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TO: Mayor and Council

FROM: Craig Hupy, Public Services Area Administrator  
Marti Praschan, Financial Manager – Public Services  
Nicholas Hutchinson, City Engineer

CC: Tom Crawford, CFO  
Karen Lancaster, Finance Director  
Howard S. Lazarus, City Administrator

SUBJECT: Public Services – Pedestrian Safety

DATE: March 24, 2017

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**Question #10:** In reference to the 2-pager on the street millage funds, are all pedestrian safety school improvement projects included? If not, please provide a breakdown of where funding for school safety is found? (Councilmember Lumm)

**Response:** The category “Alt/Bike Paths/Safe Routes/Sidewalks” itemized on the street millage fund two-page summary includes an estimated \$200,000 for Tier 2 School Safety Projects in both FY 17 & FY 18. In addition to the above mentioned, the Major and Local Street Fund budgets include funding for school zone pavement markings. The budget includes estimated funding in the amounts of \$11,500 and \$17,540 respectively in both the current year (FY 17) & the proposed FY 19. Kindly note that the work and associated costs do not create a “line item” approval and that staff retains the flexibility to use funding to provide safe and complete uses of the City rights of way. Finally, the FY 18 & FY 19 proposed Major Street Fund Budget includes funding for an additional Transportation Engineer who will be focused on pedestrian safety issues.



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TO: Mayor and Council

FROM: Craig Hupy, Public Services Area Administrator  
Marti Praschan, Financial Manager – Public Services  
Derek Delacourt, Community Services Area Administrator  
Brett Lenart, Planning Manager

CC: Tom Crawford, CFO  
Karen Lancaster, Finance Director  
Howard S. Lazarus, City Administrator

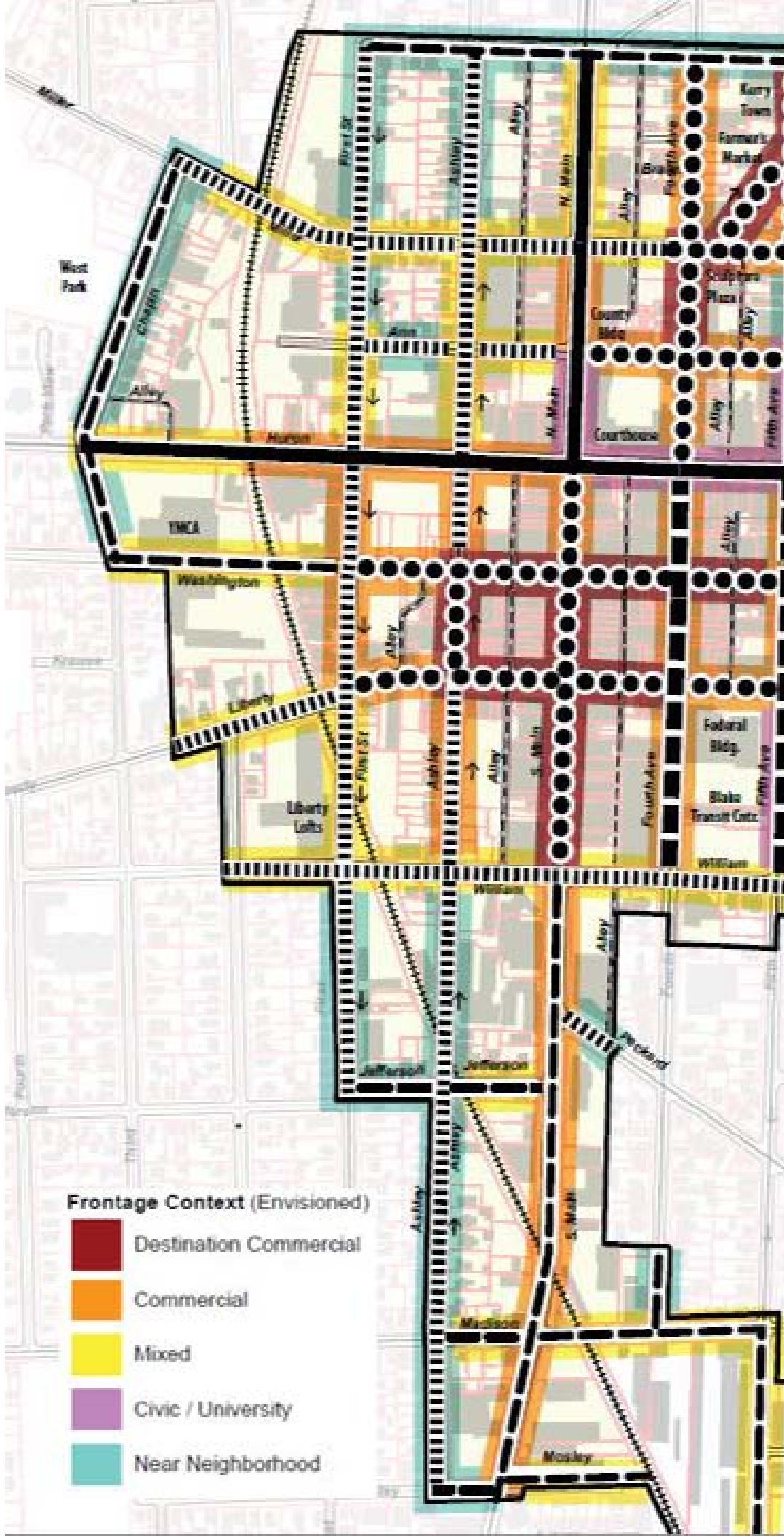
SUBJECT: Systems Planning

DATE: March 24, 2017

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**Question #17:** In discussions on developments on South Main, there have been concerns about if our current D2 setbacks allow an adequate sidewalk zone for non-motorized users and for motorists turning from side streets to have adequate visibility. Would the Downtown Street Design Manual provide a framework to adjust the lines from which setbacks are determined, much like the Re-Imagine Washtenaw program plans to do on Washtenaw? (Councilmember Warpehoski)

**Response:** It would take additional planning work to delineate right of way recommendations from the Street Design Manual. While the manual provides guidelines and priorities, it does not specify ROW widths in specific manner. Currently, the Zoning Ordinance does provide for a greater maximum setback along secondary streets than primary streets in the D1 and D2 districts. As part of a proposed package of ordinance amendments, a proposed increase in the maximum setback for street wall setback on primary streets will be proposed to increase, to provide greater flexibility. The Downtown Street Design Manual provides guidance about sidewalk width but does not explicitly address the adjustment of setbacks. The South Main area's "Frontage Context" is designated as commercial\* (see attached image). Pedestrian design elements are shown in the attached chart from the Manual. Please note: frontage context types are not intended to reference established land use terms and/or colors.



**Frontage Context (Envisioned)**

- Destination Commercial
- Commercial
- Mixed
- Civic / University
- Near Neighborhood



Table 4.1.1A	Frontage Zone		Sidewalk / Walking Zone		Amenity Zone	
	Minimum	Preferred	Minimum	Preferred	Minimum	Preferred
<b>Destination Commercial</b>	0'	2' - 6'	6'	6' - 10'	2'	4' - 12'
<b>Commercial</b>	0'	2' - 6'	6'	6' - 8'	2'	4' - 8'
<b>Mixed</b>	0'	2'	6'	6' - 8'	2'	4' - 8'
<b>Civic / University</b>	0'	2'	6'	6' - 10'	2'	4' - 8'
<b>Near Neighborhood</b>	0'	2' or n/a	5'	6'	2'	4' to 6'



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FROM: Craig Hupy, Public Services Area Administrator  
Marti Praschan, Financial Manager – Public Services

CC: Tom Crawford, CFO  
Karen Lancaster, Finance Director  
Howard S. Lazarus, City Administrator

SUBJECT: Utility Rates

DATE: March 24, 2017

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**Question #19:** Please break out the stormwater increase between capital and Operational and Maintenance? (Councilmember Lumm)

**Response:** 77% of the proposed FY 18 Stormwater revenue requirement increase is attributable to increased operations and maintenance, 23% is attributable to capital.

**Question #23:** Please provide comparable utility bills. (Councilmember Lumm)

**Response:** Typical Residential Water & Sanitary Sewer Bill Comparisons are attached.

# Typical Residential Water & Sanitary Sewer Bill Comparison



Community	Average Quarterly Bill
City of Port Huron	\$231.45
City of Lansing	\$226.41
City of Ypsilanti	\$168.55
City of Grand Rapids	\$165.76
City of Ann Arbor	\$130.42

**Assumptions:** Typical Residential Bill is based on 17 units per quarter.  
No early payment discount or late fees are assumed in comparable communities.