618	37.3	1610	42.2	1609	38.8	33.6	0	253.9
	SB	Left 2	7	139	108.5	392	117.9	366	97.4	382	173.7	383	142.6	373	127.9	93.1	0.5	445.2	
		Through	7	6	72.1	734	85.5	683	65.8	720	104.1	671	93.6	687	83.8	63	0	355.3	
		Right 2	7	12	75.5	222	88.2	229	74.2	224	105.6	241	93.3	234	87.7	64	0.5	351.8	
			Total			83.2	1348	95.3	1278	76.3	1326	125	1295	107.7	1294	97.3	75.7	0	445.2
	WB	Left 2	11	6	82.8	250	134.6	286	115.3	281	143.3	283	160.8	299	128.8	80.7	1	398.1	
		Through	11	12	22.1	1242	21.7	1197	21.6	1226	22	1238	26.3	1243	22.7	25	0	172.8	
Right 2		11	13	29.2	175	22.5	185	23.7	178	25.6	171	23.6	163	24.9	25.8	0.3	150.3		
		Total			31.9	1667	41.1	1668	37.4	1685	42.7	1692	49.6	1705	40.6	56.2	0	398.1	
		Total			51.8	5552	58.2	5559	52.1	5577	65.2	5622	65	5608	E	58.5	59.8	0	445.2
Washtenaw & Hogback/Carpenter & NB US-23 Off	NB	Left 2	81	8	59.6	553	66	575	60.6	589	60.1	563	59.2	557	61.1	36.9	0.5	193.3	
		Through	81	33	51	313	58.8	373	53	341	53.2	307	52.3	347	53.8	35.6	0	159.8	
		Right 2	81	2	29.7	285	28.8	298	31.9	292	33.5	267	27.2	282	30.2	22.7	0	112.3	
			Total			49.9	1151	54.9	1246	51.6	1222	52	1137	49.6	1186	51.6	35.8	0	193.3
	EB	Left 2	48	33	66.5	351	61.8	354	53.4	346	74.9	370	61.3	366	63.7	53.1	1.6	193.2	
		Through	48	2	13.4	1360	14.3	1309	12	1322	14.8	1357	12.1	1262	13.3	24.4	0	138.9	
		Right 2	48	47	6	703	5.9	652	6.1	695	6.7	659	5.9	730	6.1	6.5	0.2	125.4	
			Total			19	2414	19.2	2315	16.3	2363	21.9	2386	17.8	2358	18.8	33.7	0	193.2
	SB	Left 2	32	2	50.1	118	52.2	107	58.5	108	51.8	111	45.1	104	51.6	35.8	0.3	124.9	
		Through	32	47	107.7	362	60.1	326	62.2	368	72.3	362	60	348	72.8	51	0	282.9	
		Right 2	32	8	48.1	648	45.6	641	59	679	40.1	656	39.4	612	46.6	30.2	0.5	182.7	
			Total			67.4	1128	50.7	1074	60	1155	51.6	1129	46.7	1064	55.4	40.4	0	282.9
	WB	Left 2	3	47	115.5	240	141.7	232	68.1	184	77	203	84	185	99.9	78.6	1.5	429.7	
		Through	3	8	54.3	1413	53.6	1419	49.7	1368	50.8	1407	55.5	1446	52.8	33.5	0	151.4	
Right 2		3	33	47.7	41	55.3	45	52.9	42	48	43	45.7	62	49.6	32.1	0.5	128.2		
		Total			62.8	1694	65.7	1696	51.9	1594	53.9	1653	58.3	1693	58.6	44.7	0	429.7	
		Total			44.7	6387	44	6331	40	6334	41	6305	39.5	6301	D	41.9	42.4	0	429.7

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Intersection	Approach	Movement	From Link To Link		Run										LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
					1		2		3		4		5						
					Delay(s)	Volume													
Washtenaw & Golfside	NB	Left 2	53	52	55.7	137	71.4	155	72.2	157	78.3	149	67.6	128	69.4	44.2	0.8	240.4	
		Through	53	61	48	351	57.6	364	62	375	81	362	59.4	361	61.7	41.3	0	237.7	
		Right 2	53	56	47.7	143	61.8	156	50.9	119	71.6	119	54.3	125	57.1	41.2	0.4	245.6	
		Total			49.6	631	61.7	675	62.4	651	78.6	630	60.1	614	62.5	42.1	0	245.6	
	EB	Left 2	50	61	112.3	354	163.3	323	199.6	356	94.8	365	196.3	325	152	112.3	1.7	475.5	
		Through	50	56	30.1	1132	41.6	1003	38.7	1058	27.2	1120	78.9	996	42.5	46.1	0	308.4	
		Right 2	50	58	32.5	135	43.6	141	36.8	165	29.1	139	79.5	146	44.5	46.3	0.4	310	
		Total			48.3	1621	68.6	1467	74.8	1579	42.6	1624	105	1467	67	80.7	0	475.5	
	SB	Left 2	59	56	106.6	284	103.5	250	75.3	277	97	264	65.8	291	89.1	50.4	0.7	262	
		Through	59	58	98.4	527	101.3	553	58.7	476	85.1	565	47.7	528	78.9	50.4	0	253.5	
		Right 2	59	52	95.5	274	105.2	268	66.9	285	93.4	282	51.3	293	81.9	49.8	0	263.8	
		Total			99.8	1085	102.8	1071	65.4	1038	90	1111	53.4	1112	82.3	50.4	0	263.8	
	WB	Left 2	54	58	48.5	148	48.5	142	54.3	132	58.5	146	46.1	122	51.3	30.8	0.8	159	
		Through	54	52	33.3	1027	34.9	1095	32.2	1051	32.6	1036	36.6	1097	34	23	0	151.8	
		Right 2	54	61	38.9	277	40.1	238	37.9	246	35.9	243	37.6	265	38.1	22.6	0.5	151.2	
Total				35.9	1452	37	1475	35.2	1429	35.8	1425	37.6	1484	36.3	24.3	0	159		
Total			56.4	4789	65.5	4688	59	4697	56.3	4790	65.5	4677	E	60.5	58.7	0	475.5		
Washtenaw & Hewitt	NB	Left 2	72	77	41.6	139	39.9	164	40.9	184	36.8	160	38.7	160	39.6	23.7	0.7	134.3	
		Through	72	75	28.9	376	27.2	386	29.6	375	31.4	375	30.3	371	29.5	20.8	0	118.8	
		Right 2	72	79	18.3	178	17.9	201	18.9	188	22.6	180	18.7	185	19.2	15	0	65.4	
		Total			28.7	693	27.5	751	29.7	747	30.4	715	29.2	716	29.1	21.4	0	134.3	
	EB	Left 2	80	75	39.8	151	39.6	149	40.5	157	38.1	158	38.6	150	39.3	24.3	0.8	139.1	
		Through	80	79	26.9	937	26.6	932	26.7	977	26.1	943	27.8	975	26.8	18.1	0	84.6	
		Right 2	80	74	18.5	126	19.7	120	20	122	18	134	20.2	109	19.2	13.6	0.6	74	
		Total			27.6	1214	27.5	1201	27.8	1256	26.8	1235	28.4	1234	27.6	19.2	0	139.1	
	SB	Left 2	73	79	47.5	286	45.8	265	39.6	248	43.7	293	56.3	293	46.8	31.8	0.8	196.1	
		Through	73	74	26.9	646	27.7	677	26.8	622	31.2	650	27.8	603	28.1	19.8	0	94.9	
		Right 2	73	77	20	157	19	136	20.1	156	22.3	152	19.9	168	20.3	15.3	0.5	73.2	
		Total			31.3	1089	31.1	1078	28.9	1026	33.3	1095	34.4	1064	31.8	24.8	0	196.1	
	WB	Left 2	76	74	43.4	197	37.7	197	48.3	188	43	169	44.6	191	43.4	26.1	0.7	134.7	
		Through	76	77	27.3	1054	26.9	1049	28.2	1063	28	1018	27.8	1060	27.6	19	0	125.4	
		Right 2	76	75	21.8	108	23.4	114	23.2	87	22.6	91	22.8	96	22.8	15.9	0.5	77.4	
Total				29.2	1359	28.2	1360	30.7	1338	29.6	1278	29.8	1347	29.5	20.8	0	134.7		
Total			29.2	4355	28.6	4390	29.3	4367	29.9	4323	30.4	4361	C	29.5	21.6	0	196.1		
Washtenaw & Oakwood	NB	Left 2	70	65	29.8	19	23.9	22	23.3	33	25.1	32	28.4	38	26	20.3	0.2	77.1	
		Through	70	68	25.4	163	27.1	150	19.4	153	26	160	23.5	162	24.3	20.3	0	69.1	
		Total			25.9	182	26.7	172	20.1	186	25.8	192	24.4	200	24.6	20.3	0	77.1	
	EB	Left 2	66	68	29	306	26.1	316	29.1	312	27.5	330	27.2	323	27.8	18.7	0.2	105.8	
		Through	66	63	8.6	1067	9	1121	8.9	1083	8.4	1064	8.6	1155	8.7	10.4	0	58.6	
		Right 2	66	71	7.7	20	8	30	7.3	18	6.6	29	7.6	22	7.4	6.8	0.3	28.2	
		Total			13.1	1393	12.7	1467	13.3	1413	12.8	1423	12.6	1500	12.9	15	0	105.8	
	SB	Left 2	147	63	43.1	300	38.8	299	47.6	328	45.2	278	51.5	280	45.2	29.1	0.2	173.2	
		Through	147	71	22.8	190	24.6	200	24	188	24.2	206	26.9	181	24.5	19.7	0	88.1	
		Right 2	147	65	11.7	211	10.5	205	11.2	211	11.5	230	9.3	215	10.9	9.9	0.3	56.4	
		Total			28.1	701	26.5	704	30.9	727	28.3	714	31.5	676	29.1	26.7	0	173.2	
	WB	Through	62	65	15.3	971	13.2	994	14.1	1079	13.9	1014	12.4	987	13.8	14	0	49.2	
		Right 2	62	68	16.8	412	16.9	395	15.8	387	15.9	402	16	415	16.3	13.5	0.3	56.4	
		Total			15.7	1383	14.3	1389	14.5	1466	14.5	1416	13.5	1402	14.5	13.9	0	56.4	
	Total			17.6	3659	16.5	3732	17.5	3792	17.1	3745	16.9	3778	B	17.1	18.8	0	173.2	

APPENDIX C

Future Year Final Vision Measure's of Effectiveness

Future Year 2020 Final Vision AM Peak Hour

Intersection	Approach	Movement	Run										LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			1		2		3		4		5						
			Delay(s)	Volume													
Washtenaw & Huron Parkway	NB	Left 2	49.9	438	50.1	478	50.1	444	51.5	466	50.2	463		50.4	29.4	0.4	130.1
		Through	42	661	42.4	710	41.4	639	44	675	43.3	667		42.6	27.9	0	148
		Right 2	30.3	227	29.3	177	33.5	223	34.9	184	36.9	215		33	27.6	0	152.9
		Total	42.6	1326	43.4	1365	43	1306	45.4	1325	44.7	1345		43.8	28.9	0	152.9
	EB	Through	25.5	784	25.7	859	28.1	889	33.2	836	34.2	852		29.4	26.2	0	190.6
		Right 2	42.2	804	43.8	800	45.6	838	46.7	826	50.1	854		45.7	24.3	0.3	130.7
		Total	34	1588	34.4	1659	36.6	1727	39.9	1662	42.2	1706		37.4	26.6	0	190.6
	SB	Left 2	52.7	197	54.4	173	54.4	184	52.4	184	49.2	199		52.5	31.1	0.6	128
		Through	46.8	410	48.2	361	48.2	431	49.2	373	49.3	388		48.3	29.8	0	141.5
		Right 2	52.7	157	63.4	144	52.6	143	59.1	158	60.8	156		57.7	31.6	0.9	138.8
		Total	49.5	764	53	678	50.5	758	52.2	715	51.7	743		51.3	30.7	0	141.5
	WB	Through	21.6	1991	19.3	2067	21.9	2065	20.9	2029	21.5	2099		21	21.7	0	96.6
		Right 2	45.3	357	44.5	348	45.2	341	45.1	340	46.2	379		45.3	30.5	0.2	103.9
		Total	25.2	2348	22.9	2415	25.2	2406	24.4	2369	25.3	2478		24.6	24.7	0	103.9
Total		34.4	6026	33.9	6117	35.2	6197	36.5	6071	37.2	6272	D	35.5	28.6	0	190.6	
Washtenaw & Hogback/Carpenter & NB US-23 Off	NB	Left 2	50.7	420	52	418	52	440	53.2	427	71	440		55.9	40.1	0.3	340.3
		Through	48.9	356	51.4	389	50.1	354	47.9	317	67.7	378		53.5	37.3	0	301.7
		Right 2	27.5	109	23.4	114	23.1	123	25.6	115	27.1	115		25.3	21.7	0	142.7
		Total	47.1	885	48.2	921	47.4	917	47.5	859	64.3	933		51	38.4	0	340.3
	EB	Left 2	31.8	370	32.4	404	31.3	404	33.9	421	33.2	384		32.6	35.3	0	194.7
		Through	6.5	694	6.6	672	5.7	687	5.5	743	5.7	685		6	13.2	0	73.4
		Right 2	6.5	783	6.5	810	6.4	791	6.1	756	6.2	786		6.4	4.6	0.1	44.5
		Total	11.6	1847	12.1	1886	11.5	1882	12	1920	11.6	1855		11.8	21.2	0	194.7
	SB	Left 2	42.6	52	36.5	40	38	41	48.5	46	53.1	41		43.8	33.1	0.3	176.5
		Through	59.2	225	51.6	170	43	192	50.7	196	65.6	195		54.3	43.9	0	353.7
		Right 2	9.9	239	12.2	238	11.7	254	11.2	225	12.2	206		11.4	10.4	0.4	54
		Total	34.7	516	29.3	448	26.3	487	31.5	467	39.6	442		32.2	37.1	0	353.7
	WB	Left 2	58.9	97	57.2	95	44.5	64	56.6	85	54.2	71		55	34.1	0.4	171.8
		Through	38.6	1130	38.2	1112	37.5	1076	37.2	1110	36.2	1137		37.5	26.5	0	104.7
Right 2		41.7	99	39.4	90	37.4	87	37.4	77	32.9	84		37.9	25.4	0.4	90.7	
Total	40.3	1326	39.7	1297	37.9	1227	38.5	1272	37	1292		38.7	27.3	0	171.8		
Total		29.4	4574	29	4552	27.6	4513	28.2	4518	32.5	4522	C	29.3	32.9	0	353.7	

Future Year 2020 Final Vision AM Peak Hour

Intersection	Approach	Movement	Run										LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			1		2		3		4		5						
			Delay(s)	Volume													
Washtenaw & Golfside	NB	Left 2	47.8	119	56.6	137	50.6	131	55.8	138	44.6	109		51.5	29.9	0.9	146.6
		Through	33.1	458	39.3	471	41.7	493	45.9	444	41	448		40.2	27.5	0	158.7
		Right 2	32.3	60	38.1	68	41.5	45	42.3	56	33.7	62		37.3	28.3	0.3	133.4
		Total	35.8	637	42.7	676	43.4	669	47.7	638	40.9	619		42.1	28.5	0	158.7
	EB	Left 2	95.9	269	59.3	257	46.8	257	98.8	291	68.7	270		74.7	67	0.8	351.9
		Through	22	673	20.9	645	18.5	688	19.5	684	19.1	639		20	18.8	0	67.8
		Right 2	25	47	24.2	56	16.7	59	20.2	52	18.2	54		20.7	19.4	0.3	62.6
		Total	42.2	989	31.4	958	25.6	1004	42	1027	33	963		34.9	45.5	0	351.9
	SB	Left 2	40.1	143	38.1	127	39.2	109	43.9	134	48.5	138		42.1	26.2	0.7	118.5
		Through	27.1	214	33	201	29.7	204	29.8	240	29.7	212		29.8	23.4	0	98.6
		Right 2	29	193	35.7	206	35.5	202	37.6	212	32.3	205		34.1	24.3	0.1	123.1
		Total	31.1	550	35.3	534	34	515	35.8	586	35.3	555		34.3	24.8	0	123.1
	WB	Left 2	40.1	56	40.3	45	43.2	36	41.1	46	48.1	42		42.3	26.6	0.7	94.3
		Through	28.5	690	29.7	744	26.7	720	28.4	672	29.5	731		28.6	20.7	0	74.9
		Right 2	32.8	186	31.1	141	27.3	139	32.7	146	30.7	160		31	20.4	0.4	87.7
Total		30.1	932	30.4	930	27.5	895	29.8	864	30.5	933		29.7	21.2	0	94.3	
Total		35.3	3108	34.2	3098	31.4	3083	38.6	3115	34.2	3070	C	34.8	33	0	351.9	
Washtenaw & Hewitt	NB	Left 2	51.4	182	47.2	215	65.9	232	46.6	202	45.7	201		51.8	32.4	0.4	176.2
		Through	27.6	460	26.6	483	27.3	463	26.2	469	28	446		27.1	20	0	91.4
		Right 2	19.1	224	20.2	249	18.9	240	19.8	235	17.4	242		19.1	14.9	0.1	65.1
		Total	30.4	866	29.6	947	34.7	935	29.1	906	29.1	889		30.6	25.4	0	176.2
	EB	Left 2	34.7	53	38.7	63	38	62	36.7	71	38.8	61		37.4	23	0.6	83
		Through	18.4	633	19.7	602	19.6	663	18.9	653	20.4	635		19.4	17.4	0	67.7
		Right 2	15.1	51	12.1	52	9.4	50	8.7	49	13.2	47		11.7	12.6	0.1	51.7
		Total	19.3	737	20.8	717	20.4	775	19.9	773	21.5	743		20.4	18.5	0	83
	SB	Left 2	36.1	86	38	72	37.3	70	40.8	82	39.1	81		38.3	23.2	0.9	101.8
		Through	31.1	190	26.1	185	28	208	25.3	197	27.7	180		27.6	20.3	0	69.3
		Right 2	13.1	57	14.7	47	11.5	52	9.5	55	16.4	55		13	13.2	0.5	55
		Total	29.3	333	27.2	304	27.4	330	26.5	334	28.7	316		27.8	21.6	0	101.8
	WB	Left 2	35.1	101	32.5	111	40.8	93	33.9	88	35.7	95		35.5	22.1	0.8	87.9
		Through	17.8	734	18.5	696	19.8	716	19.9	683	19.1	700		19	17	0	77
		Right 2	14.7	121	15.7	131	15.9	106	13.7	119	14.5	115		14.9	13.3	0.3	53.9
Total		19.2	956	19.8	938	21.5	915	20.5	890	20.3	910		20.2	18	0	87.9	
Total		23.7	2892	24	2906	26	2955	23.7	2903	24.3	2858	C	24.4	21.6	0	176.2	
Washtenaw & Oakwood	NB	Left 2	24.7	13	29.3	17	32.8	21	33.5	25	33.4	33		31.6	23.5	0.1	80.3
		Through	33.7	182	32.8	165	31.6	179	31	192	30.4	184		31.9	21.5	0	98.6
		Right 2	25.5	6	14.6	6	7.2	6	18.5	4	15.6	4		16.2	17.5	0.4	57.5
		Total	32.9	201	31.9	188	31	206	31.1	221	30.6	221		31.4	21.7	0	98.6
	EB	Left 2	23.3	331	24.9	332	22.9	287	24.2	301	22.6	336		23.6	17.5	0.2	75.4
		Through	5.8	487	6.1	507	5.9	540	6.3	497	5.8	551		6	8.7	0	53.2
		Right 2	9.3	14	13.8	12	5.9	10	11.4	12	4.9	16		8.9	10.7	0.3	39.7
		Total	12.8	832	13.5	851	11.7	837	13	810	12	903		12.6	15.3	0	75.4
	SB	Left 2	40.9	51	34.7	65	34.7	45	36.8	50	29.1	45		35.3	24.1	0	99.5
		Through	31.5	39	28.8	47	35.3	36	31.2	37	34	29		31.9	22.1	0	77.9
		Right 2	4.3	47	5	47	4.8	46	4.8	41	5.3	62		4.9	3.1	0.3	19.6
		Total	25.7	137	24.2	159	24	127	24.9	128	19.3	136		23.6	23.4	0	99.5
	WB	Through	19.2	748	13.2	725	17.6	799	19.3	733	17.1	731		17.3	15.1	0	90.2
		Right 2	18.3	378	13	388	16.5	395	18.1	409	17.3	392		16.7	15.3	0	87
		Total	18.9	1126	13.1	1113	17.2	1194	18.9	1142	17.2	1123		17.1	15.2	0	90.2
Total		18.3	2296	15.5	2311	16.8	2364	18.3	2301	16.6	2383	B	17.1	17.3	0	99.5	

Future Year 2020 Final Vision PM Peak Hour

Intersection	Approach	Movement	Run										LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			1		2		3		4		5						
			Delay(s)	Volume													
Washtenaw & Huron Parkway	NB	Left 2	67.3	296	64.6	321	68	288	69.3	317	66	307	D	67	39.4	0.7	230.5
		Through	54.6	375	52.6	436	75.8	350	60.4	400	56.3	375		59.5	41.9	0	259.1
		Right 2	48.5	295	49.9	263	60.2	288	52.8	280	45	304		51.2	33	0.9	209
		Total	56.6	966	55.7	1020	68.5	926	61.1	997	55.8	986		59.4	39.2	0	259.1
	EB	Through	35.8	881	34.4	940	43.6	977	29.9	950	38	950		36.4	32.4	0	178.4
		Right 2	42.8	840	45.3	868	52.6	878	39	882	45	893		44.9	34.7	0.3	192.4
		Total	39.2	1721	39.6	1808	47.9	1855	34.3	1832	41.4	1843		40.5	33.8	0	192.4
		Left 2	59.7	395	68.3	369	75.5	371	72.2	398	69	383		68.9	42.5	0.3	277.6
	SB	Through	51.9	726	55.2	681	64.5	705	59.8	676	59.4	697		58.1	41.2	0	224.5
		Right 2	43.8	219	47.9	229	63.2	218	51	243	54.6	235		52.1	41.2	0.3	214.1
		Total	52.9	1340	57.7	1279	67.4	1294	61.9	1317	61.3	1315		60.2	42	0	277.6
		Through	23.2	1409	24.3	1429	25	1458	23.5	1449	25.6	1486		24.3	28.2	0	183.4
	WB	Right 2	49	320	47.7	331	46.6	313	47.7	305	46.7	301		47.5	42.7	0.3	145
		Total	28	1729	28.7	1760	28.8	1771	27.7	1754	29.2	1787		28.5	32.5	0	183.4
Total		41.9	5756	43.1	5867	49.7	5846	43	5900	44.5	5931	44.5	38.7	0	277.6		
Washtenaw & Hogback/Carpenter & NB US-23 Off	NB	Left 2	54.9	537	59.3	564	59.5	577	58.4	551	57.7	549	58	37.3	0.3	202.6	
		Through	57.5	303	57.9	362	53.5	325	52.2	292	54	339	55.1	39.1	0	201.3	
		Right 2	26.8	279	30.9	287	26.5	282	26	258	27.1	278	27.5	21.3	0	103.7	
		Total	48.6	1119	52.2	1213	50	1184	49.2	1101	49.3	1166	49.9	36.9	0	202.6	
	EB	Left 2	67.4	280	72.2	279	67.8	293	79.6	297	75.3	306	72.6	55.6	1.3	255.3	
		Through	13.6	794	15.6	800	11.8	783	12.4	776	11.9	797	13.1	24.9	0	78.2	
		Right 2	4.1	688	4.4	705	3.8	670	4.3	672	4	650	4.1	3	0.2	31.4	
		Total	18.4	1762	20	1784	18.1	1746	20.7	1745	20	1753	19.5	37	0	255.3	
	SB	Left 2	50	114	41.3	105	40.4	105	48.5	106	52	102	46.5	36.1	0.4	134.3	
		Through	67.2	357	54	318	58.3	355	55.9	351	54.4	343	58.1	37.9	0	205.9	
		Right 2	42.4	633	39.6	625	39	667	38	638	50.5	591	41.7	27.8	0	153.9	
		Total	51.2	1104	44.1	1048	45.2	1127	44.8	1095	51.9	1036	47.4	33	0	205.9	
	WB	Left 2	118.2	233	128.4	226	75	181	67.6	197	72	179	94.8	68.2	0.4	380.5	
		Through	54.9	1379	49.7	1368	48.6	1323	46.7	1358	52.1	1399	50.4	33.8	0	186.8	
Right 2		56.4	40	53.3	43	49.2	40	34	42	56.3	58	50.3	33.1	0.4	129.8		
Total		63.9	1652	60.7	1637	51.7	1544	48.9	1597	54.4	1636	56	42.4	0	380.5		
Total		44.2	5637	43	5682	39.6	5601	39.3	5538	42.1	5591	41.6	40.9	0	380.5		

Future Year 2020 Final Vision PM Peak Hour

Intersection	Approach	Movement	Run										LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			1	2	3		4	5									
			Delay(s)	Volume													
Washtenaw & Golfside	NB	Left 2	53.8	135	64.4	155	58.7	155	72.8	146	55.8	125		61.4	37.3	1	199.8
		Through	42.3	344	43.6	353	51.6	372	57	351	49.3	355		48.8	33.5	0	182.2
		Right 2	38.9	141	47.4	153	50.3	117	57	118	46.7	124		47.7	34.2	0.4	171.3
		Total	44	620	49.4	661	53.1	644	60.8	615	50.1	604		51.4	35	0	199.8
	EB	Left 2	82.9	348	89.2	335	101.2	356	72	363	126	350		94.1	58.4	2.5	315.2
		Through	28.8	1100	27.9	997	26.5	1023	29.5	1088	29.1	1015		28.4	21	0	103
		Right 2	27.6	133	27.5	142	29.9	159	28.9	140	29.3	154		28.7	20.2	0.4	81.4
		Total	40.6	1581	41.8	1474	44.1	1538	39.1	1591	51.4	1519		43.4	43.3	0	315.2
	SB	Left 2	60.2	285	59.6	247	59.4	272	59.1	258	49.8	290		57.5	32.2	1.1	172.7
		Through	47.7	537	46.7	540	47.6	468	49.5	557	38	513		46	28.4	0	137.8
		Right 2	16	279	17.4	257	15.8	281	19.1	277	10	285		15.6	13.9	0	82.4
		Total	42.9	1101	42.5	1044	42	1021	44.1	1092	33.8	1088		41	30.9	0	172.7
	WB	Left 2	55.2	129	48.6	139	48.2	117	51.5	129	49.3	118		50.6	29.4	0.7	162
		Through	42.1	1018	38.1	1065	38.8	1042	38.4	1006	37.6	1052		39	23.4	0	127.1
		Right 2	45.8	265	41.2	230	42.4	232	40.9	247	41.3	249		42.4	24.1	0.4	113.3
	Total	44	1412	39.6	1434	40.2	1391	40.1	1382	39.2	1419		40.6	24.3	0	162	
	Total	42.6	4714	42.4	4613	43.7	4594	43.4	4680	43.4	4630	D	43.1	34.6	0	315.2	
Washtenaw & Hewitt	NB	Left 2	57.5	135	64.2	159	65.9	180	58.6	156	56.4	158		60.8	35.8	0.6	197.4
		Through	41.3	363	45	372	43.5	367	45.9	367	48.3	361		44.8	29.1	0	142.2
		Right 2	24.6	174	29.1	197	30.5	188	35.4	174	37.3	183		31.3	24.9	0.8	119.7
		Total	40.2	672	44.9	728	45.7	735	46.1	697	47.3	702		44.9	31.5	0	197.4
	EB	Left 2	67	149	75.1	141	65.6	154	62	154	61.4	146		66.1	39.4	1.2	195
		Through	22	922	20.2	920	20	952	21.5	921	21.1	956		21	20	0	66.6
		Right 2	15.1	126	13.4	117	13.9	119	14.9	132	15.9	106		14.6	14.3	0.4	56.3
		Total	26.9	1197	26.1	1178	25.1	1225	25.9	1207	25.5	1208		25.9	27.5	0	195
	SB	Left 2	69.5	279	66.2	256	61.9	240	120.6	284	81.9	275		80.9	56.5	0.7	312.4
		Through	44.4	630	46.1	654	45	613	48.8	630	44.8	583		45.8	28.7	0	157.4
		Right 2	35.3	155	34.4	132	36.3	154	36	148	34.2	161		35.2	25.4	0.8	131
		Total	49.7	1064	49.6	1042	47.7	1007	66.2	1062	53.1	1019		53.3	41	0	312.4
	WB	Left 2	62.8	192	64.5	187	60.6	184	58.6	160	62	189		61.8	34.5	1	175.3
		Through	21.6	1045	20.3	1037	20.9	1058	20.9	1003	22.1	1049		21.2	19.7	0	70.1
		Right 2	17.7	107	15	115	14.7	86	17.7	89	17.4	96		16.5	16	0.4	58.4
	Total	27.2	1344	26	1339	26	1328	25.5	1252	27.4	1334		26.4	26.3	0	175.3	
	Total	34.8	4277	35	4287	34.2	4295	39.3	4218	36.3	4263	D	35.9	33.8	0	312.4	
Washtenaw & Oakwood	NB	Left 2	26	18	37.2	22	39	33	52.2	31	36.2	37		39.2	27.9	0.1	95.9
		Through	31.8	158	31.1	149	29.1	150	33.8	160	32	150		31.6	25.6	0	89.9
		Total	31.2	176	31.9	171	30.9	183	36.8	191	32.8	187		32.8	26.1	0	95.9
	EB	Left 2	70.5	305	52.9	299	56.3	291	52.5	304	45.3	295		55.6	36.2	0.2	232.2
		Through	13.3	1032	12.1	1107	11.1	1061	11.2	1047	12.4	1133		12	12.7	0	50.1
		Right 2	9.5	21	11.6	22	11.8	19	7.8	21	13	28		10.9	10.3	0.3	36.4
		Total	26.1	1358	20.6	1428	20.7	1371	20.3	1372	19.1	1456		21.3	26.9	0	232.2
	SB	Left 2	53.6	290	48.3	288	51.7	316	55.8	275	47.6	272		51.4	31.8	0	217.8
		Through	29.4	182	35.4	194	34.5	184	31.3	201	30.6	179		32.3	24.8	0	91.7
		Right 2	21.4	204	26.8	202	25.1	207	23.4	221	24.2	209		24.2	20.5	0.3	98.5
		Total	37.4	676	38.3	684	39.4	707	38.5	697	35.6	660		37.9	29.4	0	217.8
	WB	Through	60.2	931	50.3	944	70.6	978	65.1	965	55.1	948		60.4	28.4	0	124.4
		Right 2	61.4	385	48.5	377	69.8	355	64.1	383	58.5	384		60.4	27.2	0	119.8
		Total	60.6	1316	49.8	1321	70.4	1333	64.8	1348	56.1	1332		60.4	28.1	0	124.4
		Total	41.4	3526	35.2	3604	43.3	3594	41.3	3608	36.4	3635	D	39.5	32.6	0	232.2

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Intersection	Approach	Movement	Run										LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			1		2		3		4		5						
			Delay(s)	Volume													
Washtenaw & Huron Parkway	NB	Left 2	49.9	479	53	523	51.3	499	50.9	509	51.7	513		51.4	29.5	1.1	139.6
		Through	45.6	727	43.4	775	43.6	712	43.6	734	46.4	737		44.5	27.7	0	127.3
		Right 2	39.1	247	32.3	198	36.8	242	33.2	202	40.1	240		36.6	27.2	0	117.8
		Total	45.9	1453	45.3	1496	45.1	1453	44.7	1445	47.2	1490		45.7	28.7	0	139.6
	EB	Through	32.2	861	30.3	941	42.1	985	30.5	915	40.2	933		35.2	30.4	0	182.7
		Right 2	47.3	886	51.3	887	52.2	912	48.7	902	55.8	929		51.1	24.8	0.3	148.9
		Total	39.9	1747	40.5	1828	47	1897	39.5	1817	48	1862		43	28.9	0	182.7
		Left 2	55	212	56	188	58.1	195	51.3	198	54.2	205		54.9	32.5	0.7	134.5
	SB	Through	54.2	441	48.2	392	52	456	50.5	404	53.6	417		51.8	32.1	0	182.2
		Right 2	69.9	165	58.9	154	64.1	151	66.2	167	70.4	171		66	37.4	0.5	228.4
		Total	57.6	818	52.4	734	55.8	802	54.1	769	57.4	793		55.5	33.8	0	228.4
		Through	25.9	2169	26	2271	26.7	2278	29.9	2188	35.8	2309		28.9	25.5	0	161.7
	WB	Right 2	51.7	392	50.8	382	53.2	368	54.9	378	57.2	408		53.6	31.1	0.4	184.2
		Total	29.8	2561	29.6	2653	30.4	2646	33.6	2566	39	2717		32.5	27.8	0	184.2
Total		39.5	6579	38.6	6711	41.2	6798	40	6597	45.3	6862	D	41	30.1	0	228.4	
Washtenaw & Hogback/Carpenter & NB US-23 Off	NB	Left 2	52.9	460	53.5	460	53.7	479	66.3	474	56.6	469		56.6	37.4	0.6	333.1
		Through	52.7	396	53.6	443	50.4	395	65.7	357	53.7	409		55	36.2	0	295.1
		Right 2	25.8	123	22	129	22.7	132	28.9	128	22.7	123		24.4	22.3	0	165.3
		Total	49.4	979	49.6	1032	48.3	1006	61.1	959	51.2	1001		51.8	36.9	0	333.1
	EB	Left 2	35.2	410	30.6	439	34.3	437	36.3	448	30.6	426		33.4	36.7	0	295
		Through	7.2	752	7.5	736	6.9	762	6.3	802	6.6	769		6.9	14.6	0	110.9
		Right 2	6.5	870	6.7	880	7	853	6.8	827	6.7	862		6.8	5.2	0.2	108.9
		Total	12.5	2032	12.1	2055	12.8	2052	13	2077	11.6	2057		12.4	22.2	0	295
	SB	Left 2	39.8	56	47.2	48	39.3	43	60.2	51	36.2	45		44.8	37.9	0.1	288.7
		Through	67.5	241	49.6	183	49.2	210	61.4	219	50	211		56.1	38.1	0	277.2
		Right 2	12.2	257	14.3	256	11.2	276	12.2	252	12.2	234		12.4	11.1	0.4	58.8
		Total	39	554	30.8	487	28.6	529	37.5	522	30.7	490		33.5	35.2	0	288.7
	WB	Left 2	72.8	100	49.3	105	45	70	51.1	96	51.4	79		54.6	38.7	0.3	246.4
		Through	36.6	1227	39.4	1227	39	1162	36.6	1209	37.6	1248		37.8	26.2	0	105.2
Right 2		41	106	44.8	97	40.2	91	40.3	86	37.6	92		40.8	26.7	0.5	118.1	
Total		39.5	1433	40.5	1429	39.4	1323	37.8	1391	38.4	1419		39.1	27.5	0	246.4	
Total		30.4	4998	29.8	5003	28.9	4910	31.9	4949	29.1	4967	C	30	32.6	0	333.1	

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Intersection	Approach	Movement	Run										LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			1		2		3		4		5						
			Delay(s)	Volume													
Washtenaw & Golfside	NB	Left 2	62.7	138	70.1	145	61	140	67.3	148	68.1	116		65.8	37.7	1.8	200.1
		Through	44.3	493	64.2	512	38.9	534	60.5	487	50.8	493		51.6	38	0	205.6
		Right 2	45.2	64	64.8	73	51.4	48	58.3	59	49.1	72		54	38.8	0.5	186.4
		Total	48	695	65.4	730	44	722	61.8	694	53.6	681		54.6	38.4	0	205.6
	EB	Left 2	88.5	313	51.3	286	103.6	288	43.8	320	143.7	264		84.4	92.4	0.9	583.7
		Through	19.9	746	20	697	20.8	754	19.1	750	29.7	668		21.7	22.2	0	250.5
		Right 2	19.3	54	21.8	62	24.1	65	23.4	57	51.4	58		28	42.4	0.4	349
		Total	39.2	1113	28.7	1045	42.5	1107	26.3	1127	61.4	990		39.2	59.4	0	583.7
	SB	Left 2	43.6	155	44.7	142	46.4	122	46.3	140	42.4	146		44.6	27	0.9	144.6
		Through	29.8	247	31	218	29.9	228	36.1	255	26.3	239		30.7	23.4	0	100.9
		Right 2	32.1	213	40.2	223	32.9	225	44.4	230	29.2	229		35.8	25.5	0.2	129.7
		Total	34.1	615	37.9	583	34.6	575	41.4	625	31.2	614		35.9	25.6	0	144.6
	WB	Left 2	44.8	60	45.9	52	50.3	36	46.5	53	39.9	48		45.2	27.1	0.8	95.7
		Through	32.2	746	29	823	30.2	778	30.3	724	31.5	807		30.6	21	0	106.2
		Right 2	34.7	200	29	154	33.9	156	28.9	163	35.5	179		32.6	21.1	0.5	111.1
Total		33.4	1006	29.9	1029	31.5	970	31	940	32.6	1034		31.7	21.6	0	111.1	
Total		38.4	3429	38.6	3387	38.3	3374	37.7	3386	45.2	3319	D	39.6	41.9	0	583.7	
Washtenaw & Hewitt	NB	Left 2	60.9	202	73.7	236	67.2	252	60.2	221	63	218		65.2	39	0.4	228
		Through	31.5	510	31.4	529	29	506	28.8	522	29.7	484		30.1	20.6	0	115.6
		Right 2	19.9	245	23.2	272	20.2	267	20.6	260	21.8	269		21.2	15.9	0.6	86.1
		Total	34.7	957	38.9	1037	36.1	1025	33.6	1003	35	971		35.7	29.9	0	228
	EB	Left 2	43	57	39.8	68	39.6	66	33.7	75	43.6	65		39.7	23.2	0.9	81.3
		Through	19.3	689	20.1	657	19.5	733	19.6	703	20.4	693		19.8	17.2	0	64.9
		Right 2	11.5	58	11.8	55	9.5	53	8.8	59	11.2	55		10.6	10.3	0.1	44.9
		Total	20.4	804	21.2	780	20.4	852	20.1	837	21.6	813		20.8	18.4	0	81.3
	SB	Left 2	34.1	94	33.8	78	39.8	77	35.7	92	36.6	85		35.9	22.4	0.4	91.2
		Through	28.7	207	24.8	203	26.2	223	27.6	217	27.4	201		26.9	21	0	67.9
		Right 2	11	66	18.1	55	15.1	57	15.6	57	14.3	61		14.7	14.7	0.6	57.7
		Total	26.9	367	25.8	336	27.4	357	27.8	366	27.4	347		27.1	21.5	0	91.2
	WB	Left 2	41	114	39.1	117	39.3	98	36.2	96	42.8	108		39.8	22.7	0.8	134
		Through	19.9	797	17.9	761	18.9	781	19.8	745	20.5	784		19.4	16.8	0	80
		Right 2	15.3	131	14.7	149	13.8	115	15.2	129	14.1	135		14.6	13.1	0.3	55
Total		21.6	1042	19.9	1027	20.3	994	20.8	970	22	1027		20.9	18.3	0	134	
Total		25.9	3170	27	3180	26.1	3228	25.5	3176	26.5	3158	C	26.2	23.9	0	228	
Washtenaw & Oakwood	NB	Left 2	23.1	16	31.9	19	29.9	23	29.2	26	28.8	36		28.8	23.8	0.1	89.4
		Through	32.5	207	32	188	30.5	204	33.2	217	30.2	206		31.7	21.6	0	88.7
		Right 2	13.2	8	13.2	6	35.6	6	16.9	5	20	5		19.4	17.9	0.6	60.8
		Total	31.2	231	31.5	213	30.6	233	32.5	248	29.8	247		31.1	21.8	0	89.4
	EB	Left 2	23.1	311	21.2	317	21.6	274	25.6	282	21	321		22.4	17.4	0.2	107
		Through	6.1	465	6.2	473	6.6	506	6.4	465	7.3	517		6.5	8.6	0	42.9
		Right 2	9.8	12	10.4	12	5.3	9	3.7	12	5.8	16		7	7.8	0.3	31.2
		Total	12.9	788	12.2	802	11.8	789	13.5	759	12.4	854		12.5	14.8	0	107
	SB	Left 2	37.1	55	37.1	68	39.5	51	35.1	56	30.7	51		36	23.8	0.2	92.3
		Through	31.9	42	34	51	29	43	29.1	41	33.5	33		31.5	22.8	0	72.6
		Right 2	4.6	48	4.8	47	6.2	58	5	44	5.1	65		5.2	4	0.3	36.1
		Total	24.8	145	27	166	23.8	152	24	141	20.2	149		24	23.5	0	92.3
	WB	Through	14.8	709	15.2	680	17.3	758	16.8	697	14.9	678		15.8	14.6	0	84.1
		Right 2	13.6	356	15.8	359	16	372	16.2	383	15.5	370		15.4	14.9	0	81.2
		Total	14.4	1065	15.4	1039	16.9	1130	16.6	1080	15.1	1048		15.7	14.7	0	84.1
Total			16.3	2229	16.7	2220	17	2304	17.8	2228	16	2298	B	16.7	17.3	0	107

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Intersection	Approach	Movement	Run										LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			1		2		3		4		5						
			Delay(s)	Volume													
Washtenaw & Huron Parkway	NB	Left 2	63.1	298	64.3	332	69.5	299	66.7	328	66	321		65.9	40.7	1.3	213.6
		Through	54.3	388	54.2	443	56.2	358	54.5	411	62.6	382		56.3	37.8	0	184.8
		Right 2	44.3	307	45.7	268	45.3	298	55.4	289	49.1	308		48	31.7	1.1	181.6
		Total	53.8	993	55.2	1043	57	955	58.6	1028	59.6	1011		56.9	37.7	0	213.6
	EB	Through	31.8	921	49.5	968	39	988	42.6	974	48.2	976		42.3	37.6	0	234.9
		Right 2	39.2	852	53.2	873	45.1	889	41.2	881	53.9	908		46.6	36.1	0.3	279.7
		Total	35.4	1773	51.3	1841	41.9	1877	41.9	1855	50.9	1884		44.4	36.9	0	279.7
	SB	Left 2	67.8	400	71.7	377	83.3	387	110.5	405	71.7	392		81.2	51.1	1	350.9
		Through	62.9	740	59.2	696	67.4	715	79.6	688	54.9	713		64.7	43.1	0	247.3
		Right 2	59.1	225	50.5	234	68.4	225	75.9	246	49.2	242		60.7	43.7	0.5	233.2
		Total	63.7	1365	61.2	1307	72.2	1327	88.3	1339	58.8	1347		68.8	46.4	0	350.9
	WB	Through	24	1414	25.6	1441	25.8	1450	22.1	1446	28.1	1494		25.1	28.8	0	200.5
		Right 2	49.4	329	48.9	331	47.3	318	44.7	303	51.9	307		48.5	43.1	0.3	151
Total		28.8	1743	30	1772	29.7	1768	26	1749	32.2	1801		29.3	33.1	0	200.5	
Total		43.1	5874	47.8	5963	47.5	5927	50.5	5971	48.5	6043	D	47.5	41.1	0	350.9	
Washtenaw & Hogback/Carpenter & NB US-23 Off	NB	Left 2	57.3	558	63.6	582	58.1	593	56.7	569	57.9	564		58.7	36.3	0.3	194.3
		Through	51.5	313	62.1	372	55.9	341	52.7	306	54.6	347		55.6	36.8	0	180.6
		Right 2	29.6	287	27.8	299	32.2	293	27	266	26.7	283		28.7	20.9	0	116.5
		Total	48.9	1158	54.6	1253	51.3	1227	48.7	1141	49.5	1194		50.7	35.7	0	194.3
	EB	Left 2	70.7	280	78.3	287	69.8	292	76.4	300	77.7	303		74.6	55.1	1.1	257.9
		Through	13.4	807	14.9	826	11.2	802	11.9	814	12.2	793		12.7	24.7	0	78
		Right 2	4.3	703	4.1	721	4	682	3.9	702	4.2	672		4.1	3	0.2	30
	Total	18.8	1790	20.6	1834	18.1	1776	19.5	1816	20.4	1768		19.5	37.1	0	257.9	
	SB	Left 2	46.6	118	50.6	107	53.6	108	48.3	111	42	104		48.2	35.2	0.4	122.2
		Through	63	362	51.5	326	54.7	366	55.9	363	54.7	350		56.1	37.4	0	209.8
		Right 2	37.3	647	40.8	640	45.1	682	34.6	658	35.8	612		38.8	25.3	0.5	140.5
		Total	46.5	1127	45	1073	48.9	1156	42.8	1132	42.6	1066		45.2	31.6	0	209.8
	WB	Left 2	89.7	205	74.1	194	64.1	152	63.9	175	70	164		73.2	43.6	0.4	200
Through		48.5	1214	46.2	1209	45.5	1161	46	1198	48	1221		46.8	32.7	0	143.5	
Right 2		42.1	35	45.1	40	52.6	35	42.2	37	54.5	52		47.8	31.5	0.4	127.8	
Total		54.2	1454	49.9	1443	47.8	1348	48.1	1410	50.7	1437	D	50.2	35.4	0	200	
Total		40.1	5529	40.4	5603	39.2	5507	37.7	5499	39.1	5465	D	39.3	37.9	0	257.9	

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Intersection	Approach	Movement	Run										LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			1		2		3		4		5						
			Delay(s)	Volume													
Washtenaw & Golfside	NB	Left 2	59.2	137	85.2	155	71.5	158	78	149	64	128		72.1	44.7	0.8	243.6
		Through	40.9	352	58.2	360	45.7	385	52.5	362	44.1	361		48.3	33	0	184.9
		Right 2	42.3	143	59.2	155	43.1	120	52.1	120	38.9	125		47.5	34.8	0.3	195.8
		Total	45.2	632	64.7	670	51.4	663	58.4	631	47.2	614		53.5	37.7	0	243.6
	EB	Left 2	72.4	356	84.7	353	72.2	369	56.6	371	79.6	368		73	47.8	1.8	281.4
		Through	25.9	1133	26.2	1026	26.9	1053	26.8	1118	25.9	1054		26.3	20.7	0	92.2
		Right 2	25.6	137	26.7	155	25.9	163	28.2	142	28	159		26.9	19.9	0.4	90
		Total	36.1	1626	39.7	1534	37.3	1585	33.7	1631	38.6	1581		37	35.1	0	281.4
	SB	Left 2	59.4	158	54.8	157	55.9	139	59.4	144	52	160		56.2	31.1	1	159.8
		Through	52.7	562	51.2	535	54.7	517	58.9	565	41.3	533		51.8	30.6	0	155.7
		Right 2	46.7	152	41.6	141	49.4	147	53.9	170	37.2	174		45.7	30.7	0.4	153.2
		Total	52.9	872	50.3	833	53.9	803	58	879	42.5	867		51.5	30.9	0	159.8
	WB	Left 2	55.1	117	48.1	124	50.5	99	49.2	113	46.8	102		50	30	0.7	152.5
		Through	33	842	33.1	902	32.5	893	34.4	840	34	901		33.4	23	0	104.4
		Right 2	37.2	232	35.9	195	36.7	194	36	211	35.5	208		36.3	22.8	0.4	99.5
	Total	36	1191	35.1	1221	34.7	1186	36.1	1164	35.3	1211		35.5	24.2	0	152.5	
	Total	40.8	4321	44.4	4258	41.9	4237	42.9	4305	39.7	4273	D	41.9	32.9	0	281.4	
Washtenaw & Hewitt	NB	Left 2	42.3	138	50.1	164	41.9	184	41.1	162	44.6	161		44	23.9	0.8	120.9
		Through	41.4	377	37.8	383	35.8	373	38.5	376	41.2	368		38.9	24.1	0	135.2
		Right 2	27.1	178	25.3	205	24	191	27.7	179	27.5	191		26.3	19.5	0	115.5
		Total	37.9	693	37.1	752	34.3	748	36.4	717	38.3	720		36.8	23.8	0	135.2
	EB	Left 2	43.3	152	39.8	149	40.8	159	36.5	158	38.6	154		39.8	23.5	0.7	114.5
		Through	22.2	935	21.1	938	21.1	972	20.8	946	22.4	976		21.5	16.8	0	66.6
		Right 2	13.9	127	14.7	119	11.7	123	12.8	134	13.2	108		13.2	11.4	0.4	53.1
		Total	24	1214	22.8	1206	22.7	1254	21.9	1238	23.6	1238		23	18.6	0	114.5
	SB	Left 2	39.7	288	56.5	264	39.8	248	52.5	293	61.6	292		50.2	34.1	0.8	216.9
		Through	36.1	647	36.7	678	38	624	46.9	648	38.5	600		39.2	24.7	0	169.2
		Right 2	24.9	157	25.3	138	29.7	156	39	153	28.6	169		29.5	23.9	0.5	157.8
		Total	35.4	1092	40.1	1080	37.2	1028	47.3	1094	43.3	1061		40.7	28.1	0	216.9
	WB	Left 2	42	197	42.1	195	39.9	186	43.2	165	45.2	192		42.5	25.3	0.8	132.6
		Through	21.6	1062	20.2	1054	20.9	1075	21.2	1031	21.5	1069		21.1	17.1	0	79.8
		Right 2	18.4	108	14.7	115	19	87	17.2	89	19.5	96		17.7	14.2	0.4	53.6
	Total	24.3	1367	22.9	1364	23.4	1348	23.7	1285	24.7	1357		23.8	19.7	0	132.6	
	Total	29.2	4366	29.5	4402	28.3	4378	31.2	4334	31.1	4376	C	29.9	23.8	0	216.9	
Washtenaw & Oakwood	NB	Left 2	29.6	19	28.8	22	28.3	33	31.8	33	31	38		30	20.9	0.1	70.9
		Through	25.6	163	23.1	150	19.4	153	26.3	163	23	162		23.5	20.1	0	70.3
		Total	26	182	23.8	172	21	186	27.2	196	24.5	200		24.5	20.3	0	70.9
	EB	Left 2	40.6	270	36	267	37.7	252	35.3	270	35.4	258		37	22.2	0.2	113.6
		Through	12.2	892	13.2	958	12.5	934	11.3	907	12.6	986		12.4	12.3	0	75.4
		Right 2	9.9	17	11.8	21	10.7	14	10	19	11.3	25		10.8	10.2	0.3	53.7
		Total	18.7	1179	18.1	1246	17.8	1200	16.7	1196	17.2	1269		17.7	18.1	0	113.6
	SB	Left 2	68.4	362	69	370	74.2	389	53.5	336	63.8	333		66.1	44.2	0	220.3
		Through	31.3	237	31.5	234	32.4	227	24.5	248	28.7	216		29.6	25.7	0	163.8
		Right 2	19.8	267	20.6	248	21.7	264	18.6	286	19.4	273		20	16.2	0.3	105
		Total	43.3	866	44.6	852	47.7	880	33.8	870	39.8	822		41.8	38.9	0	220.3
	WB	Through	41	840	39.1	822	67.4	920	48.7	867	36.1	841		46.9	28.2	0	131
		Right 2	39.6	340	41.1	332	69.2	329	46.8	338	37.3	341		46.7	28.5	0	132.9
		Total	40.6	1180	39.7	1154	67.9	1249	48.2	1205	36.4	1182		46.8	28.3	0	132.9
		Total	32.9	3407	32.3	3424	43.3	3515	32.5	3467	29.5	3473	C	34.1	31	0	220.3



ReImagine Washtenaw

Future Public Access Plans

2015 LIST OF CONTRACTUAL VENDORS ANNUAL LIST OF CONTRACTS AND RENEWALS

VENDOR/FIRM	DESCRIPTION
360 Service	Printing & mailing assessment notices & Pers.Prop.
Abby Door	Garage Doors
Adobe	Creative Cloud Subscription
A.F. Smith	Electrical Work
Air Source One	Breathing Air Compressor Maintenance
All Around Services	Noxious Weeds/Mowing
Alternative Computer Technology, Inc.	Sophos Computer Security Software
Ann Arbor Audio	Board Room Sound System
Ann Arbor SPARK Dues	
Ann Arbor SPARK East Dues	
APEX	Assessing Drawing Software
Apollo Fire Equipment	
ASAP	DOT Random Screens
ASC	
ASCAP	Phone Music
Ascend	Health Care Agent
AT&T	Voice/Data Communication Services
Automatic Irrigation Supply	Green Oaks Irrigation System – Rain Bird
Barr Engineering	Hydro Station
B & C Painting	Paint and Graffiti Removal
Blue Cross/Blue Shield of Michigan	Employee Health Care
Bresser's	
BS&A	Government Software Apps
Budget Towing	Vehicle Towing
Butzel & Long	
Camtronics	Security Cameras/Video
Carter & Burgess	Structural Engineer
CDWG	Symantec Server Files Backup Software, McAfee Desktop Virus Scan Software, Juniper Networks & Sonicwall
Centron Data Services	Printing & mailing assessment notices & Personal Property
Choice Strategies	Employee Medical/Dependent Reimbursement – Benny Card
Cincinnati Time	Time Clocks
Clear Rate Communications	Telephone Service
Code42	Online Backup Services
Comcast	Internet Services
Conference of Western Wayne Firefighter Testing Program	Firefighter Testing Program
Conti	Cameras/Video
Controlled Power	U.P.S. (Uninterruptible Power Supply) Maintenance, Fire Dept.
D & B Power Associates, Inc.	UPS Maintenance
Delta Dental	Employee Dental Services
DTE Energy	Generator Maintenance
D J Conneley	Boiler Maintenance
Doan Construction	Sidewalk Repair Contractor and Engineer
Ed's Garage	Vehicle Repair
Election Systems & Software (ES&S)	Tabulator and AutoMark Maintenance Contract
Elsitech.com	Remote ScreenShare
ESRI	GIS Software Maintenance
FiberLink	Mobile Device Management
Fire Findings	
ForeUp	Golf Course Management Systems
Fotolia.com	Stock Images
Gabriel Roeder Smith & Company	Actuary Company
Garan Lucow	

2015 Annual Contracts and Renewals
Page 2

GCSI
Godaddy.com
Google
Governmental Business Systems
Governor Computer
Grainger
Guardian Alarm

Hastings Air Energy Control
Honeywell
Hootsuite
Huron River Watershed Council Dues

Int. Assoc. of Arson Invest
Intern. Fire Chief's Assoc.

Konica-Albin

Langworthy, Strader & LeBlanc
LECSO
Linode
Looking Good Lawns

MAP (Michigan Ability Partners)
Maps by Wagner
Marketplace Solutions of Ohio, Inc.
Margolis Nursery
MASA
McLain & Winters
Meals on Wheels
Medtronic/Physio-Control
Merit.edu
Michigan Assessor Association
MI Association of Fire Chiefs
MiGMIS
Michigan Association of Planning (MAP)
Michigan Fire Inspector's Society
Michigan Fireman's Association
Michigan Municipal League
(MRPA)Michigan Recreation & Park Assoc.
Michigan Township Association Dues
Microsoft
Micro Source, Inc.
Monitis.com
Munetrix

National Fire Protection Association
Niswander LLC

O'Bryan's Lock & Key
OHM Engineering

Parkway Services
Parson's Brinkerhoff
Pitney Bowes
PSLZ
Printing Systems
Professional Tree Service

QPS Printing

Ricoh
Redhat

SEMCOG
SE Michigan Fire Chief's Assoc

Lobbist Firm
Web Server SSL Certs
Google Apps
Election Equipment & Supplies
Printer Repairs
Industrial Equipment
Security Alarm & Door Access System

Plymovent System Preventive Maintenance, Fire Dept.
HVAC – RSD
Social Media Manager Services

Copier Maintenance

Turf Products
Township Web Host
Ordinance Mowing

Roadside Cleanup
Police/Fire/Elections/Residential Services Maps

Trees and Landscaping
Softball purchase for adult programs at Rec. Dept.
Township Attorneys

Zimbra Maintenance
Dues for Assessor Office

Michigan Governmental IT Professionals
C.E.D. training, reference etc.

Insurance
Per Art S.
Clerk's Office
Microsoft Licensing
Veeam online replication software
External Network Monitoring
Web support – Dashboard & Citizen's Guide

Locksmith

Port-A-John Rental

Postage Machine
Auditors/David Williamson CPA
Election Supplies
Tree Removal

Printer Services
RHEL Update Subscription

Senior Nutrition Lease
Spears Fire & Safety
Spectorsoft
Spicer Group
Spok
Standard Insurance
Stanley Security
State of Michigan
Stormwater Management Services, LLC

Tetra Tech
Thomson Reuters
Total Fitness
TRV (State of Michigan Dept of Corr)

Ulliance
Verizon
Vermont Systems
V & J Cement Contractors
VMWare

Washtenaw Area Transportation Study Dues
Washtenaw County CED -
Washtenaw County Mutual Aid
Washtenaw County Road Commission
Washtenaw County Treasurer
Washtenaw Urgent Care
Waste Management
Western Wayne County Mutual Aid
Windstream
W.J. O'Neil

YCUA
Ypsilanti Area Chamber of Commerce

Zee Medical
Zoho Corp

Per Art
Fire Extinguisher Inspections/Maintenance
Systems Log Management
Engineers/Surveyors/Planners
Pagers
Life/Disability Insurance
Alarm System Program
MiDeal

Environmental Services
Fixed Assets Software

Employee Assistance Program (EPA)
Mobile Phones
RecTrac Software Support
Concrete and Manhole Renovation
Server Virtualization Software

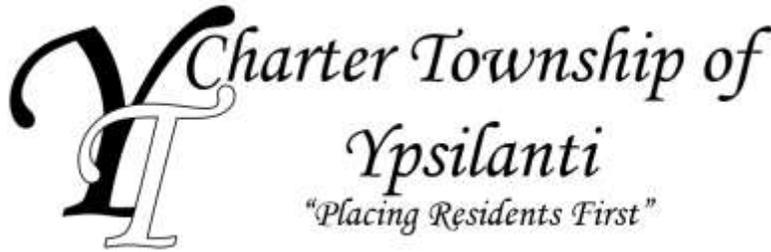
Senior Nutrition Program
Purchase of Salt & Grading
Sheriff Services
Pre-employment Drug Screen/DOT Screens
Trash Haulers

Telephone Service
Mechanical

Lift Stations, Vehicle and Equipment Repair

First Aid Supplies
Network Monitoring/Request Racking Systems

Supervisor
BRENDA L. STUMBO
Clerk
KAREN LOVEJOY ROE
Treasurer
LARRY J. DOE
Trustees
JEAN HALL CURRIE
STAN ELDRIDGE
MIKE MARTIN
SCOTT MARTIN



**Office of Community
Standards**

7200 S. Huron River Drive
Ypsilanti, MI 48197
Phone: (734) 485-3943
Fax: (734) 484-5151
www.ytown.org

Memorandum

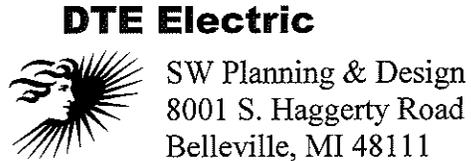
To: Township Board of Trustees
Cc: Nancy Wrybkowski, Deputy Clerk
From: Joe Lawson, Planning Director
Date: October 13, 2014
Re: Request of DTE Energy for consideration of granting a utility easement necessary for the installation of electrical service to the Lakeside Park Boat house

Please find attached a copy of a proposed easement necessary for the installation of a permanent power supply to the Lakeside Park Boat House.

DTE representatives have informed the Office of Community Standards that prior to the installation of the utility, the property owner (Ypsilanti Township) must approve concept and location the proposed 12-foot wide utility easement.

With that said, if you could please place the agenda the request of DTE Energy for the consideration of granting a 12-foot wide utility easement as illustrated on the attached plan and as associated with the construction of the Lakeside Park Boat House project, it would be greatly appreciated.

If you should have any questions, please feel free to contact me at your convenience.



February 17, 2014

City of Ypsilanti
403 E. Grand River
Brighton, MI 48116

Re: W.O. # 38007011-38007014

Mr. Higley,

Please review the enclosed documents that permit DTE Electric to construct and maintain the necessary facilities to serve your project. A work sketch is included for your convenience. Please do not scan/e-mail documents. Original documents are required for recording purposes.

Signature(s), in black ink, of the authorized person(s), witnessed by a notary is required. Print the name of the person signing directly under the signature. Please return the executed document to Karen Green, DTE Electric, 8001 S. Haggerty Road, Belleville, MI 48111.

Please feel free to call me at 734-397-4032 if you have any questions or need assistance with a Notary.

Sincerely,



Karen Green
Facilitator, Right of Way
SW Planning & Design
greenkj@dteenergy.com

Enclosures

DTE Electric Company Underground Easement (Right of Way) No. 38007011-38007014

On _____, 2014, for the consideration of system betterment, Grantor grants to Grantee a permanent, non-exclusive, underground easement ("Right of Way") in, on, and across a part of Grantor's Land called the "Right of Way Area".

"Grantor" is: CHARTER TOWNSHIP OF YPSILANTI,
7200 HURON RIVER DR. S, YPSILANTI, MI 48197

"Grantee" is: DTE Electric Company, a Michigan corporation,
One Energy Plaza, Detroit, Michigan 48226

"Grantor's Land" is SW ¼ Sec 24, T3S, R7E, TOWNSHIP OF YPSILANTI, County of WASHTENAW, and State of Michigan, described as:

AS SHOWN ON ATTACHED LEGAL DESCRIPTION, EXHIBIT 'A',
WHICH IS ATTACHED HERETO AND MADE A PART HEREOF.

Tax Identification Numbers: K-11-24-300-005
More commonly known as: 10049 TEXTILE RD.

The "Right of Way Area" is a twelve (12') foot wide easement on part of Grantor's Land. The centerline of the Right of Way Area shall be established in the as-built location of the centerline of Grantee's facilities, and shall be installed on Grantor's Land in the approximate location described as follows:

AS SHOWN ON ATTACHED DTE ELECTRIC COMPANY DRAWING, EXHIBIT 'B',
WHICH IS ATTACHED HERETO AND MADE A PART HEREOF.

1. **Purpose:** The purpose of this Right of Way is to construct, reconstruct, modify, add to, repair, replace, inspect, operate and maintain underground utility line facilities consisting of poles, guys, anchors, wires, manholes, conduits, pipes, cables, transformers and accessories.

2. **Access:** Grantee has the right of pedestrian and vehicular ingress and egress to and from the Right of Way Area over and across Grantor's Land.

3. **Buildings or other Permanent Structures:** No buildings or other permanent structures or improvements may be constructed or placed in the Right of Way Area without Grantee's prior, written consent. Grantor agrees to remove, at its own expense, any improvement that interferes with the safe and reliable operation, maintenance and repair of Grantee's facilities upon the written demand of Grantee. If Grantor fails to comply with such demand, Grantor agrees that Grantee may remove any such improvement and bill Grantor for the cost thereof, which cost Grantor shall pay within thirty (30) days after demand therefor.

4. **Excavation:** Pursuant to 2013 Public Act 174, MISS DIG (1-800-482-7171 or 811 in some areas) must be called before any excavation in the Right of Way Area may proceed.

5. **Trees, Bushes, Branches, Roots, Structures and Fences:** Grantee may trim, cut down, remove or otherwise control any trees, bushes, branches and roots growing or that could grow in the Right of Way Area and remove any structures, improvements, fences, buildings or landscaping in the Right of Way Area that Grantee believes could interfere with the safe and reliable construction, operation, maintenance and repair of Grantee's facilities. No landscaping, trees, plant life, structures, improvements or fences may be planted, grown or installed within 8 feet of the front door, or within 2 feet of the other sides, of transformers or switching cabinet enclosures, and Grantee shall not be responsible for any damage to, or removal of, landscaping, trees, plant life, structures, improvements and/or fences located in such areas.

6. **Restoration:** If Grantee's agents, employees, contractors, subcontractors, vehicles or equipment damage Grantor's Land while entering Grantor's Land for the purposes stated in this Right of Way, then Grantee will restore Grantor's Land as nearly as is reasonably practicable to the condition in which it existed prior to such damage. Restoration with respect to pave surfaces shall consist of asphalt cold patching of the damaged portion of any asphalted surfaces and the cement patching of the damaged portion of any cemented surfaces. Grantee shall have no liability, however, for the restoration , or cost of any improvements whatsoever, including, but not limited to, paving, roadways, parking areas, parking islands, sidewalks, curbing, gutters, fences or landscaping such as trees, bushes, flowers or grass located within the Right of Way Area that are damaged by Grantee in the course of constructing, reconstructing, modifying, adding to, repairing, replacing, operating or maintaining its facilities as described in paragraph 1 above.

7. **Successors:** This Right of Way runs with the land and binds and benefits Grantor's and Grantee's successors and assigns.

8. **Indemnity:** Grantor shall indemnify, defend and hold harmless Grantee, its agents and employees, from and against any and all liabilities; obligations; damages; penalties; claims; costs; damages or injuries to the personnel, equipment or facilities of Grantee or its employees, agents, contractors or subcontractors within the Right of Way Area; charges; losses and expenses (including, without limitation, fees and expenses of attorneys, expert witnesses and other consultants) that may be imposed upon, incurred by or asserted against Grantee, its agents or employees by reason of the negligent actions or omissions or willful misconduct of Grantor or its agents, employees, contractors, or subcontractors in connection with Grantor's activities in the Right of Way Area.

9. **Exemptions:** This Right of Way is exempt from transfer tax pursuant to MCL 207.505(a) and MCL 207.526(a).

10. **Governing Law:** This Right of Way shall be governed by the laws of the State of Michigan.

Grantor: Charter Township of Ypsilanti

By: _____

Print: _____

Title: _____

Acknowledged before me in _____ County, Michigan, on _____, 2014,	
By: _____, the _____ of Charter Township of Ypsilanti.	
Notary's Stamp _____	Notary's Signature _____

Drafted by and when recorded, return to: DTE Electric Company, Karen Green, 8001 S. Haggerty Rd., Belleville, MI 48111

Appendix “A”

Legal Description

10049 Textile Road
Parcel K-11-24-300-005

YP#24-12A-1: BEG AT SW COR OF SEC, TH N 0 -45-30 W 558.15 FT IN W/L OF SEC, TH N 75-19-20 E 46.62FT; TH N 80-11-50 E 72.32 FT; TH N 31-17-00 E 39.19 FT; TH N 72-21-00 E 231.10 FT; TH N 88-54-30 E 168.25 FT; TH N 67-15-00 E 56.49 FT; TH S 79-48-00 E 106.88 FT; TH N 80-39-00 E 27.00 FT; TH S 2-39-30 E 413.09 FT; TH N 87-20-30 E 50.10 FT; TH S 1-08-15 E 200.00 FT; TH S 87-20-30 W 41.33 FT; TH S 1-08-15 W 50.00 FT; TH S 87-20-30 W 733.38 FT TO POB. BEING PART OF SW 1/4, SEC 24, T3S-R7E, 10.85 AC.

Appendix “B”

DTE Energy Easement Description and Site Layout

10049 Textile Road
Parcel K-11-24-300-005

LEGAL DESCRIPTION

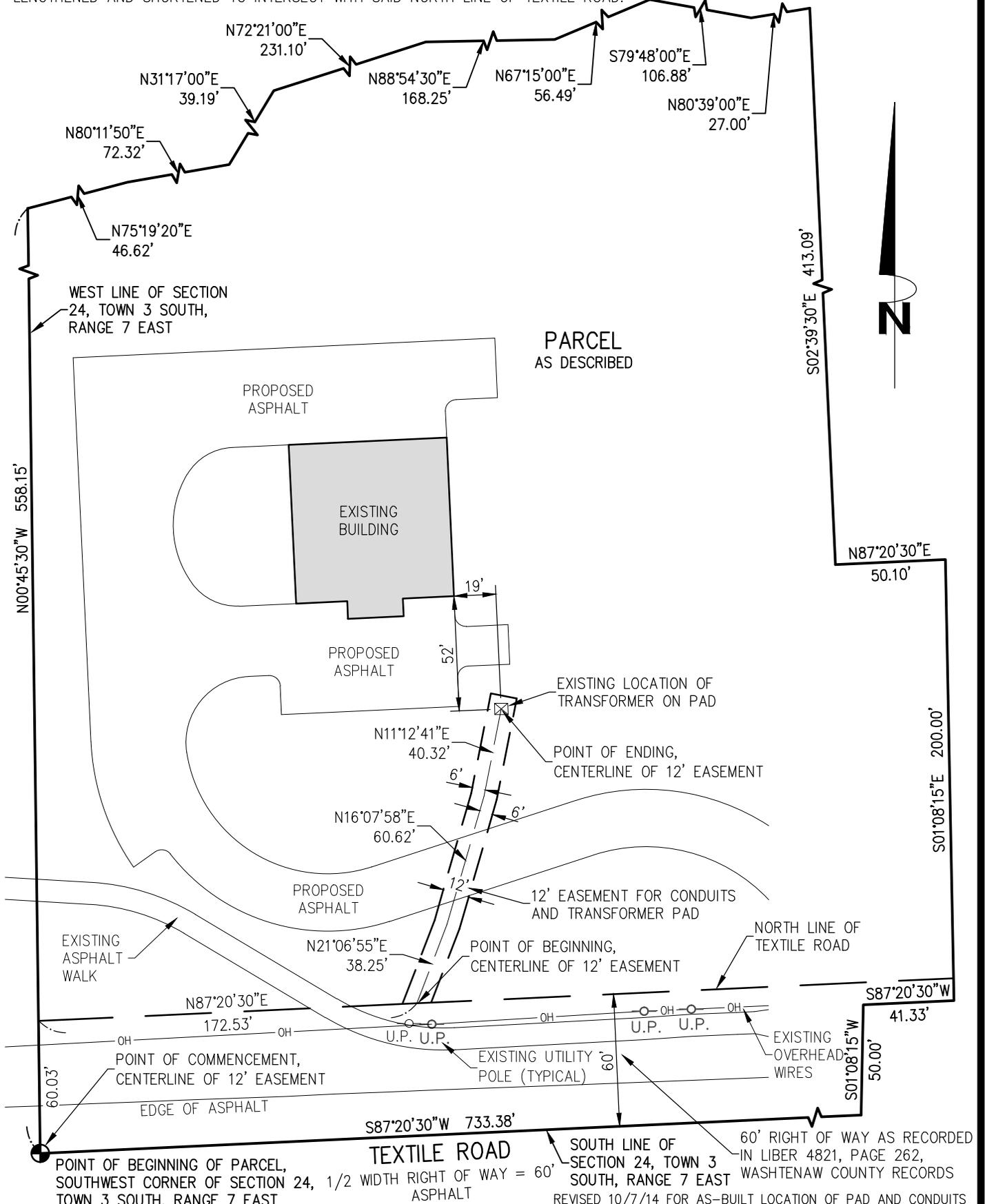
YP#24-12A-1: BEG AT SW COR OF SEC, TH N00°45'30"W 558.15 FT IN W/L OF SEC, TH N79°19'20"E 46.62 FT; TH N80°11'50"E 72.32 FT; TH N31°17'00"E 39.19 FT; TH N72°21'00"E 231.10 FT; TH N88°54'30"E 168.25 FT; TH N67°15'00"E 56.49 FT; TH S79°48'00"E 106.88 FT; TH N80°39'00"E 27.00 FT; TH S02°39'30"E 413.09; TH N87°20'30"E 50.10 FT; TH S01°08'15"E 200.00 FT; TH S87°20'30"W 41.33 FT; TH S01°08'15"W 50.00 FT; TH S87°20'30"W 733.38 FT TO POB. BEING PART OF SW 1/4, SEC 24, T3S-R7E, 10.85 AC

EASEMENT DESCRIPTION

BEING PART OF THE SOUTHWEST QUARTER OF SECTION 24, TOWN 3 SOUTH, RANGE 7 EAST, YPSILANTI TOWNSHIP, WASHTENAW COUNTY, MICHIGAN AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A 12.00' WIDE EASEMENT FOR ELECTRICAL CONDUITS AND TRANSFORMER ON PAD BEING 6.00 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

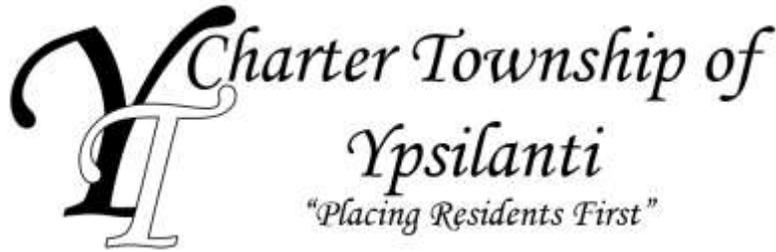
COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 24; THENCE N00°45'30"W 60.03 FEET TO THE NORTH RIGHT OF WAY LINE OF TEXTILE ROAD AS RECORDED IN LIBER 4821, PAGE 262 WASHTENAW COUNTY RECORDS AND BEING 60.00 FEET NORTH OF AND PARALLEL TO THE SOUTH LINE OF SAID SECTION 24; THENCE ALONG SAID NORTH LINE, N87°20'30"E, 172.53 FEET TO THE POINT OF BEGINNING OF SAID CENTERLINE; THENCE, ALONG SAID CENTERLINE, N21°06'55"E, 38.25 FEET; THENCE N16°07'58"E, 60.62 FEET; THENCE N11°12'41"E, 40.32 TO THE POINT OF ENDING AND EXTENDING 6.00 FEET PAST THE POINT OF ENDING. THE SIDELINES TO BE LENGTHENED AND SHORTENED TO INTERSECT WITH SAID NORTH LINE OF TEXTILE ROAD.



EASEMENT EXHIBIT			CORE LAND CONSULTING	
10049 Textile Road, Ypsilanti Twp., MI			PROFESSIONAL SURVEYING	
Client: Contracting Resources			29193 Northwestern Hwy., Suite 693	
Date: 07/02/2014	Project No: 2468-137		Southfield, MI 48034	
Drawn By: NEM	Revision No: 1		Phone: (248) 932-7120	
Scale: 1" = 60'	Page 1 of 1		Fax: (248) 932-7124	
			www.corelandconsulting.com	

REVISED 10/7/14 FOR AS-BUILT LOCATION OF PAD AND CONDUITS

Supervisor
BRENDA L. STUMBO
Clerk
KAREN LOVEJOY ROE
Treasurer
LARRY J. DOE
Trustees
JEAN HALL CURRIE
STAN ELDRIDGE
MIKE MARTIN
SCOTT MARTIN



Residential Services

7200 S. Huron River Drive
Ypsilanti, MI 48197
Phone: (734) 484-0073
Fax: (734) 544-3501
www.ytown.org

MEMORANDUM

TO: Charter Township of Ypsilanti Board of Trustees

FROM: Jeff Allen, Director of Residential Services

DATE: October 13, 2014

RE: Possible grant work

Please authorize an amount not to exceed \$5,000 for Stantec Engineering to prepare and apply for grants related to dams on our behalf.

As you may recall, Stantec is currently doing a lot of work on the Tyler Road Dam and the cost of the options we will have to choose from our enormous. There are grants that become available from time to time that we may be eligible for

Currently, there is a \$350,000 DNR grant for municipalities in the State to do major dam work, essentially removing a maintenance problem for municipalities. The deadline for this is November 14, 2014. We would like permission to examine the possibility of us receiving this competitive grant. We anticipate there may be more into 2015.

I am proposing to authorize Stantec Engineering to prepare and apply for grants on behalf of the Township not to exceed \$5,000 and be paid out of account #101.956.000.801.000.



Stantec

2014 Fee Schedule

Title	Billing Level	Hourly Rate	Description
Technician	1 2	\$52 \$59	<ul style="list-style-type: none"> • Entry-level position • Works under the supervision of a senior professional • Recent graduate from an appropriate post-secondary program or equivalent • Generally, less than four years experience
Engineering Assistant Construction Technician Environmental Technician	3 4 5	\$66 \$73 \$80	<ul style="list-style-type: none"> • Junior-level position • Independently carries out assignments of limited scope using standard procedures, methods and techniques • Assists senior staff in carrying out more advanced procedures • Completed work is reviewed for feasibility and soundness of judgment • Graduate from an appropriate post-secondary program or equivalent • Generally, four years work experience
Senior CADD Technician Project Engineer Designer Senior Engineering Designer	6 7 8	\$87 \$93 \$100	<ul style="list-style-type: none"> • Fully qualified professional position • Carries out assignments requiring general familiarity within a broad field of the respective profession • Makes decisions by using a combination of standard methods and techniques • Actively participates in planning to ensure the achievement of objectives • Works independently to interpret information and resolve difficulties • Graduate from an appropriate post-secondary program, with credentials or equivalent • Generally, six years experience
Senior Designer Senior Project Engineer Project Manager	9 10 11	\$107 \$114 \$121	<ul style="list-style-type: none"> • First level supervisor of first complete level of specialization • Provides applied professional knowledge and initiative in planning and coordinating work programs • Adapts established guidelines as necessary to address unusual issues • Decisions accepted as technically accurate, however may on occasion be reviewed for soundness of judgment • Graduate from an appropriate post-secondary program, with credentials or equivalent • Generally, nine years experience
Senior Project Manager Associate Registered Surveyor	12 13 14	\$128 \$135 \$141	<ul style="list-style-type: none"> • Highly-specialized technical professional or supervisor of groups of professionals • Provides multidiscipline knowledge to deliver innovative solutions in related field of expertise • Participates in short and long range planning to ensure the achievement of objectives • Makes responsible decisions on all matters, including policy recommendations, work methods, and financial controls associated with large expenditures • Reviews and evaluates technical work • Graduate from an appropriate post-secondary program, with credentials or equivalent • Generally, ten years experience with extensive, broad experience
Principal	15 16 17	\$165 \$193 \$222	<ul style="list-style-type: none"> • Senior level consultant or management function • Recognized as an authority in a specific field with qualifications of significant value • Provides multidiscipline knowledge to deliver innovative solutions in related field of expertise • Independently conceives programs and problems for investigation • Participates in discussions to ensure the achievement of program and/or project objectives • Makes responsible decisions on expenditures, including large sums or implementation of major programs and/or projects • Graduate from an appropriate post-secondary program, with credentials or equivalent • Generally, fifteen years experience with extensive professional and management experience
Survey Crew		\$155	2 person crew

Supervisor
BRENDA L. STUMBO
Clerk
KAREN LOVEJOY ROE
Treasurer
LARRY J. DOE
Trustees
JEAN HALL CURRIE
STAN ELDRIDGE
MIKE MARTIN
SCOTT MARTIN



**Human Resource
Department**

7200 S. Huron River Drive
Ypsilanti, MI 48197
Phone: (734) 484-0065
Fax: (734) 484-5160
ytown.org

MEMORANDUM

TO: Charter Township of Ypsilanti Board of Trustees

FROM: Karen Wallin, HR Department
Mike Radzik, OCS Director

DATE: October 15, 2014

RE: **Request authorization to create a new position of Executive Coordinator for the Office of Community Standards per the attached job description and to seek approval to waive external posting and to fill the position internally.**

As part of the 2015 budget process, the need for additional administrative support within the OCS Department has been discussed. As the department related services has continued to grow the workload has also increased to such levels that additional staff is warranted. Attached is the proposed job description for your review and approval. The recommended salary for the new position is \$60,000 and has been included within the 2015 proposed budget.

I would like to request authorization to create a new position of Executive Coordinator within the OCS Department and to seek approval to waive external posting and to fill the position internally.

Your consideration in this matter is appreciated. Should you have any additional questions, please feel free to contact me or OCS Director, Mike Radzik.

CHARTER TOWNSHIP OF YPSILANTI

OFFICE OF COMMUNITY STANDARDS

Building Safety • Planning & Zoning • Ordinance Enforcement • Police Services

To: Karen Wallin
From: Mike Radzik, OCS Director
Copy: Brenda Stumbo
Re: **Request authorization to post and award the position of Executive Coordinator for the Office of Community Standards in conjunction with the 2015 budget process.**
Date: October 15, 2014

The Office of Community Standards (OCS) is the collaborative umbrella under which the Police Services, Ordinance, Building and Planning departments are administered using pooled clerical support. Programs managed through the OCS include all building, planning and ordinance enforcement services, as well as rental and vacant housing inspection services. The OCS also supports police services related to rental properties.

The work performed through the Office of Community Standards has greatly expanded over the last several years as new neighborhood stabilization programs and initiatives have been created. Accordingly, the administrative workload necessary to manage all of the departments has also increased. As part of the 2015 budget recommendation, a new position of Executive Coordinator has been proposed to help fill the need. Creation of this new position was discussed by the Board of Trustees during a recent budget work session and staff was directed to bring the position forward for consideration.

Enclosed please find a proposed job description for this non-bargaining salaried position. The recommended salary for the position is \$60,000 which is funded across five separate budgets within the OCS work group in the proposed 2015 budget.

I respectfully request approval to create the position and modify the job posting policy to immediately post the position for interest among qualified internal candidates (delay external posting unless needed). Further, I request approval to award the position to a qualified internal candidate effective January 1, 2015 contingent upon budget approval for the position.

Charter Township of Ypsilanti

OFFICE OF COMMUNITY STANDARDS EXECUTIVE COORDINATOR

Summary

Performs supervisory and high level administrative work in the overall planning, organization and execution of the Office of Community Standards collaborative work group inclusive of the Police Services, Ordinance, Commercial & Residential Inspection, Building and Planning departments. Performs professional and confidential administrative work as assigned by the director of the Office of Community Standards (OCS) and assists the Building and Planning department directors.

Supervision Received

Work is performed with considerable independence under the direction of the OCS Director. Exercises independent judgment within overall objectives and priorities established by the OCS Director and the Township Board.

Supervision Exercised

Exercises direct supervisory authority over OCS union affiliated employees and other permanent, part time and contract OCS employees as determined by the OCS director.

Responsibilities and Essential Duties

An employee in this position may be called upon to do any or all of the following essential duties: (These examples do not include all of the duties which the employee may be expected to perform).

1. Assist the OCS Director with the administration of the Police Services, Ordinance, Planning, and Building departments, as well as administration of the Commercial & Residential Inspection and Nuisance Abatement programs and initiatives.
2. Assist the OCS Director with preparation of draft budgets, monitoring of current year budgets, and review/approval of purchase orders for all budgetary cost centers within the OCS collaborative work group.
3. Assist the OCS Director with administration of cooperative programs involving external agencies (e.g. petition review and funding for traffic calming devices for neighborhoods; coordination of rental violation notices to public housing agencies, etc.).
4. Assist in furthering priorities and providing direction to OCS staff engaged on a full-time, part-time or contract basis.

5. Monitor work performance of employees to ensure compliance with Township policies and procedures.
6. Monitor work performance of employees to assure the highest quality customer service is provided and to trouble shoot areas of concern.
7. Monitor employee attendance and coordinate PTO requests to ensure the efficient operation of the Office of Community Standards.
8. Work with OCS department directors to resolve citizen concerns and to maximize the benefits of services offered to the community.
9. Coordinate with the Washtenaw County Sheriff's Office for the efficient and effective administration of public nuisance abatement programs.
10. Fulfill requests from Township legal counsel to assist in the preparation of cases for prosecution or the presentation of evidence in circuit court legal action.
11. Assist in the preparation of requests for Board of Trustee meeting agendas.
12. Assist the Planning Director with preparation of reports, presentations, agendas and publications for the Planning Commission and Zoning Board of Appeals.
13. Arrange meetings and conferences as assigned; coordinate or assist with special projects; answer inquiries on general Township policy and procedures.
14. May attend meetings and serve on various internal and external committees as required.

Essential Functions, Qualifications and KSA's for Employment

All of the following functions, qualifications, knowledge, skills and abilities are essential. An employee in this position, upon appointment, should have the equivalent of the following:

- Knowledge of secretarial science to prepare correspondence, conduct data analysis and generate reports.
- Skill in the use of the computer software including, but not limited to, Microsoft Office applications, various BS&A platforms and Novatime time & attendance program.
- Knowledge of municipal government operations including administration and budgeting practices.
- Ability to analyze complex administrative and organizational problems and to present facts and recommendations effectively in oral and written form.
- Interpersonal skills to establish and maintain effective working relationships with the public, fellow employees, department directors and elected officials.
- Ability to plan, direct and supervise the work of subordinate employees.

- Ability to maintain confidential working relationships.
- The ability to communicate effectively with the public and to satisfactorily resolve conflicts and service complaints; the ability to maintain tact and diplomacy in dealing with the public.
- Initiative and resourcefulness in handling problem situations.
- Graduation from an accredited high school or equivalent.
- A minimum of ten (10) years' experience in municipal government operations with a satisfactory record of performance of supervisory and administrative work.
- Knowledge of the streets and landmarks located within the Township.
- Ability to work independently and set daily schedule with minimal direct supervision.
- Ability to work flexible hours to include evenings and weekends as necessary.
- Must possess and maintain a valid driver's license with a good driving record.

Ypsilanti Township
Reviewed October 2014

CHARTER TOWNSHIP OF YPSILANTI

To: Karen Lovejoy Roe, Clerk

From: Mike Radzik
Office of Community Standards

Re: Request to authorize legal action to abate a public nuisance located at 2113 Bomber Ave; legal action budgeted in General Fund account 101-950.000-801.023

Date: October 13, 2014

Copy To: Board of Trustees
Doug Winters, Township Attorney

The Office of Community Standards has conducted an investigation at the following location and seeks authorization for legal action to abate the public nuisance that exists at:

2113 Bomber Ave

This owner-occupied single family house was the scene of a police search warrant executed by the Canton Township Department of Public Safety on October 1, 2014 at which time stolen property, including the front door of the house, was recovered. Police officials contacted OCS for assistance due to the condition of the home.

OCS staff responded and inspected the house, which was subsequently posted as non-habitable and its certificate of occupancy revoked. The property owner was given a short time frame to initiate clean-up and repairs. As of this date no repairs or clean-up have been initiated and the home appears to remain occupied.

As a side note, this same house was the subject of enforcement in 2010 when numerous dogs and cats were removed by the Humane Society of Huron Valley. There have been several blight complaints investigated since that time.

The volume and nature of code violations and the owner's failure to make repairs leaves no alternative but to initiate legal action in circuit court to abate this public nuisance.



Automatic Mutual Aid Agreement

THIS AGREEMENT is made on this ____ day of _____, 2014 by and between the City of Ypsilanti (hereinafter “City”), Charter Township of Ypsilanti (hereinafter “Township”) and Superior Charter Township (hereinafter “Superior”).

WHEREAS, the parties of this Agreement may, pursuant to the provision of PA 1987, Ex. Sess., No. 8, being MCL 124.531, et seq., enter into an Agreement whereby they may provide each other with fire assistance; and

WHEREAS, due to the staffing levels that each party currently has, the parties desire automatic response assistance from each other to increase initial staffing on structure fire scenes and facilitate better response times and increased safety of firefighters and our citizens; and

WHEREAS, the parties are willing to provide each other with fire assistance on a long term basis, subject to the terms and condition contained herein.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the parties agree as follows:

1. Purpose

The purpose of an Automatic Mutual Aid Agreement is to establish a predetermined arrangement between two or more agencies to support and assist each other in times of emergency related to fire suppression assistance. Also to decrease response times to a Box Alarm and/or mutual aid request and to improve fire scene safety with increased manpower.

2. Fire Assistance

The Fire Chief(s), Public Safety Director(s) of the aforementioned departments, or their designees, hereby agree that they will assist each other on an Automatic Mutual Aid basis, in accordance with the response protocol listed below.

3. Policy

Such assistance will be provided and requested in according to the following provisions:

Superior shall respond automatically with a Ladder Truck (2-FFs) and/or Engine (1-FF).

Superior will respond to Ypsilanti Township sections 1, 2, 3, 4, 5, 6 also 10 and 11

Superior will respond to Ypsilanti City sections 3, 4, 5 and 6.

Township shall respond automatically with two Engines: E14-1 (2-FFs) & E14-3 (2-FFs).

Township will respond to Superior sections 31, 32, 33, 34, 35 and 36.

Township will respond to the entire City of Ypsilanti.

City shall respond automatically with a Tower Truck (2-FFs) and Engine (2-FFs).

City will respond to Superior sections 31, 32, 33, 34, 35 and 36.

City will respond to Township sections 1 thru 24 (Clark Rd. south to Textile Rd.)

4. Definitions

A. *“Commanding Officer”* shall mean the senior or highest ranking officer available and/or his/her designee, who has responsibility for directing the department at the time of an emergency.

B. *“Requesting Agency”* shall mean the jurisdiction in which an emergency exists and that requests aid pursuant to this agreement.

C. *“Responding Agency”* shall mean the agency that sends personnel and/or equipment to a requesting agency pursuant to this agreement.

5. Equipment and Personnel Expenses

A. Unless covered by another agreement, no party to this Agreement shall be required to pay any compensation to any other party to this Agreement for services rendered hereunder, the mutual advantages and protections afforded by this Agreement being considered adequate compensation to all of the parties.

5. **Equipment and Personnel Expenses (continued)**

- B. All usage and disability payments, pension, worker's compensation claims, damage to equipment and clothing, and medical expenses shall be paid by the governmental entity regularly employing the firefighter who may be involved in providing fire assistance in accordance with this Agreement. Any and all furlough payments and charges to be made for equipment, supplies and materials used or expended while rendering assistance pursuant to this Agreement shall be paid by the governmental entity regularly employing the fire personnel who may be involved in providing fire assistance in accordance with this Agreement.

6. **Liability and Indemnification**

- A. The requesting agency shall indemnify, hold harmless and defend the responding agency from all claim (except for those defined in section C below), demands, costs of damages (including attorney's fees) for bodily injury, including death, or property damage to any person or legal entity arising out of the act or omissions of personnel of the responding agency which are specifically directed or ordered by the requesting agency's commanding officer or his/her designee.
- B. The responding agency shall indemnify, hold harmless and defend the requesting agency from all claims, demands, costs of damages (including attorney's fees) for bodily injury, including death, or property damage to any person or legal entity arising out of the acts or omissions of personnel of the responding agency which are not specifically directed or ordered by the requesting agency's commanding officer or his/her designee.
- C. **Waiver of Compensation:** The responding and requesting agencies waive all claims for compensation from each other including wages, disability payments, retirement, furlough and payments or charges made for equipment, supplies and materials used or expended while rendering service under this Automatic Mutual Aid Agreement.
- D. **Waiver of Attorney Fee:** To the extent attorney fees are covered by an insurance carrier for either the responding and requesting agency, the parties hereto waive indemnification of attorney fees, except for applicable deductibles.

IN WITNESS WHEREOF, the parties have caused this Agreement to be signed on the _____ day of _____, 2014.

WITNESSED BY:

CITY OF YPSILANTI

Ralph A. Lange, City Manager

Francis McMullen, Clerk

WITNESSED BY:

CHARTER TOWNSHIP OF YPSILANTI

Brenda L. Stumbo, Supervisor

Karen Lovejoy Roe, Clerk

WITNESSED BY:

SUPERIOR CHARTER TOWNSHIP

Kenneth Schwartz, Supervisor

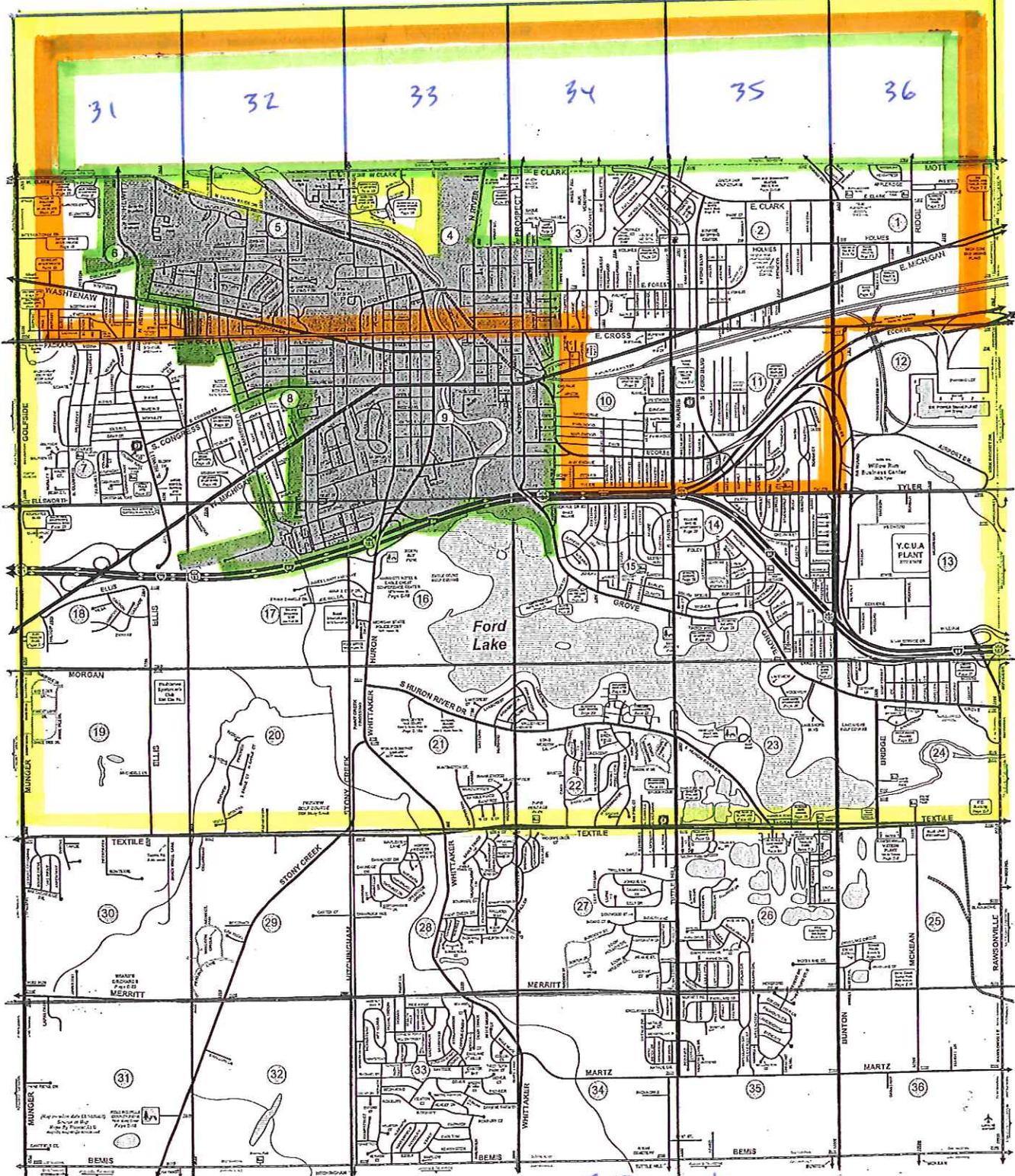
Dave Phillips, Clerk

APPROVE AS TO FORM:

John M. Barr, P-10475 for City

William Douglas Winters, P-28965 for Twp.

(information forthcoming) for Superior



E1/L1

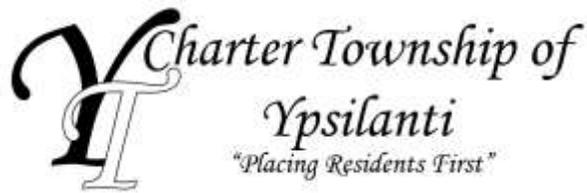
SUPERIOR TWP
 VT - 5.7 sq miles
 YC - 2 sq miles

E1/T1

YPSILANTI CITY
 VT - 24 sq miles
 ST - 6 sq miles

E3/E1

YPSILANTI TWP
 YC - 4.52 sq miles
 ST - 6 sq miles



Office (734) 544-4225
Fire Chief (734) 544-4110
Fire Marshal (734) 544-4107
Fax (734) 544-4195

FIRE DEPARTMENT
222 SOUTH FORD BOULEVARD
YPSILANTI, MICHIGAN 48198-6067

October 14, 2014

Charter Township of Ypsilanti
Supervisor Brenda Stumbo and Trustee Board
7200 S. Huron River Drive

Dear Supervisor and Trustee Board,

In service to the Township, I am requesting for the October 21, 2014 Township Board regular meeting to present the following item(s) for consideration:

- 1) Approval of the revised Automatic Aid agreement with Superior Township to include the City of Ypsilanti. This agreement will expand the current automatic aid district formulated during 2013 bridge construction season into Ypsilanti Township from sections 1 thru 6, to sections 1 thru 24 (Clark to Textile) also adding an aerial ladder response to our high rise (Marriott, General Dynamics, Lakeshore and Bridge Apts.) locations by Ypsilanti City. Ypsilanti Township Fire will in turn respond to cover Ypsilanti City and sections 31 thru 36 of Superior Township.

Attached are the following for your consideration: #1) copy of the expanded Automatic Aid agreement with signature lines.

Thank You,

Eric Copeland
Fire Chief

ERC;

CHARTER TOWNSHIP OF SUPERIOR

3040 N. PROSPECT RD.

SUPERIOR TWP, MI 48198

CHARTER TOWNSHIP OF YPSILANTI

7200 S. HURON RIVER DRIVE

YPSILANTI TWP, MI 48197

Subject: Automatic Mutual Aid agreement

The Superior Township Fire Chief and the Ypsilanti Township Fire Chief met several times with the intent of mutually coordinating fire services between both departments during road/bridge reconstruction projects within each jurisdiction that would impact emergency response times and access routes. The meetings focused on providing automatic mutual aid on structure fires to specific areas to improve response capabilities, response times and fire ground safety.

It was determined that (NE) Ypsilanti Township section areas: 1, 2, 3, 4 and (S) Superior Township section areas: 31, 32, 33, 34, 35, 36 will be designated as the automatic mutual aid response district. Each fire department agrees to provide two (2) engines in response (if available) when dispatched.

Since this is a new venture between Superior and Ypsilanti Townships it is felt that this collaborative effort should begin in advance of the construction period and evaluated every 90 days of use.

In witnessed whereof, the parties have caused this Agreement to be signed on the 25 day of 2013, 2013.

William McFarlane 2/28/13

William McFarlane, Supervisor Date

Superior Charter Township

Brenda L. Stumbo 2/25/13

Brenda Stumbo, Supervisor Date

Charter Township of Ypsilanti

Dave Phillips 2-28-13

Dave Phillips, Clerk

Superior Charter Township

Karen Lovejoy-Roe 2/25/13

Karen Lovejoy-Roe, Clerk Date

Charter Township of Ypsilanti

James D. Roberts 28 FEB 13

James Roberts, Fire Chief Date

Superior Charter Township

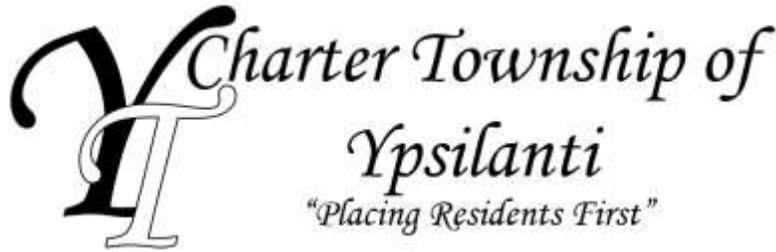
Eric Copeland 2/25/13

Eric Copeland, Fire Chief Date

Charter Township of Ypsilanti

OTHER BUSINESS

Supervisor
BRENDA L. STUMBO
Clerk
KAREN LOVEJOY ROE
Treasurer
LARRY J. DOE
Trustees
JEAN HALL CURRIE
STAN ELDRIDGE
MIKE MARTIN
SCOTT MARTIN



Residential Services

7200 S. Huron River Drive
Ypsilanti, MI 48197
Phone: (734) 484-0073
Fax: (734) 544-3501
www.ytown.org

MEMORANDUM

TO: Charter Township of Ypsilanti Board of Trustees

FROM: Jeff Allen, Residential Services Director

DATE: October 13, 2014

RE: Authorization to sell equipment/vehicles in on-line auction

Please grant us the authorization to sell in auction form, some equipment/vehicles from motor pool and the golf course.

These items have served their useful life for the Township and this is an opportunity for us to rid our maintenance yard as well as get some budgeted cash into our Motorpool Department.

I propose that we again use IPT (Interactive Procurement Technologies) by which bids will be accepted. There is a 5% charge by IPT for the amount of the sale. We will recover that cost by added 5% to the winning bid. This verbiage will be displayed on the site so all bidders will be notified of this.

This method was effective in the past, and it went fairly smoothly.

I have included the information on this company again, in case you have questions.



IPT Surplus Auctions

Get rid of your surplus equipment, gain valuable storage space and increase your revenues—quickly and easily with IPT's surplus auction system

IPT Surplus Auction Module

IPT's surplus auctions provide agencies with a simple way to sell their surplus equipment online.

Features & Benefits:

- Straightforward and easy to use
- Extremely cost-effective
- Free up valuable storage space
- Free bidder registration
- No Minimum dollar value required
- No item type or size restriction
- Full service assistance available through IPT
- Secure online bidding in real-time

Surplus Auction Pricing:

Sellers Collect the Funds

The current selling fee is 5%, and is applied only when an item is sold to the highest bidder. For example, if your item sells for \$100, a selling fee of \$5.00 will be owed to IPT.

Featuring Fees (Optional)

The current fee to feature an item is \$5.00. This allows sellers to “promote” their item at the top of the list of auctions which gives their auctions more visibility over other auctions in the same category.

Featured items are also displayed at the top of the list on the auction home page and in pages generated by the Search feature. Sellers are obligated to pay the fee to feature an item even if they decide to stop an auction, or if the item does not sell.

OPEN SURPLUS AUCTIONS NATIONWIDE

Hot Items !!!

 1996 Ingersol Rand P185WJD Air Compre (411 Hours) Starting Bid: \$100.00 Current Bid: \$2,610.07 Time Left: 0d 22h 49m	 LCSD Mongoose MGX Bicycle Starting Bid: \$5.00 Current Bid: \$51.00 Time Left: 6d 16h 47m	 Wrecked 2003 Dodge Neon- 38,664 MILES Starting Bid: \$50.00 Current Bid: \$690.89 Time Left: 0d 22h 13m
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Featured Items


[Kawai Grand Piano #KG-5C](#)
 Starting Bid: \$500.00
 Current Bid: No Bids
 Time Left: 13d 0h 33m

Search, Buy, Sell!

Welcome to BidNet's National Surplus Auctions Site!

Our government clients have sold over \$5,600,000 of used equipment using our system!

For information on surplus auctions contact:

Jennifer Sangiorgi

800.835.4603

jsangiorgi@iptbybidnet.com



Office (734) 544-4225
Fire Chief (734) 544-4110
Fire Marshal (734) 544-4107
Fax (734) 544-4195

FIRE DEPARTMENT
222 SOUTH FORD BOULEVARD
YPSILANTI, MICHIGAN 48198-6067

October 14, 2013

Charter Township of Ypsilanti
Supervisor Brenda Stumbo and Trustee Board
7200 S. Huron River Drive

Dear Supervisor and Trustee Board,

In service to the Township, I am requesting for the October 21, 2014 Township Board regular meeting to present the following item(s) for consideration:

- 1) Approval of the Ypsilanti Fire Department Truck Committee recommendation to award the Spartan Crimson – Zahnen Companies proposal for a new replacement fire/rescue engine. The new fire engine is designed to replace two older trucks (Rescue & Engine) combining their functions into one truck based on our daily staffing matrix. The new truck will be come equipped with new equipment, hose, ladders, etc. The total project cost is \$594,000 with a five year finance basis thru line item 206-970.000-979.000 Capital Outlay – Fire Apparatus at \$120,000 per year over the next five years.

The Fire Chief & Truck Committee members will utilize a PowerPoint presentation.

Thank You,

Eric Copeland
Fire Chief

ERC;