



City of Pleasant Ridge
23925 Woodward Avenue
Pleasant Ridge, Michigan 48069

**Organizational Meeting
November 10, 2015
Agenda**

Honorable Mayor, City Commissioners and Residents: This shall serve as your official notification of the Public Hearing and City Commission Organizational Meeting to be held Tuesday, November 10, 2015, 7:30 P.M., in the City Commission Chambers, 23925 Woodward Avenue, Pleasant Ridge, Michigan 48069. The following items are on the Agenda for your consideration:

PUBLIC HEARING AND ORGANIZATIONAL MEETING—7:30 P.M.

1. Meeting Called to Order.
2. Pledge of Allegiance.
3. Roll Call.
4. PUBLIC DISCUSSION – items not on the Agenda.
5. PUBLIC HEARING –Solicitation of public comments on an ordinance granting to Consumers Energy Company, its successors and assigns, the right, power and authority to lay, maintain and operate gas mains, pipes and services on, along, across and under the highways, streets, alleys, bridges, waterways, and other public places, and to do a local gas business in the City of Pleasant Ridge, Oakland County, Michigan, for a period of thirty years.
6. Consideration of an Ordinance regarding granting to Consumers Energy Company, its successors and assigns, the right, power and authority to lay, maintain and operate gas mains, pipes and services on, along, across and under the highways, streets, alleys, bridges, waterways, and other public places, and to do a local gas business in the City of Pleasant Ridge, Oakland County, Michigan, for a period of thirty years.
7. Presentation by the Historical Commission recognizing the City's 2015 Centennial homes.
8. Governmental Reports.
9. Consideration of the Official Certification and Election Report of the General Election held Tuesday, November 3, 2015.
10. Administration of the Oath of Office to City Commissioner Jason Krzysiak.

11. **Administration of the Oath of Office to City Commissioner Ann Perry.**

12. **City Commission Liaison Reports.**

- *Historical Commission – Commissioner Scott
- *Recreation Commission – Commissioner Krzysiak
- *Committee Liaison – Commissioner Foreman
- *Planning Commission/DDA – Commissioner Perry

13. **Presentation by Mr. Scott Pietrzak regarding the 2015 Community Pool Season.**

14. **Consent Agenda.**

All items listed on the Consent Agenda are considered to be routine by the City Commission, will be enacted by one motion and approved by a roll call vote. There will be no separate discussion of these items unless a City Commissioner or visitor so requests, in which event, the item will be removed from the consent agenda and considered as the last item of business.

- a. Consideration of the minutes of the Regular City Commission Meeting held Tuesday, October 13, 2015.
- b. Consideration of the Monthly Disbursement Report.
- c. Resolution regarding the City's compliance with PA 152.
- d. Establishing a public hearing on Tuesday, December 8, 2015, at 7:30 p.m., to solicit public comments on the proposed Oakland County Community Development Block Grant Program Year 2016 Community Application and Subrecipient Agreement.

15. **City Commission organizational items:**

- a. Establishment of the second Tuesday of each month at 7:30 p.m. as the Regular City Commission Meeting day.
- b. Adoption of Roberts' Rule of Order for the City Commission and other City appointed bodies.
- c. Appointment of Commissioner Bret Scott as Deputy Mayor, term to expire November 14, 2017.
- d. Authorization of Mayor Kurt Metzger, and Deputy Mayor Bret Scott, City Commissioner Jay Foreman, Assistant City Manager Scott Pietrzak, City Clerk Amy M. Drealan, and Police Chief Kevin Nowak and to sign checks on behalf of the City of Pleasant Ridge.
- e. Appointment of Commissioner Jason Krzysiak as liaison to the Pleasant Ridge Police Board, term to expire November 14, 2017.
- f. Appointment of Commissioner Jason Krzysiak as liaison to the Pleasant Ridge Recreation Commission, term to expire November 14, 2017.
- g. Appointment of Commissioner Ann Perry as liaison to the Pleasant Ridge Planning Commission and Downtown Development Authority, the Woodward Avenue Action Association Executive Board (WA3), and the Woodward Avenue Transit Committee, term to expire November 14, 2017

- h. Appointment of Commissioner Bret Scott as liaison to the Pleasant Ridge Historical Commission, term to expire November 14, 2017.
- i. Appointment of Commissioner Jay Foreman as representative to the Ferndale Public Schools Superintendent's Advisory Committee, term to expire November 14, 2017.
- j. Appointment of Mayor Kurt Metzger, as the Legislative Coordinator to the Michigan Municipal League.
- k. Appointment of Mr. Charles Digby as the Pleasant Ridge Police Commissioner, term to expire November 14, 2017.
- l. Appointment of City Manager James Breuckman as the City representative and City Clerk Amy M. Drealan, as alternate to the Intergovernmental Cable Communications Authority, term to expire November 14, 2017.
- m. Appointment of Mayor Kurt Metzger, Commissioner Ann Perry, City Manager James Breuckman, and Assistant City Manager Scott Pietrzak, as the City's representatives to the Fire Protection Agreement Committee, term to expire November 14, 2017.
- n. Appointment of Assistant City Manager Scott Pietrzak, as delegate and Administrative Assistant Darren Humphreys as alternate to the Woodward Dream Cruise Board of Directors, term to expire November 14, 2017.
- o. Appointment of Assistant City Manager Scott Pietrzak as delegate and Administrative Assistant Darren Humphreys, as alternate to the Southeastern Oakland County Resource Recovery Authority (SOCRRA) Board of Trustees.
- p. Appointment of Assistant City Manager Scott Pietrzak as delegate and Administrative Assistant Darren Humphreys as alternate to the Southeastern Oakland County Water Authority (SOCWA) Board of Trustees.
- q. Appointment of Mayor Kurt Metzger, as the City's delegate representative and City Manager James Breuckman, as the City's alternate representative to the General Assembly Board of the Southeast Michigan Council of Governments (SEMCOG).
- r. Appointment of City Manager James Breuckman as Act 51 Administrator for the City of Pleasant Ridge.
- s. Appointment of Mayor Kurt Metzger, as delegate and City Manager James Breuckman as alternate to the Annual Meeting of the Michigan Municipal League to be held annually.
- t. Appointment of Amy M. Drealan, as officer delegate to the Municipal Employee's Retirement Systems (MERS) Annual Meeting to be held annually.

16. Establishment of a Retiree Health Care Savings Program.

17. Establishment of a Retiree Health Care Savings Trust with the Municipal Employer's Retirement System (MERS).
18. Consideration of the adoption of the City's Street Tree Planting Manual.
19. Consideration of the recommendation from the Planning Commission regarding the Woodward Avenue Action Association Complete Streets Plan Endorsement.
20. Update regarding the Woodward/Main St./696 Traffic Study.
21. City Manager's Report.
22. Other Business.
23. Adjournment.

In the spirit of compliance with the Americans with Disabilities Act, individuals with a disability should feel free to contact the City at least seventy-two (72) hours in advance of the meeting, if requesting accommodations.



City of Pleasant Ridge

Amy M. Drealan, City Clerk

From: Amy M. Drealan, City Clerk
To: Mayor and City Commission
Date: November 10, 2015
Re: Consumers Energy Franchise Extension Ordinance

Overview

Consumers Energy provides natural gas services for the City of Pleasant Ridge. At this time, Consumers Energy is requesting an extension to its existing franchise.

The proposed ordinance would grant Consumers Energy the continued power and authority to lay, maintain and operate gas mains, pipes and services on, along, across and under the highways, streets, alleys, bridges, waterways, and other public places, and to do a local gas business in the City. The first step in approval of this ordinance is for the City Commission to schedule a public hearing to solicit comments on the ordinance. The City Attorney has reviewed and approved the proposed ordinance. The franchise Consumers Energy is working under currently is expiring. The ordinance for your consideration is a thirty year extension to the existing franchise. Approving this ordinance allows for this continued franchise.

As required notice of the public hearing has been posted in City Hall and published in the Daily Tribune. I have not received any public comments as of today.

Requested Action

The City Commission adopt the proposed ordinance, after the public hearing. The City Attorney and Ms. Ursula Warren, Area Manager for Consumers Energy will attend the meeting and can answer any questions you may have.

ORDINANCE NO. 415

CONSUMERS ENERGY COMPANY GAS FRANCHISE ORDINANCE

AN ORDINANCE, granting to CONSUMERS ENERGY COMPANY, its successors and assigns, the right, power and authority to lay, maintain and operate gas mains, pipes and services on, along, across and under the highways, streets, alleys, bridges, waterways, and other public places, and to do a local gas business in the CITY OF PLEASANT RIDGE, OAKLAND COUNTY, MICHIGAN, for a period of thirty years.

THE CITY OF PLEASANT RIDGE ORDAINS:

SECTION 1. GRANT, TERM. The CITY OF PLEASANT RIDGE, OAKLAND COUNTY, MICHIGAN, hereby grants to the Consumers Energy Company, a Michigan corporation, its successors and assigns, hereinafter called the "Grantee," the right, power and authority to lay, maintain and operate gas mains, pipes and services on, along, across and under the highways, streets, alleys, bridges, waterways, and other public places, and to do a local gas business in the CITY OF PLEASANT RIDGE, OAKLAND COUNTY, MICHIGAN, for a period of thirty years.

SECTION 2. CONSIDERATION. In consideration of the rights, power and authority hereby granted, said Grantee shall faithfully perform all things required by the terms hereof.

SECTION 3. CONDITIONS. No highway, street, alley, bridge, waterway or other public place used by said Grantee shall be obstructed longer than necessary during the work of construction or repair, and shall be restored to the same order and condition as when said work was commenced. All of Grantee's pipes and mains shall be so placed in the highways and other public places as not to unnecessarily interfere with the use thereof for highway purposes.

SECTION 4. HOLD HARMLESS. Said Grantee shall at all times keep and save the City, and its elected or appointed officers, employees or agents free and harmless from all loss, costs and expense to which it may be subject by reason of the construction, maintenance and operation of the structures and equipment hereby authorized or any omission or any wrongful or actionable conduct of whatsoever kind or nature undertaken on the part of said Grantee, its agents, employees or representatives, pursuant, or in any way related, to the permission and/or authority granted herein. In case any action is commenced against the City, or its elected and appointed officers, employees, or agents because of any of the reasons enumerated in the immediately preceding sentence, said Grantee shall, upon notice, defend the City and/or its elected or appointed officers, employees or agents and save them free and harmless from all loss, cost and damage arising therefrom. However, this hold harmless section shall not apply to any losses, costs, damages, claims, liabilities, expenses, judgments, or proceedings arising solely out of the negligence of the City, its elected or appointed officers, its employees, its agents, or its contractors. Furthermore, in the event that any losses, costs, damages, claims, liabilities, expenses, judgments, or proceedings arise out of the joint negligence of the City, its elected or appointed officers, its employees, its agents, or its contractors, this hold harmless agreement shall not apply to the proportional extent of the negligence of the City, its elected or appointed officers, its employees, its agents, or its contractors.

SECTION 5. EXTENSIONS. Said Grantee shall construct and extend its gas distribution system within said City and shall furnish gas to applicants residing therein in accordance with applicable laws, rules and regulations.

SECTION 6. FRANCHISE NOT EXCLUSIVE. The rights, power and authority herein granted, are not exclusive. Either manufactured or natural gas may be furnished hereunder.

SECTION 7. RATES. Said Grantee shall be entitled to charge the inhabitants of said City for gas furnished therein, the rates as approved by the Michigan Public Service Commission, to which Commission or its successors authority and jurisdiction to fix and regulate gas rates and rules regulating such service in said City, are hereby granted for the term of this franchise. Such rates and rules shall be subject to review and change at any time upon petition therefor being made by either said City, acting by its City Commission, or by said Grantee.

SECTION 8. REVOCATION. The franchise granted by this ordinance is subject to revocation upon sixty (60) days written notice by the party desiring such revocation.

SECTION 9. MICHIGAN PUBLIC SERVICE COMMISSION, JURISDICTION. Said Grantee shall, as to all other conditions and elements of service not herein fixed, be and remain subject to the reasonable rules and regulations of the Michigan Public Service Commission or its successors, applicable to gas service in said City.

SECTION 10. REPEALER. This ordinance, when accepted and published as herein provided, shall repeal and supersede the provisions of a gas ordinance adopted by the City Commission on December 10, 1985 entitled:

AN ORDINANCE, granting to CONSUMERS POWER COMPANY, its successors and assigns, the right, power and authority to lay, maintain and operate gas mains, pipes and services on, along, across and under the highways, streets, alleys, bridges and other public places, and to do a local gas business in the CITY OF PLEASANT RIDGE, OAKLAND COUNTY, MICHIGAN.

and amendments, if any, to such ordinance whereby a gas franchise was granted to Consumers Energy Company.

SECTION 11. EFFECTIVE DATE. This ordinance shall take effect upon the later of 15 days after enactment or publication thereof; provided, however, it shall cease and be of no effect after thirty days from its adoption unless within said period the Grantee shall accept the same in writing filed with the City Clerk. Upon acceptance and publication hereof, this ordinance shall constitute a contract between said City and said Grantee.

We certify that the foregoing Franchise Ordinance was duly enacted by the City Commission of the CITY OF PLEASANT RIDGE, OAKLAND COUNTY, MICHIGAN, on the _____ day of _____, 2015.

Kurt Metzger, City Mayor

Attest:

Amy Drealan, City Clerk



City of Pleasant Ridge

Amy M. Drealan, City Clerk

From: Amy M. Drealan, City Clerk
To: Mayor and City Commission
Date: November 10, 2015
Re: 2015 Centennial Homes

Members of the Historical Commission will present the 2015 City of Pleasant Ridge Centennial Home Recognition.

The 2015 homes to be recognized are:

- 70 Oakdale
- 40 Ridge
- 50 Ridge
- 56 Ridge
- 22 Poplar Park
- 20 Poplar Park
- 15 Poplar Park
- 15 Elm Park
- 23 Oakdale
- 18 Kenberton

Please feel free to contact me should you wish to discuss this matter further.



City of Pleasant Ridge

Amy M. Drealan, City Clerk

From: Amy M. Drealan, City Clerk
To: Mayor and City Commission
Date: November 10, 2015
Re: November 3, 2015 Election Certification

The City Election was held Tuesday, November 3, 2015. Approximately 24% of the registered voters cast a ballot on Election Day, as compared with 52% in 2013, 45 % in 2011, 33% in 2009, 10% in 2007 and 13% in 2005.

There were a total of 266 ballots cast in Precinct #1, and 298 in Precinct #2. Both precincts include absentee ballots. Enclosed in your packet is the official Certification and Election Report from the Oakland County Board of Canvassers. I recommend the official Certification and Election Report be received and filed.

Not included in the certification are the results for the Ferndale Public School Millage renewal, as the Ferndale Public Schools are a separate taxing entity. In Pleasant Ridge the proposal passed 481 to 80. District wide the proposal passed 2,595 to 680.

Please feel free to contact me should you wish to discuss this matter further.

CANVASS OF VOTES CAST

- AT THE -

CITY GENERAL ELECTION

- HELD ON -

NOVEMBER 3, 2015

CITY OF PLEASANT RIDGE

**CANVASSED BY THE BOARD OF COUNTY CANVASSERS
OF
OAKLAND COUNTY, MICHIGAN**

DISTRICT CANVASS

ELECTION
TUESDAY, NOVEMBER 3, 2015
OAKLAND COUNTY, MICHIGAN

PRINTED 11/05/15, 08:50 AM

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	R V	B C	T P	COMMISSIONER CITY OF PLEASANT RIDGE 2 TO BE ELECTED	
	E O		U E	J K	
	G T		R R	a r	
	I E		N C	s z	
	S R	A A	O E	o y	A P
	T S	L S	U N	n s	n e
	E	L T	T T	i	n r
	R	O	A	a	r
	E	T	G	k	y
2 PRECINCTS	D	S	E	(NON)	(NON)
4201 Pleasant Ridge 1	1193	266	22.30	203	226
4202 Pleasant Ridge 2	1152	298	25.87	235	235
GRAND TOTALS	2345	564	24.05	438	461

STATEMENT OF VOTES**CITY OF PLEASANT RIDGE**

The whole number of votes given for candidates for the office of		COMMISSIONER		Put figures in this column		
was		Eight hundred ninety-nine			8	9
and they were given for the following named persons:						
PERSONS RECEIVING THE VOTES		NUMBER OF VOTES WRITTEN IN WORDS				
1.	Jason Krzysiak	Four hundred thirty-eight			4	3
2.	Ann Perry	Four hundred sixty-one			4	6
3.						
4.						
5.						
6.						
		TOTAL			8	9

CERTIFICATE OF DETERMINATION

STATE OF MICHIGAN)
) SS.
COUNTY OF OAKLAND)

The Board of Canvassers of the COUNTY of OAKLAND,
(COUNTY, CITY, TOWNSHIP OR VILLAGE) (COUNTY, CITY, TOWNSHIP OR VILLAGE)
having Ascertained and Canvassed the Votes of said CITY OF PLEASANT RIDGE,
(COUNTY, CITY, TOWNSHIP, VILLAGE OR SCHOOL)
at the CITY GENERAL Election, held on the 3RD day of NOVEMBER,
in the year Two Thousand FIFTEEN.

Do Hereby Certify and Determine

That Ann Perry having received sufficient number of votes is elected to the office of
COMMISSIONER.

That Jason Krzysiak having received sufficient number of votes is elected to the office of
COMMISSIONER.



ATTEST:

In Witness Whereof, We have hereunto set our hands and affixed the Seal of
the Circuit Court of Oakland County this 5th day of NOVEMBER
in the year TWO THOUSAND FIFTEEN.

[Signature]
Chairperson CHAIRPERSON
[Signature]
[Signature]

**BOARD
OF
CANVASSERS**

[Signature]
CLERK OF BOARD OF CANVASSERS
LISA BROWN

[Signature]
CHAIRPERSON OF BOARD OF CANVASSERS



City of Pleasant Ridge

Scott Pietrzak, Assistant City Manager

From: Scott Pietrzak, Assistant City Manager
To: James Breuckman, City Manager
Date: November 5, 2015
Re: 2015 End of Year Community Pool Report

Attached you will find the end of year report for the 2015 pool season. It was a very successful summer at the pool with over 18,000 visitors using the facility this season.

I commend the City Commission, Recreation Commission & Administration for its efforts in developing a comprehensive, practical and reasonable plan for guests and fees. After twelve seasons, the Community Pool and Wellness Center has a system that still works well for the overwhelming majority of residents

If you have any questions please feel free to contact me.



2015 Community Pool Season Review



I would like to take this opportunity to recognize the staff at the Community Center/Pool Complex this year for their efforts and commitment to excellence. The eleventh season at the pool was a challenging one due to the late season hot weather and high expectations for a great season.

Listed below are my comments about the 2015 season and overall "State of the Pool Address."

Attendance and Pool Capacity

This summer attendance was right on average with our past 12 seasons. For the most part the weather was nice, warm and from mid-July to Labor Day it was dry.



Being an average year the pool still had many times when it was very busy. Staff was able to manage the crowds comfortably and safely. Wednesday nights were often the busiest, while Friday evenings were slow and weekends are always hectic. 2015 attendance numbers are attached for your review. (Note: attendance figures do not include swim team or daily swim lesson numbers.)

The zero depth area opened weekdays at 11:00 a.m., and was popular with parents and tots. This is a great service to offer the residents. It allows parents to come to the pool before the child's nap time and enjoy the pool before the temperature is too high.

Weather

Weather dictated much of the schedule this year. The weather conditions this summer were on average with previous seasons, with an average summer temperature of 80.71°, and 12 days of 90° or more, compared to an average of

79.43°, and 2 days of 90° or more last summer. Thunder and lightning caused the pool to close only a few times during the year. I recall approximately five occasions where the pool was closed for lack of attendance or low temperatures.

Moberly Park

The renovated Moberly Park was in its third full season in 2015. Pool users continue to flock to the area to play, sun bathe, picnic and relax.



The field turf was a great solution for an area that was plagued with dirt and mud. Even if real grass was installed, it would have been turned to mud and trampled in no time, especially in the high traffic areas.

This area has become a main stay for many pool users. It has allowed us to utilize the space around the pool, and provide a relaxing, unobtrusive space for residents to enjoy the pool.

Members

Membership reports state that 1,635 residents applied for membership (plus a few swim team, employees and Oakridge memberships). Most visitors were diligent about swiping their membership cards and checking in so that the City is able to collect accurate data.

Contamination/Pool Closure

There were zero (0) contamination problems this summer, this is the fifth consecutive summer with zero contaminations. I would wager that no other pool in the State or the Country has a streak like this. A major role in the reduced number of contamination incidents is the clearing of all kids in the pool during adult swim. This gives the kids a time to use the restroom and take a break.

Pool Maintenance

Daily pool maintenance can seem fairly simple, however it is time consuming and tedious. We had one Health Department violation's on this year's report, the violation was that only two straps were visible on the backboard. The violation was corrected within ten minutes of the inspection, as new straps had already been ordered and yet to be installed.



Safety

Safety was & is the top priority at the pool, there were no serious incidents reported this summer. There are always minor scrapes and bruises and those are handled on a case by case basis. Overall, the area has been designed as a "safe" facility, with a very safety conscious staff.



Guest Passes

Having been at the Pool almost every day, I was able to observe the Pool deck during busy hours and received feedback from many, many residents during the season. There were no complaints about the number of guest passes this season (35 passes), and there were zero purchased punches recorded.

There is the option of purchasing the Pass Plus, which allows one guest each day. Multiple friends each and every day would only add chaos to the Pool, especially when an adult does not necessarily have to be present with the kids.

There were a few comments that non-swimmers and babies should not be counted as a full guest. The bottom line is that capacity numbers include every "body" and includes people on the deck. Capacity levels must be monitored and, therefore, we must count everybody that enters the pool enclosure.

Adult Swim—last 10 minutes of every hour

Adults look forward to the ten minutes of adult swim time every hour. The pool was cleared of all children during this time. There were some complaints saying children, especially infants, should be allowed in the zero depth. The staff feels that all kids need a break from the sun, water & outside influences that are at the

pool. As stated above, this policy helps keep contaminations to a minimum (zero) and makes the experience more enjoyable for the adults.

Conduct/Discipline

There was one disciplinary problem this year. It was handled by the staff in a professional and timely manner. Most visitors were cooperative and responsible. Having posted rules definitely benefits both staff and residents.

Swim Lessons

Swim Lessons are taught by the lifeguard staff. This year lessons had a number of guards that were new to teaching lessons. The Lessons Team pulled them together and made the year a positive experience for all involved. Lessons were very well attended with 125+ registrations. Ms. Abilyn Cardelli did an outstanding job with the planning and organization of the program. I think this year was one of the best for lessons in our 12 year history.

Parents and visitors had no problems with the pool deck clearing procedure that occurred each day at 12:45. It is somewhat inconvenient for visitors, but absolutely necessary. As patrons become accustomed to it, they are appreciative and understanding of the effort. This process definitely eliminates any abuse by non-resident swim lesson attendees.

Swim Team

I would like to offer a special thanks to Colleen Rose for her assistance, support and excellent swim team season. Ms. Rose's expertise was invaluable and together we were able to provide a fun-filled swim team season. The Swim Team does require significant attention from City Staff. Coordinating the schedules, swim meets and team needs require a large number of staff hours. As the season progressed and everyone adjusted to the transition of summer swim, the relationship between the Swim Team and the Administration became more relaxed and cooperative. As always, I will work with the coaches and volunteers to make next year's swim season as beneficial to all swimmers as possible.



Ridge Rescue Team

All staff was returning from the previous summer, except for 6 new guards. The level of enthusiasm and the eagerness of the staff was enjoyable. They are routinely reminded to remain focused on the pool versus chatting with friends, and in-service training is mandatory. All in all, the staff members were reliable and conscientious. Emphasis on safety, keeping the pool and locker rooms clean and customer service is always a priority.



Overall, I was very pleased with the staff and their enthusiasm during the summer. Residents seemed to be pleased with the familiarity of the lifeguards.

Summary

I am certainly pleased with the operation of the Pool for the 2015 season. It was a tremendous challenge that required a large amount of time and commitment, but it was great fun! There are many new ideas, plans and improvements planned for next year, and Shawnie and I are already planning for the 2016 swim season. In the meantime, the Community and Wellness Center has our attention and attendance and programs are growing by the day!



Respectfully submitted by:
Scott Pietrzak, Assistant City Manager
Shawnie Stamper, Recreation Assistant Director

2015 TEMPERATURE AND ATTENDANCE

Day	May	Attendance	June	Attendance	July	Attendance	August		September	Attendance	
1			63	28	69	92	84	206	90	214	
2			72	56	73	122	92	354	91	226	
3			74	75	75	188	79	120	88	200	
4			81	73	80	216	80	139	84	233	
5			79	78	84	250	78	116	84	276	
6			73	140	86	186	76	120	90	446	TEMP # of Days
7			80	174	77	91	78	119	92	408	69 & Below 8
8			79	62	67	65	77	159			70-79 41
9			78	101	74	87	80	185			80-89 47
10			90	322	81	196	77	99			90 & up 12
11			73	81	84	214	79	96			
12			77	102	80	197	75	87			TOTAL DAYS 108
13			70	97	81	161	86	217			
14			78	119	79	113	87	233			
15			83	257	74	86	88	346			
16			81	187	78	136	89	363			
17			76	121	87	226	90	287			
18			81	160	91	304	84	169			
19			74	180	90	342	87	224			
20			75	136	86	279	78	140			
21			84	206	80	201	78	128			
22			84	207	77	174	81	186			
23		75 98	81	228	85	205	82	214			
24		78 178	81	206	88	207	75	108			
25		82 198	77	119	89	294	65	37			
26		84 67	76	116	88	304	67	20			
27		80 65	66	37	90	325	65	16			
28		80 107	75	141	91	366	75	91			
29		82 145	79	99	92	370	74	109			
30		79 67	76	88	86	234	84	176			
31		51 0			86	221	84	197			
			AVG ATTENDANCE: 171			AVG TEMP: 80.71					
			Max #: 446			Max Temp: 92					
			Median #: 165			Mean Temp: 80					
			Min #: 16			Min Temp: 51					

TOTAL ATTENDANCE **18429**

Current & Historical Pool Attendance

Membership types	2015	Percentage	2014	Percentage	2013	Percentage	2012	Percentage	2011	Percentage	2010	Percentage
Household Residents	14562	81.27%	12057	67.29%	14204	79.27%	18625	79.45%	15323	77.95%	17510	79.46%
Guest Punches (35)	3361	18.76%	2242	12.51%	3157	17.62%	4002	17.07%	3605	18.34%	3950	17.93%
Purchased Punches	0	0.00%	0	0.00%	0	0.00%	10	0.04%	0	0.00%	0	0.00%
Pass Plus Card	162	0.90%	86	0.48%	183	1.02%	124	0.53%	116	0.59%	122	0.55%
Caregiver Card	11	0.06%	16	0.09%	14	0.08%	133	0.57%	132	0.67%	118	0.54%
Oakridge	211	1.18%	198	1.11%	235	1.31%	148	0.63%	129	0.66%	156	0.71%
Swim Team 1st Child	32	0.18%	39	0.22%	44	0.25%	144	0.61%	134	0.68%	55	0.25%
Swim Team 2nd Child	18	0.10%	13	0.07%	15	0.08%	154	0.66%	130	0.66%	36	0.16%
City Employees	72	0.40%	78	0.44%	66	0.37%	101	0.43%	88	0.45%	88	0.40%
		103%		82%		100%		100%		100%		100%
	2015 Total		2014 Total		2013 Total		2012 Total		2011 Total		2010 Total	
TOTALS	18429		14729		17918		23441		19657		22035	

TOTAL SINCE 2004 221539

Season Avgerage 18461.58



*23925 Woodward Avenue
Pleasant Ridge, Michigan 48069*

Regular City Commission Meeting October 13, 2015

Having been duly publicized, Mayor Metzger called the meeting to order at 7:33 p.m.

Present: Commissioners Foreman, Krzysiak, Perry, Scott, Mayor Metzger.
Also Present: City Manager Breuckman, City Attorney Need, City Clerk Drealan.
Absent: None.

Public Discussion

Mr. Ted Zachary, 68 Devonshire, reported that the July recycling was 28 tons, August was 25 tons, and September was 21.5 tons. Leftover pumpkins from Halloween can be recycled in the compost bin.

Ms. Leslie Jones, 19 Fairwood, Environmental Commission, thanked those who participated in the recycling fair on September 26th, especially the volunteers. This is an event that may be held twice a year. On Monday, October 19th, at 7:00p, 4 Ridge Road, a presentation by Kay Sicheneder, an arborist from Owen Tree Service, on care and management of trees.

2015 Beautification Awards

Commissioner Foreman and David Laidlaw gave a presentation on the PR Beautification Committee, the process of selecting homes, and a description of the homes that are this year's award winners: Conrad Stack and Carole Boyd, 147 Cambridge; Dr. Dorothy Pasikowski & Fred Brown, 21 Norwich; Raj and Susan Telang, 19 Oakland Park; Jessica & Todd Herzig, 1 Sylvan; Adam & Janelle Blumerick, 58 Amherst. Tokens of appreciation were presented to the award winners.

Mayor Metzger presented a Mayoral Recognition to Charles Dunlap and Lee Hart, Hart-Dunlap Enterprises, for the exterior, interior, and landscaping renovations to their property.

Establish Public Hearing on Tuesday, November 10, 2015, at 7:30 p.m., Consumers Energy Ordinance

City Clerk Drealan reported that Consumers Energy provides natural gas to the City and is requesting to extend the existing franchise. The City Attorney has reviewed and approved the proposed ordinance that would grant Consumers Energy the continued power and authority to lay, maintain, and operate gas mains, pipes, and services on, along, across and under the highways, streets, alleys, bridges, waterways, and other public places, to do a local gas business in the City. Commissioner Foreman inquired if anything has changed from the past 30-year agreement to the

new one. City Attorney Need responded that the proposed ordinance is substantially similar to the current franchise. Commissioner Krzysiak inquired if it is compatible with other local communities and Need responded that it is. Drealan added that any residents who would like to make comments for the Public Hearing can mail or email them to the City and that the information can be found online. Commissioner Scott inquired when does the current franchise expire and the Consumers Energy representative responded it expires in December 2015.

15-3210

Motion by Commissioner Foreman, second by Commissioner Perry, that a public hearing be established on Tuesday, November 10, 2015, at 7:30 p.m., to solicit public comments on an ordinance granting to Consumers Energy Company, its successors and assigns, the right, power and authority to lay, maintain, and operate gas mains, pipes, and services on, along, across and under the highways, streets, alleys, bridges, waterways, and other public places, to do a local gas business in the City of Pleasant Ridge, Oakland County, Michigan, for a period of thirty (30) years.

Adopted: Yeas: Commissioner Foreman, Perry, Krzysiak, Scott, Mayor Metzger
Nays: None.

Governmental Reports

Commissioner Gary McGillivray reported that the Oakland County Commission has adopted its budget for 2015-2016, \$800 million, which includes Tri-Party Road Funding. Discussions are being held on having some of this funding apply to city roads.

Mr. Kevin Deegan-Krause, Ferndale Public Schools Board Member, gave a presentation on how Michigan schools are funded. Information on this presentation can be found on the school's website. The funding process in Michigan is extremely complicated. The state provides most of the funding to the School Aid Fund from various sources. School districts have very little control over the amount of funding that is received. It is important for residents to approve millages that are on the ballot for public education. Commissioner Freeman inquired as to how the millage amounts are determined and Mr. Deegan-Krause explained that the state maximum is 18 mills.

Police Chief Kevin Nowak reported that everything is status quo with the police department.

City Commissioner Liaison Reports

Commissioner Perry reported that the Planning Commission/DDA met on September 28th. The City Manager presented an overview of exterior design standards for discussion that further define neighborhood compatibility. The DDA discussed the Woodward/I-696 test project on the studies of calming traffic and the possible implementation of changes to the area, which runs through October 19th. The next Planning Commission/DDA meeting is Monday, October 26th, 7:00 p.m. The Woodward Avenue Action Association approved the complete streets plan for Woodward Avenue which includes the whole 27 miles of Woodward to make it an avenue again. The WA3 bike ride had about 100 bikers.

Commissioner Scott reported the next Historical Commission meeting on November 4th, 7:00 p.m. Community Center, and invited residents to attend.

Commissioner Krzysiak thanked the residents for donating cardboard boxes for the September 12th box castle build, though, dampened by the rainy weather. Kids Halloween Party will be hosted, Friday, October 23rd, from 6:00 p.m. to 8:00 p.m., ages 7-12, \$3/donation and RSVP; Saturday, October 24th, 10:00 a.m., ages to 6. Sunday, October 25th, Halloween Hayride, 4:00 p.m. to 6:00 p.m., Gainsboro Park. The Artist Market will be November 13-14. Friday will be the opening event at 6:00 p.m., \$5.00. Recreation Director Scott Pietrzak reported some field trip events for the 50-over residents: Afternoon Tea, Townsend Hotel and Holiday Shopping in Birmingham, November 19th, 11:00 a.m. to 3:00 p.m., \$42.00. December 1st, Painting with a Twist Holiday Edition, 11:00 a.m. to 1:00 p.m., \$35.00. Pietrzak reported that the Garden Club event on October 12th had 175-190 attendees. On October 8th, the Health Fair, Walgreens administered 60 flu shots and Claddagh Chiropractor performed 30 massages; 50-plus bingo had 34 players. The Mom-to-Mom sale on October 10th had 17 vendors and 176 attendees. Donations of services and money have been received by Trader Joe's, Claddagh Chiropractor of Ferndale, Walgreens, Meijer, and Dr. Zervos' Office to the Community Center and Recreation Department to offer the various programs, and Pietrzak thanked them for the contributions.

Commissioner Foreman reported that the funding information for the schools can be found at www.ferndalevotinginfo.org. Ferndale's Homecoming parade and football game was October 9th, and Commissioner Perry reported that it was a very well attended event of both students and parents. The Superintendent's Advisory Council meeting was held October 12th and focused on the upcoming millage. The All-District Fall Festival will be held Saturday, October 17th, 11:00 a.m. to 3:00 p.m., for the entire school district. Election Day, November 3rd, will have an item on the ballot for the millage renewal. An adult talent show will be hosted on Saturday, November 7th, 7:00 p.m., Loving Touch in Ferndale, which raises money for children to attend the open classroom camp.

Consent Agenda

15-3211

Motion by Commissioner Perry, second by Commissioner Foreman, that the Consent Agenda, be approved, as recommended.

Adopted: Yeas: Commissioner Perry, Foreman, Krzysiak, Scott, Mayor Metzger
Nays: None.

Pleasant Ridge Recreation Commission Appointments

City Clerk Drealan reported that two applications were received for the vacant positions. The two applicants are Catherine Russell and Richard Cook. Commissioner Krzysiak recognized the service of Victor Furnari and Diana Peraino on the Recreation Commission over the years, and looks forward to working with the new appointees.

15-3212

Motion by Commissioner Krzysiak, second by Commissioner Foreman, that Ms. Catherine Russell be appointed to the Pleasant Ridge Recreation Commission, to fill a partial term, term to expire December 31, 2017; and that Mr. Richard Cook be appointed to the Pleasant Ridge Recreation Commission to fill a partial term, term to expire, December 31, 2016.

Adopted: Yeas: Commissioner Krzysiak, Foreman, Perry, Scott, Mayor Metzger
Nays: None.

Interlocal Cost-Sharing Agreement for the Woodward Neighborhood Bicycle Route Transportation Alternative Program (TAP) 2015 Project

City Manager Breuckman reported and had a presentation on Ferndale receiving a grant through SEMCOG and MDOT for the Woodward Neighborhood Bicycle Route that will travel through Pleasant Ridge, Oak Park, Huntington Woods, Royal Oak, Hazel Park, and Ferndale. Ferndale needs resolutions in support to administer the implementation of the project. Also requested is an expenditure of not more than \$2,000. The overall grant is \$300,000. Commissioner Krzysiak appreciates the work that City Manager Breuckman and staff have done on this project, and inquired if directional signage could be specific to Pleasant Ridge along the route. Breuckman responded that this is a state program and he is not sure of the answer to that particular question, but he will inquire of Ferndale as the project begins. Krzysiak is excited about the connectivity of the neighboring communities along Woodward. Commissioner Scott inquired as to the crosswalks along Oakland Park and pedestrian crossing, and if this would provide an opportunity to rethink crosswalk markings. Breuckman responded that it is a very expensive project to meet MDOT standards and alternative options are being considered.

15-3213

Motion by Commissioner Perry, second by Commissioner Foreman, that the City of Pleasant Ridge hereby supports City of Ferndale's Transportation Alternatives Program (TAP) grant application to the Michigan Department of Transportation for a connected bicycle route through the cities of Pleasant Ridge, Ferndale, Oak Park, Huntington Woods, Royal Oak, and Hazel Park; and that, the City of Pleasant Ridge approves the interlocal agreement between the participant cities to allow Ferndale to administer the TAP funding grant for the Woodward Corridor Neighborhood Bicycle Network project and approves funding not to exceed \$2,000.00 for Pleasant Ridge's share of the total project cost.

Adopted: Yeas: Commissioner Perry, Foreman, Krzysiak, Scott, Mayor Metzger
 Nays: None.

Update Regarding Woodward Avenue/Main Street Test Project

City Manager Breuckman presented a PowerPoint on the Woodward Avenue/Main Street Test Project that is currently in progress. A traffic engineer is collecting data and the results will be reviewed for either implementation or further testing. The implementation goals are to maintain vehicle capacity, slow vehicle speed, ease pedestrian crossings, and consider future bike/transit infrastructure. Recent testings show that Ridge Road has the highest daily traffic volume and highest measure speeds of 32.3 mph. A mid-block crossing will be implemented at Roosevelt, along with place projects in the future. Another consideration on Ridge is lane narrowing in order to reduce speeds. Alley narrowing by placing planters is another test project. Commissioner Foreman inquired as to what type of signage could be provided to warn drivers of the changes ahead on the roadway. Breuckman responded that signage could address lane assignments, or even a curb build-out. This is something that would be raised with the traffic engineer. Commissioner Perry mentioned that businesses in the test area have noticed a difference in the driving patterns over the past few weeks, and Breuckman reported that the actual testing does not start until after a week or two to allow drivers to get used to the changes being made.

Update Regarding Dangerous Dogs/Breed Specific Ban

City Manager Breuckman reported that City Attorney Need has drafted three ordinances to be reviewed and considered. Breuckman reported that this is a very emotionally charged issue. Background information has been provided from the American Veterinary Medical Association, an official White House response, and the American Society for the Prevention of Cruelty to Animals. City Attorney Need reviewed his Memorandum that outlined three specific ordinance samples that includes breed-specific ban or regulation, local dangerous dog ordinance, or dangerous/potentially dangerous animals, and reviewing the advantages or disadvantages of each approach, including costs. Commissioner Foreman suggested a town hall meeting to get residential input on a complex issue. Commissioner Perry agrees that there is not enough feedback from residents to make an informed decision. Commissioner Krzysiak echoes the comments made, would like to see a pro-active approach be made, and encourages everyone to read the American Veterinary Medical Association's Community Approach to Dog Bite Prevention. Krzysiak is most comfortable with the Farmington Hills example. Commissioner Scott supports the town hall suggestion. Mayor Metzger recommends taking the breed specific approach off the table; Commissioners Scott and Foreman support. City Attorney Need agrees with the town hall approach. Commissioner Foreman added that the type of ordinance drafted may result in a major impact on the police department investigating and enforcing the ordinance. Krzysiak responded that having a guideline for the officers to follow would be a safety issue for the residents. Police Chief Nowak indicated that the police receive those calls now and it is part of their job, and he supports the town hall meeting idea.

Ms. Valerie Newman, 19 Maplefield, appreciates the consideration and supports the town hall meeting. Many proactive steps can be implemented by the pet owners for proper licensing, fencing, and overall control of the animal. Ms. Newman also supports to remove the specific breed ban as an option.

Commissioner Foreman mentioned that ground rules should be established in conducting the town hall meeting, and Mayor Metzger agreed.

Mr. Jeff Augustyn, 20 Maplefield, agrees that the proactive approach of the pet owner is important with the licensing and fencing. Commissioner Krzysiak agreed and reiterated that the Farmington Hills ordinance sample is a good start.

15-3214

Motion by Commissioner Foreman, second by Commissioner Scott, that City Administration establish a town hall meeting for the purpose of discussing animal legislation or taking no action on this issue, a date and location to be determined.

Adopted: Yeas: Commissioner Foreman, Scott, Krzysiak, Perry, Mayor Metzger
Nays: None.

Commissioner Perry inquired if a further narrowing of the provided samples should be discussed before the town hall meeting, and City Attorney Need responded that the Farmington Hills ordinance is a more proactive approach.

Arianna Kughn, 40 Maplefield, supports the town hall meeting, but recommends it should be residents only focusing on making the neighborhood safe. City Attorney Need stated that under the Open Meetings Act, anyone would be allowed to attend and speak.

Mayor Metzger encourages residents to attend the town hall meeting instead of using social media to discuss this topic.

City Manager's Report

City Manager Breuckman reported that through a grant from MDOT, improvements will be made around existing tree plantings and adding new trees in empty well areas along Woodward Avenue.

Breuckman reported that the new water billing structure is in place, and in 2015, Pleasant Ridge dropped from number one in 2014 to fourth for water/sewer costs per MCF to \$112.20, a decrease of 10.9-percent.

Other Business

Commissioner Krzysiak reported that the next book for the Book Club will be "Working" by Studs Terkel and will be discussed on Monday, October 26th, at 7:00 p.m., Gainsboro Hut. The Little Lending Libraries have been installed in Hessell Park. The principal at Roosevelt was excited to see them installed and an event will be organized with the school. A library soon will be installed at Flynn. Please share books or borrow from the libraries.

City Clerk Drealan reminded everyone that the election is November 3rd. Last day to get an absentee ballot is October 31st.

Mayor Metzger reported that there will be an open house for the retiring Mayor of 34 years in Huntington Woods on November 9th, 5:00 p.m. to 7:00 p.m., Recreation Center.

With no further business or discussion, Mayor Metzger adjourned the meeting at 9:51 p.m.

Mayor Kurt Metzger

Amy M. Drealan, City Clerk
/mat

October 2015

ACCOUNTS PAYABLE

PAYROLL LIABILITIES	\$	6,112.06
TAX LIABILITIES	\$	247,765.12
ACCOUNTS PAYABLE	\$	353,482.35
TOTAL	\$	607,359.53

PAYROLL

October 14, 2015	\$	32,612.74
October 28, 2015	\$	31,750.83

TOTAL	\$	64,363.57
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**CHECK REGISTER FOR CITY OF PLEASANT RIDGE
PAYROLL LIABILITIES
OCTOBER 2015**

PG 1

Check Date	Check	Vendor Name	Description	Amount
10/14/2015	1509	MIFOP	UNION DUES-OCT 2015	\$ 188.00
10/14/2015	1510	MISDU	FOC DEDUCTIONS	\$ 224.60
10/14/2015	1511	M&T BANK-ICMA - 401a	RETIRMENT CONTRIBUTIONS	\$ 1,339.22
10/14/2015	1512	ICMA RETIREMENT TRUST - 457	RETIRMENT CONTRIBUTIONS	\$ 1,478.38
10/28/2015	1513	MISDU	FOC DEDUCTIONS	\$ 224.60
10/28/2015	1514	M&T BANK-ICMA - 401a	RETIRMENT CONTRIBUTIONS	\$ 1,230.44
10/28/2015	1515	ICMA RETIREMENT TRUST - 457	RETIRMENT CONTRIBUTIONS	\$ 1,426.82
TOTAL PAYROLL LIABILITIES				<u>\$ 6,112.06</u>

**CHECK REGISTER FOR CITY OF PLEASANT RIDGE
TAX LIABILITIES
OCTOBER 2015**

PG 2

Check Date	Check	Vendor Name	Description	Amount
10/14/2015	2325	CITY OF PLEASANT RIDGE-DDA	2015 TAX COLLECTIONS TO 10-12-15	\$ 2,486.81
10/14/2015	2326	CITY OF PLEASANT RIDGE-GENERAL	2015 TAX COLLECTIONS TO 10-12-2015	\$ 77,733.37
10/14/2015	2327	FERNDALE PUBLIC SCHOOL	2015 TAX COLLECTIONS TO 10-12-2015	\$ 26,818.31
10/14/2015	2328	OAKLAND COUNTY TREASURER	2015 TAX COLLECTIONS TO 10-12-15	\$ 51,337.06
10/14/2015	2329	WELLS FARGO ELECTRONIC TAX	2015 SUMMER TAX OVERPAYMENT	\$ 1,679.83
10/28/2015	2330	CITY OF PLEASANT RIDGE-DDA	2015 TAX COLLECTIONS TO 10-23-2015	\$ 2,933.75
10/28/2015	2331	CITY OF PLEASANT RIDGE-GENERAL	2015 TAX COLLECTIONS TO 10-23-2015	\$ 39,025.05
10/28/2015	2332	CORELOGIC	2015 SUMMER TAX OVERPAYMENT	\$ 3,596.18
10/28/2015	2333	FERNDALE PUBLIC SCHOOL	2015 TAX COLLECTIONS TO 10-23-2015	\$ 15,932.19
10/28/2015	2334	OAKLAND COUNTY TREASURER	2015 TAX COLLECTIONS TO 10-23-2015	\$ 26,222.57
TOTAL TAX LIABILITIES				<u><u>\$ 247,765.12</u></u>

CITY OF PLEASANT RIDGE CHECK REGISTER
ACCOUNTS PAYABLE
OCTOBER 15, 2015

PG 3

Check Date	Check	Vendor Name	Description	Amount
10/15/2015	19909	21ST CENTURY MEDIA-MICHIGAN	PRINTING OF LEGAL ADDS	\$ 753.26
10/15/2015	19910	ACCUSHRED, LLC	CITY SHREDDING SERVICES	\$ 55.00
10/15/2015	19911	ARROW UNIFORM RENTAL	MAT RENTALS AND JANITORIAL SUPPLIES	\$ 477.03
10/15/2015	19912	BRILAR	DPW SERVICES	\$ 22,458.30
10/15/2015	19913	CITY OF BERKLEY	SEPT. DISPATCH SERVICES	\$ 3,349.61
10/15/2015	19914	CITY OF FERNDALE	FIRE CONTRAT PAYMENT	\$ 21,381.72
10/15/2015	19915	CITY OF PLEASANT RIDGE-GENERAL	CITY UTILITIES - WATER AND SEWER	\$ 10,734.21
10/15/2015	19916	CITY OF PLEASANT RIDGE-PETTY C	PETTY CASH REPLENISHMENT	\$ 546.11
10/15/2015	19917	CRAIG JOHNSON	SEPTEMBER 19 RENTAL DEPOSIT RETURN	\$ 100.00
10/15/2015	19918	DILISIO CONTRACTING INC	OXFORD RECONSTRUCTION PROJECT	\$ 43,670.35
10/15/2015	19919	EGT GROUP, INC	PRINTING OF THE RIDGER	\$ 2,028.00
10/15/2015	19920	EUGENE LUMBERG	CITY ATTORNEY CONTRACT	\$ 437.50
10/15/2015	19921	GREAT AMERICA	TELEPHONE SYSTEM SERVICES	\$ 433.00
10/15/2015	19922	HOLIDAY FOOD CENTER	MEETING SUPPLIES	\$ 26.76
10/15/2015	19923	INTERMEDIA	TELEPHONE SERVICES	\$ 264.51
10/15/2015	19924	JANI-KING OF MICHIGAN, INC	JANITORIAL CLEANING SERVICES	\$ 2,161.00
10/15/2015	19925	KENNETH BORYCZ	MECHANICAL INSPECTOR SERVICES	\$ 183.75
10/15/2015	19926	LEGAL SHIELD	PREPAID LEGAL SERVICES	\$ 25.90
10/15/2015	19927	MELANIE SEVALD	2015 FALL CLASSES	\$ 504.00
10/15/2015	19928	MICHIGAN MUNICIPAL LEAGUE	UNEMPLOYMENT CONTRIBUTIONS Q-3 2015	\$ 67.07
10/15/2015	19929	NATIONAL INDUSTRIAL MAINT	SEWER TELEVISION AND CLEANING	\$ 1,890.00
10/15/2015	19930	OCRC	TRAFFIC SIGNAL MAINTENANCE	\$ 97.03
10/15/2015	19931	OAKLAND COUNTY TREASURER	RADIO PARTS AND SUPPLIES	\$ 45,419.96
10/15/2015	19932	PNC BANK, NA	INTEREST AND PRINCIPAL ON DPW BUILDING	\$ 491.30
10/15/2015	19933	PRIORITY ONE EMERGENCY	POLICE CAR MAINTENANCE AND SUPPLIES	\$ 429.00
10/15/2015	19934	REPLENISH YOGA	2015 CLASSES	\$ 736.00
10/15/2015	19935	ROCKET ENTERPRISE, INC	CITY FLAG SERVICES	\$ 870.00
10/15/2015	19936	SCOTT PIETRZAK	MILEGAGE REIMBURSEMENT	\$ 353.28
10/15/2015	19937	SOCRRA	REFUSE COLLECTION CONTRACT	\$ 15,238.74
10/15/2015	19938	SOCWA	WATER PURCHASES SEPT 2015	\$ 40,196.24
10/15/2015	19939	TOSHIBA FINANCIAL SERVICES	COPIER LEASE AGREEMENTS	\$ 1,004.30
10/15/2015	19940	WEB MATTERS BY KRISTIE	MONTHLY WEBSITE HOSTING OCTOBER 2015	\$ 24.95
10/15/2015	19941	WEX BANK	FUEL PURCHASES FOR POLICE CARS	\$ 1,148.48
10/15/2015	19942	ADKISON, NEED & ALLEN P.L.L.C.	CITY ATTORNEY SERVICES	\$ 1,664.50
Total for 10-15-15				\$ 219,220.86

CITY OF PLEASANT RIDGE CHECK REGISTER
ACCOUNTS PAYABLE
SEPTEMBER 30, 2015

PG 4

Check Date	Check	Vendor Name	Description	Amount
10/29/2015	19943	ABOVE AND BEYOND INSTALLATION, IN	BUILDING MAINTENANCE AND SUPPLIES	\$ 182.00
10/29/2015	19944	ADT SECURITY SERVICES	FINAL ADT PAYMENT	\$ 252.89
10/29/2015	19945	AMERICAN PLANNING ASSOCIATION	MEMBERSHIPS AND DUES	\$ 536.00
10/29/2015	19946	ANDERSON, ECKSTEIN & WESTRICK	ENGINEERING SERVICES	\$ 9,582.50
10/29/2015	19947	AQUATIC SOURCE	WINTERIZING OF THE FOUNTAIN	\$ 3,101.30
10/29/2015	19948	ARROW UNIFORM RENTAL	MAT RENTALS AND JANITORIAL SUPPLIES	\$ 471.36
10/29/2015	19949	BCBS OF MICH	HEALTH CARE BENEFITS	\$ 28,018.42
10/29/2015	19950	BOARD OF WATER COMMISSIONERS	IWC CHARGES FOR SEPTEMBER 2015	\$ 418.00
10/29/2015	19951	CITY OF BERKLEY	SEPTEMBER PRISONER BOARD	\$ 30.00
10/29/2015	19952	CITY OF ROYAL OAK	DPW SERVICES	\$ 8,655.19
10/29/2015	19953	COMMUNITY MEDIA NETWORK	CITY COMMISSION MEETING RECORDINGS	\$ 200.00
10/29/2015	19954	COMPASS MINERALS	CITY BULK SALT ORDER	\$ 5,605.44
10/29/2015	19955	CONSUMERS ENERGY	CITY UTILITY SERVICES	\$ 171.53
10/29/2015	19956	DETROIT EDISON COMPANY	CITY STREETLIGHTING	\$ 5,995.02
10/29/2015	19957	ELECTION SOURCE	ELECTION SUPPLIES	\$ 630.00
10/29/2015	19958	HOME DEPOT CREDIT SERVICES	BUILDING MAINTENANCE AND SUPPLIES	\$ 128.64
10/29/2015	19959	HOMESTEAD CONSTRUCTION CO	BOND REFUND - 92 KENSINGTON	\$ 3,350.00
10/29/2015	19960	ICMA RETIREMENT CORPORATION	2015 ANNUAL PLAN FEE	\$ 250.00
10/29/2015	19961	J & J AUTO TRUCK CENTER	POLICE CAR MAINTENANCE	\$ 268.54
10/29/2015	19962	LEGAL SHIELD	PRE PAID LEGAL SERVICES	\$ 25.90
10/29/2015	19963	LIVING LAB	PROFESSIONAL SERVICES	\$ 2,400.00
10/29/2015	19964	MICH.MUNICIPAL WORKER'S COMP.	WORKERS COMPENSATION FUND	\$ 1,954.00
10/29/2015	19965	MSA SYSTEMS, INC.	POLICE DEPARTMENT EQUIPMENT	\$ 1,296.95
10/29/2015	19966	PLANTE & MORAN PLLC	PROFESSIONAL SERVICES	\$ 5,339.00
10/29/2015	19967	PRINTING SYSTEMS, INC.	ELECTION SUPPLIES	\$ 66.76
10/29/2015	19968	PROVIDENCE CORP.HEALTH SRV	NEW EMPLOYEE EXAMS	\$ 196.00
10/29/2015	19969	RAY KEE	BUILDING INSPECTOR SERVICES - OCTOBER	\$ 1,350.00
10/29/2015	19970	SCHEER'S ACE HARDWARE	BUILDING MAINT & EQUIPMENT SUPPLIES	\$ 100.68
10/29/2015	19971	SOLTMAN HEATING & COOLING	BUILDING MAINTENANCE	\$ 1,776.00
10/29/2015	19972	SOCRRA	REFUSE COLLECTION CONTRACT	\$ 7,624.34
10/29/2015	19973	VERIZON	WIRELESS SERVICES	\$ 50.08

Total for 10-30-15

\$ 90,026.54

CITY OF PLEASANT RIDGE CHECK REGISTER
ACCOUNTS PAYABLE
Electronic Payments & P-Card Transactions

PG 5

Check Date	Check	Vendor Name	Description	Amount
10/30/2015	156	ADOBE SYSTEMS INC	SOFTWARE MAINTENANCE	\$ 15.89
10/30/2015	157	AMAZON.COM	TRAFFIC ENGINEERING HANDBOOK	\$ 154.00
10/30/2015	158	AMWAY GRAND	CONFERENCE LODGING-DREALAN	\$ 344.30
10/30/2015	159	AT&T MOBILITY	WIRELESS SERVICES	\$ 47.52
10/30/2015	160	DTE ENERGY	UTILITIES SERVICES	\$ 3,018.93
10/30/2015	161	ERADICO SERVICES INC	EXTERMINATION SERVICES-AUGUST	\$ 38.00
10/30/2015	162	ERADICO SERVICES INC	EXTERMINATION SERVICES-AUGUST	\$ 58.00
10/30/2015	163	ERADICO SERVICES INC	EXTERMINATION SERVICES-SEPT & OCT 2015	\$ 116.00
10/30/2015	164	ERADICO SERVICES INC	EXTERMINATOR SERVICES-SEPT & OCT 2015	\$ 76.00
10/30/2015	165	FEDEX	POSTAGE	\$ 21.50
10/30/2015	166	JAX KAR WASH	POLICE VEHICLE MAINTENANCE	\$ 19.98
10/30/2015	167	JAX KAR WASH	POLICE VEHICLE MAINTENANCE	\$ 19.98
10/30/2015	168	JAX KAR WASH	POLICE VEHICLE MAINTENANCE	\$ 19.98
10/30/2015	169	JAX KAR WASH	POLICE VEHICLE MAINTENANCE	\$ 19.98
10/30/2015	170	JW MARRIOTT	CONFERENCE LODGING - RIED	\$ 162.15
10/30/2015	171	MERS ANNUAL MEETING	CONFERENCE REGISTRATON - RIED	\$ 175.00
10/30/2015	172	MICH.ASSOC.OF CHIEFS OF POLICE	MEMBERSHIP DUES-NOWAK	\$ 115.00
10/30/2015	173	MUNICIPAL EMP.RETIREMENT SYST.	RETIREMENT CONTRIBUTIONS-AUG	\$ 19,400.85
10/30/2015	174	MUNICIPAL EMP.RETIREMENT SYST.	RETIREMENT CONTRIBUTIONS-OCT	\$ 19,432.45
10/30/2015	175	OAKLAND COUNTY TREASURER	TAX STATEMENT REPRINT AND PYMT	\$ 59.27
10/30/2015	176	PERFECT WATER	WELLNESS CENTER SUPPLIES	\$ 39.95
10/30/2015	177	PERFECT WATER	WELLNESS CENTER SUPPLIES	\$ 39.95
10/30/2015	178	PORT ATWATER-MILLER PARKING	PARKING FEES - BREUCKMAN	\$ 38.00
10/30/2015	179	QUILL CORPORATION	OFFICE SUPPLIES	\$ 280.01
10/30/2015	180	WOW! BUSINESS	TELECOMMUNICATION SERVICES	\$ 261.13
10/30/2015	181	WOW! BUSINESS	TELECOMMUNICATION SERVICES	\$ 261.13

Total For Electronic Payments:

\$ 44,234.95



City of Pleasant Ridge

Scott Pietrzak, Assistant City Manager

From: Scott Pietrzak, Assistant City Manager
 To: Jim Breuckman, City Manager
 Date: November 10, 2015
 Re: PA 152 – Health Care Insurance

Effective January 1, 2012, Public Act 152 of 2011, requires public employers and elected officials to contribute toward their health care benefit costs. Key items included in this bill are:

- The Bill allows public employers to use an 80/20 cost share arrangement and limits the employer contribution to no more than 80% of the total plan cost.
- The Bill limits the amount a public employer can pay for the annual cost or illustrative rate of benefits to an amount equal to \$6,142.11 for individuals, \$12,845.04 for individual and spouse coverage and \$16,751.23 for full family coverage, multiplied by the number of employees receiving benefits. The public employer can allocate its payments for medical benefits plan costs among its employees and elected officials as it sees fit. The limits will be adjusted for medical inflation annually.
- If a collective bargaining agreement is in place and conflicts with the requirements of the Act, the requirements do not go into effect until the contract is amended, expires, is extended or renewed.
- A local unit of government may exempt itself from the requirements of this act by a 2/3rds vote of the governing body.

Local governments have three options; the 80/20 provision, the “hard-cap” or the opt-out. Whatever is decided, formal action is required before January 1, 2016, and considered on an annual basis. If not action is taken, communities will be in violation of the Public Act and would lose 10% of their CVTRS monies in 2016. As you may recall, the City adopted a resolution to opt-out of this provision for 2015.

Currently, Pleasant Ridge employees contribute 10% of their health care costs. For a family that equates to approximately \$2,600/year. Employees are also responsible for the deductible amount, or for a family coverage, an additional \$2,000/year.

I am recommending the City opt out of the provisions for 2016. During the last health care renewal, the City was able to achieve savings again this year by making some plan adjustments. Over the next year, the City will continue to explore medical coverage options in an attempt to further reduce costs, as it has over the past several years.

Please feel free to contact me should you wish to discuss this matter further.



City of Pleasant Ridge

RESOLUTION

A RESOLUTION ELECTING TO COMPLY WITH THE PROVISIONS OF PUBLIC ACT 152 OF 2011 EXERCISING THE CITY’S RIGHT TO EXEMPT ITSELF FROM THE REQUIREMENTS OF THE ACT FOR THE NEXT SUCCEEDING YEAR

WHEREAS, On September 27, 2011, the Publically Funded Health Insurance Contribution Act, Act No. 152 of the Public Acts of Michigan of 2011 (“Act 152”), became effective on the State of Michigan; and

WHEREAS, Act 152 establishes standards and process with respect to medical benefit plans offered by public employers; and

WHEREAS, the City of Pleasant Ridge has historically recognized, in its role as steward for the public funds entrusted to it, that it must effectively manage those limited resources; and

WHEREAS, the City of Pleasant Ridge constantly engages in a review of expenditures in order to maximize the value it receives for goods and services; and

WHEREAS, the City Commission of the City of Pleasant Ridge believes that, as elected representatives for the City and answerable directly to the City’s voters, it is best positioned to determine what benefits (including medical benefits) ought to be offered in order to attract and retain the best qualified City employees at the lowest overall costs; and

WHEREAS, the City Commission of the City of Pleasant Ridge further believes that compensation determinations for City employees are most properly the responsibility of the City’s elected representatives, and not the State of Michigan or its officials; and

WHEREAS, to express its support for home rule government and to recognize that it is the City Commission’s duty to manage City affairs in order to be most responsive to City voters, taxpayers and residents.

NOW, THEREFORE, BE IT RESOLVED, that:

1. Pursuant to Section 8 of Act 152, the City of Pleasant Ridge hereby exempts itself from requirements of Act 152 for the next succeeding year.
2. All resolutions and parts of resolutions in conflict herewith are, to the extent of such conflict, repealed.

I Amy M. Drealan, duly certified Clerk of the City of Pleasant Ridge do hereby certify that the foregoing Resolution was adopted by the Pleasant Ridge City Commission at its Regular Meeting held Tuesday, November 10, 2015.

Amy M. Drealan
City Clerk



City of Pleasant Ridge

Amy M. Drealan, City Clerk

From: Amy M. Drealan, City Clerk
 To: Jim Breuckman, City Manager
 Date: November 10, 2015
 Re: 2016 CDBG Program

In order to qualify for Federal funding through the Community Development Block Grant (CDBG) Program, a Public Hearing must be held and a resolution adopted by the governing body to approve the application and Subrecipient agreement. Pleasant Ridge qualifies for \$6,000 in CDBG funds, which is the minimum funding level. Since the City receives funding at the minimum level, all the funds must be programed into one designated category.

It has been increasingly difficult to find an appropriate way to spend the City's eligible CDBG funds. Several years ago, the City's low/moderate income area was eliminated and the city lost its ability to designate funds for programs such as sidewalk repairs, tree planting, and street improvements, which require at least a portion of the project be in the low/mod area. Listed below is the program category and recommended funding for the 2016 Program year. This is the same program the City funded in 2015.

**Public Services/ - \$6,000
 Senior Services**

Public Service funds are designated to provide seniors, age 62 and above, transportation services for the Senior Travel Club, meals at the 50+ club events and other related workshops geared towards residents 62 and above. This program also may be used for the reasonable costs of overall program management, coordination, monitoring and evaluation for the program.

The City could designate our funding to other programs such as HAVEN or Oakland County Home Improvement. However, this would result in the City forfeiting our entire \$6,000 allocation to outside entities. Therefore, it is staff's recommendation that we continue to designate the money for Public Services/Senior Services.

Requested Action

The first step in this process is to establish a public hearing on Tuesday, December 8, 2015, to solicit public comments on the 2016 Community Development Block Grant (CDBG) Community Application and Subrecipient Agreement.



City of Pleasant Ridge

Amy M. Drealan, City Clerk

From: Amy M. Drealan, City Clerk
To: Jim Breuckman, City Manager
Date: November 10, 2015
Re: MERS Retirement Health Care Savings Plan

Overview

The City no longer offers retirement health care benefits to new administrative employees. MERS offers a Health Care Savings Program (HCSP) to allow current employees to contribute to a savings account for their future retirement health care costs.

Background

During our meeting with the representative from MERS we discussed implementing the Health Care Savings Program (HCSP) offered through MERS. The HCSP helps the City provide individual medical savings accounts to employees so that they can cover the costs of health care after they leave employment. It is one of the OPEB solutions offered by MERS.

The Health Care Savings Program allows for employees to save and grow money for medical expenses and/or health insurance premiums when they separate from employment from the City. Most of the contributions options are pre-tax. The City sets up the accounts for each employee and designates how the contributions are made. There is no cost to the City to set up the accounts. The reimbursements are tax-free

Examples of qualified use of these accounts include insurance premiums, medicare premiums, long-term care insurance, coinsurance amounts, out of pocket deductibles, office co-pays, prescription co-pays, and dental and vision related expenses – most medical related expenses are reimbursed. The funds designated in this account may not be withdrawn and used for any other purpose, other than healthcare.

In order to offer this benefit to employees the City must adopt the MERS HCSP Resolution, compete a Participation Agreement, provide minutes of the meeting in which the resolution was adopted and provide contract language and/or personnel policy detailing the program plan. I have attached the resolution for approval.

The City must also determine which groups will be eligible to participate. Currently, the City has three active groups; Police, City Manager and Non Union. Once the participants have been selected, the contribution parameters must be selected. The City has four options for contributions, and may choose one or more options:

1. **Basic Employer Contributions:** Employer contributions on a pre-tax basis. May be a percentage of pay or a specific dollar amount; however these amounts must be the same for all group members.
2. **Mandatory Salary Reduction Contributions:** Employer contributions on a pre-tax basis. May be a percentage of pay or specific dollar amount that represents a mandatory salary reduction resulting from collective bargaining or personnel policy. For example, if a mandatory salary reduction is implemented, the difference between the employee's current salary and reduced salary amount can be placed into the participant's account. The employee would be paid at the reduced amount.
3. **Mandatory Leave Conversion Contributions:** Employer contributions on a pre-tax basis. May be a percentage or specific dollar amount representing accrued leave time. Contributions may be made from vacation, sick personal or severance pay. These contributions are mandatory and the employee would not receive any cash benefit.
4. **Employee Contributions:** Employee contributions are made post-tax. Employer may impose a maximum amount for these contributions.

At this time staff is proposing to set up the HCSP and to make it available to employees to contribute to at their discretion (option 4). Implementing options 1-3 will be evaluated as part of a larger, ongoing benefits evaluation as the City works through the best way to deal with our ongoing pension and OPEB liabilities in a fair and equitable way that balances our bottom line with the financial well-being of our employees.

Implementation of options 1-3 will be considered as part of future budgeting processes with the City Commission.

Requested Action

Adoption of the Resolution regarding the MERS Healthcare Savings Program (HCSP).

MERS Health Care Savings Program Uniform Resolution



1134 Municipal Way Lansing, MI 48917 | 800.767.2308 | Fax 517.703.9711

www.mersofmich.com

WHEREAS, the Municipal Employees' Retirement System ("MERS") Plan Document of 1996, effective October 1, 1996, authorized the Municipal Employees' Retirement Board ("Board") to establish additional programs including but not limited to defined benefit and defined contribution program (MERS Plan Document Section 36(2)(a)); MCL 38.1536(2)(a)).

WHEREAS, the Board has authorized MERS' establishment of the health care savings program ("HCSP" or "Program"), which a participating municipality or court, or another eligible public employer that is a political subdivision of the State which constitutes a "municipality" under MERS Plan Document Section 2B(4); MCL 38.1502b(2) ("Eligible Employer"), may adopt for its Eligible Employees.

WHEREAS, MERS has been determined by the Internal Revenue Service to be a taxqualified "governmental plan" and trust under section 401(a) of the Internal Revenue Code of 1986, and all trust assets within MERS reserves are therefore exempt from taxation under Code section 501(a) (IRS Letter of Favorable Determination dated June 15, 2005).

WHEREAS, the Board has established a governmental trust (the "Trust Fund") to hold the assets of the HCSP, which Trust Fund shall be administered under the discretion of the Board as fiduciary, directly by (or through a combination of) MERS or MERS' duly-appointed Program Administrator.

WHEREAS, 1999 PA 149, the Public Employee Health Care Fund Investment Act, MCL 38.1211 et seq. ("PA 149") provides for the creation by a public corporation of a public employee health care fund, and its administration, investment, and management, in order to accumulate funds to provide for the funding of health benefits for retirees and beneficiaries.

WHEREAS, a separate MERS health care trust fund created under PA 149 also constitutes a governmental trust established by a public corporation ("municipality") as an Eligible Employer, provided that all such employers shall be the State of Michigan, its political subdivisions, and any public entity the income of which is excluded from gross income under Section 115 of the Internal Revenue Code; provided further, that the PA 149 trust shall not accept assets from any defined benefit health account established under Section 401(h) of the Internal Revenue Code.

WHEREAS, the Board acts as investment fiduciary for the pooled assets of each MERS participating municipality and court enrolled in MERS Defined Benefit Plan, Health Care Savings Program, the Retiree Health Funding Vehicle, and the Investment Services Pool Program, on whose behalf MERS performs all plan administration and investment functions, and such participating municipalities and courts have full membership, representation and voting rights at the Annual Meeting as provided under Plan Section 45; MCL 38.1545.

WHEREAS, the Board also acts as investment fiduciary for those participating employers who are non-MERS participating municipalities and courts that have adopted the MERS Health Care Savings Program, Retiree Health Funding Vehicle, or Investment Service Pool Program, and such entities are not accorded membership, representation or voting rights provided to MERS participating municipalities and courts at the Annual meeting under Plan Section 45; MCL 38.1545.

MERS Health Care Savings Program Uniform Resolution

WHEREAS, adoption of this Uniform Resolution and Participation Agreement (the “Uniform Resolution”) by each Eligible Employer is necessary and required in order that the benefits available under the MERS HCSP may be extended.

- It is expressly agreed and understood as an integral and nonseverable part of extension or continuation of coverage under this HCSP Resolution that Section 43B of the MERS Plan Document shall not apply to this Uniform Resolution Adopting MERS HCSP, the Participation Agreement, the Trust Plan Document, the Trust Agreement, and their administration or interpretation.
- In the event any alteration of the language, terms or conditions stated in this Uniform Resolution Adopting MERS HCSP is made or occurs, under MERS Plan Document Section 43B or other plan provision or other law, it is expressly recognized that MERS and the Board, as fiduciary of the MERS Plan and its trust reserves, and whose authority is nondelegable, shall have no obligation or duty: to administer (or to have administered) the Trust; or to continue administration by the Program Administrator or by MERS directly.

WHEREAS, concurrent with this HCSP Uniform Resolution, and as a continuing obligation, this governing body has completed, approved, and submitted to MERS documents necessary for participation in and implementation of the HCSP. This obligation applies to any documents deemed necessary to the operation of the Trust by the Program Administrator.

NOW, THEREFORE, BE IT RESOLVED that the governing body adopts (or readopts) the MERS HCSP as provided below.

SECTION 1. HCSP PARTICIPATION

EFFECTIVE _____, 20____, (to be known as the ADOPTION DATE) the

MERS HCSP is hereby adopted by the _____
(MERS municipality or court or other eligible employer)

- (A) **CONTRIBUTIONS** shall be as allowed and specified in the MERS Health Care Savings Program Adoption Agreement. Basic Employer Contributions, Mandatory Salary Reduction Contributions, Mandatory Leave Conversion Contributions, and Post-Tax Employee Contributions, shall be remitted pursuant to MERS by the Eligible Employer, and credited to the Eligible Employer’s separate fund within the MERS Trust Fund.
- (B) **INVESTMENT** of funds accumulated and held in the Health Care Savings Program Trust Fund shall be held in a separate reserve and invested on a pooled basis by MERS subject to the Public Employee Retirement System Investment Act (“PERSIA”), 1965 PA 314, as provided by MERS Plan Document Section 39; MCL 38.1539, and PA 149.
- (C) **THE ELIGIBLE EMPLOYER** shall abide by the terms of the HCSP, including all investment, administration, and service agreements, and all applicable provisions of the Code and other law. It is affirmed that no assets from any defined benefit health account established under Section 401(h) of the Internal Revenue Code shall be transferred to, or accepted by, MERS.

MERS Health Care Savings Program Uniform Resolution

SECTION 2. IMPLEMENTATION DIRECTIONS FOR MERS

- (A) The governing body of this Eligible Employer desires that all assets placed in its MERS HCSP Trust Fund (as a sub-fund within all pooled HCSP trust funds with MERS) be administered by MERS, which shall act as investment fiduciary with all powers provided under Public Employee Retirement System Investment Act, pursuant to PA 149, all applicable provisions of the Internal Revenue Code and other relevant law.
- (B) The governing body desires, and MERS upon its approval of this Resolution agrees, that all funds accumulated and held in the MERS HCSP Trust Fund shall be invested and managed by MERS within the collective and commingled investment of all HCSP funds held in trust for all Eligible Employers.
- (C) All monies in the MERS HCSP Trust Fund (and any earnings thereon, positive or negative) shall be held and invested for the sole purpose of paying health care benefits for the exclusive benefit of “Eligible Employees” who shall constitute “qualified persons” who have retired or separated from employment with the Eligible Employer, and for any expenses of administration, and shall not be used for any other purpose, and shall not be distributed to the State.
- (D) The Eligible Employer will fund on a defined contribution, individual account, basis its MERS HCSP Trust sub-fund to provide funds for health care benefits for “Eligible Employees” who shall constitute “qualified persons.” Participation in and any coverage under HCSP shall not constitute nor be construed to constitute an “accrued financial benefit” under Article 9 Section 24 of the Michigan Constitution of 1963.
- (E) The Eligible Employer designates and incorporates as “Eligible Employees” who shall constitute “qualified persons” under this HCSP Resolution those who are “Eligible Employees as defined in the HCSP Participation Agreement under this HCSP.
- (F) The Eligible Employer may designate the appropriate employer contacts who shall receive necessary reports, notices, etc.; shall act on behalf of the Eligible Employer; and may delegate any administrative duties relating to the Fund to appropriate departments.

SECTION 3. EFFECTIVENESS OF THIS HCSP UNIFORM RESOLUTION

This Resolution shall have no legal effect until a certified copy of this adopting Resolution is filed with MERS, and MERS determines that all necessary requirements under MERS Plan Document Section 36(2)(a), 1999 PA 149 and other relevant laws, and this Resolution have been met. Upon MERS’ determination that all necessary documents have been submitted, MERS shall record its formal approval upon this Resolution, and return a copy to the Eligible Employer’s designated primary contact.

In the event an amendatory resolution or other action by the Eligible Employer is required by MERS, such Resolution or action shall be deemed effective as of the date of the initial Resolution or action where concurred in by this governing body and MERS (and the Program Administrator if necessary). Section 54 of the MERS Plan Document shall apply to this Resolution and all acts performed under its authority. The terms and conditions of this Resolution supersede and stand in place of any prior resolution, and its terms are controlling.

MERS Health Care Savings Program Uniform Resolution

I hereby certify that the above is a true copy of the Uniform Resolution Adopting The MERS Health Care Savings Program, adopted at the official meeting held by the governing body of this municipality:

On _____, 20____
(Signature of authorized official)

Received and Approved by the Municipal Employees' Retirement System of Michigan

Dated: _____, 20____
(Authorized MERS signatory)



City of Pleasant Ridge

James Breuckman, City Manager

From: Jim Breuckman, City Manager
 To: City Commission
 Date: November 10, 2015
 Re: MERS Retiree Health Funding Vehicle

Overview

The City has commitments to provide health care for past retirees. While retirement health care benefits are no longer offered to non-union administrative employees, they are offered to our police by contract. Retiree health care is referred to as Other Post-Employment Benefits (OPEB), and starting in this budget year our OPEB liability will be reported on our financial statements.

Background

Retirement health care costs have increased drastically for the City in recent years. In the most recent budget year our retiree health care costs were \$185,000 compared with \$150,000 for active employees. This is and will be a major cost center for the City.

In addition to the cash flow impact of increasing costs, starting with this years' audit, municipalities will be required to show our Other Post-Employment Benefits (OPEB) liabilities on our balance sheet. Our OPEB liabilities totaled \$4.4 million as of June 30, 2014. While this doesn't impact our short term cash flow, it will make our long-term financial position look worse on our financial statements.

The City is taking stapes to address this unfunded liability, with one being the elimination of retirement health care benefits for non-union employees and the City Manager. Over time this will reduce our OPEB liability. Another way of addressing the issue is to create a retiree health care trust. This is a funding vehicle that allows the City to invest funds for OPEB just like a pension fund. MERS, who is the City's pension service provider, offers a retiree health care trust. If the City were to join the MERS retiree health care trust we could start to contribute to the trust to build assets to reduce our annual cost exposure for retiree health care.

How It Would Work

Currently, the City is billed every month for retiree health care. Currently, we pay about \$15,500 for retiree health care every month. We propose to start out funding the trust through small monthly contributions as we are able, budget permitting. In addition, at the beginning of each fiscal year we could make a lump-sum contribution based on some percentage of our expected annual retiree health care cost. This would allow us to earn a return on the contributed amount at the beginning of the year while our payments are spread out through the year. We can pull funds from the OPEB trust on a rolling basis throughout the year to pay our retiree insurance premiums.

The table on the following page illustrates how this could work given a 7.5% assumed rate of return:

Month	Starting Balance	Return	Payment	Ending Balance
1	\$185,000	\$1,118	-\$15,417	\$170,702
2	\$170,702	\$1,032	-\$15,417	\$156,317
3	\$156,317	\$945	-\$15,417	\$141,845
4	\$141,845	\$857	-\$15,417	\$127,286
5	\$127,286	\$769	-\$15,417	\$112,639
6	\$112,639	\$681	-\$15,417	\$97,903
7	\$97,903	\$592	-\$15,417	\$83,078
8	\$83,078	\$502	-\$15,417	\$68,164
9	\$68,164	\$412	-\$15,417	\$53,159
10	\$53,159	\$321	-\$15,417	\$38,064
11	\$38,064	\$230	-\$15,417	\$22,877
12	\$22,877	\$138	-\$15,417	\$7,599

By investing the \$185,000 up front, the City would reap a benefit of \$7,599 in year one. That \$7,599 would remain in the fund into the next fiscal year. Over a 10 year period, the net benefit to the City would be about \$107,500 at no increased cost.

If we contribute a small amount extra into the trust we can start to build up a principal balance which improves the long term outlook. For example, by contributing an extra \$10,000 each year would result in the following year 1 results:

Month	Starting Balance	Return	Payment	Ending Balance
1	\$195,000	\$1,179	-\$15,417	\$180,762
2	\$180,762	\$1,093	-\$15,417	\$166,438
3	\$166,438	\$1,006	-\$15,417	\$152,028
4	\$152,028	\$919	-\$15,417	\$137,530
5	\$137,530	\$831	-\$15,417	\$122,945
6	\$122,945	\$743	-\$15,417	\$108,271
7	\$108,271	\$654	-\$15,417	\$93,509
8	\$93,509	\$565	-\$15,417	\$78,658
9	\$78,658	\$475	-\$15,417	\$63,716
10	\$63,716	\$385	-\$15,417	\$48,685
11	\$48,685	\$294	-\$15,417	\$33,562
12	\$33,562	\$203	-\$15,417	\$18,349

Over a 10 year period, the net benefit to the City in our scenario would be about \$260,000.

Over time, the goal would be to fully fund the trust so that retirement health care benefits could be paid for partially or entirely by the trust instead of our current pay-as-you-go method.

Please see some information on MERS about the trust and let me know if you have any questions or comments on this prior to it going on the November 10 agenda for approval.

Requested Action

Approval of the attached resolution regarding the MERS Retiree Health Funding Vehicle, selecting 100% of assets to be placed in the MERS Total Market Portfolio as the initial selection, with future changes in fund choices or allocations to be approved by the City's Investment Committee, and designating non-union employees hired before July 1, 2011 and police employees as eligible employees who are qualified to receive retiree health care benefits subsidized under the MERS RHFV trust sub-fund.

MERS Retiree Health Funding Vehicle Uniform Resolution



1134 Municipal Way Lansing, MI 48917 | 800.767.6377 | Fax 517.703.9707

www.mersofmich.com

WHEREAS, the Municipal Employees' Retirement System ("MERS") Plan Document of 1996, effective October 1, 1996, authorized the Municipal Employees' Retirement Board ("Board") to establish additional programs including but not limited to Defined Benefit and Defined Contribution programs (MERS Plan Document Section 36(2)(a)); and the Municipal Employees Retirement Act of 1984, Section 36(2)(a) as amended by 1996 PA 220, MCL 38.1536(2)(a);

WHEREAS, the Board has previously authorized MERS establishment of a retiree health funding vehicle ("RHFV" or "Program"), which a participating municipality or court, or another eligible public employer that is a political subdivision of the State which constitutes a "municipality" under MERS Plan Document Section 2B(4); MCL 38.1502b(2) ("Eligible Employer"), may adopt for its Eligible Employees;

WHEREAS, MERS has been determined by the Internal Revenue Service to be a tax qualified "governmental plan" and trust under Section 401(a) of the Internal Revenue Code of 1986, and all trust assets within MERS reserves are therefore exempt from taxation under Code Section 501(a) (IRS Letter of Favorable Determination dated June 15, 2005).

WHEREAS, the Board has established a governmental trust under Section 115 of the Internal Revenue Code (the "Trust Fund") to hold the assets of the RHFV, which Trust Fund shall be administered under the discretion of the Board as fiduciary, directly by (or through a combination of) MERS or MERS duly-appointed Program Administrator;

WHEREAS, 1999 PA 149, the Public Employee Health Care Fund Investment Act, MCL 38.1211 et seq. ("PA 149") provides for the creation by a public corporation of a public employee health care fund, and its administration, investment, and management, in order to accumulate funds to provide for the funding of health benefits for retirees and beneficiaries;

WHEREAS, a MERS health care trust fund constitutes a governmental trust established by a public corporation ("municipality") as an Eligible Employer, provided that all such employers shall be the State of Michigan, its political subdivisions, and any public entity the income of which is excluded from gross income under Section 115 of the Internal Revenue Code; provided further, that the health care trust shall not accept assets from any defined benefit health account established under Section 401(h) of the Internal Revenue Code;

WHEREAS, the Board acts as investment fiduciary for the pooled assets of each MERS participating municipality and court enrolled in MERS Defined Benefit Plan, Defined Contribution Plan, and Hybrid Plan, on whose behalf MERS performs all plan administration and investment functions, and such participating municipalities and courts have full membership, representation and voting rights at the MERS Annual Meeting as provided under Plan Section 45; MCL 38.1545.

WHEREAS, the Board also acts as investment fiduciary for those participating employers who are non-MERS participating municipalities and courts that have adopted the MERS Health Care Savings Program, Retiree Health Funding Vehicle, 457, or Investment Services Program, and such entities are not accorded membership, representation or voting rights provided to MERS participating municipalities and courts at the MERS Annual Meeting under Plan Section 45; MCL 38.1545.

MERS Retiree Health Funding Vehicle Uniform Resolution

WHEREAS, adoption of this Uniform Resolution (the “Uniform Resolution”) by the Eligible Employer is necessary and required in order that the benefits available under the MERS Retiree Health Funding Vehicle may be extended;

WHEREAS, this Uniform Resolution has been approved by the Board under the authority of 1996 PA 220, MERS Plan Document Section 36(2)(a), MCL 38.1536(2)(a), declaring that the Board “shall determine . . . and establish” all provisions of the Retirement System. The MERS RHFV shall not be implemented with respect to any Eligible Employer unless in strict compliance with the terms and conditions of this Resolution, the Trust Document, and Trust Agreement.

- It is expressly agreed and understood as an integral and nonseverable part of extension or continuation of coverage under this Uniform Resolution Adopting MERS Retiree Health Funding Vehicle, that Section 43B of the MERS Plan Document shall not apply to this Uniform Resolution, its administration or interpretation.
- In the event any alteration of the language, terms or conditions stated in this Uniform Resolution Adopting MERS Retiree Health Funding Vehicle is made or occurs under MERS Plan Document Section 43B or other plan provision or other law, it is expressly recognized that MERS and the Board, as fiduciary of the MERS Plan and its trust reserves, and whose authority is nondelegable, shall have no obligation or duty: to administer (or to have administered) the MERS RHFV or its Trust Fund; or to continue administration.

NOW, THEREFORE, BE IT RESOLVED that the governing body adopts the MERS PA 149 Health Care Trust Fund as provided below.

I. MERS RETIREE HEALTH FUNDING VEHICLE

EFFECTIVE _____, 20____, the MERS Retiree Health Funding

Vehicle is hereby adopted by the _____
(MERS municipality or court or other eligible employer).

CONTRIBUTIONS shall be made only by the Eligible Employer, remitted to MERS by the Eligible Employer, and credited to the Eligible Employer’s separate fund within the trust sub-fund for MERS RHFV. As this Plan is funded solely by employer, on a cash or actuarial basis as determined by the employer, there is no requirement for a Participation Agreement establishing the schedule of contributions.

INVESTMENT of funds accumulated and held in the Fund shall be held in a separate reserve and invested on a pooled basis by MERS subject to the Public Employee Retirement System Investment Act (“PERSIA”), 1965 PA 314, as provided by MERS Plan Document Section 39; MCL 38.1539, and PA 149.

THE ELIGIBLE EMPLOYER shall abide by the terms of MERS RHFV, including all investment, administration, and service agreements, and all applicable provisions of the Code and other law. It is affirmed that no assets from any defined benefit health account established under Section 401(h) of the Internal Revenue Code shall be transferred to, or accepted by, MERS.

MERS Retiree Health Funding Vehicle Uniform Resolution

II. IMPLEMENTATION DIRECTIONS FOR MERS AS RHFV INVESTMENT FIDUCIARY AND TRUSTEE

- (A) The governing body of this Eligible Employer desires that all assets placed in its MERS RHFV (as a sub-fund within all pooled Trust Funds with MERS) be administered by MERS, which shall act as investment fiduciary with all powers provided under Public Employee Retirement System Investment Act, PA 149, all applicable provisions of the Internal Revenue Code and other relevant law.
- (B) The governing body desires, and MERS upon its approval of this Resolution agrees, that all funds accumulated and held in the MERS RHFV Trust Fund shall be invested and managed by MERS within the collective and commingled investment of all funds held in trust for all Eligible Employers.
- (C) The RHFV is designed as a PA 149 compliant trust. All assumptions, including the rate of investment return used in any OPEB valuation, are the responsibility of the employer in conjunction with any advice they may obtain from their health care actuary and/or auditor, if any. The Employer acknowledges and affirms the responsibility for selecting the investment option(s) from the MERS investment funds for their RHFV account.

The Participating Employer makes the following initial fund election (subsequent changes may be made by the RHFV Investment Change Form #RH-602). Percentage of assets to be invested in Fund selected:

Portfolios Built for You (Stocks/Bonds)		Funds to Build Your Own Portfolio	
MERS Total Market Portfolio	%	Large Cap Stock Index	%
MERS Global Stock Portfolio (100/0)	%	Mid Cap Stock Index	%
MERS Capital Appreciation Portfolio (80/20)	%	Small Cap Stock Index	%
MERS Established Market Portfolio (60/40)	%	International Stock Index	%
MERS Balanced Income Portfolio (40/60)	%	Emerging Market Stock	%
MERS Capital Preservation Portfolio (20/80)	%	Short-Term Income	%
MERS Diversified Bond Portfolio (0/100)	%		

All allocations must use a whole percentage, and the total percentage of amount allocated must equal 100%.

Please refer to the Fund Summary Sheets for information regarding each investment option, including potential redemption fees, and restrictions (www.mersofmich.com).

- (D) Changes in the fund choices or allocations made in paragraph (C) may be made in writing using the designated MERS form addressed to the MERS RHFV Program Administrator and shall be made by (select one):
- ☐ the Governing Body only (ongoing fund elections may be made only by the RHFV Investment Change Form #RH-602 and supporting certified minutes stating Governing Body approval).
- ☐ the designated employer contacts (ongoing fund elections may be made either through your online account or by the RHFV Investment Change Form #RH-602).

MERS Retiree Health Funding Vehicle Uniform Resolution

- (E) All monies in the MERS RHFV Trust Fund (and any earnings thereon, positive or negative) shall be held and invested for the sole purpose of paying health care benefits for the exclusive benefit of “Eligible Employees” who shall constitute “qualified persons” who have retired or separated from employment with the Eligible Employer, and for any expenses of administration, and shall not be used for any other purpose, and shall not be distributed to the State.
- (F) The Eligible Employer will fund its MERS RHFV Trust sub-fund to provide funds for health care benefits for “Eligible Employees” who shall constitute “qualified persons.” Participation in and any coverage under RHFV shall not constitute nor be construed to constitute an “accrued financial benefit” under Article 9 Section 24 of the Michigan Constitution of 1963, nor shall any contribution method for Eligible Employer funding other than “pay as you go” cash funding be required or imposed, and all benefits, rights, and obligations conferred by or arising under RHFV shall be as provided under the RHFV documents.
- (G) The Eligible Employer generically designates the following groups of persons as “Eligible Employees” who shall constitute “qualified persons,” to receive retiree health care benefits subsidized under the MERS RHFV trust sub-fund. Groups may include any dependent(s) as specified in your bargaining agreement and/or personnel policy (provide copies of any governing agreement or other policy): For example “non-union employees.”
- (H) The Eligible Employer may designate the appropriate employer contacts who shall direct payment of fund monies for the benefit of the Eligible Employees identified in paragraph (G) under any retiree health care benefit program, including, but not limited to, MERS HCSP; make investment allocations of the Employer’s fund assets within MERS-approved funds to the extent authorized in paragraph (C); receive necessary reports, notices, etc.; shall act on behalf of the Eligible Employer; and may delegate any administrative duties relating to the Fund to appropriate departments.

SECTION 3. EFFECTIVENESS OF THIS RESOLUTION

This Resolution shall have no legal effect until a certified copy of this adopting Resolution shall be filed with MERS, and MERS determines that all necessary requirements under MERS Plan Document Section 36(2)(a), 1999 PA 149 and other relevant laws, and this Resolution have been met. Upon MERS determination that all necessary documents have been submitted, MERS shall record its formal approval upon this Resolution, and return a copy to the Eligible Employer’s designated primary contact.

In the event an amendatory resolution or other action by the Eligible Employer is required by MERS, such Resolution or action shall be deemed effective as of the date of the initial Resolution or action where concurred in by this governing body and MERS (and the Program Administrator if necessary). Section 54 of the MERS Plan Document shall apply to this Resolution and all acts performed under its authority. The terms and conditions of this Resolution supersede and stand in place of any prior resolution, and its terms are controlling.

MERS Retiree Health Funding Vehicle Uniform Resolution

I hereby certify this above is a true copy of the Resolution Adopting the MERS Retiree Health Funding Vehicle adopted and approved on the _____ day of _____, 20____ at the official meeting held by _____.

(Name of approving employer)

Authorized Signature: _____

Title: _____

Witness Signature: _____

Received and Approved by the Municipal Employees' Retirement System of Michigan

Dated: _____, 20____

(Authorized MERS signatory)

The MERS Retiree Health Funding Vehicle

The MERS Retiree Health Funding Vehicle offers you a simple solution to a complex problem: how to establish a qualified medical trust with cost-effective diversified investments. The Retiree Health Funding Vehicle helps employers set aside assets for funding their liability, while benefitting from investing in the available investment options.



Pre-funding Your OPEB

Just as your doctor says about an ounce of prevention, the same holds true for your OPEB liability. By pre-funding your OPEB liability instead of a pay-as-you-go method, you can prepare for the future in the present.

- Assets held in trust are legally protected from creditors and may only be used for OPEB
- By joining the funding vehicle, you are joining a 115 Governmental Integral Part Trust
- We save you the cost, time and effort of forming a trust on your own — we do the work for you!
- You determine the contribution frequency and amount to the Trust
- The Trust has been approved by a Private Letter Ruling from the IRS
- You'll benefit from the strength of our large membership, with cost-effective diversified portfolios
- By pre-funding your OPEB liability through a Trust, you can use a higher discount rate to calculate your unfunded liability. The result is a reduction in the amount reported
- Earnings on assets will reduce your long-term contributions and unfunded liability
- Funding may prevent your net OPEB obligation from becoming a significant liability on your balance sheet
- Funding can contribute to a positive credit rating



This publication contains a summary description of MERS benefits, policies or procedures. MERS has made every effort to ensure that the information provided is accurate and up to date (as of the date of publication 8/5/2015). If this publication conflicts with the relevant provisions of the Plan Document, the Plan Document Controls. MERS, as a governmental plan, is exempted by state and federal law from registration with the SEC. However, it employs registered investment advisors to manage the trust fund in compliance with Michigan Public Employee Retirement System Investment Act. Past Performance is not a guarantee of future returns. Please make independent investment decisions carefully and seek the assistance of independent experts when appropriate.



City of Pleasant Ridge

James Breuckman, City Manager

From: Jim Breuckman, City Manager
To: City Commission
Date: November 10, 2015
Re: Street Tree Planting Manual

Overview

City Staff has prepared an updated Street Tree Manual to guide the future planting and care of our City's street trees.

Background

In 2001-2003, an Enhancement Master Plan Committee developed a tree planting guide for the City which was ultimately adopted by the City Commission. That guide set forth a range of recommended trees and a plan by which a limited number of varieties of tree would be planted along each street in the community. Over the past 12 years the City has experienced environmental stresses such as the Emerald Ash Borer, along with numerous strong storms that felled dozens of large, mature street trees.

As the City will be starting to plant street trees this coming spring, the time was right for a re-examination of the 2003 tree planting guide. The result is the attached Tree Planting Manual for the City which offers an examination of the City's existing tree stock, an expanded and updated list of approved street trees for use in the City, and a tree planting plan establishing which types of tree will be planted on each street throughout the community.

The recommendations of the updated tree planting manual are consistent with the 2003 guide, and are not a departure from that earlier guide. Rather the currently proposed version is an update and expansion on the original tree guide to account for changes over time in urban forestry practice and to reflect changed circumstances due to environmental changes such as the appearance of the Emerald Ash Borer after the adoption of the original tree planting guide.

The updated version does not change or alter the essential recommendations of the original guide.

One notable new item will be the implementation of a cooperative street tree purchase program for residents who desire a new tree in front of their house. This program is outlined in detail in the manual, and will be discussed at the meeting on November 10.

Requested Action

City Commission approval of the proposed 2015 Street Tree Planting Manual.



City of Pleasant Ridge Street Tree Manual

Adopted: , 2015

City of Pleasant Ridge Street Tree Manual

Adopted by the City Commission _____, 2015

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1. Introduction

1.1 Version History

This is an updated version of the City's tree planting guide. The guide was originally developed by an Enhancement Master Plan Committee beginning in 2001 and was adopted by the Planning Commission and City Commission in 2003. This version is an update and expansion on the original tree guide to account for changes over time in urban forestry practice and to reflect changed circumstances due to environmental changes such as the appearance of the Emerald Ash Borer after the adoption of the original tree planting guide.

This updated version does not change or alter the essential recommendations of the original guide.

1.2 Introduction

A desirable urban environment includes an abundance of trees. The City of Pleasant Ridge enjoys a wealth of beautiful shade trees, many of them several hundred years old. Even street names in Pleasant Ridge illustrate the tremendous importance of trees in setting the ambiance of the City – Maplefield, Oakdale, Poplar Park, Elm Park, Oakland Park, and Sylvan.

In 2001 the City Commission established an Enhancement Master Plan Committee at the administration's recommendation. The Committee included one member from the Planning, Recreation, Historical Commissions, the Garden Club, the Pleasant Ridge Foundation and City Manager. The purpose of the Committee was to consider certain improvements and enhancements to the City's green space. IN 2001 the Enhancement Master Plan Committee submitted a grant application to the State of Michigan for improvements to the parkland on the west side of Woodward Avenue from Ten Mile Road south to Memorial Park. In December 2001, the Administration recommended the Committee focus on guidelines for a long-term citywide tree planting program. Once completed, the Street Tree Planting Guide served as the basis for street tree plantings.

In 2008, and again in 2015, comprehensive street tree inventories were completed for the City. These inventories have served as a basis for updating the recommendations for tree plantings contained in this guide.

1.3 Basis for Recommendations

Important considerations when formulating tree planting recommendations is the amount of space available for planting trees in the berme, soil type, and presence of overhead utilities. It is important to choose the right tree for the location after taking into consideration the conditions present along the various streets in Pleasant Ridge.

Once the baseline conditions are established along each street, the next step is to consider the diversity of plantings throughout the community. Research indicates that a thriving tree population that is resilient to pests and disease should adhere to the 10-20-30 rule for diversity: no more than 10% of the urban forest should be of the same species, no more than 20% should be of the same genera, and no more than 30% should be of the same family.

Finally, once the baseline conditions are determined this guide proceeds to aesthetic considerations for where trees should be planted throughout the City.

2. Tree Inventory

City-wide tree inventories were completed in 2008 and 2015. The following table lists the inventory of trees by street in 2015, along with the total number of trees present in 2015 and 2008 for comparison purposes over time.

Table 1. Tree Inventory by Street, 2015

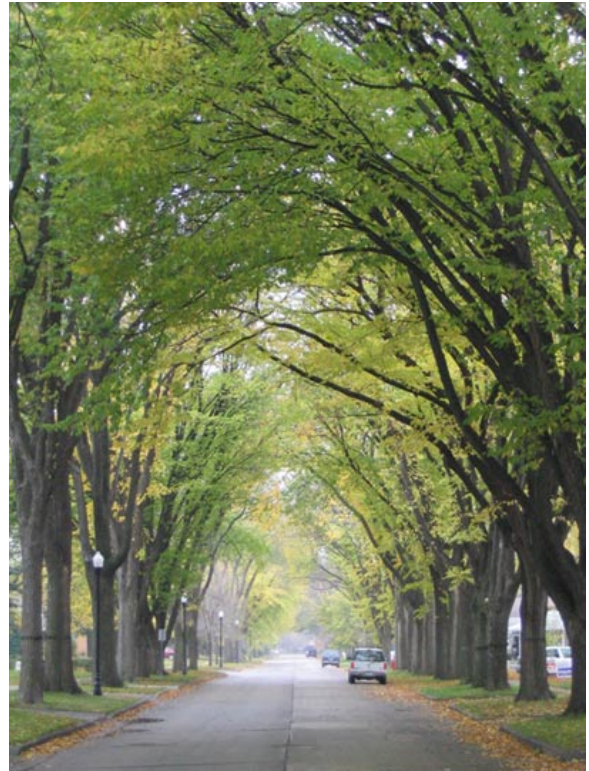
	Ash	Elm	Linden	Locust	Maple	Silver Maple	Oak	Plane Tree	Other	Total (2015)	Total (2008)	Avg. Spacing
Amherst	5	2	17	1	54	3	2	0	1	85	83	48
Bermuda	0	0	0	0	0	1	0	0	13	14	14	84
Cambridge E	3	1	10	6	18	1	29		3	71	67	62
Cambridge W	4	3	8	0	20	0	0	0	2	37	44	95
Devonshire	5	7	7	2	47	0	7	0	4	79	82	53
Elm Park Avenue	1	5	2	3	24	0	5	0	10	50	49	53
Elm Park Blvd.	10	11	3	4	41	2	9	1	7	88	98	55
Fairwood	5	7	7	9	37	1	11	0	3	80	83	49
Hanover	12	0	10	2	22	0	0	0	0	46	46	58
Indiana	0	0	0	1	2	0	1	0	60	64	61	63
Kenberton	0	6	0	0	17	0	10	0	19	52	57	51
Kensington	4	3	26	1	35	1	6	0	2	78	82	55
Maplefield	2	4	11	4	54	20	4	3	3	105	108	44
Maywood	5	3	5	3	50	1	3	2	3	75	76	55
Millington	0	8	4	1	16	0	2	1	1	33	32	55
Norwich	2	3	11	3	9	3	3	0	3	37	37	72
Oakdale	1	9	1	1	75	10	14	0	20	131	134	44
Oakland Park	2	9	4	1	69	0	13	2	2	102	97	58
Oxford	4	1	5	1	50	0	9	1	0	71	77	50
Poplar Park	4	4	15	3	31	2	10	4	0	73	86	54
Ridge	0	0	0	0	6	0	2	0	1	9	11	263
Sylvan	3	4	13	4	46	0	6	0	5	81	59	52
Wellesley	3	5	10	7	42	0	9	2	2	80	80	52
Woodside Park	4	11	8	2	15	3	13	1	6	63	69	50
Woodward	0	3	0	36	0	0	3	0	7	49	33	70
Woodward Hts.	4	1	14	2	34	7	0	3	0	65	76	54
Total										1,718	1,741	

3. Aesthetic Considerations

3.1 Landscape Design

Oftentimes the difference between a good and a great street is the care and consideration given to the selection of street trees. Great, memorable streets most often feature one type of tree that grows to a majestic height planted in parallel rows, forming a canopy over the street. Some of the most famous streets in the great cities of the world – the Champs Elysees in Paris, Unter den Linden in Berlin, and Central Park in New York – are planted in this manner. But it was not only the great cities that were planted in this way – in the 19th and early 20th century most towns and cities across the United States featured formal plantings of one species.

The reason for this type of regimented planting along streets is based on the fact that trees provide architectural form and organization to space. Their spreading branches create a canopy that forms a ceiling for an outdoor room and the vertical trunks form conceptual walls to frame an outdoor space. Street trees should be carefully selected for their ability to arch across the street and meet the canopy of trees planted on the other side to create the cathedral of trees effect. Tree species that do not spread out sufficiently to create a ceiling should not be used for street tree plantings.



Example of uniform, single-species tree plantings in a formal arrangement lining a street edge.

3.2 Diversity

One of the most commonly used street trees in the 19th and early 20th century was the American elm. After the Dutch elm disease ravaged the streetscape of many American towns and cities, practice moved away from formalized, single species plantings and towards using a diversity of species. However, while a mixed collection of species provides some insurance against disease and infestation, it does not create the same level of beauty that formalized, single-species plantings creates. Mixtures of trees do not create the connected canopy that is so beloved on great streets. In Pleasant Ridge, one has only to walk down East Cambridge to experience a mature canopy that envelops the street.

While single-species tree plantings along a single street does create a risk that a blight could wipe out the entire tree canopy, such blights are rare. It is also true that in the long run, all trees age and have to be replaced eventually, and in that process there is more than one way to introduce variety. Experienced gardeners will tell you that working with Mother Nature always involves dealing with problems and change. In the end, having a stand of trees that creates a great street for decades but has to eventually be replaced is better than never having a great street at all.

Instead of planting a variety of trees along every street, it is the recommendation of this guide to use trees of the same species within each block in the City, and to introduce variety by using different tree species on different blocks. This provides harmony and coherent unity to create elegant, canopied streets, while still providing a variety of species within the City as a whole. In this manner, if a future blight does strike the City, certain blocks will suffer but the remaining blocks will retain their beautiful canopy.

4. Tree Diversity Analysis

Diseases such as the Dutch elm disease and pests such as the Asian Long Horned Beetle and Emerald Ash Borer have each decimated the urban forest over the past century whey they have been present. These threats illustrate the need to promote a diversity of species so that a City’s urban forest is not exposed to undue risk of loss due to one particular disease or pest.

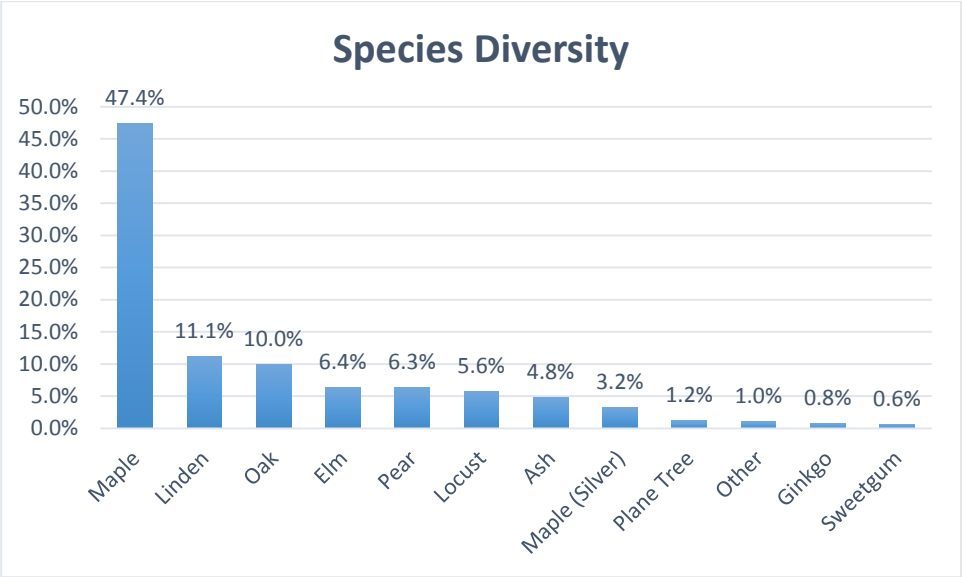
4.1 10-20-30 Rule

Research indicates that a thriving tree population that is resilient to pests and disease should adhere to the 10-20-30 rule for diversity: no more than 10% of the urban forest should be of the same species, no more than 20% should be of the same genera, and no more than 30% should be of the same family. As a practical matter, given the small size of Pleasant Ridge, the focus of the recommendations in this tree guide is ensuring compliance with the 10 and 20 parts of the 10-20-30 rule. This means that no more than 20% of Pleasant Ridge’s tree canopy should be made up of maples, oaks, elms, etc., and no more than 10% of trees should be of a specific species such as Red Maple, Swamp White Oak, etc.

4.2 City-Wide Tree Diversity

The following chart summarizes Pleasant Ridge’s tree species diversity from the 2008 street tree inventory, updated in 2015. The inventory shows that Pleasant Ridge’s street trees are dominated by Maple trees. This means that Pleasant Ridge is exposed to potential Maple tree diseases or non-native insects. The Asian Long Horned Beetle (ALB) primarily damages and kills maple trees, and also elm, horsechestnut, sycamore, and birch trees. If the ALB makes it to Southeast Michigan Pleasant Ridge is at risk of a devastating tree loss due to our over-reliance on maple trees along our streets and in our parks.

Figure 1. City-Wide Tree Species Diversity, 2015



A key recommendation of this guide is that Maple Street and park tree plantings be limited only to recommended areas so that over time the diversity of species is restored to a more optimal condition where maple trees make up not more than 20% of all trees. It is recommended that other species be planted to reduce the prominence of Maple trees in Pleasant Ridge’s tree portfolio.

4.3 Tree Diversity by Street

The following table lists the composition of street trees along each street in the City. While a diversity of species is a city-wide goal, it is desirable for one species to account for 50% or more of trees along any one street so long as that 10-20-30 rule is adhered to for all street trees in the City. As discussed in the prior aesthetic considerations section, there is reason for planting trees of all one type along individual streets within the City for reasons of design and beauty.

The following table can provide guidance for which types of tree are prevalent along streets in the City. If a street already has a high percentage of one kind of (non-Maple) tree, it makes sense to plant more of that kind of tree to supplement the existing aesthetic character of the street.

Table 2. Tree Diversity by Street, 2015

	Ash	Elm	Linden	Locust	Maple	Silver Maple	Oak	Plane Tree	Other
Amherst	5.9%	2.4%	20.0%	1.2%	63.5%	3.5%	2.4%	0.0%	1.2%
Bermuda	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	0.0%	0.0%	92.9%
Cambridge E	4.2%	1.4%	14.1%	8.5%	25.4%	1.4%	40.8%	0.0%	4.2%
Cambridge W	10.8%	8.1%	21.6%	0.0%	54.1%	0.0%	0.0%	0.0%	5.4%
Devonshire	6.3%	8.9%	8.9%	2.5%	59.5%	0.0%	8.9%	0.0%	5.1%
Elm Park Avenue	2.0%	10.0%	4.0%	6.0%	48.0%	0.0%	10.0%	0.0%	20.0%
Elm Park Blvd.	11.4%	12.5%	3.4%	4.5%	46.6%	2.3%	10.2%	1.1%	8.0%
Fairwood	6.3%	8.8%	8.8%	11.3%	46.3%	1.3%	13.8%	0.0%	3.8%
Hanover	26.1%	0.0%	21.7%	4.3%	47.8%	0.0%	0.0%	0.0%	0.0%
Indiana	0.0%	0.0%	0.0%	1.6%	3.1%	0.0%	1.6%	0.0%	93.8%
Kenberton	0.0%	11.5%	0.0%	0.0%	32.7%	0.0%	19.2%	0.0%	36.5%
Kensington	5.1%	3.8%	33.3%	1.3%	44.9%	1.3%	7.7%	0.0%	2.6%
Maplefield	1.9%	3.8%	10.5%	3.8%	51.4%	19.0%	3.8%	2.9%	2.9%
Maywood	6.7%	4.0%	6.7%	4.0%	66.7%	1.3%	4.0%	2.7%	4.0%
Millington	0.0%	24.2%	12.1%	3.0%	48.5%	0.0%	6.1%	3.0%	3.0%
Norwich	5.4%	8.1%	29.7%	8.1%	24.3%	8.1%	8.1%	0.0%	8.1%
Oakdale	0.8%	6.9%	0.8%	0.8%	57.3%	7.6%	10.7%	0.0%	15.3%
Oakland Park	2.0%	8.8%	3.9%	1.0%	67.6%	0.0%	12.7%	2.0%	2.0%
Oxford	5.6%	1.4%	7.0%	1.4%	70.4%	0.0%	12.7%	1.4%	0.0%
Poplar Park	5.5%	5.5%	20.5%	4.1%	42.5%	2.7%	13.7%	5.5%	0.0%
Ridge	0.0%	0.0%	0.0%	0.0%	66.7%	0.0%	22.2%	0.0%	11.1%
Sylvan	3.7%	4.9%	16.0%	4.9%	56.8%	0.0%	7.4%	0.0%	6.2%
Wellesley	3.8%	6.3%	12.5%	8.8%	52.5%	0.0%	11.3%	2.5%	2.5%
Woodside Park	6.9%	19.0%	13.8%	3.4%	25.9%	5.2%	22.4%	1.7%	1.7%
Woodward	0.0%	6.1%	0.0%	73.5%	0.0%	0.0%	6.1%	0.0%	14.3%
Woodward Hts.	6.2%	1.5%	21.5%	3.1%	52.3%	10.8%	0.0%	4.6%	0.0%
TOTAL:	4.8%	6.4%	11.1%	5.6%	47.4%	3.2%	10.0%	1.2%	10.3%

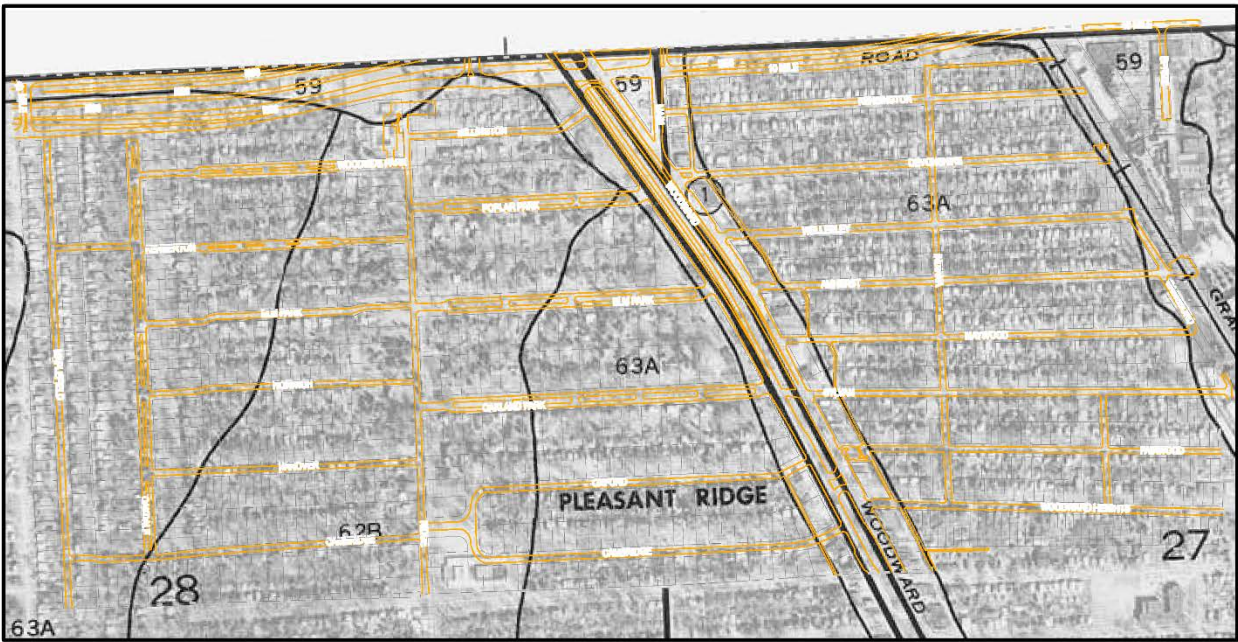
5. Planting Conditions Analysis

The following map and table summarize the planting conditions present in Pleasant Ridge. The information includes soil type, the width of berms and boulevard islands, and presence of overhead utilities.

5.1 Soils

The following is an excerpt from the Soil Survey of Oakland County published by the United States Department of Agriculture (1982). The map shows that the highest land in the City, which runs along the ridge from which Pleasant Ridge takes its name, consists of 62B Spinks complex soils. The west and center/east edges of town sit on 63A – Thetford complex soils. These two soil types are commonly found together.

Figure 2. Oakland County Soil Survey - Pleasant Ridge Area



	62B – Spinks	63A – Thetford
Soil Character	Loamy sand	Loamy sand
Water Table Depth	>6 feet	1 – 2 feet (February – May)
Permeability	6 – 20 inches per hour	2 – 6 inches per hour
Available Water Capacity	0.08 – 0.10 inches (relatively low)	0.10 – 0.13 inches (relatively low)
pH	5.1-7.8 5.1 – 7.3 at <2 feet depth 5.6 – 7.8 at >2 feet depth	5.6 – 8.4 5.6 – 7.8 at <4 feet depth 7.4 – 8.4 at >4 feet depth
Common Hardwood Trees	Green ash, thornless honeylocust, white oak, and sugar maple	Green ash, littleleaf linden, American basswood, American beech, Carolina poplar, and red maple

The preceding table shows that soils in Pleasant Ridge are characterized as loamy sand. These soils drain quickly and do not retain a large amount of water, meaning that the soils will not hold a large amount of water during dry periods for plant growth. Spinks soils are acidic to neutral, while Thetford soils are acidic to slightly alkaline at depths greater than 4 feet, while they are alkaline at depths greater than 4 feet.¹

¹ Soil pH is a measure of the acidity or alkalinity of a soil. On the pH scale, 7.0 is neutral, below 7.0 is acid, and above 7.0 is basic or alkaline. A pH range of 6.8 to 7.2 is termed near neutral.

Pleasant Ridge's water tables are not necessarily in line with those indicated in the table due to localized effects of 696 and the Woodward underpass. The excavation and drainage systems associated with those projects has anecdotally lowered the water table in parts of Pleasant Ridge below what is typical for Spinks and Thetford loamy sand soils.

5.2 Width of Tree Lawn and Boulevard Islands

The width of the tree lawn (the area between the sidewalk and the street) is one of the most important determining factors in choosing the right tree for the location. Generally, 7-8 feet is cited as the minimum tree lawn width necessary to ensure trees reach their maximum potential, and also to provide ample space between the tree and the surrounding street and sidewalk.

Another consideration for choosing the right kind of tree for the tree lawn is the root characteristics of the tree. Some trees have roots that grow close to the surface and are prone to lifting sidewalks.

However, certain trees will do better in a narrow planting area than others. Given that Pleasant Ridge has many streets that have a tree lawns that are 5 feet wide, careful consideration must be given to the type of tree planted. Trees that are hardy and will tolerate narrow tree planting strips, and that do not have notable surface root patterns are the best suited trees to narrow planting strips.

The table at right shows the width of tree lawns and boulevard islands. The data in the table will serve as a basis for the recommended trees for each street later in this document.

	Tree Lawn Width	Boulevard Island Width
Amherst	10 feet	--
Bermuda	4.5 feet	--
Cambridge E	10 feet	--
Cambridge W	5.5 feet	--
Devonshire	9 feet	--
Elm Park Avenue	5 feet	--
Elm Park Boulevard	10 feet	28 feet
Fairwood	10 feet	--
Hanover	5.5 feet	--
Indiana	5 feet	--
Kenberton	3.5 feet	6.5 feet
Kensington	9 feet	--
Maplefield	11 feet	--
Maywood	10 feet	--
Millington	5 feet	--
Norwich	5.5 feet	--
Oakdale	5.5 feet	14 feet
Oakland Park	10 feet	28 feet
Oxford	10 feet	--
Poplar Park	10 feet	28 feet
Ridge	4 feet	--
Sylvan	9 feet	--
Wellesley	9 feet	--
Woodside Park (Blvd area)	8 feet	13 feet
Woodside Park (E&W ends)	5 feet (w) 10 feet (e)	--
Woodward	--	--
Woodward Heights	11 feet	--

5.3 Overhead Utilities

The presence of overhead utilities (specifically electrical transmission lines) is a limitation for what is and is not appropriate plantings. For the most part, overhead utility lines run along the rear property line of most properties in the City and thus do not impact street tree plantings.

There are a few streets where overhead electrical lines run alongside the street, limiting planting options for that location:

- The west side of Ridge
- The east side of Indiana
- The west side of Bermuda
- The north side of Kenberton to the east of Oakdale

Trees planted underneath overhead electrical lines should be ornamental and selected such that they will not achieve a height of more than 25 feet at maturity.

6. List of Approved Street Trees

6.1 Approved Canopy Street Trees

The following table lists trees that are approved for street tree use in Pleasant Ridge. These trees have been selected based on their strength and wind resistance, suitability for Pleasant Ridge's USDA plant hardiness zone (6a), tolerance for urban conditions (compacted soils, salt spray, etc.), appropriateness for the sandy loam soil types found in Pleasant Ridge, general lack of fruit or other debris, and aesthetic character and form.

In the following table, the family of each tree is listed. The genera of each tree is determined by the first part of its scientific name, and each line is a species. The City will only plant the trees listed in the following table. Residents may plant trees in the tree lawn as long as they are listed in the following table. Trees that are not listed in the below table may not be used for street tree plantings unless reviewed and approved by the City prior to planting.

Table 3. Approved Canopy Street Trees

Species	Common Name	Form	Family	Fall Color	Min. Strip Width	Environmental Tolerances	Notes/Suggested Cultivars
<i>Acer x freemani</i> ²	Autumn Blaze Maple	Rounded	Aceraceae	Red	5 ft.		
<i>Acer platanoides</i> ^{2, 3}	Norway Maple	Rounded	Aceraceae	Red	5 ft.		Crimson king Emerald queen
<i>Acer saccharum</i> ²	Sugar Maple	Rounded	Aceraceae	Red	5 ft.		
<i>Ginkgo biloba</i>	Ginkgo	Upright	Ginkgoaceae	Yellow	5 ft.	Salt, drought, high wind, pollution, high pH	'Autumn gold' or 'Presidential gold' Male variety only
<i>Gleditsia triacanthos</i>	Honeylocust	Rounded	Fabaceae	Yellow	8 ft.	Wet, salt, drought, high wind, pollution, high pH	'Skyline' Thornless varieties only
<i>Liquidambar styraciflua</i>	Sweetgum	Upright	Hamamelidaceae	Red	10 ft.	Wet, salt, drought	'Rotundiloba'
<i>Platanus x acerfolia</i>	London Planetree	Rounded	Platanaceae	Yellow	10 ft.	Wet, salt, drought, high wind, pollution and high pH	
<i>Quercus acutissima</i>	Sawtooth Oak	Rounded	Fagaceae	Yellow	8 ft.		
<i>Quercus bicolor</i>	Swamp White Oak	Rounded	Fagaceae	Yellow	8 ft.	Wet, drought	
<i>Quercus imbricaria</i>	Shingle Oak	Rounded	Fagaceae	Yellow	8 ft.		
<i>Quercus shumardii</i>	Shumard Oak	Rounded	Fagaceae	Maroon	8 ft.		
<i>Quercus rubra</i>	Red Oak	Rounded	Fagaceae	Maroon	8 ft.	Salt	
<i>Tilia americana</i>	American Linden	Rounded	Linden	Yellow	5 ft.	Shade and high pH	'Redmond'
<i>Tilia x euclora</i>	Crimean Linden	Rounded	Linden	Yellow	5 ft.	Pollution	
<i>Tilia tomentosa</i>	Silver Linden	Rounded	Linden	Yellow	5 ft.	Salt, shade	'Green Mountain'
<i>Ulmus americana</i>	American Elm	Vase-like	Ulmaceae	Yellow	5 ft.	Wet, salt, drought, shade, high pH	'Accolade' 'Dananda Charm' 'Pioneer'
<i>Ulmus parvifolia</i>	Lacebark Elm	Vase-like	Ulmaceae	Yellow	8 ft.	Pollution, drought	'Allee'
<i>Zelkova serrata</i>	Japanese Zelkova	Vase-like	Ulmaceae	Red/ Bronze	5 ft.	Drought, high wind, pollution, high pH	'Green Vase' 'Halka'

² Due to the large number of maples (*Acer*) that make up the City's tree canopy, new maples should not be planted until enough other types of tree have been planted such that maples make up less than 20% of all street trees.

³ Norway maple is considered by some to be invasive in a forest environment because its vigorous reproduction can out-compete native species, however it is hardy and well adapted for use as a street tree in an urban environment and is already prevalent in Pleasant Ridge and surrounding communities.

6.2 Approved Small Street Trees

The following Table 4 lists approved ornamental trees. These trees may be used under overhead utility or power lines due to their compact nature. These trees may also be used as decorative elements in boulevard islands in the same manner as the crabapple trees were used in the past.

Table 4. Approved Small Street Trees

Scientific Name	Common Name	Form	Growth Rate	Fall Color	Environmental Tolerances	Notes/Suggested Cultivars
Amelanchier sp.	Serviceberry	Rounded	Slow	Red/Yellow	Wet, shade	'Trazam' 'Cumulus' 'Autumn Brilliance' Choose single-stem form
Cercis Canadensis	Eastern redbud	Rounded	Medium	Yellow	Salt, shade, high pH	
Cornus kousa	Kousa dogwood	Rounded	Medium	Red		Choose single-stem form
Cornus mas	Cornelian cherry dogwood	Rounded	Medium	Yellow	Salt	Choose single-stem form
Malus sp.	Crabapple	Rounded	Medium	Yellow		
Syringa reticulata	Japanese tree lilac	Rounded	Medium	Yellow	Salt, drought, high pH	'Ivory Silk'

6.3 Diversity Considerations

The 10-20-30 rule for diversity in an urban forest stipulates that no more than 10% of the tree canopy be made up of one species, no more than 20% be made up of one genera, and no more than 30% be made up of one family. The above table includes trees from 9 families, which provides enough flexibility to meet the 30% family diversity rule. The more challenging diversity rule will be the 10% species and 20% genera. For example, while there are 5 oak species in the above list, if each species were planted to 10% it would result in 50% of street trees comprising of Oaks from the genus *Quercus*. For that reason, all oak trees should account for no more than 20% of street trees in Pleasant Ridge.

The following Table 5 lists the maximum percentage of trees by genera and species:

Table 5. Genera & Species Diversity Summary

Genera	Species	Common Name	Maximum Percentage	Current Percentage
Acer	platanoides saccharum	Crimson King Maple Sugar Maple	20% maximum for all Maple species together	47%
Celtis	occidentalis	Hackberry	10% maximum	0%
Ginkgo	bilboa	Ginkgo	10% maximum	1%
Gleditsia	triacanthos	Honeylocust	10% maximum	6%
Liquidambar	styraciflua	Sweetgum	10% maximum	1%
Platanus	x acerfolia	London Plane Tree	10% maximum	1%
Quercus	acutissima bicolor imbricaria rubra shumardii	Sawtooth Oak Swamp White Oak Shingle Oak Red Oak Shumard Oak	20% maximum for all Oak species together	10%
Tilia	americana x euclora tomentosa	American Linden Crimean Linden Silver Linden	20% maximum for all Linden species together	11%
Ulmus	americana parvifolia	American Elm Lacebark Elm	20% for all Elm species together	6%
Zelkova	serrata	Japanese Zelkova	10%	0%

7. Tree Planting Plan

7.1 Tree Planting Recommendations by Street

This section presents specific recommendations for which type of tree to plant along each block within the City.

Following is a summary of the recommendations made previously in this guide:

- Strive to have at least one street tree on each side of the street for every 50 feet, with each residential property in the City having at least one street tree. Street trees may be spaced as close as 40 feet in optimal conditions. Note that achieving one street tree for every 50 feet would require a total of about 2,050 street trees, while the City currently has 1,718 street trees, requiring an additional 332 trees to be planted.
- No one tree species (i.e. Sugar Maple) should account for more than 10% of all trees in the City, and no one tree genus (i.e. Maple trees) should account for more than 20% of all trees in the City.
- Maple tree plantings shall be suspended throughout the City until Maples comprise 20% or less of all street trees.
- Use one or two tree species planted at regular intervals along each block within the City. Introduce variety and diversity by blocks, rather than planting a variety of tree species within each block.
- Select tree species that are suited to the planting conditions that exist on each block within the City. These conditions include the width of the berm, the presence or absence of overhead utilities, and soil conditions.

Table 6 on the following page lists the tree species selected for each street based on the above considerations.

Table 6. Tree Recommendations by Street

Street	Street Length	Berme Width	Recommended Species
Amherst	2,080 feet	10 feet	American Linden (west of Indiana) Ginkgo (east of Indiana)
Bermuda	585 feet	4.5 feet	Japanese Tree Lilac
Cambridge E	2,230 feet	10 feet	Swamp White Oak (west of house #28) Red Oak (east of house #28)
Cambridge W	1,750 feet	5.5 feet	American Linden (west of house #128) Lacebark Elm (east of house #128)
Devonshire	2,080 feet	9 feet	Crimean Linden (west of Indiana) Sugar Maple (east of Indiana)
Elm Park Avenue	1,325 feet	5 feet	Japanese Zelkova
Elm Park Boulevard	1,450 feet	10 feet	American Elm (hybrids)
Fairwood	1,950 feet	10 feet	Red Oak (west of Bermuda) Honeylocust (east of Bermuda)
Hanover	1,325 feet	5.5 feet	Japanese Zelkova
Indiana	2,000 feet	5 feet	Kousa Dogwood (north of Amherst) Serviceberry (south of Amherst)
Kenberton	1,325 feet	3.5 feet	Ginkgo
Kensington	2,135 feet	9 feet	American Linden (west of Indiana) Autumn Blaze Freeman Maple (east of Indiana)
Maplefield	2,335 feet	11 feet	American Elm (hybrids) (north of house #80) London Plane Tree (south of house #80)
Maywood	2,080 feet	10 feet	Autumn Blaze Freeman Maple (west of Indiana) Sweetgum (east of Indiana)
Millington	900 feet	5 feet	American Elm (hybrids)
Norwich	1,325 feet	5.5 feet	Crimean Linden
Oakdale	2,075 feet	5.5 feet	Lacebark Elm
Oakland Park	1,720 feet	10 feet	Swamp White Oak (west of house #20) Shumard Oak (east of house #20)
Oxford	1,780 feet	10 feet	Autumn Blaze Freeman Maple
Poplar Park	1,140 feet	10 feet	London Plane Tree
Ridge	2,370 feet	4 feet	Ginkgo
Sylvan	2,125 feet	9 feet	Japanese Zelkova (west of Indiana) Silver Linden (east of Indiana)
Wellesley	2,080 feet	9 feet	Shumard Oak (west of Indiana) Japanese Zelkova (east of Indiana)
Woodside Park	1,325 feet	8 feet	Sawtooth Oak
Woodward	2,850 feet	--	Honeylocust (north of Sylvan) Ginkgo (south of Sylvan)
Woodward Heights	1,775 feet	11 feet	London Plane Tree (west of Bermuda) Sweetgum (east of Bermuda)

7.2 Existing Street Tree Average Spacing

The following table lists streets in descending order by density of trees, based on the average spacing of street trees on the street. It is the City's goal to have one street tree for at least every 50 feet on each side of every street (which equals at least one street tree per lot).

Table 7. Current Average Spacing of Trees by Street

Street	Street Length	Existing Trees	Current Average Spacing ⁴
<i>Residential Streets</i>			
Cambridge W	1,750 feet	37	95
Norwich	1,325 feet	37	72
Cambridge E	2,230 feet	71	62
Hanover	1,325 feet	46	58
Oakland Park	1,720 feet	102	58
Elm Park Boulevard	1,450 feet	88	55
Kensington	2,135 feet	78	55
Millington	900 feet	33	55
Maywood	2,080 feet	75	55
Poplar Park	1,140 feet	73	54
Woodward Heights	1,775 feet	65	54
Devonshire	2,080 feet	79	53
Elm Park Avenue	1,325 feet	50	53
Sylvan	2,125 feet	81	52
Wellesley	2,080 feet	80	52
Kenberton	1,325 feet	52	51
Oxford	1,780 feet	71	50
Woodside Park	1,325 feet	63	50
Fairwood	1,950 feet	80	49
Amherst	2,080 feet	85	48
Maplefield	2,335 feet	105	44
Oakdale	2,075 feet	131	44
<i>Other Streets</i>			
Ridge	2,370 feet	9	263
Bermuda	585 feet	14	84
Woodward	2,850 feet	49	70
Indiana	2,000 feet	64	63

When determining the priority for street tree plantings, the following will be considered:

- *Density of Existing Trees.* Streets with lower density (or a greater existing average spacing) should be prioritized higher.
- *Coordination with Upcoming Street Projects.* New street tree plantings should occur after the conclusion of street reconstruction projects, which can impact the root system of existing trees. Tree planting projects for Norwich, Hanover, Ridge, Indiana, and Bermuda should occur after those streets are rebuilt.
- *Existing Mature Canopy.* Streets with a mature canopy, such as Cambridge east of Ridge Road, may be lowered down the priority list for two reasons: 1) creating a canopy on streets where one

⁴ The average spacing is calculated by multiplying the length of the street by two, and then dividing by the number of existing trees. The accounts for the fact that street trees are planted on both sides of the street. For boulevard streets, the boulevard islands are also added into the horizontal length of the street to account for the fact that the boulevard islands add space for one (Woodside, Oakdale) or two (Oakland Park, Elm Park, Poplar Park) additional rows of trees on the street. The Kenberton boulevard islands are not large enough to accommodate canopy trees.

does not exist is an important goal, and 2) a mature tree canopy creates an understory environment where new trees have to grow in shade. Many trees do not thrive in this environment when planted as street trees with all of the other attendant stresses. Supplemental tree plantings on streets with mature tree canopies should occur in areas that receive direct sunlight for at least part of the day.

- *Residential Streets.* Residential streets have a different character and need for street trees compared to “other” streets. Woodward has different requirements and considerations when planting street trees, while Indiana and Bermuda have limitations with overhead power lines making them more appropriate locations for ornamental street tree plantings. Ridge has overhead power lines on the west side of the street and a narrow planting area for many segments on the east side of the street.

7.3 Resident Cooperative Street Tree Planting Program

Residents who desire a street tree on streets lower down the priority list may be able to cooperatively purchase a tree for their tree lawn as part of the City’s annual planting work. The resident would pay 1/3 to 1/2 of the cost of the tree, with the City covering the rest of the cost. The City can get better pricing by purchasing and installing trees in volume. It is expected that the cost to each resident would be between \$100 and \$125 to participate in a cooperative tree purchase.

Contact City Hall to inquire about the availability of this program. Please note that residents will not be able to select the type of tree that is planted in front of their house – the type of tree that will be planted will be in accordance with the tree planting recommendations in Table 6 on page 12. If a resident desires a specific type of tree, they may be able to plant that tree at their own expense with prior City approval.

8. Maintenance

8.1 Young tree care

Young trees require special care for the first few years after they are transplanted:

1. Watering. Initially, watering is the key to survival. New trees typically require at least 60 days of watering to establish, although this may vary depending on the time of year they are planted.
2. Mulching. Much can be applied to the growing space around a newly planted tree to ensure that no weeds grow, that the tree is protected from mechanical damage, and the growing space is moist. Mulch should be applied in a thin layer – 1 to 2 inches. Mulch should not touch the tree or be piled up in volcanoes or greater than 2 inches in depth. Mulch that is too deep and touching the tree can harm or kill a tree.
3. Pruning. Young trees can be pruned frequently to improve tree form or structure. Generally, young trees should be pruned every three years to ensure that they develop proper structural form.

8.2 Standard Pruning Cycle

The City should seek to maintain a regular pruning cycle for established trees. Regular pruning will clean the tree, raise the crown, remove deadwood and improve its structure. Over time, regular pruning of trees will improve tree health and prevent small problems from becoming large ones. Generally the recommended routine pruning cycle for trees is five years, but for a City with as many trees as Pleasant Ridge this would be cost prohibitive.

Based on pruning work that has been completed in the past 3 years, Pleasant Ridge is currently on a 12-year pruning cycle to complete a pass through the entire City. It is the City's goal to reduce this to an eight-year pruning cycle, financial resources permitting.

Adhering to an eight-year pruning cycle would require the City to prune about 250 trees per year.

9. Tree Fact Sheets

Information sheets are provided for all of the approved canopy and ornamental trees from section 6 of this manual. The fact sheets are reproduced from Street Tree Factsheets published by the Municipal Tree Restoration Program supported by the USDA Forest Service in 1993. The Michigan DNR was a participating agency in the effort.

City of Pleasant Ridge Citywide Tree Planting Guide

A desirable urban environment includes an abundance of trees. The City of Pleasant Ridge enjoys a wealth of beautiful shade trees, many of them several hundred years old. Even street names in Pleasant Ridge illustrate the tremendous importance of trees in setting the ambiance of the City – Maplefield, Oakdale, Poplar Park, Elm Park, Oakland Park and Sylvan.

In 2001, the City Commission established an Enhancement Master Plan Committee at the Administration's recommendation. The Committee includes one member from the Planning, Recreation, Historical Commissions, the Garden Club, the Pleasant Ridge Foundation and City Manager. The purpose of the Committee is to consider certain improvements and enhancements to the city's green space. In 2001, the Enhancement Master Plan Committee submitted a grant application to the State of Michigan for improvements to the parkland on the west side of Woodward Avenue from Ten Mile Road south to Memorial Park. In December of 2001, the Administration recommended the Committee focus on guidelines for a long-term citywide tree planting program. Once complete, the Citywide Tree Planting Guide will be included as an addendum to the City's Master Plan.

The City has seven streets with boulevards. The boulevards vary in width from approximately 12' to the narrowest one at less than 9'. In order to establish guidelines suitable for each street, the City was divided into five zones; Zone A) wide boulevard streets, Zone B) narrow boulevard streets, Zone C) non-boulevard with wide berme, Zone D) non-boulevard with narrow berme, and, Zone E) non-boulevard with no defined berme area. Parks and open spaces will be studied and guidelines established at a later date.

Zone A - Wide Boulevard Streets

Elm Park Avenue (<i>between Woodward and Ridge</i>)	3 Varieties of trees
Oakland Park Avenue	3 Varieties of trees
Oakdale Boulevard	4 Varieties of trees
Poplar Park Avenue	2 Varieties of trees

- Ornamental trees planted at the ends of each boulevard in clusters of 3-5.
- Large primary trees to be planted in a staggered pattern on each side of the boulevard. Trees must be a minimum of 4-5’ from the back of boulevard curb.
- When selecting a tree, the shape should be ‘spreading’ or ‘vase’ in order to effectuate a canopy over the street and boulevard.
- No more than three or four different varieties of trees should be planted to effectuate a ‘uniform’ look on the street.

Zone B - Narrow Boulevard Streets

Woodside Park Boulevard	2 Varieties of trees
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- Small, ornamental trees planted at the ends of each boulevard in clusters of 3-5.
- Larger trees planted along the center of each boulevard.
- No more than two different varieties of trees should be planted to effectuate a ‘uniform’ look on the street.

Kenberton Drive	2 Varieties of trees
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- Small, ornamental trees planted at the ends of the each boulevard in clusters of 3-5.

Zone C - Non-Boulevard/Wide Berme

Cambridge Boulevard (<i>Woodward Avenue to Maplefield</i>)	3 Varieties
Millington Road	2 Varieties
Oxford Boulevard	3 Varieties

- Trees should be planted an equal distance from the back of curb to effectuate a straight line of trees along the berme (sight line).
- Recommend species with tall branching level (30’ or above) to avoid low hanging branches over sidewalks and street.
- Shape should be ‘spreading’ or ‘vase’ for canopy effect.
- No more than three different varieties of trees should be planted to effectuate a ‘uniform’ look on the street.

Zone D - Non-Boulevard/Narrow Berme

Amherst Road	3 Varieties of trees
Bermuda Avenue	1 Variety of tree/monoculture
Devonshire Road	3 Varieties of trees
Elm Park Boulevard <i>(between Ridge and Oakdale)</i>	2 Varieties of trees
Fairwood Boulevard	3 Varieties of trees
Hanover Avenue	2 Varieties of trees
Indiana Avenue	1 Variety of trees/monoculture
Kensington Boulevard	3 Varieties of trees
Maplefield Road	4 Varieties of trees
Maywood Avenue	3 Varieties of trees
Norwich Road	2 Varieties of trees
Ridge Road	1 Variety of tree/monoculture
Sylvan Avenue	3 Varieties of trees
Wellesley Drive	3 Varieties of trees
Woodward Heights Boulevard	3 Varieties of trees

- Trees should be planted an equal distance from the back of curb to effectuate a straight line of trees along the berme.
- Recommend species with tall branching level (30’ or above) to avoid low hanging branches over sidewalks and street.
- Shape should be ‘spreading’ or ‘vase’ for canopy effect.
- No more than two-three different varieties should be planted to effectuate a ‘uniform’ look on the street.

Zone E - Non Boulevard/no defined berme

Kenberton Drive <i>(between Oakdale and Maplefield)</i>	1 Variety of tree/monoculture
Gainsboro Avenue	1 Variety of tree/monoculture

- Trees should be planted an equal distance from the back of curb to effectuate a straight line of trees along the berme.
- Recommend species with tall branching level (30’ or above) to avoid low hanging branches over sidewalks and street.
- Shape should be ‘spreading’ or ‘vase’ for canopy effect.
- One species of tree should be planted to effectuate a monoculture on the street.

When selecting trees to purchase in quantity or individually, the City Administration should consider the condition of each street with respect to loss and health of the trees on a specific street. Special attention should be paid to those streets that endure a high volume of traffic, also known as the gateway streets, to ensure the City’s character and integrity is reflected in the landscape (e.g., Fairwood, Woodward Heights, Oxford, Oakland Park, Millington).

The approved aesthetic look for the streets throughout the city is a ‘Canopy’ tree, which is described above as ‘spreading’ and ‘vase’ shaped. A limited number of species is recommended for each street and are defined on the attached Diagram.

The City has been able to maintain a good distribution of shade and decorative trees over the years, in spite of diseases and natural calamities. However, it is critical for the City to engage in a systematic program of tree spraying and other care measures. Further, native trees must be augmented by planting of young trees by the City, developers or private owners.

Attached is a recommended list of trees to be planted throughout the City.

<i>Adopted by the Enhancement Master Plan Committee</i>	<i>June 2003</i>
<i>Adopted by the Planning Commission</i>	<i>July 2003</i>
<i>Approved by the City Commission</i>	<i>August 2003</i>
<i>Reviewed and amended by Enhancement Committee</i>	<i>January 2007</i>



Tree Planting Guide
Recommended Variety of Trees (2003)

American Elm	“Accolade”	Bred to be disease resistant Susceptible to Elm Leaf Beetle
	“Homestead”	Bred to be disease resistant Susceptible to Elm Leaf Beetle
	“Commemoration”	Bred to be disease resistant Susceptible to Elm Leaf Beetle
	“Dante Charm”	good canopy

European Beech	“Rivers Purple Beech”	Holds color well all summer-large Low growing branches
	“Cuprea” Copper Beech	Outstanding speciman wounding bark leads to heartrot

Red Maple	“Autumn Blaze”	Fast growing, good street tree
	“Marmo”	Brilliant fall color

Northern Red Oak		Oaks are massive and majestic Slower growth
Swamp White Oak		
White Oak		

White Ash	“Autumn Purple”	Adaptable; outstanding fall color
		Easy to establish
		Current issues w/Ash trees

Kentucky Coffee		Hardy and can survive harsh winter
		More attractive as tree ages

Ginko Biloba		virtually pest-free; resistant to storms
		Hardy street and residential tree

Zone A – Wide Boulevard

Elm
Oak trees

Zone B – Narrow Boulevard

Elm
Kentucky Coffee

Zone C – Non-Boulevard/Wide Bermes

Zone D – Non-Boulevard/Narrow Bermes

Elm
Kentucky Coffee
Red Maple

Zone E – None Boulevard/no defined berme

Kenberton (between Oakdale and Maplefield)	1 variety - monoculture
Gainsboro	1 variety – monoculture

Parks and Open Space

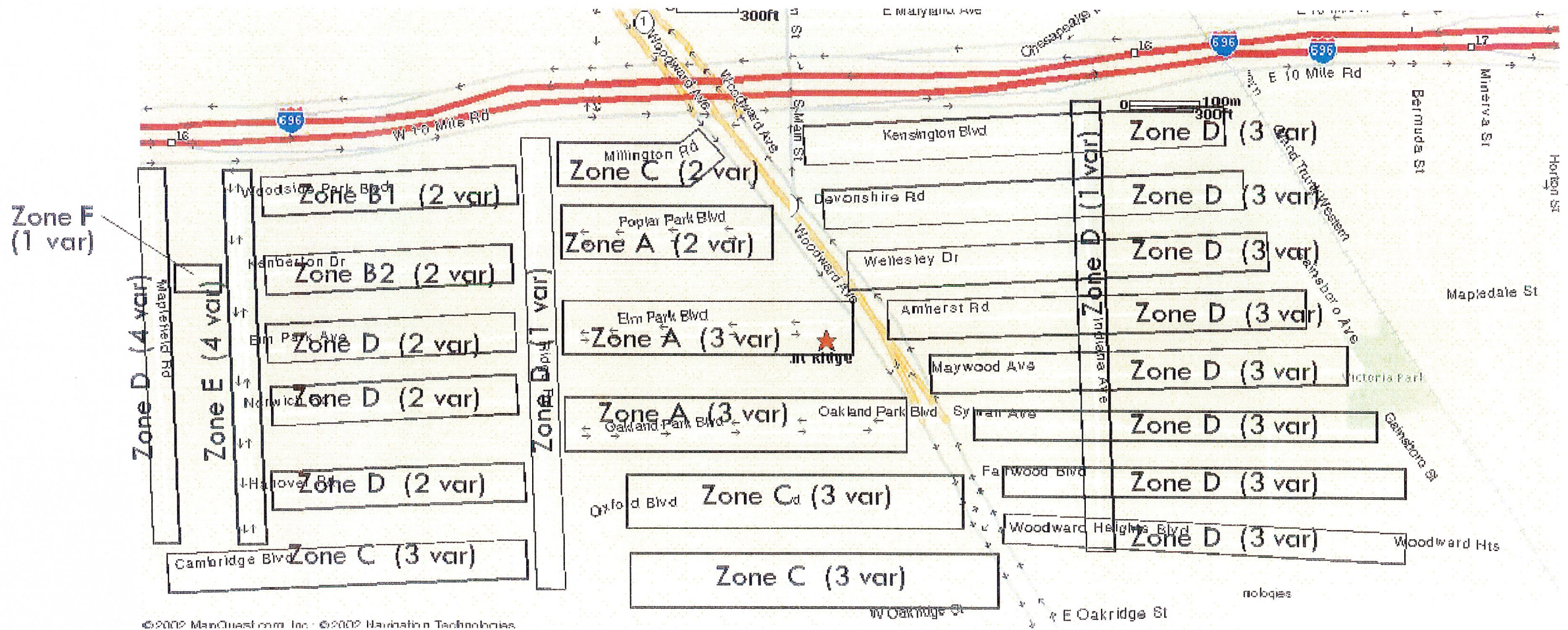
Beech
Copper Beech
Redbud
White Dogwood

Boulevard ends

Crab – Sugartyme
Prairiefire

Serviceberry

Redbud



Enhancement Master Plan Committee Tree Planting Diagram



City of Pleasant Ridge

James Breuckman, City Manager

From: Jim Breuckman, City Manager
To: City Commission
Date: November 10, 2015
Re: Woodward Avenue Action Association (WA3) Woodward Complete Streets Plan Endorsement

Overview

The WA3's complete streets plan for Woodward is complete and has been adopted by their board. At this time, WA3 is requesting that the local communities endorse the plan to demonstrate support for it to MDOT. The Planning Commission recommended that the City Commission endorse the plan at their October 26, 2015 meeting.

Background

The attached plan provides a complete streets vision for Woodward Avenue from Hart Plaza to the Pontiac Loop. The plan presents a lofty goal for the future of Woodward, with the understanding that you set your goals high and negotiate downward if you must.

This plan is one of the three components of the Pleasant Ridge complete streets plan that we discussed when we passed the complete streets ordinance a few months ago. This plan provides the high-level, corridor-wide vision and is most applicable to the Woodward area south of Oakland Park/Sylvan.

The Gibbs Woodward/696 Study provides a detailed vision for the Woodward/696 area with all the complexity that exists there.

Finally, Staff is working on a complete streets/green infrastructure plan for our local streets.

Together, those three plans will be considered together for adoption as our Complete Streets Plan. The request at this time is not for formal adoption of the attached study, but simply for our City's endorsement of the plan as a vision that we support for the entire 27-mile long Woodward Corridor.

Requested Action

City Commission action on the attached resolution to endorse the Woodward Avenue Complete Streets Master Plan.

Resolution to Endorse the Woodward Avenue Complete Streets Master Plan

Whereas, over the last two hundred years since the plans development, Woodward Avenue is the primary axis along which the Detroit region has developed, connecting the two major destinations of downtown Detroit and Pontiac and the walkable historic town centers of Highland Park, Ferndale, Pleasant Ridge, Royal Oak, Berkley, and Birmingham in between, and

Whereas, the existing automobile centric design for the 27-Mile All American Road lacks accommodation for a variety of modes including rapid transit, bicyclists and pedestrians, and

Whereas, there is both a societal shift and documented research which demonstrates that streets designed as “complete” accommodating safely a variety of users has both positive economic impact and sustainability, and

Whereas, a Complete Streets Master Plan for Woodward Avenue has been prepared by the Woodward Avenue Action Association for the 27-Miles of Woodward Avenue, which redesigns the road from a car-dominated highway back to a multi-modal avenue and provides for M-1 Rail, bus rapid transit, protected bike facilities, widened pedestrian sidewalks and the automobile, and

Whereas, the Complete Streets Master Plan for Woodward Avenue was prepared with extensive input, review and comment of stakeholders including but not limited to a Steering Committee of members from the Michigan Department of Transportation; each local municipality and county; transit, bike and disability advocates; and large institutions, and

Whereas, five – 3 day charrettes were conducted in Detroit, Ferndale, Pleasant Ridge, Birmingham and Pontiac with design professionals, walkability and bike experts who worked with the municipal stakeholders and the public to garner challenges, ideas, preferences and desires to prepare preliminary street designs, and

Whereas, over 30 meetings were conducted to present the preliminary street designs and gather additional public input, and

Whereas, the alignment for the locally preferred alternative for bus rapid transit was incorporated in the preliminary street designs, and

Whereas, the final Complete Streets Master Plan will transition Woodward Avenue back to an Avenue that accommodates all users, and when implemented will provide an environment which is economically stable and sustainable.

Now therefore be it resolved, that the City of Pleasant Ridge endorses the Woodward Avenue Action Association’s Complete Streets Master Plan, and

Be it further resolved, that as a corridor that traverses through 11 municipalities in which 10 % of the state’s population lives, the Michigan Department of Transportation, the Regional Transit Authority and various other stakeholders are urged to support the plan and prioritize its implementation through both short and long term improvements.

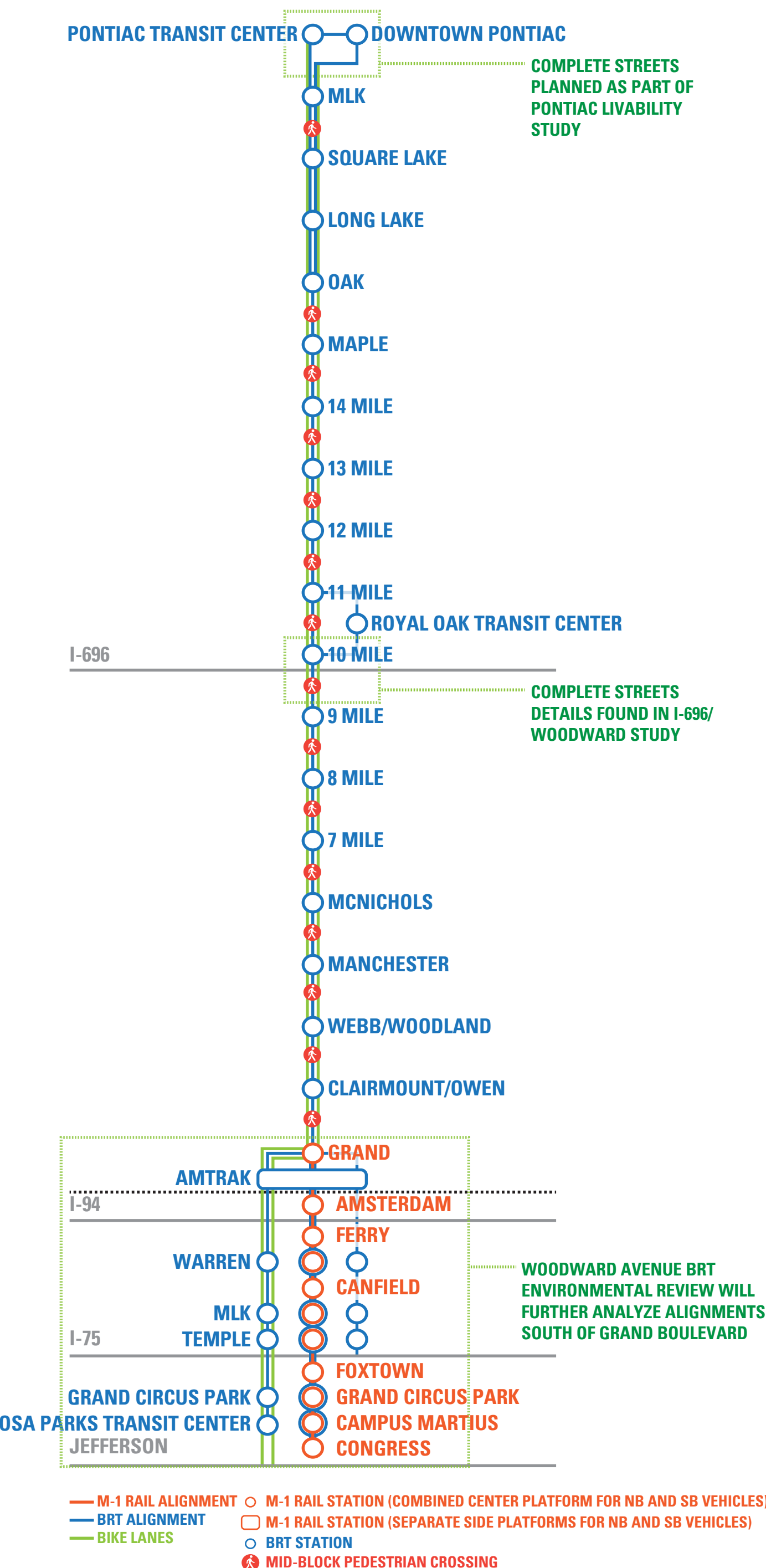
Woodward Avenue

COMPLETE STREETS

WOODWARD AT A GLANCE...

Woodward Avenue is an iconic urban scenic byway and the spine of the Detroit metropolitan region that traverses eleven communities from Downtown Detroit to the City of Pontiac. Woodward Avenue is perhaps the most critical corridor in the region and state as 1 in 10 Michiganders live along Woodward Avenue. It also represents the "Main Street" of many corridor communities, including Detroit, Highland Park, Ferndale, and Pontiac.

The future Woodward Avenue vision paints a picture of a livable, walkable, pedestrian, and transit-friendly multi-modal corridor. Building upon the future rapid transit, it aims to create a different future for Woodward Avenue that focuses on being a safe, secure, stable, well-linked, and economically stimulated place for its communities.



COMPLETE STREETS RECOMMENDED ELEMENTS FOR WOODWARD AVENUE



Street Trees

A consistent layout of street planting will bring order to Woodward Avenue and create spaces that will improve each neighborhood's identity. The proper design of irrigation and establishment of landscape maintenance protocols will help street trees to reach maturity. Mature plantings in ordered, urban streetscapes exude a sense of calm and stability. Street trees will also provide environmental benefits and assist in calming traffic.



Pedestrian Zone

Providing ample space within the pedestrian zone will synthesize a variety of activities, including the movement of pedestrians and outdoor dining/retail operations. Enhanced pedestrian crossings with curb extensions and pedestrian refuge islands (where feasible) at mid-block locations and major intersections will improve connectivity and safety for pedestrians throughout the corridor.



On-Street Parking

Maintaining on-street parking spaces (where feasible) will increase the viability of business along the corridor and will have a traffic calming effect on adjacent general purpose lanes.



Branding

Building on the brand established by the Woodward Avenue Action Association (WA3) will provide consistency and recognition throughout the corridor, further enhancing its sense of place. This brand can be applied to signage, wayfinding, kiosks, and many other elements.



Cycle Tracks

Raised cycle tracks will be constructed adjacent to sidewalks but will be delineated from pedestrian zones by unique paving colors or materials. Raised bicycle facilities will foster a greater sense of safety for less advanced cyclists and also reduce maintenance challenges.



Stormwater Management

Streetscape vegetation will be designed and programmed to filter stormwater from impervious surfaces. These elements improve the aesthetics of the street and will act as buffers between different modes of travel.



Mixed-Use Development

Complete streets will produce greater volumes of all types of travel, providing the foundation for intensified private development that combines uses. Ground floor retail with a high percentage of windows can help activate the street.



Furnishing

Streetscape elements, such as lighting, benches, trash receptacles, informational kiosks, bike share facilities, and many others, will have a powerful effect on the identity of the corridor if designed as a unified brand.



Rapid Transit

Two rapid transit systems, M-1 Rail (in construction) and Woodward Avenue bus rapid transit (BRT) (planned), will provide premium transit service throughout the corridor and are projected to serve over 40,000 users each day.



Woodward Avenue

COMPLETE STREETS JEFFERSON AVE. TO GRAND BOULEVARD

EXISTING CONDITIONS

The width and character of Woodward Avenue is fairly consistent within this segment of the corridor. Within Downtown Detroit (south of Park Avenue), wider sidewalks have been implemented that include the use of higher quality materials, planters, street trees, and furnishings. Vehicle travel lanes within this segment have been reduced from seven (7) to four (4). Continental crosswalk design (12" bars perpendicular to the path of travel) is used within this segment at most intersections and mid-block locations. On-street parking is provided in select locations throughout this segment.

Extending from the northern portion of Downtown Detroit (north of Park Avenue) and into Midtown and New Center, nine (9) vehicle travel lanes including a center-turn lane and narrower sidewalks make up the 110' right-of-way. Throughout most of this segment, some street trees and lighting are provided within the sidewalk. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations. On-street parking is provided throughout the entire segment.

SEGMENT COMMUNITY

Detroit

RECOMMENDATIONS








Between Jefferson and Grand Boulevard, vehicle travel lanes will be impacted by the construction of the M-1 Rail streetcar lines, which will primarily operate in curbside lanes until just before Grand Boulevard when the streetcar transitions to center-running operations. The existing nine (9) vehicle travel lanes will be reduced to seven (7), two (2) of which will share space with the streetcar. This reduction allows for wider sidewalks, the inclusion of on-street parking along the eastern edge of the street, and a median within the center turn-lane.

Planned bicycle facilities on Cass Avenue (one block west of Woodward Avenue) will serve the corridor. Cass Avenue was chosen to accommodate bicycle facilities due to concerns over bicycle safety associated with the streetcar tracks and will still allow space for future bus rapid transit (BRT) along Cass Avenue.

The pedestrian zone within this segment is recommended to include sidewalks on each side of the street at least 14' in width. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel), and may be further accented with colored paint.

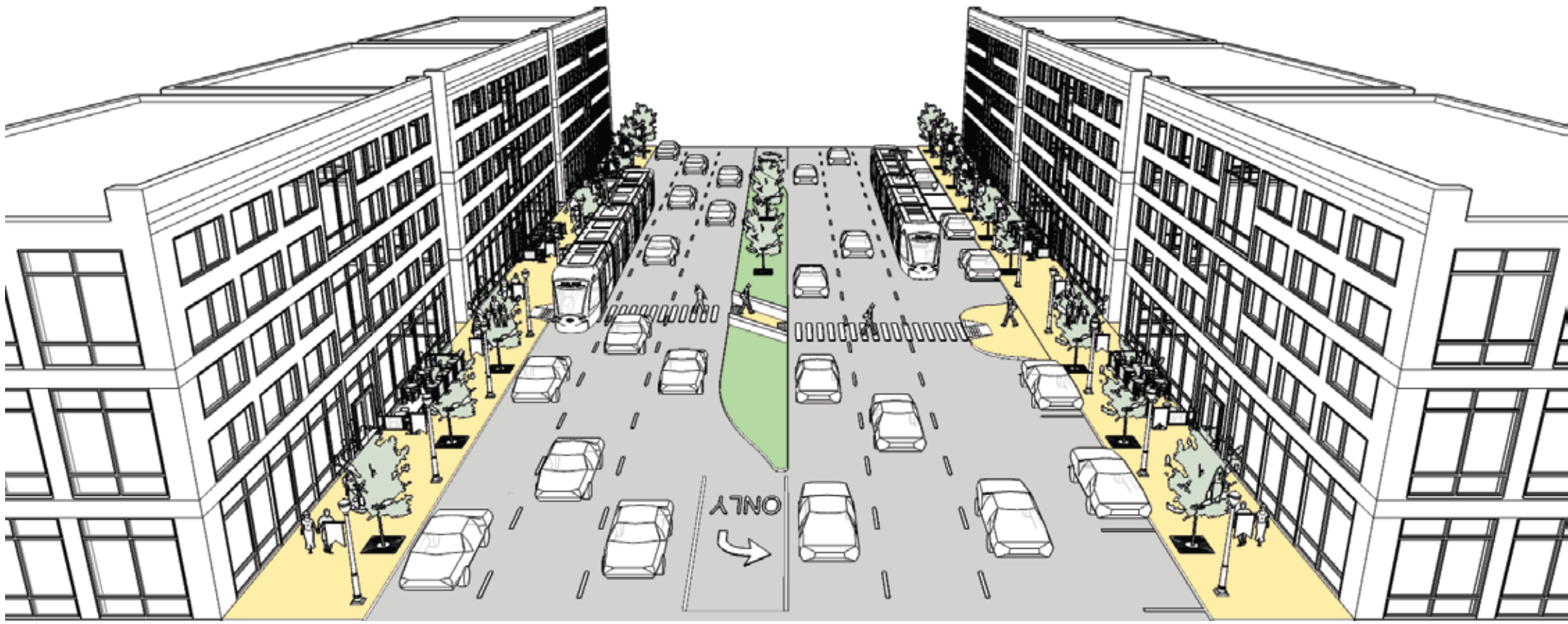
Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk and in the median), which will use a combination of soils, mulch, and plants that help filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.

-  **RAPID TRANSIT**
Shared streetcar-vehicle lanes will provide premium transit in this segment
-  **PEDESTRIAN ZONE**
Wide sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands
-  **ON-STREET PARKING**
On-street, parallel parking accommodated on the east edge of the street
-  **FURNISHING**
Amenities consistent with Woodward corridor, including space for outdoor dining, bike share facilities, and M-1 Rail stations
-  **STREET TREES**
Mature street trees in planters and/or grates spaced 40' apart
-  **STORMWATER MANAGEMENT**
Permeable paving materials for all sidewalks and filtration planters 40' apart
-  **BRANDING**
Signage, wayfinding, colors, and materials consistent with Woodward brand

VISION
Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION
All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: JEFFERSON TO GRAND
RIGHT-OF-WAY = 120'



Woodward Avenue

COMPLETE STREETS GRAND BOULEVARD TO MCNICHOLS RD.

EXISTING CONDITIONS

This segment, between Grand Boulevard and McNichols Road, represents the narrowest right-of-way along the entire Woodward Avenue corridor. The right-of-way is 100', consisting of seven (7) vehicle travel lanes including a center turn-lane and 14' sidewalks on both sides of the street. Throughout most of this segment, some street trees and lighting are provided within the sidewalk. On-street parking is not specifically delineated in this segment, but the outside lane is generally used for this purpose. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations.

SEGMENT COMMUNITIES

Detroit and Highland Park

RECOMMENDATIONS

Between Grand Boulevard and McNichols Road, the existing seven (7) vehicle travel lanes will be reduced to four (4). This reduction allows for dedicated transit lanes physically separated from vehicle travel lanes and two-way raised cycle tracks on each side of the street.

The two-way raised cycle tracks will be 8' in total width and will be accommodated within space from the existing sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol and arrow markings (MUTCD Figure 9C-3). A 1' buffer and curb will separate cycle tracks from vehicular traffic. The cycle tracks will begin north of Grand Boulevard and be linked directly to planned bicycle facilities on Cass Avenue.

The remaining space from the existing sidewalk will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.



RAPID TRANSIT

Dedicated bus rapid transit lanes will provide premium transit in this segment



CYCLE TRACKS

Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 1' buffer and curb will separate cycle tracks from vehicular traffic



PEDESTRIAN ZONE

Reconstructed sidewalks and enhanced pedestrian crossings



FURNISHING

Amenities consistent with Woodward corridor



STORMWATER MANAGEMENT

Permeable paving materials for all sidewalks and filtration planters 40' apart



BRANDING

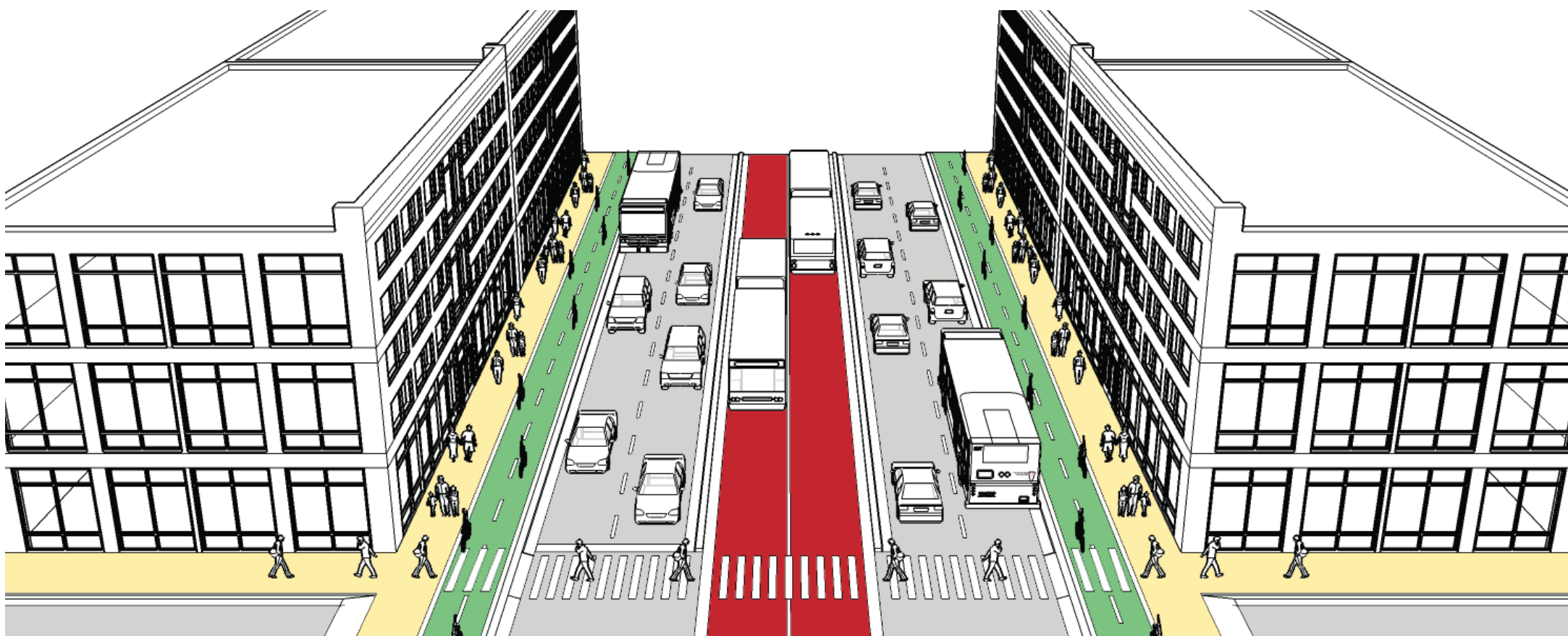
Signage, wayfinding, colors, and materials consistent with Woodward brand

VISION

Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION

All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: GRAND TO MCNICHOLS
RIGHT-OF-WAY = 100'



Woodward Avenue

COMPLETE STREETS MCNICHOLS ROAD TO 8 MILE ROAD

EXISTING CONDITIONS

This segment, between McNichols Road and 8 Mile Road, represents the beginning of the widest right-of-way along the Woodward Avenue corridor. The right-of-way is 200', consisting of ten (10) vehicle travel lanes, a wide median, and 6' sidewalks on both sides of the street. Throughout most of this segment, some street trees and lighting are provided within the sidewalk. On-street parking is provided in select locations throughout this segment along the east edge of the street. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations.

SEGMENT COMMUNITY

Detroit

RECOMMENDATIONS









Between McNichols Road and 8 Mile Road, the existing ten (10) vehicle travel lanes will be reduced to six (6). This reduction allows for this segment to be redesigned as a multiway boulevard that will include dedicated transit lanes physically separated from vehicle travel lanes, an enhanced pedestrian zone, two-way raised cycle tracks on each side of the street, and on-street parking on both sides of the street separated from traffic by an 8' landscaped median.

The two-way raised cycle tracks will be 8' in total width and will be accommodated adjacent to the sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol, and arrow markings (MUTCD Figure 9C-3). A 3' buffer and curb will separate the cycle tracks from on-street parking.

The remaining 10' will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

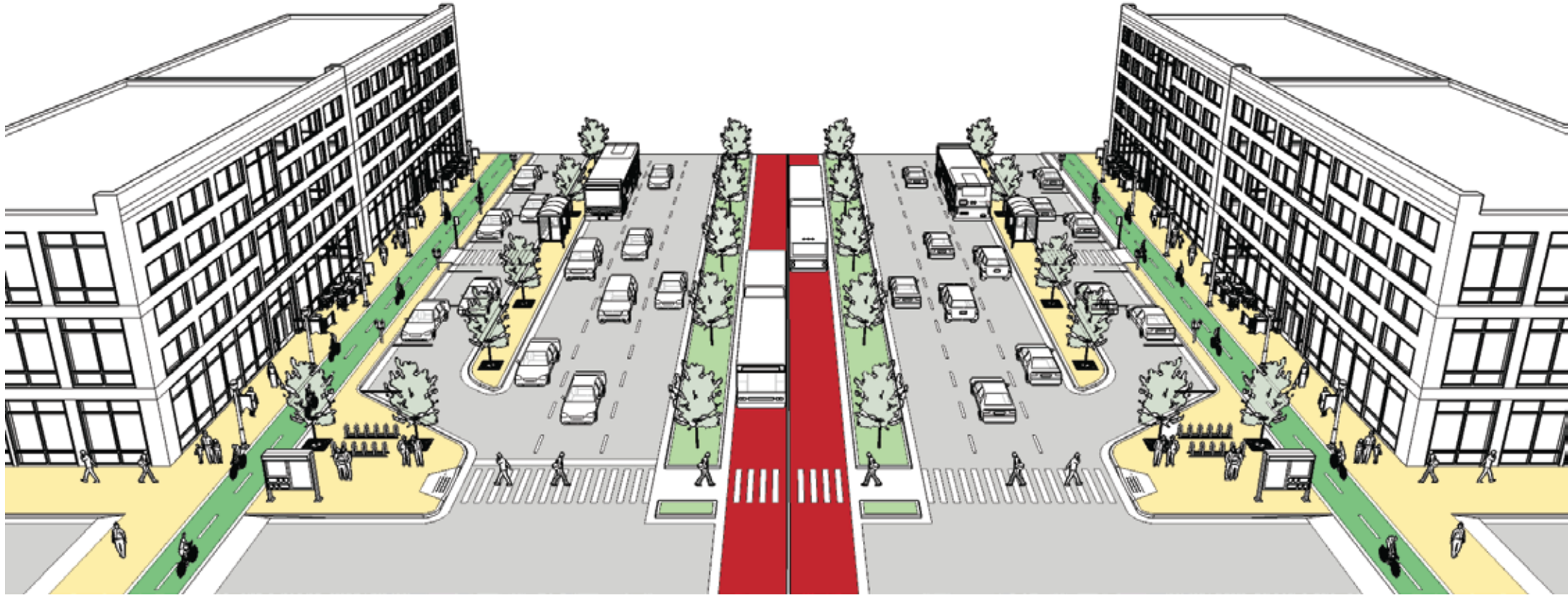
Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk and in the median), which will use a combination of soils, mulch, and plants that help filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.

-  **RAPID TRANSIT**
Dedicated bus rapid transit lanes will provide premium transit in this segment
-  **CYCLE TRACKS**
Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 3' buffer from on-street parking
-  **PEDESTRIAN ZONE**
Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands
-  **FURNISHING**
Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities
-  **STREET TREES**
Mature street trees in planters and/or grates spaced 40' apart
-  **STORMWATER MANAGEMENT**
Permeable paving materials for all sidewalks and filtration planters 40' apart
-  **BRANDING**
Signage, wayfinding, colors, and materials consistent with Woodward brand
-  **ON-STREET PARKING**
On-street, parallel parking accommodated within multiway boulevard

VISION
Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION
All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: MCNICHOLS TO 8 MILE
RIGHT-OF-WAY = 200'



Woodward Avenue

COMPLETE STREETS 8 MILE ROAD TO OAKRIDGE AVENUE

EXISTING CONDITIONS

This segment, between 8 Mile Road and Oakridge Avenue, is the first segment within Oakland County, extending through the City of Ferndale from its southern border with Detroit and its northern border with Pleasant Ridge. The Woodward Avenue / 9 Mile intersection represents the center of Downtown Ferndale, which produces higher levels of pedestrian activity extending to downtown businesses in each direction. The right-of-way is 200', consisting of eight (8) vehicle travel lanes, a wide median, and 6' sidewalks on both sides of the street, although frequent curb extensions into the parking areas (primarily at crosswalks) expand the sidewalk to 14'. Street trees and lighting are present within the sidewalk and median for the entire segment. On-street parking is provided throughout this segment along both edges of the street. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations, while colored paint is used to delineate crosswalks at more prominent intersections (i.e. 9 Mile, Fielding Street).

SEGMENT COMMUNITY

Ferndale

RECOMMENDATIONS

Between 8 Mile Road and Oakridge Avenue, the existing eight (8) vehicle travel lanes will be reduced to six (6). This reduction allows for this segment to be redesigned as a multiway boulevard that will include dedicated transit lanes physically separated from vehicle travel lanes, an enhanced pedestrian zone, two-way raised cycle tracks on each side of the street, and on-street parking on both sides of the street separated from traffic by an 8' landscaped median.

The two-way raised cycle tracks will be 8' in total width and will be accommodated adjacent to the sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol, and arrow markings (MUTCD Figure 9C-3). A 3' buffer and curb will separate the cycle tracks from on-street parking.

The remaining 10' will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk and in the median), which will use a combination of soils, mulch, and plants that help filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.



RAPID TRANSIT

Dedicated bus rapid transit lanes will provide premium transit in this segment



CYCLE TRACKS

Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 3' buffer from on-street parking



PEDESTRIAN ZONE

Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands



FURNISHING

Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities



STREET TREES

Mature street trees in planters and/or grates spaced 40' apart



STORMWATER MANAGEMENT

Permeable paving materials for all sidewalks and filtration planters 40' apart



BRANDING

Signage, wayfinding, colors, and materials consistent with Woodward brand



ON-STREET PARKING

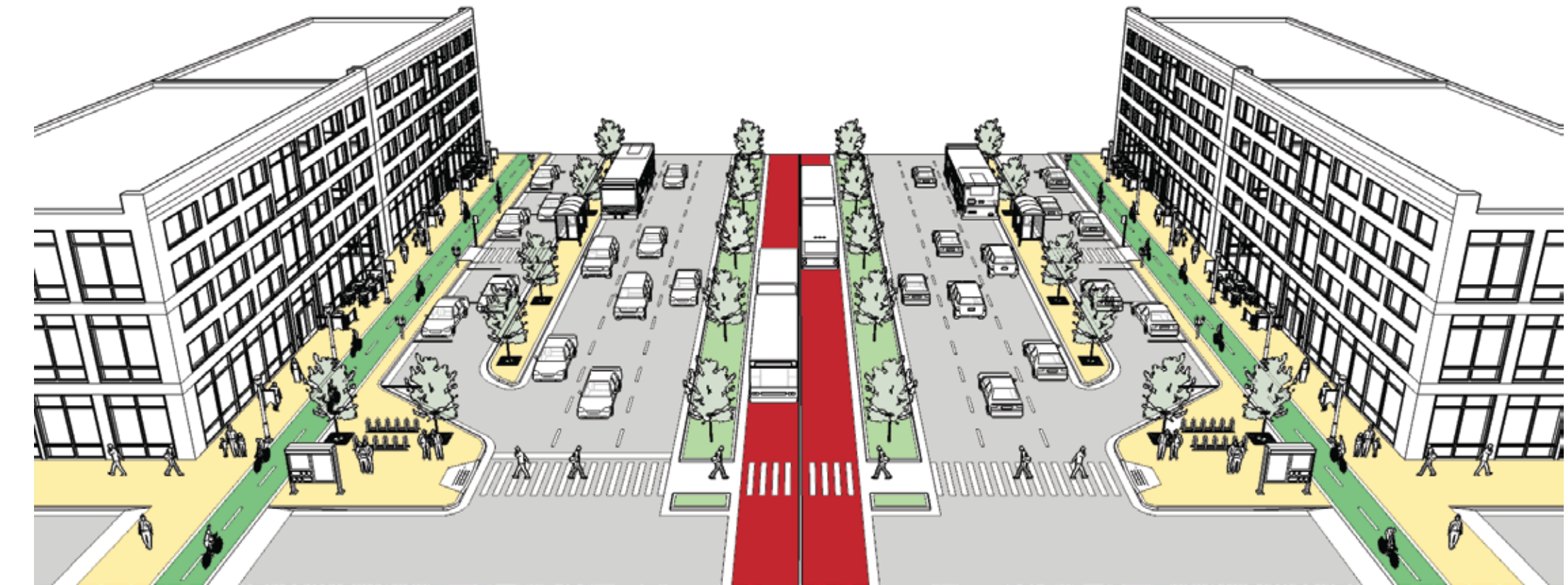
On-street, parallel parking accommodated within multiway boulevard

VISION

Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION

All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: 8 MILE TO OAKRIDGE
RIGHT-OF-WAY = 200'



Woodward Avenue

COMPLETE STREETS OAKRIDGE AVE. TO WASHINGTON AVE.

EXISTING CONDITIONS

This segment, between Oakridge Avenue and the area north of I-696 represents the segment that extends through the City of Pleasant Ridge from its southern border with Ferndale to its northern border with Royal Oak. The right-of-way is 200', consisting of eight (8) vehicle travel lanes, a wide median, and 6' sidewalks on both sides of the street. Street trees and lighting are present within the sidewalk and median for the entire segment. On-street parking is provided in select locations throughout this segment along the east edge of the street. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations.

This segment includes the I-696/Woodward Avenue interchange, which presents a unique set of conditions for consideration. Please reference the I-696 Interchange Study for a detailed complete streets strategy for this area.

SEGMENT COMMUNITY

Pleasant Ridge

RECOMMENDATIONS









Between Oakridge Avenue and the area north of I-696, the existing eight (8) vehicle travel lanes will be reduced to six (6). This reduction allows for this segment to be redesigned as a multiway boulevard that will include dedicated transit lanes physically separated from vehicle travel lanes, an enhanced pedestrian zone, two-way raised cycle tracks on each side of the street, and on-street parking on both sides of the street separated from traffic by an 8' landscaped median.

The two-way raised cycle tracks will be 8' in total width and will be accommodated adjacent to the sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol, and arrow markings (MUTCD Figure 9C-3). A 3' buffer and curb will separate the cycle tracks from on-street parking.

The remaining 10' will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel), and may be further accented with colored paint.

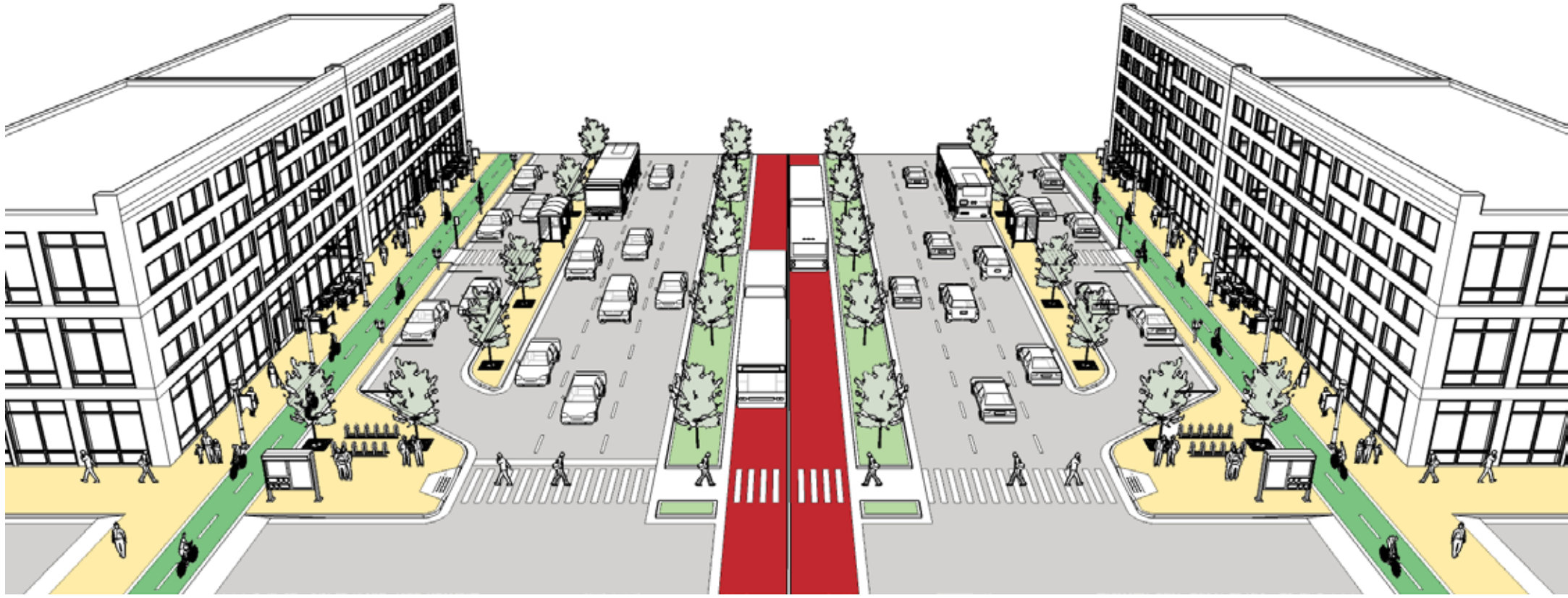
Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk and in the median), which will use a combination of soils, mulch, and plants that help filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.

-  **RAPID TRANSIT**
Dedicated bus rapid transit lanes will provide premium transit in this segment
-  **CYCLE TRACKS**
Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 3' buffer from on-street parking
-  **PEDESTRIAN ZONE**
Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands
-  **FURNISHING**
Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities
-  **STREET TREES**
Mature street trees in planters and/or grates spaced 40' apart
-  **STORMWATER MANAGEMENT**
Permeable paving materials for all sidewalks and filtration planters 40' apart
-  **BRANDING**
Signage, wayfinding, colors, and materials consistent with Woodward brand
-  **ON-STREET PARKING**
On-street, parallel parking accommodated within multiway boulevard

VISION
Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION
All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: OAKRIDGE TO I-696
RIGHT-OF-WAY = 200'



Woodward Avenue

COMPLETE STREETS WASHINGTON AVENUE TO 11 MILE ROAD

EXISTING CONDITIONS

This segment, between the area north of I-696 and 11 Mile, extends through the southern portion of Royal Oak and Huntington Woods. The right-of-way is 200', consisting of eight (8) vehicle travel lanes, a wide median, and 6' sidewalks on both sides of the street. Street trees and lighting are present within the sidewalk and median in select locations throughout this segment. The space between the sidewalk and vehicle travel lanes varies from block to block, including a variety of conditions e.g. grass lawns, slip roads with parallel parking, and slip roads with angled parking. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations.

SEGMENT COMMUNITIES

Huntington Woods and Royal Oak

RECOMMENDATIONS









Between the area north of I-696 and 11 Mile Road, the existing eight (8) vehicle travel lanes will be reduced to six (6). This reduction allows for this segment to be redesigned as a multiway boulevard that will include dedicated transit lanes physically separated from vehicle travel lanes, an enhanced pedestrian zone, two-way raised cycle tracks on each side of the street, and on-street parking on both sides of the street separated from traffic by an 8' landscaped median.

The two-way raised cycle tracks will be 8' in total width and will be accommodated adjacent to the sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol, and arrow markings (MUTCD Figure 9C-3). A 3' buffer and curb will separate the cycle tracks from on-street parking.

The remaining 10' will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

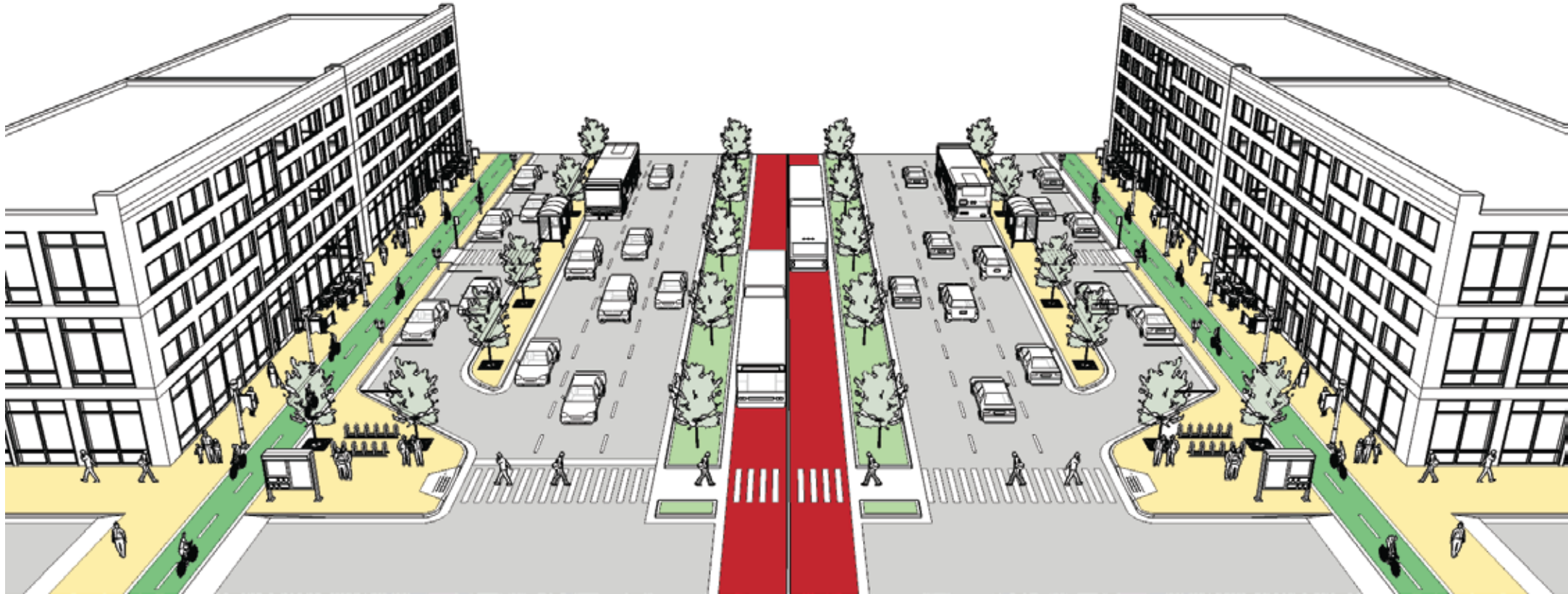
Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk and in the median), which will use a combination of soils, mulch, and plants that help filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.

-  **RAPID TRANSIT**
Dedicated bus rapid transit lanes will provide premium transit in this segment
-  **CYCLE TRACKS**
Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 3' buffer from on-street parking
-  **PEDESTRIAN ZONE**
Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands
-  **FURNISHING**
Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities
-  **STREET TREES**
Mature street trees in planters and/or grates spaced 40' apart
-  **STORMWATER MANAGEMENT**
Permeable paving materials for all sidewalks and filtration planters 40' apart
-  **BRANDING**
Signage, wayfinding, colors, and materials consistent with Woodward brand
-  **ON-STREET PARKING**
On-street, parallel parking accommodated within multiway boulevard

VISION
Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION
All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: I-696 TO 11 MILE
RIGHT-OF-WAY = 200'



Woodward Avenue

COMPLETE STREETS 11 MILE ROAD TO 14 MILE ROAD

EXISTING CONDITIONS

This segment, between the area north of I-696 and 11 Mile, extends through the southern portion of Royal Oak and Huntington Woods. The right-of-way is 200', consisting of eight (8) vehicle travel lanes, a wide median, and 6' sidewalks on both sides of the street. Street trees and lighting are present within the sidewalk and median in select locations throughout this segment. The space between the sidewalk and vehicle travel lanes varies from block to block, including a variety of conditions e.g. grass lawns, slip roads with parallel parking, and slip roads with angled parking. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations.

SEGMENT COMMUNITIES

Berkley and Royal Oak

RECOMMENDATIONS









Between 11 Mile Road and 14 Mile Road, the existing eight (8) vehicle travel lanes will be reduced to six (6). This reduction allows for this segment to be redesigned as a multiway boulevard that will include dedicated transit lanes physically separated from vehicle travel lanes, an enhanced pedestrian zone, two-way raised cycle tracks on each side of the street, and on-street parking on both sides of the street separated from traffic by an 8' landscaped median.

The two-way raised cycle tracks will be 8' in total width and will be accommodated adjacent to the sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol, and arrow markings (MUTCD Figure 9C-3). A 3' buffer and curb will separate the cycle tracks from on-street parking.

The remaining 10' will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

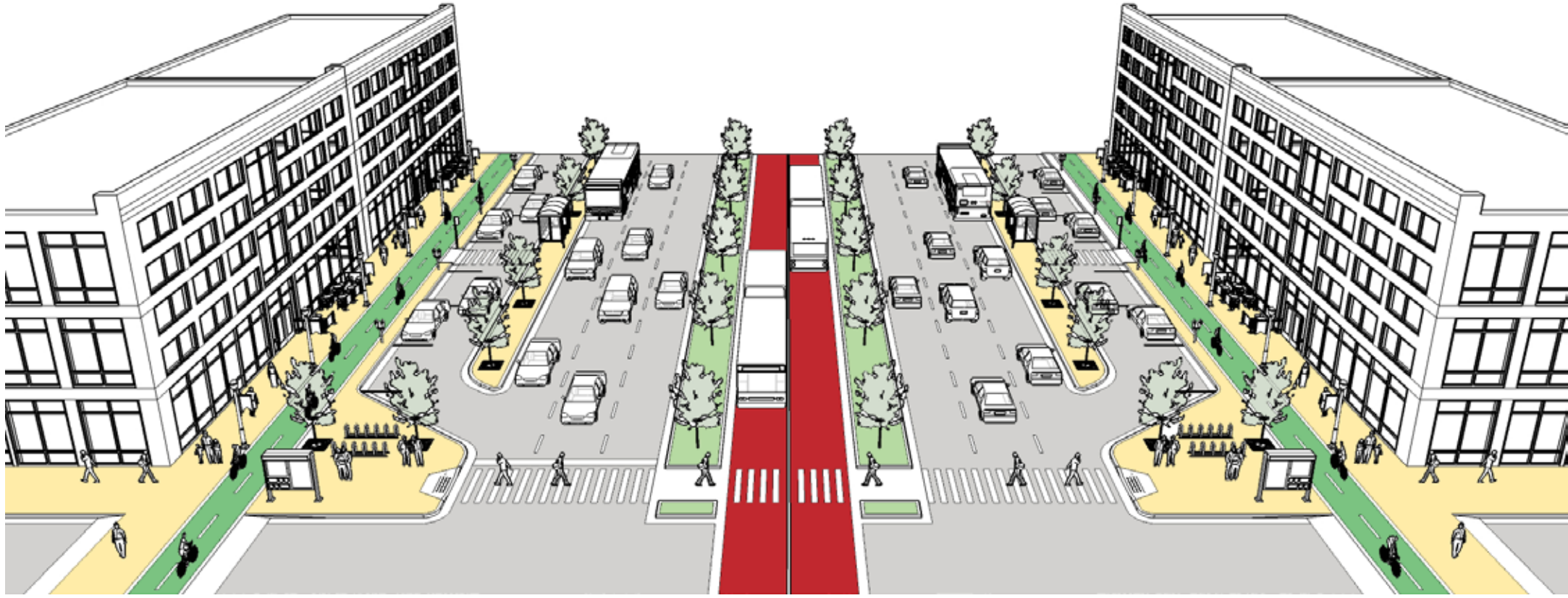
Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk and in the median), which will use a combination of soils, mulch, and plants that help filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.

-  **RAPID TRANSIT**
Dedicated bus rapid transit lanes will provide premium transit in this segment
-  **CYCLE TRACKS**
Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 3' buffer from on-street parking
-  **PEDESTRIAN ZONE**
Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands
-  **FURNISHING**
Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities
-  **STREET TREES**
Mature street trees in planters and/or grates spaced 40' apart
-  **STORMWATER MANAGEMENT**
Permeable paving materials for all sidewalks and filtration planters 40' apart
-  **BRANDING**
Signage, wayfinding, colors, and materials consistent with Woodward brand
-  **ON-STREET PARKING**
On-street, parallel parking accommodated within multiway boulevard

VISION
Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION
All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



**TYPICAL CROSS SECTION: 11 MILE TO 14 MILE
RIGHT-OF-WAY = 200'**



Woodward Avenue

COMPLETE STREETS 14 MILE ROAD TO QUARTON ROAD

EXISTING CONDITIONS

This segment, between 14 Mile Road and Quarton Road, extends through the City of Birmingham and a portion of Bloomfield Township. The right-of-way is 200', consisting of eight (8) vehicle travel lanes, a wide median, and 6' sidewalks on both sides of the street. Street trees and lighting are present within the sidewalk and median in select locations throughout this segment. The space between the sidewalk and vehicle travel lanes varies from block to block, including a variety of conditions e.g. grass lawns, slip roads with parallel parking, and slip roads with angled parking. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations.

SEGMENT COMMUNITIES

Birmingham and Bloomfield Township

RECOMMENDATIONS









Between 14 Mile Road and Quarton, the existing eight (8) vehicle travel lanes will be reduced to six (6). This reduction allows for this segment to be redesigned as a multiway boulevard that will include dedicated transit lanes physically separated from vehicle travel lanes, an enhanced pedestrian zone, two-way raised cycle tracks on each side of the street, and on-street parking on both sides of the street separated from traffic by an 8' landscaped median.

The two-way raised cycle tracks will be 8' in total width and will be accommodated adjacent to the sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol, and arrow markings (MUTCD Figure 9C-3). A 3' buffer and curb will separate the cycle tracks from on-street parking.

The remaining 10' will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

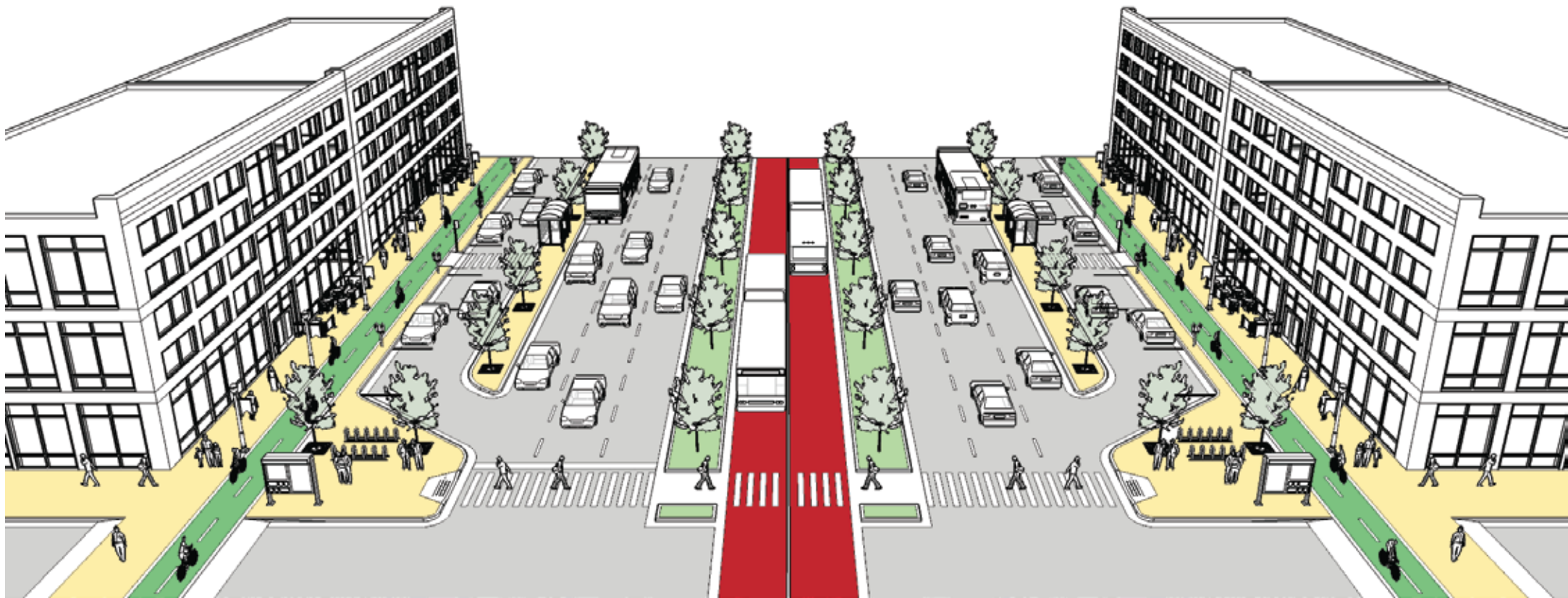
Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk and in the median), which will use a combination of soils, mulch, and plants that help filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.

-  **RAPID TRANSIT**
Dedicated bus rapid transit lanes will provide premium transit in this segment
-  **CYCLE TRACKS**
Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 3' buffer from on-street parking
-  **PEDESTRIAN ZONE**
Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands
-  **FURNISHING**
Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities
-  **STREET TREES**
Mature street trees in planters and/or grates spaced 40' apart
-  **STORMWATER MANAGEMENT**
Permeable paving materials for all sidewalks and filtration planters 40' apart
-  **BRANDING**
Signage, wayfinding, colors, and materials consistent with Woodward brand
-  **ON-STREET PARKING**
On-street, parallel parking accommodated within multiway boulevard

VISION
Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION
All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: 14 MILE TO QUARTON
RIGHT-OF-WAY = 200'



Woodward Avenue

COMPLETE STREETS QUARTON ROAD TO SOUTH BOULEVARD

EXISTING CONDITIONS

This segment, between Quarton Road and South Boulevard, extends through the City of Bloomfield Hills and Bloomfield Township. The right-of-way is 200', consisting of eight (8) vehicle travel lanes and a wide median. Sidewalks are only present in select locations within Bloomfield Township, north of Hickory Grove Road. Street trees and lighting are present within the sidewalk and median in select locations throughout this segment. The space between the edge of the right-of-way and vehicle travel lanes varies from block to block, including a variety of conditions e.g. grass lawns, driveways, and surface parking access. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections.

SEGMENT COMMUNITIES

Bloomfield Hills, Bloomfield Township, and Pontiac

RECOMMENDATIONS

Between Quarton Road and South Boulevard, the existing eight (8) vehicle travel lanes will be maintained, although one (1) lane in each direction will be converted to a shared transit-vehicle lane adjacent to the median.

Two-way raised cycle tracks will be 8' in total width and will be accommodated within space between the existing curb and newly constructed sidewalks. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol and arrow markings (MUTCD Figure 9C-3). A 1' buffer and curb will separate the cycle tracks from vehicular traffic.

The sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk, in the landscaped buffer, and in the median), which will use a combination of soils, mulch, and plants that help to filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.



RAPID TRANSIT

Mixed traffic bus rapid transit lanes will provide premium transit in this segment



CYCLE TRACK

Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 1' buffer and curb will separate the cycle tracks from vehicular traffic



PEDESTRIAN ZONE

Connect to shared-use path (6') on both sides of the street in Bloomfield Township. Addition of sidewalks in the remaining section with enhanced pedestrian crossings and curb extensions



STREET TREES

Mature street trees in planters and/or grates spaced 40' apart



FURNISHING

Amenities consistent with Woodward corridor, including space for bike share facilities



STORMWATER MANAGEMENT

Permeable paving materials for all sidewalks and filtration planters 40' apart



BRANDING

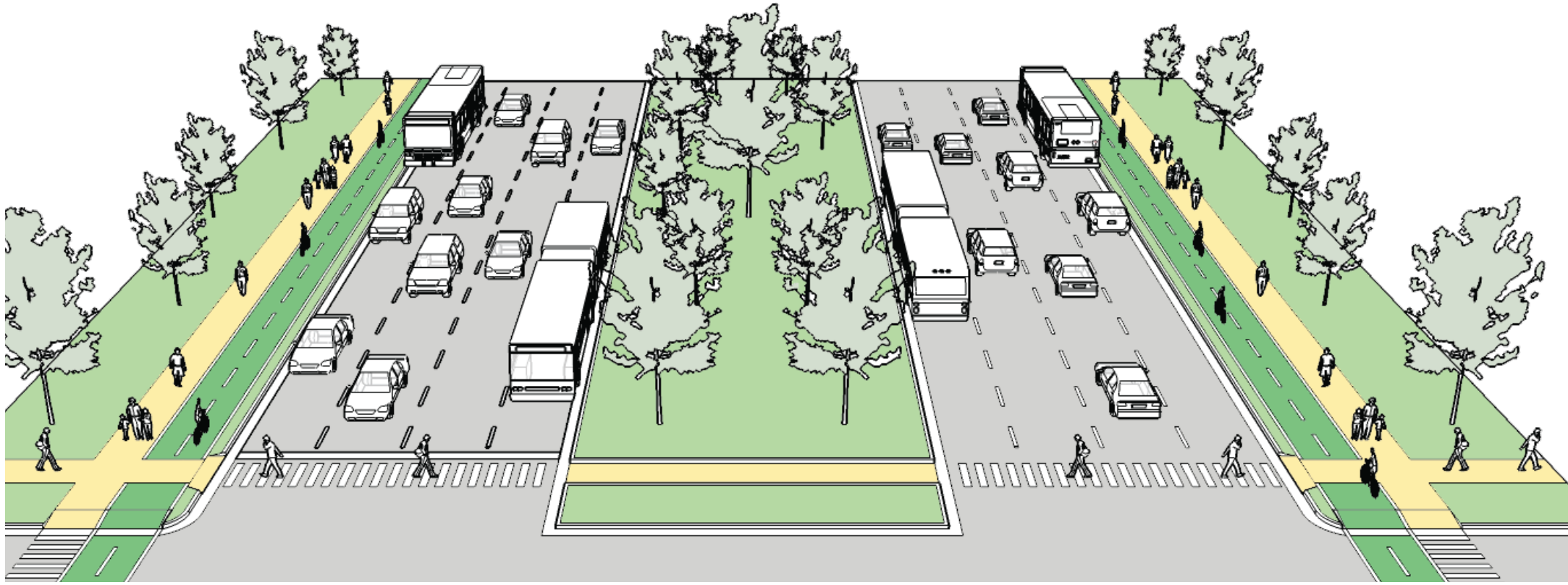
Signage, wayfinding, colors, and materials consistent with Woodward brand

VISION

Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION

All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: QUARTON TO SOUTH
RIGHT-OF-WAY = 200'



Woodward Avenue

COMPLETE STREETS SOUTH BOULEVARD TO PONTIAC LOOP

EXISTING CONDITIONS

This segment, between South Boulevard and the Pontiac Loop, extends through the City of Pontiac from its southern border with Bloomfield Township to the southern edge of its downtown. The right-of-way is 120', consisting of six (6) vehicle travel lanes, a narrow median, and 6' sidewalks on both sides of the street. Street trees and lighting are present within the sidewalk and median in select locations throughout this segment. The space between the sidewalk primarily consists of grass lawns and driveways. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations.

SEGMENT COMMUNITY

Pontiac

RECOMMENDATIONS

Between South Boulevard to the Pontiac Loop, the existing six (6) vehicle travel lanes will be reduced to four (4). This reduction allows for dedicated transit lanes and two-way raised cycle tracks on each side of the street.

The two-way raised cycle tracks will be 8' in total width and will be accommodated within space from the existing sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol, and arrow markings (MUTCD Figure 9C-3). A 1' buffer and curb will separate the cycle tracks from vehicular traffic.

The remaining space will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.



RAPID TRANSIT

Dedicated bus rapid transit lanes will provide premium transit in this segment



CYCLE TRACK

Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 1' buffer and curb will separate the cycle tracks from vehicular traffic



PEDESTRIAN ZONE

Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands



FURNISHING

Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities



STREET TREES

Mature street trees in planters and/or grates spaced 40' apart



STORMWATER MANAGEMENT

Permeable paving materials for all sidewalks and filtration planters 40' apart



BRANDING

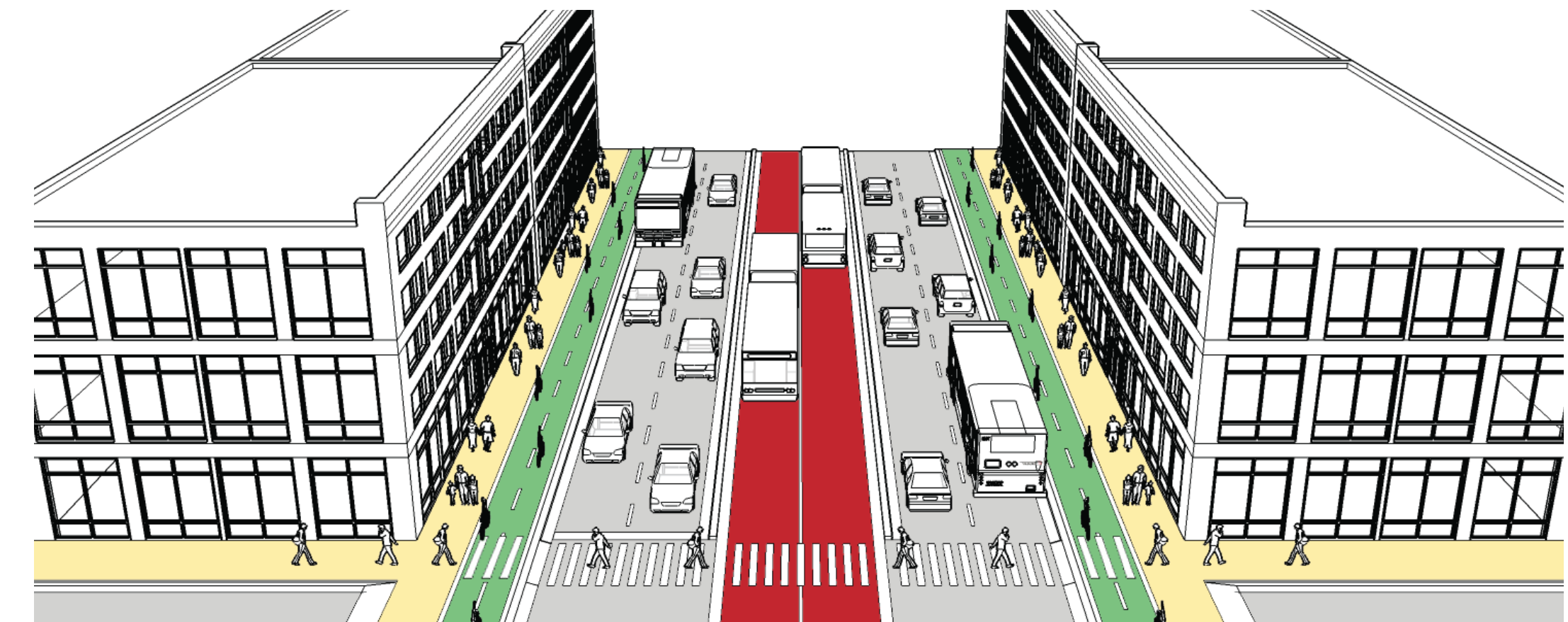
Signage, wayfinding, colors, and materials consistent with Woodward brand

VISION

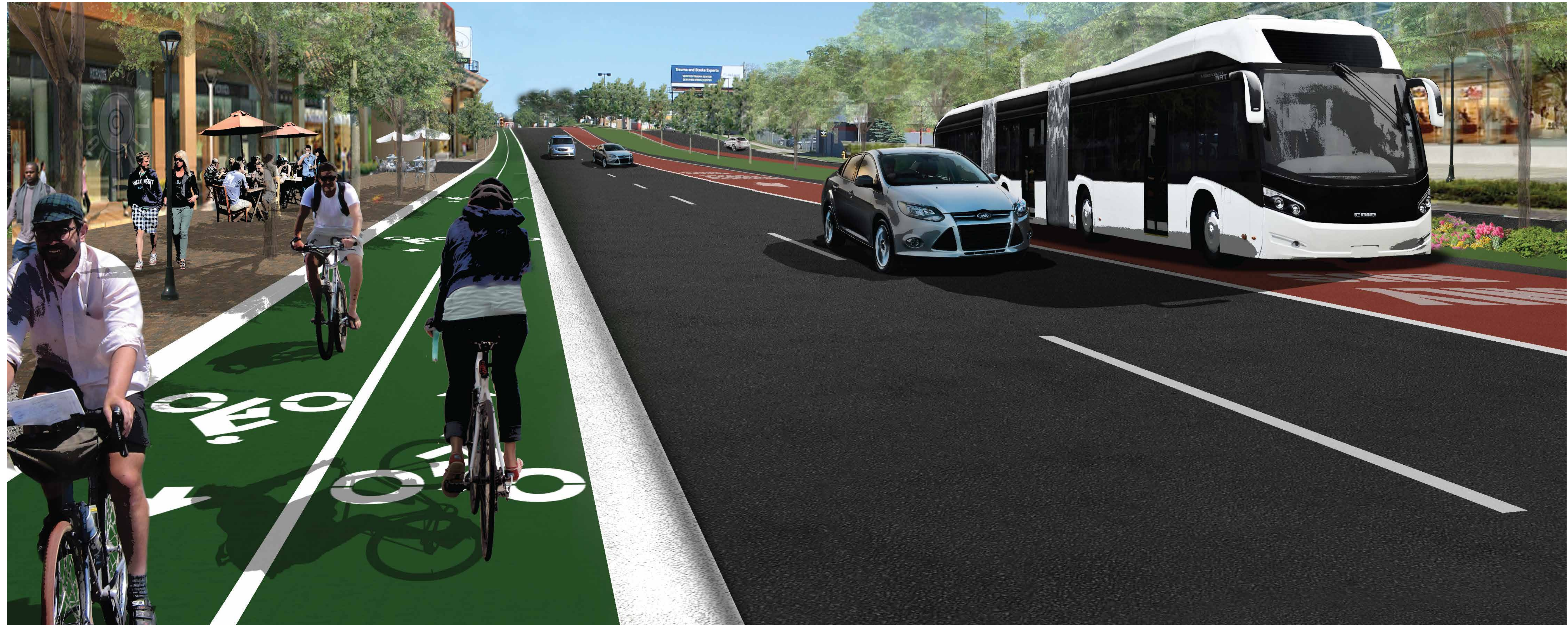
Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION

All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: SOUTH TO PONTIAC LOOP
RIGHT-OF-WAY = 120'



Woodward Avenue

COMPLETE STREETS PONTIAC LOOP

EXISTING CONDITIONS

This segment includes the entire Pontiac Loop that encompasses Downtown Pontiac. The right-of-way is 90', consisting of four (4) to five (5) northbound travel lanes and 5' to 10' sidewalks that are set 5' to 10' back from the roadway.

The "loop" segregates Downtown Pontiac from surrounding communities, hindering economic growth, cutting off businesses from surrounding neighborhoods, and leaving small residential pockets isolated from community context and amenities.

The right-of-way is a physical barrier to pedestrian access and activity in Downtown Pontiac, while the one-way direction of traffic promotes high speeds and in several areas makes it difficult and confusing for people to access the downtown.

SEGMENT COMMUNITY

Pontiac

RECOMMENDATIONS

The Recommended Alternative of the Downtown Pontiac Transportation Assessment is a balanced improvement that consists of:








- 1. Two-way conversion of the entire Woodward Loop**
- Four (4) to five (5) lane cross section on the west side serving as a through route,
 - Two (2) to three (3) lane cross section on the east side serving as a local street

The local street fits both the downtown and neighborhood context and functions as a local street with an on-road cycle track and some on-street parking.

- 2. Enhanced bicycle and pedestrian amenities**
- Completion of the sidewalk network
 - Two-way on-road cycle track on the east side
 - Two-way shared use path on the west side
 - Addition of a narrow landscaped median
 - Rerouting the Clinton River Trail through downtown Pontiac using Pike Street

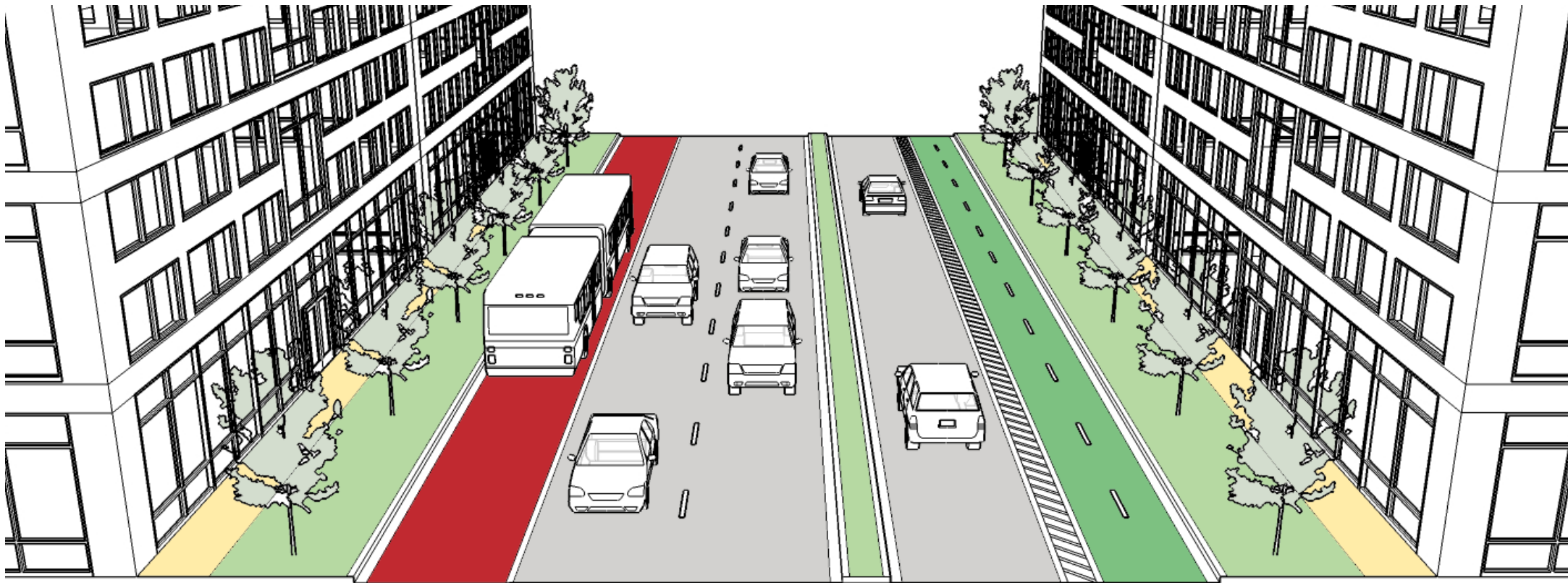
- 3. Connection of Wesson Street across Woodward Avenue**

- 4. Creation of a "Gateway" at the southern end of the Woodward Loop**

-  **RAPID TRANSIT**
Dedicated bus rapid transit lanes will provide premium transit in this segment
-  **CYCLE TRACK**
Two-way cycle tracks (east) and a two-way shared use path (west)
-  **PEDESTRIAN ZONE**
Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands
-  **FURNISHING**
Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities
-  **STREET TREES**
Mature street trees in planters and/or grates spaced 40' apart
-  **STORMWATER MANAGEMENT**
Permeable paving materials for all sidewalks and filtration planters 40' apart
-  **BRANDING**
Signage, wayfinding, colors, and materials consistent with Woodward brand

VISION
Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION
All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: PONTIAC LOOP
RIGHT-OF-WAY = 90'





City of Pleasant Ridge

James Breuckman, City Manager

From: Jim Breuckman, City Manager
To: City Commission
Date: November 10, 2015
Re: Update on Woodward/Main/696 and Ridge Road Traffic Calming Projects

Overview

The City has been implementing short-term projects to test the recommendations of the Woodward/696 Complete Streets Study. Thus far, projects have been tested at two locations – the Woodward/696/Main Street area and on Ridge at Roosevelt School

Background

Staff is collecting and analyzing data on the test projects done to-date. We are expecting a comprehensive report from the Traffic Improvement Association analyzing the function of the 696 Service Drive and the Woodward/Main Street segment.

Staff has also been collecting speed data for the Main Street curve, and also on Ridge Road at Roosevelt School to determine the impact of the test projects on vehicle travel speeds.

Please see the attached presentation for a summary of our findings thus far.

Requested Action

No requested action.

Complete Streets Test Projects

City Commission Update

November 10, 2015



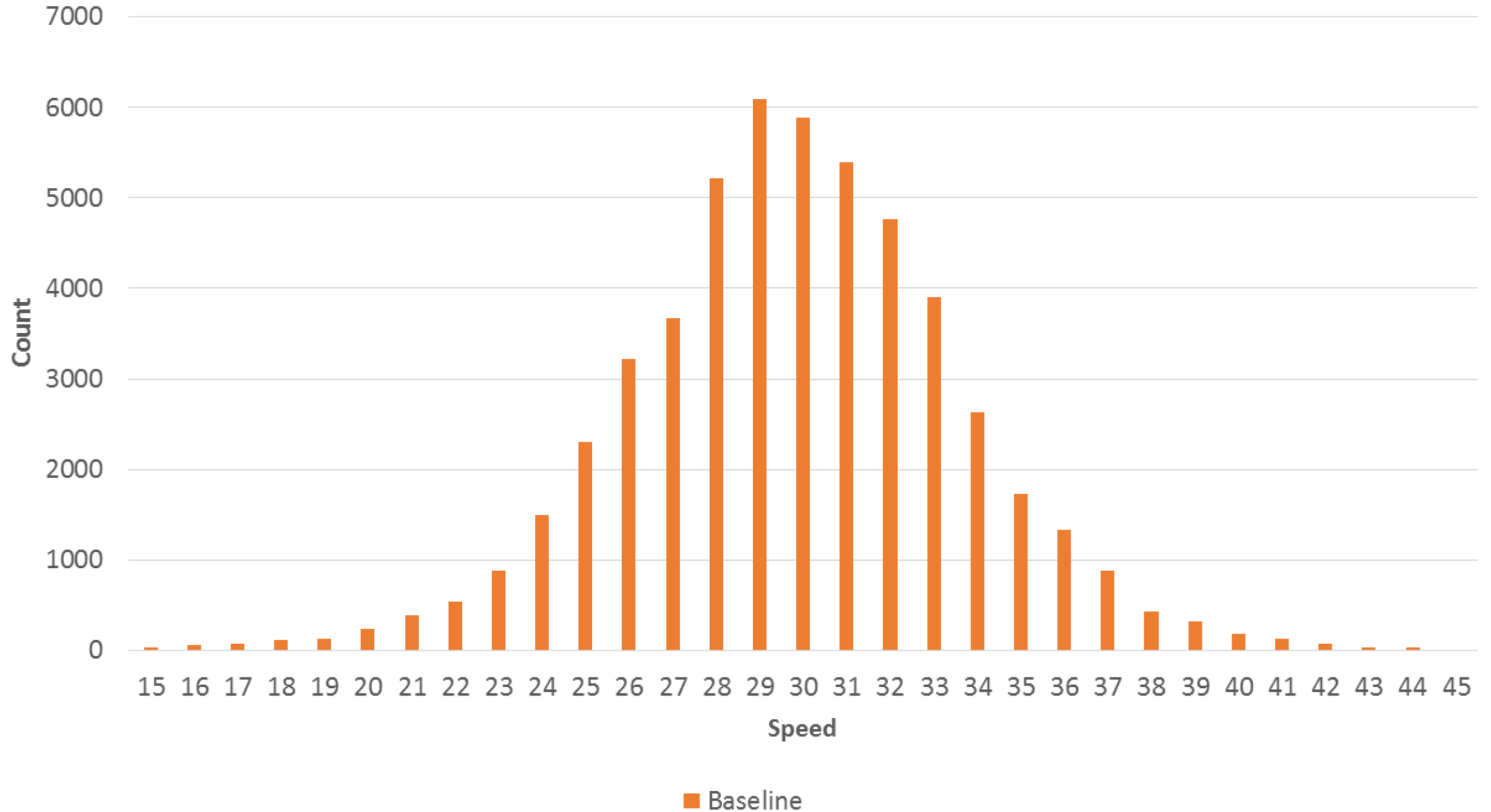


CARRIERS OF
EXPLOSIVE
FLAMMABLE
CARGOS
PROHIBITED
I-696 WEST

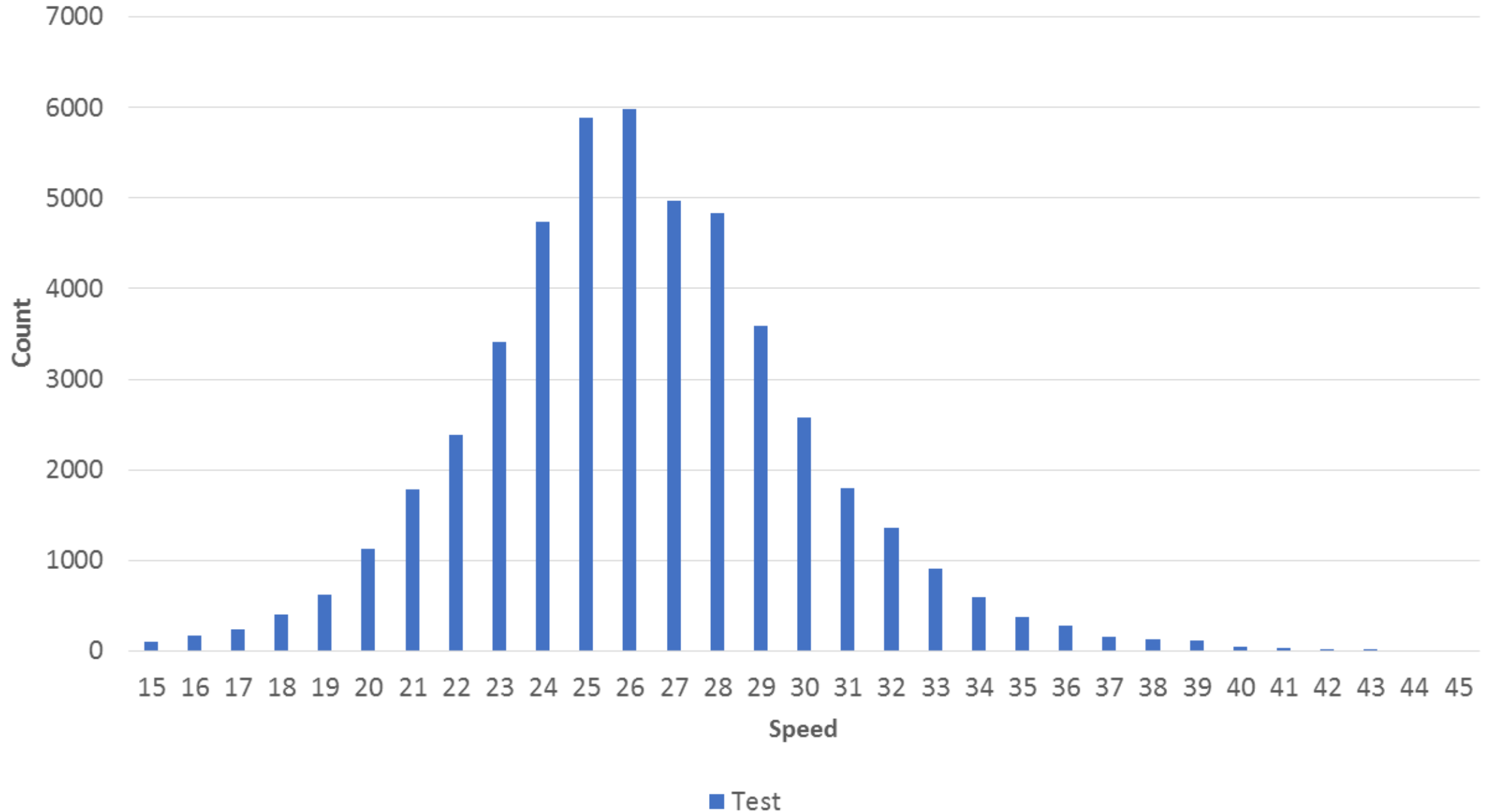


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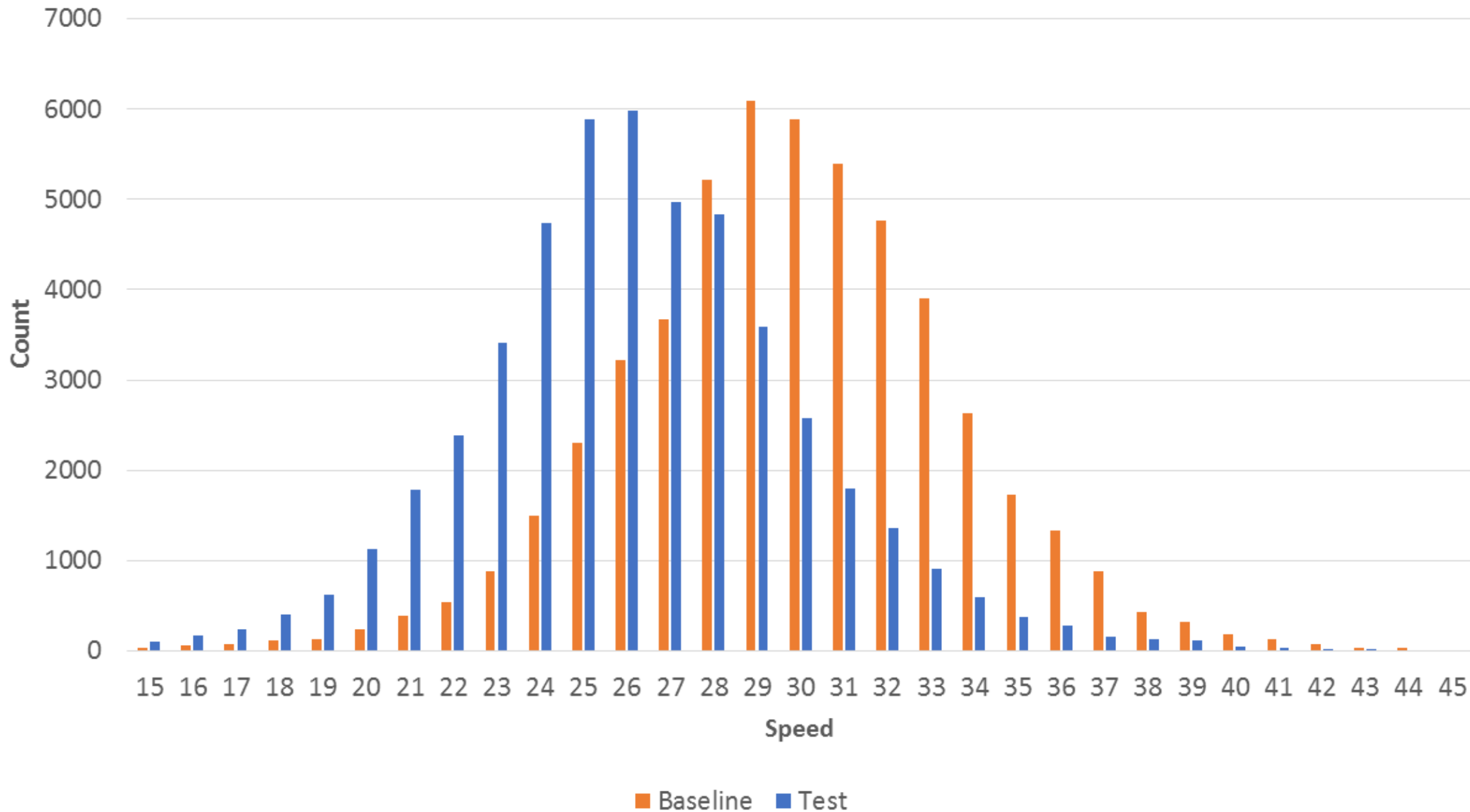
Northbound Speed Distribution Baseline



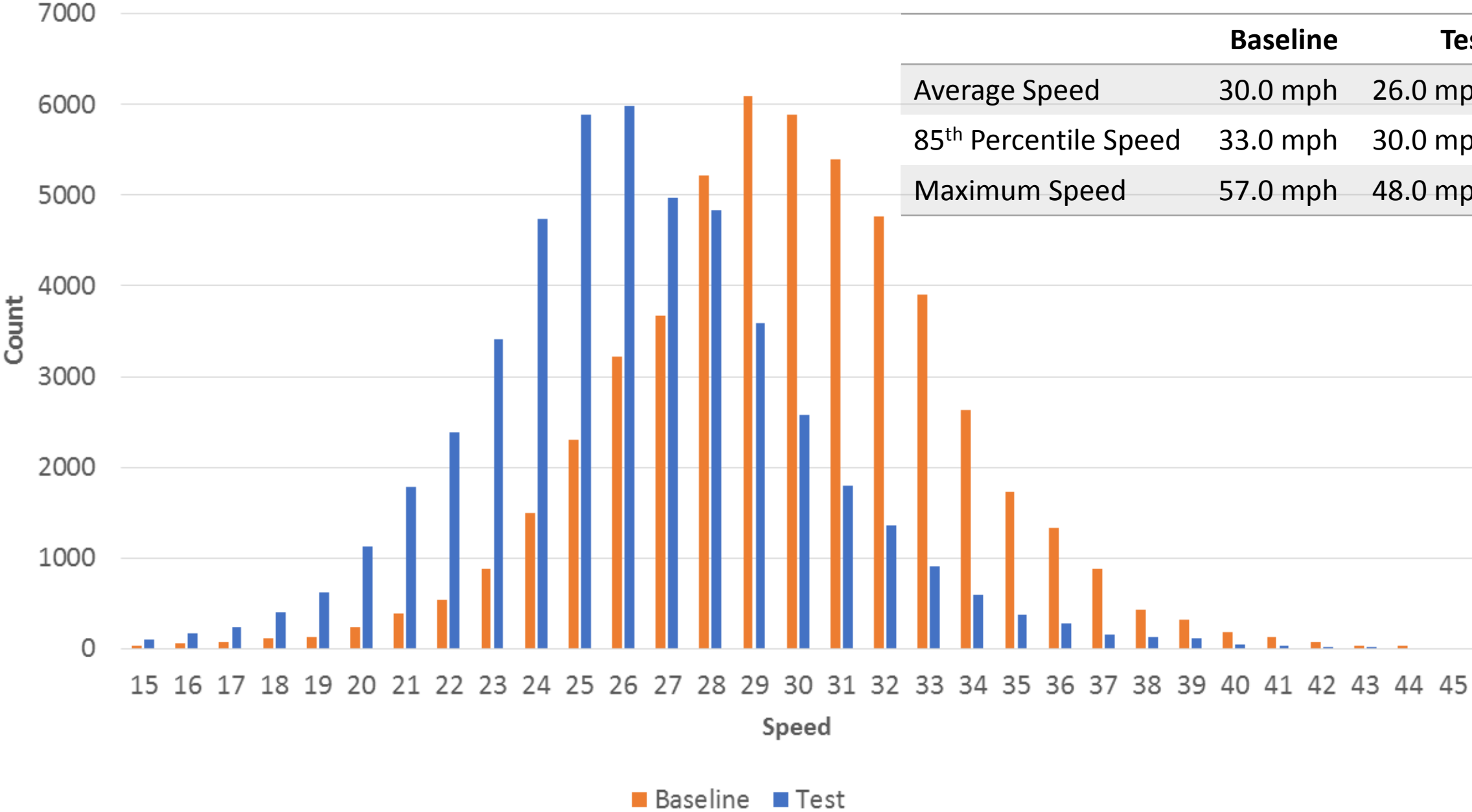
Northbound Speed Distribution During Test



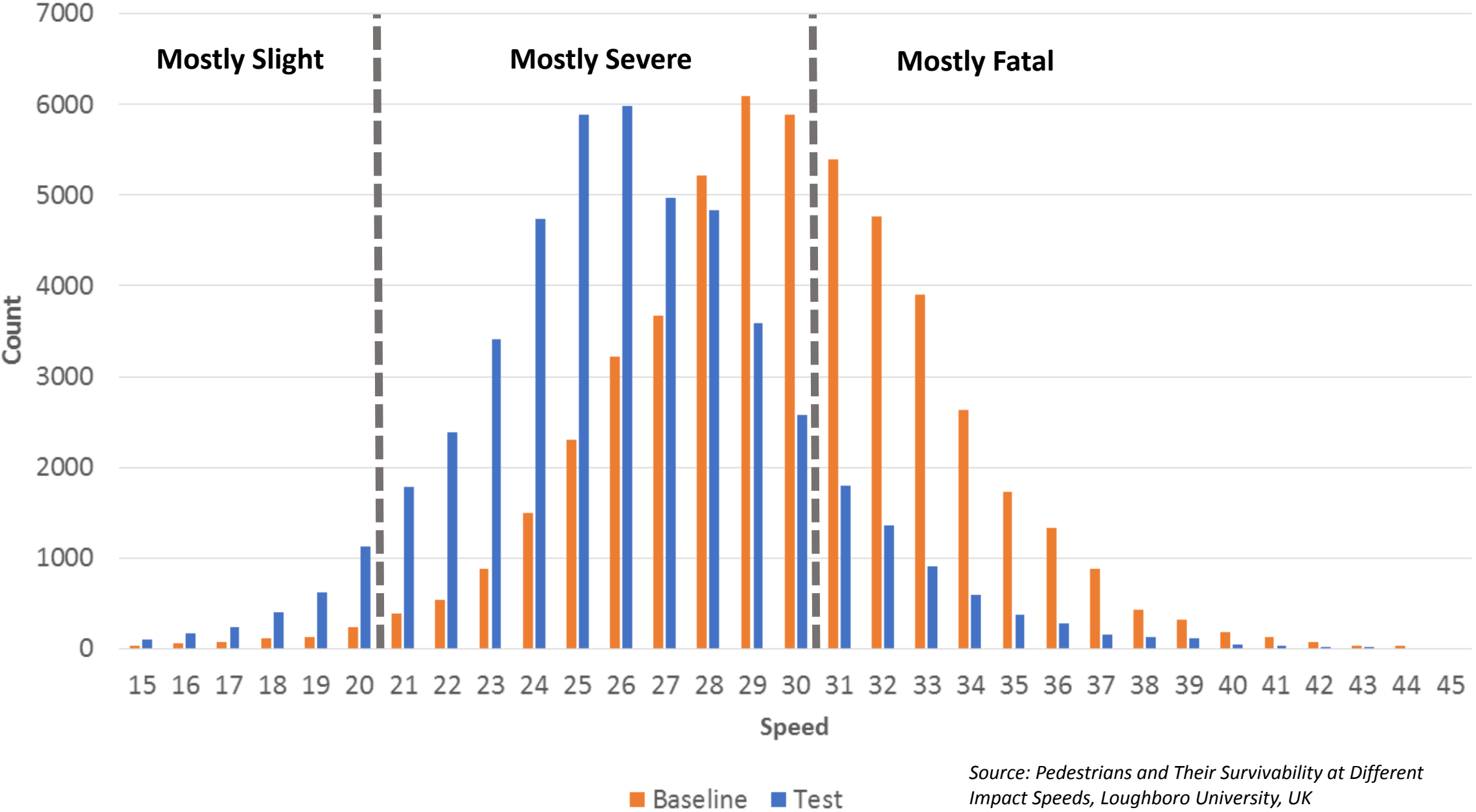
Northbound Speed Distribution



Northbound Speed Distribution

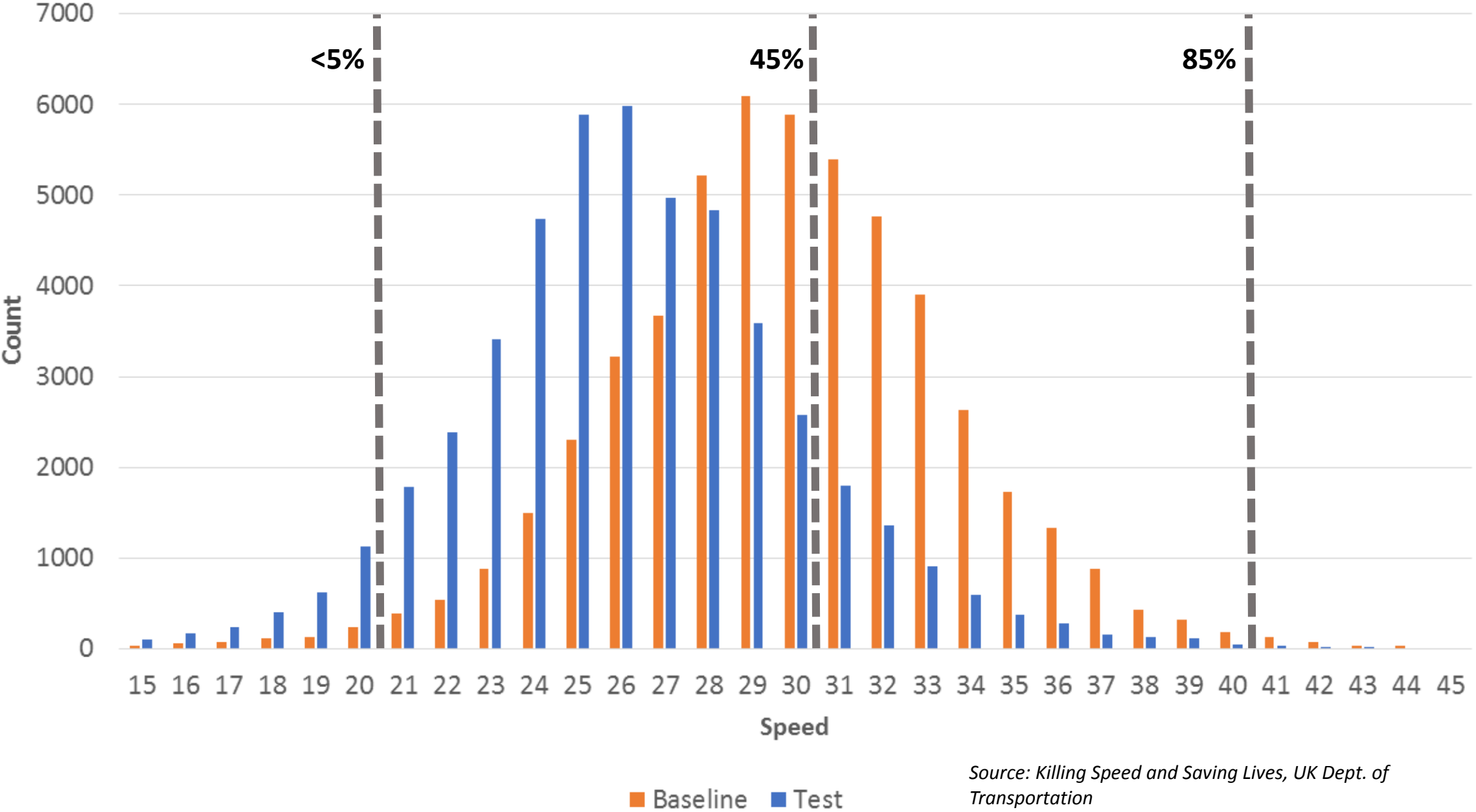


Primary Pedestrian Injury Classification



Source: Pedestrians and Their Survivability at Different Impact Speeds, Loughboro University, UK

Chance of Pedestrian Death @ 20, 30 and 40 MPH Impact Speed



Source: Killing Speed and Saving Lives, UK Dept. of Transportation

Roosevelt – Mid-Block Crossing



Problem: Ridge Road Speed

- Highest daily traffic volume*
- Highest measured speeds*
 - *32.3 mph 85th percentile speed*
 - *28.5 mph average speed*
- 82.4% of cars speed
- School zone

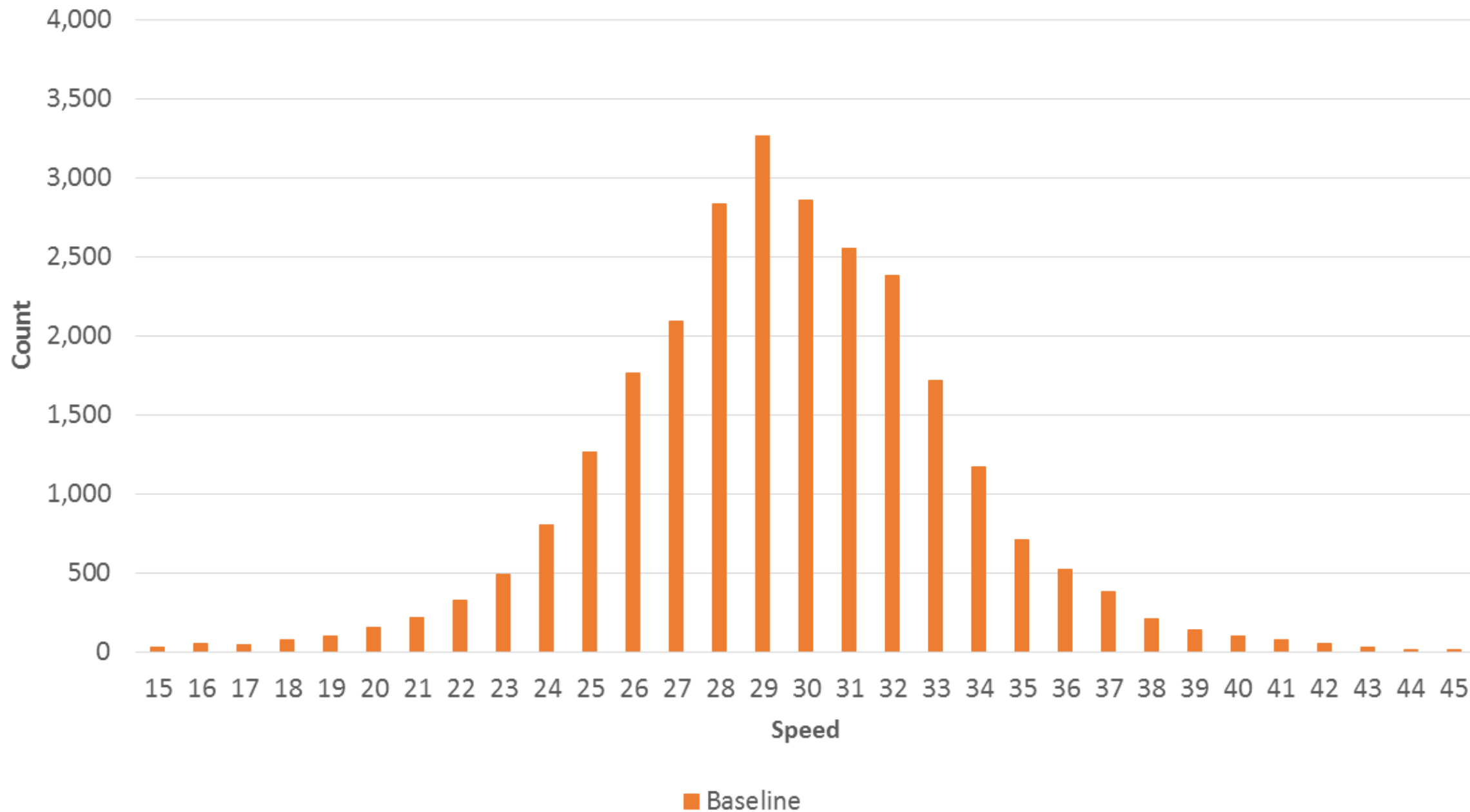
**local streets – not including Woodward*

Lane Narrowing

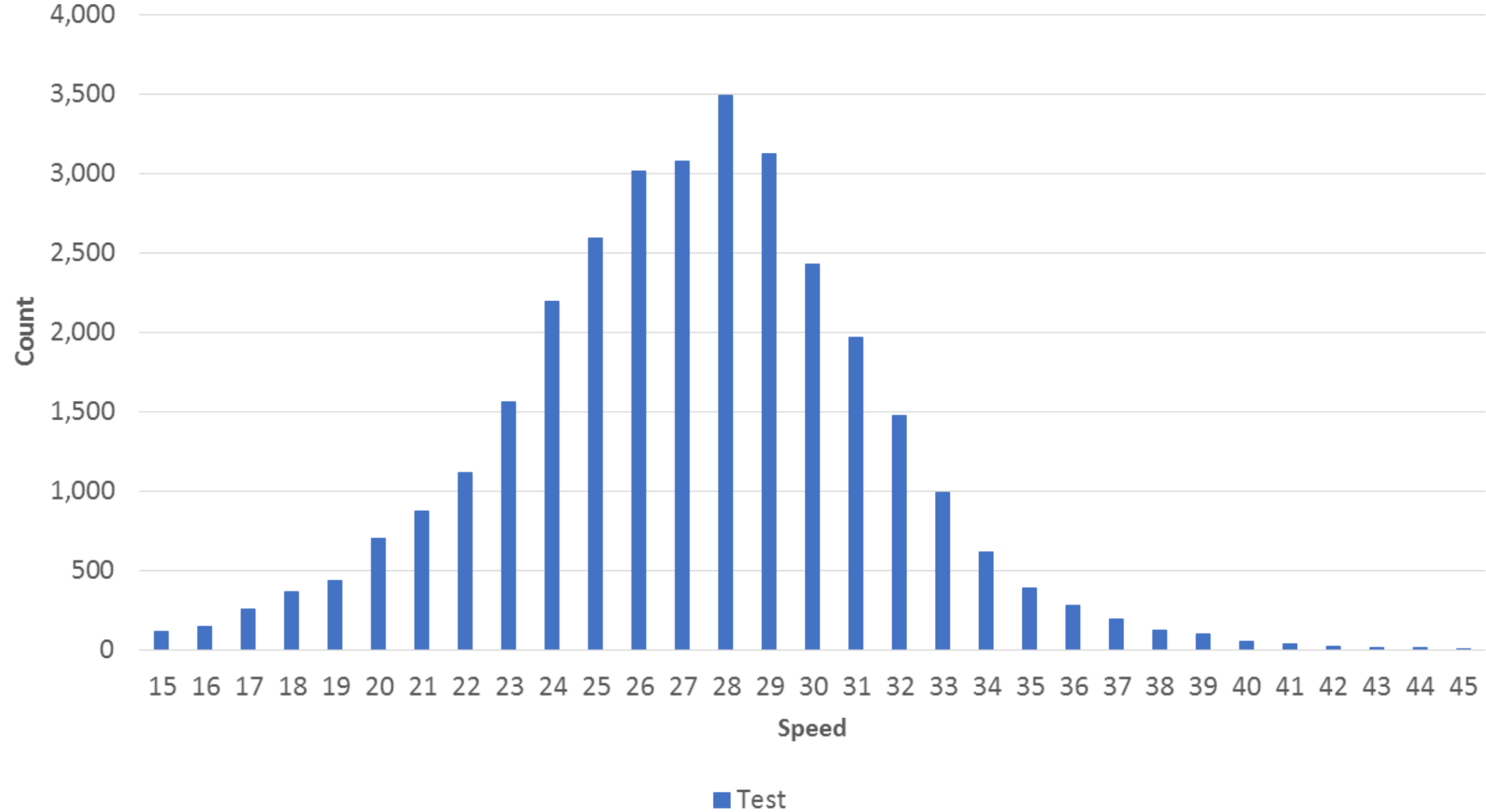
- Ridge lanes: 13 feet wide
- Interstate lanes: 12 feet
- Excessive lane width = higher travel speeds
- 9-10 foot lanes appropriate for low-speed travel



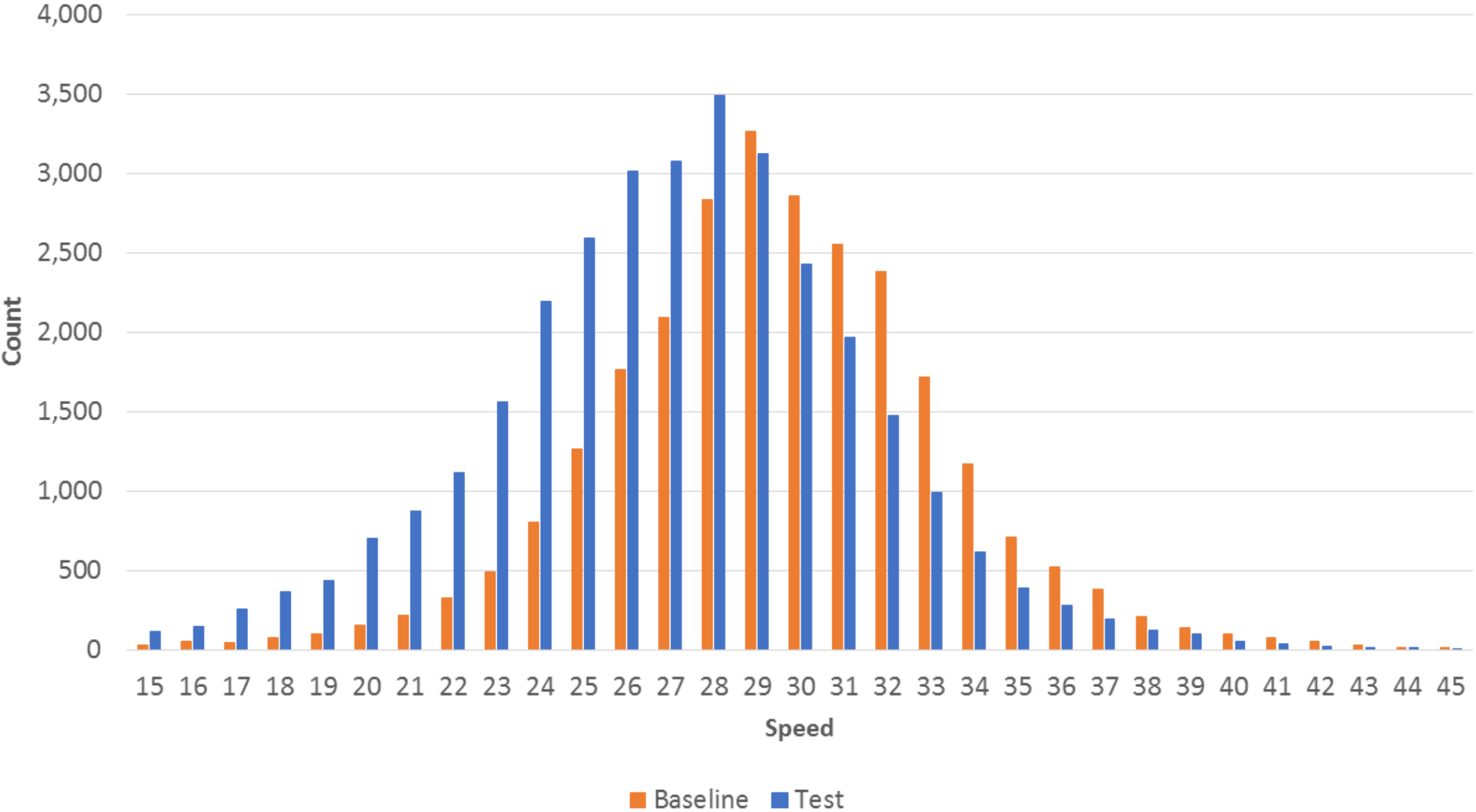
Speed Distribution Baseline



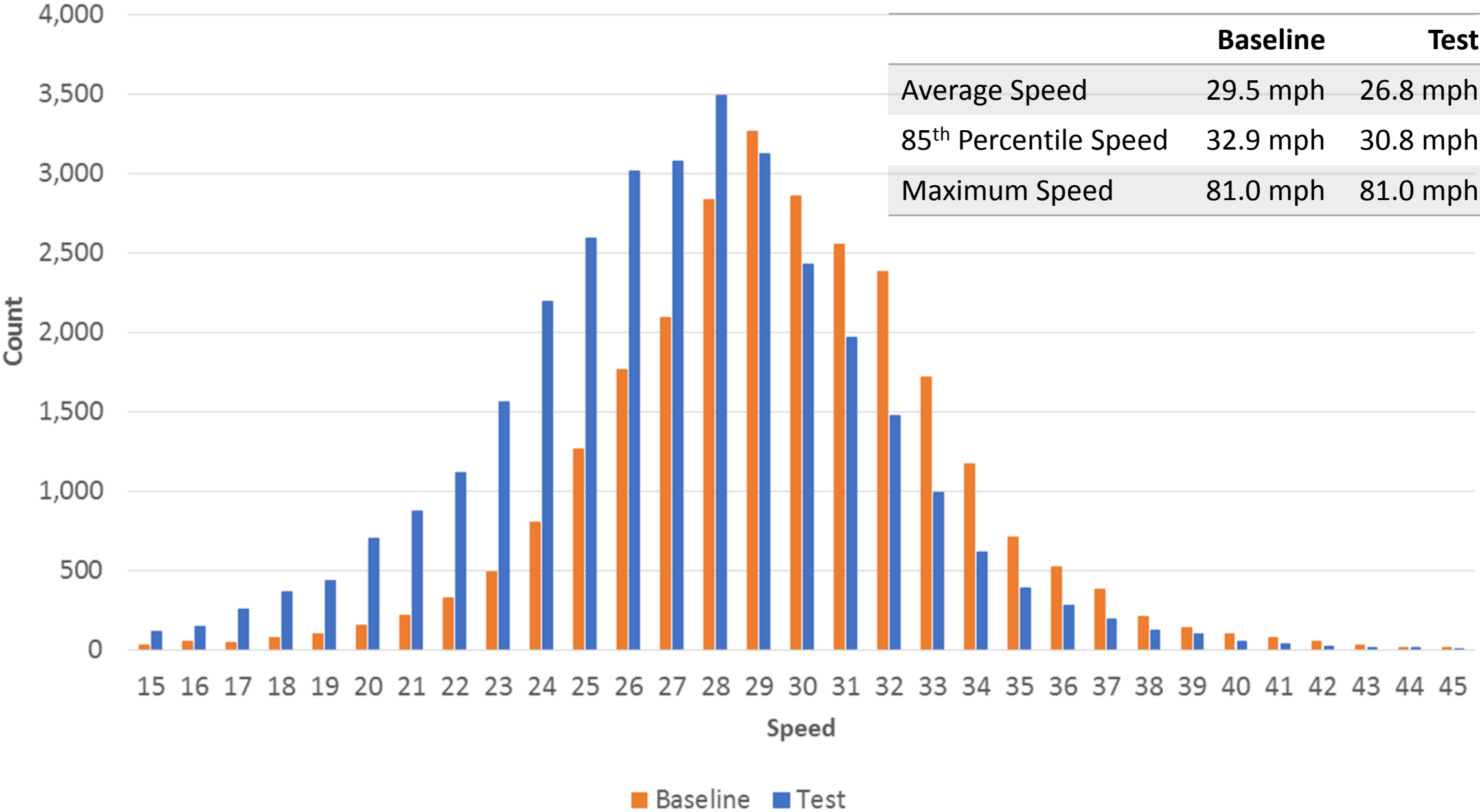
Speed Distribution During Test



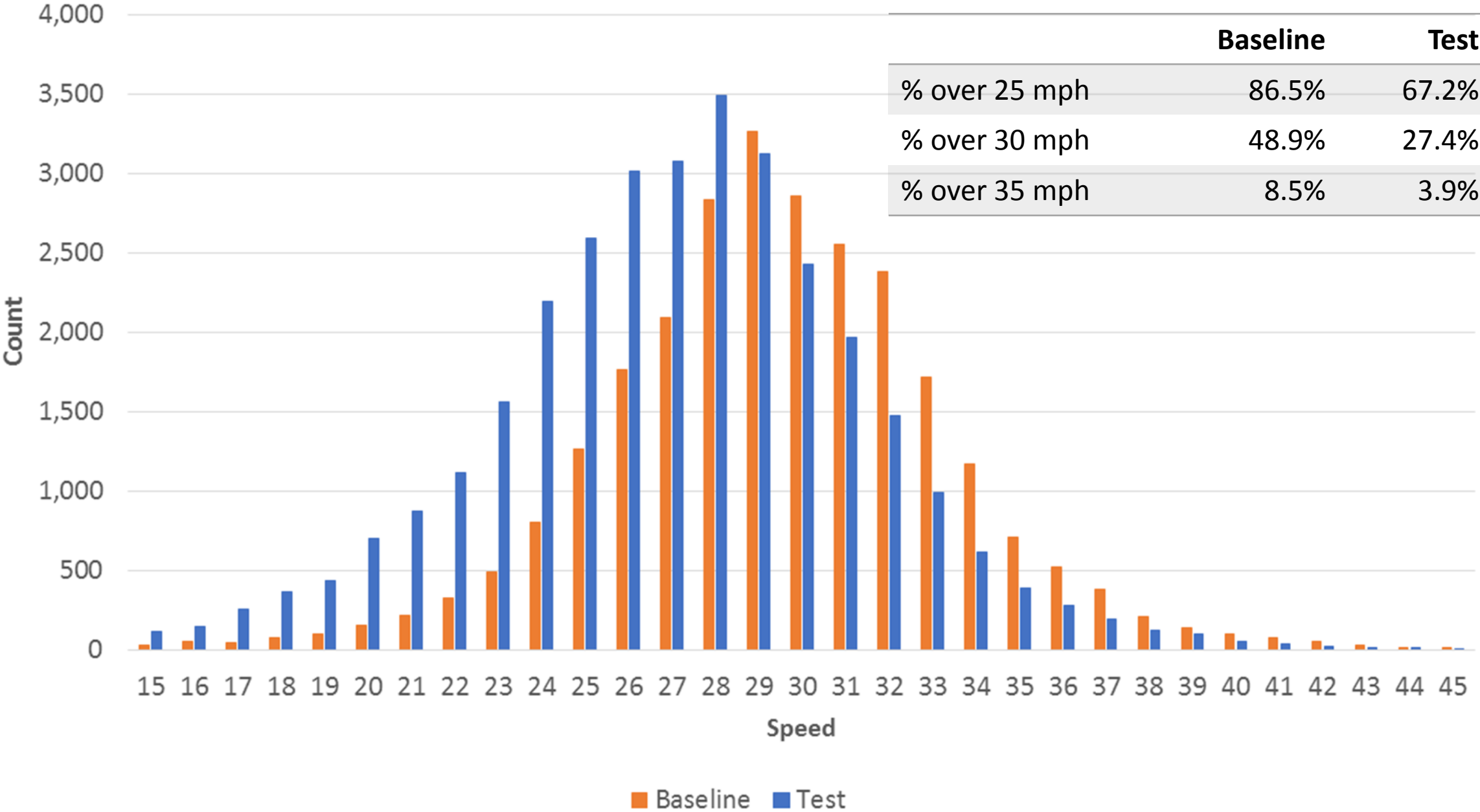
Speed Distribution



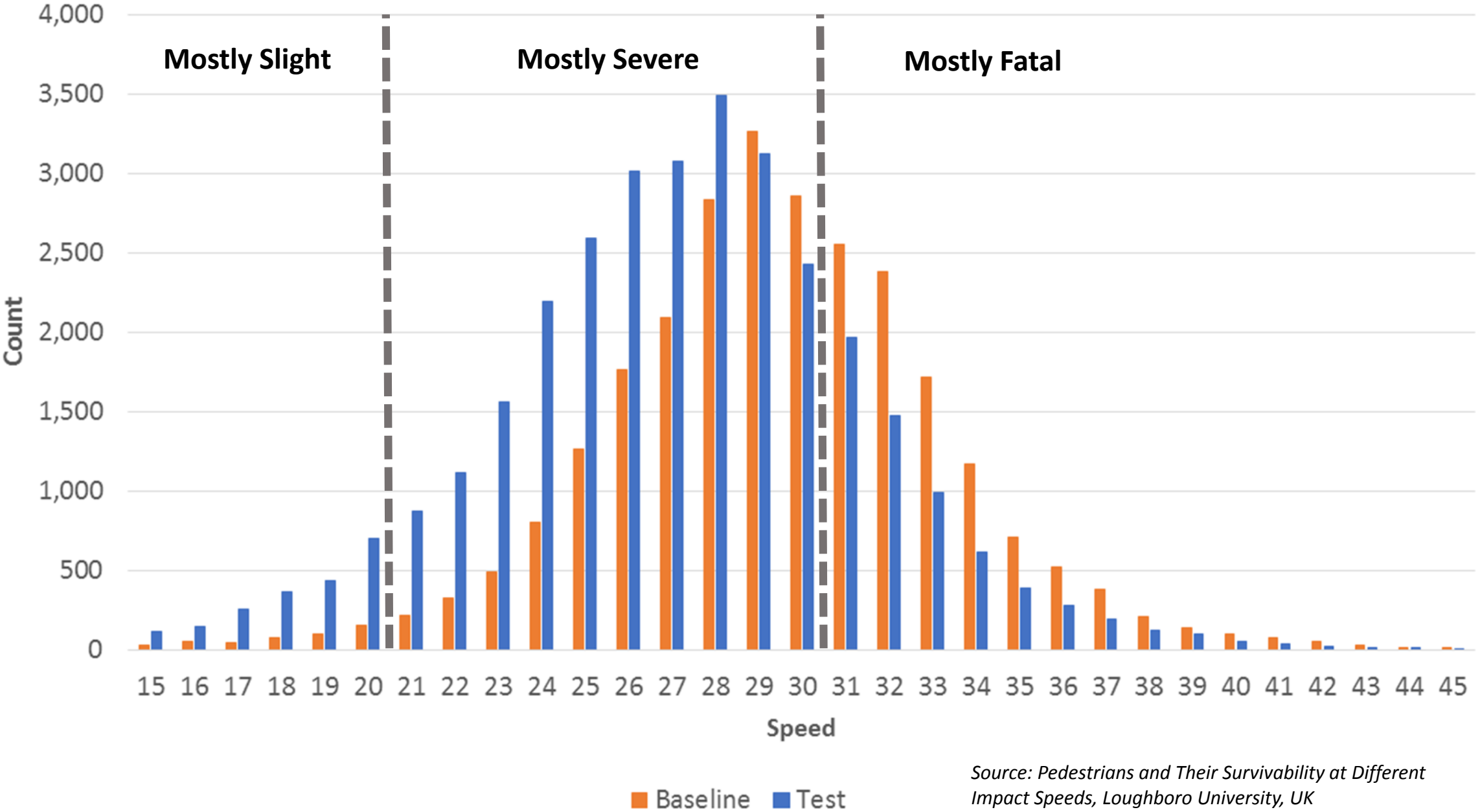
Speed Distribution



Speed Distribution

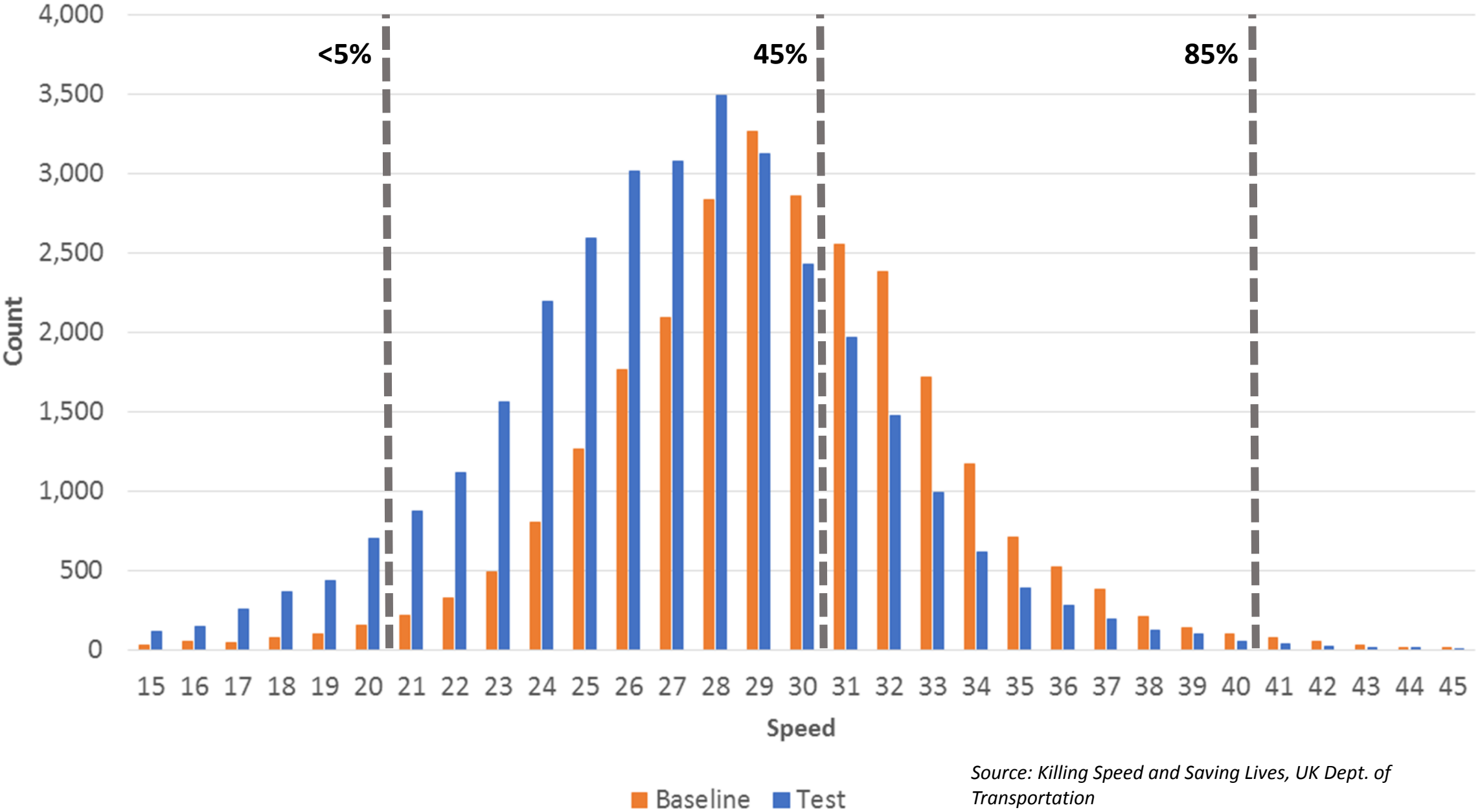


Primary Pedestrian Injury Classification



Source: Pedestrians and Their Survivability at Different Impact Speeds, Loughboro University, UK

Chance of Pedestrian Death @ 20, 30 and 40 MPH Impact Speed



Source: Killing Speed and Saving Lives, UK Dept. of Transportation