

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

**City Commission Meeting  
April 10, 2018  
Agenda**

Honorable Mayor, City Commissioners and Residents: This shall serve as your official notification of the Regular City Commission Meeting to be held Tuesday, April 10, 2018, at 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:

**REGULAR CITY COMMISSION 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. Governmental Reports.**
- 6. City Commission Liaison Reports.**
  - **Commissioner Scott – Historical Commission**
  - **Commissioner Wahl – Recreation Commission**
  - **Commissioner Krzysiak – Ferndale Public Schools**
  - **Commissioner Perry – Planning/DDA**
- 7. 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. Minutes of the Public Hearing and Regular City Commission Meeting held Tuesday, March 13, 2018.
  - b. Monthly Disbursement Report.
  - c. Request by the Pleasant Ridge Foundation for the City to donate certain items to its Annual Auction, Saturday, May 19, 2018.
  - d. Request by Clean Water Action to solicit door-to-door from April 11<sup>th</sup> through May 31, 2018.
- 8. 2018 HMA Resurfacing Project Bid Alternates.**
- 9. 2018 City Commission Goals and Objectives.**
- 10. City Manager's Report.**

11. **Other Business.**

12. **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**  
23925 Woodward Avenue  
Pleasant Ridge, Michigan 48069

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**Public Hearing and Regular City Commission Meeting  
March 13, 2018**

Having been duly publicized, Mayor Metzger called the meeting to order at 7:32 p.m.

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

**Public Discussion**

(None)

**Introduction of Officer Gregory Hadfield**

Chief Kevin Nowak, Pleasant Ridge Police Department, introduced the newest full-time police officer, Gregory Hadfield. He is originally from the area and has received a number of accolades throughout his career in Michigan and Pennsylvania.

**Governmental Reports**

State Representative Robert Wittenberg announced a town hall meeting to discuss how federal income tax changes will affect local residents. The meeting is March 28th at 6:30 p.m. at Berkley High School. There are also Community Conversations scheduled for April 16 at 2:00 p.m. in Royal Oak Township, April 17 at 6:00 p.m. at Berkley Public Library, and May 14 at 10:00 at the Pleasant Ridge Community Center. He indicated that adequate school funding will be his focus for the current budget proposal. Fixing the roads is also a high priority. He is the Chair of the Gun Violence Prevention Caucus which began in 2016. He indicated that a "red flag" bill is being discussed which would allow family or law enforcement to petition a judge to seize weapons in the possession of a potentially dangerous person. This type of law has been passed in five other states.

Chief Kevin Nowak, Pleasant Ridge Police Department, noted that Officer Shelton attended and graduated from a special drunk/drugged driving educational program held in Lansing and Arizona. He supported stricter background checks for weapons purchase. He also noted that the lack of mental health hospitals contributes to the gun violence problem. There was discussion regarding privatizing community mental health which has been introduced as a pilot program.

### **2018 Pleasant Ridge City and Foundation Project**

City Manager Breuckman made a presentation regarding the 2018 joint project including the City and the Pleasant Ridge Foundation. The project is to update the "big room" at the Community Center. The new outdoor patio was completed last year including outdoor lighting. Patrick Thompson, a Pleasant Ridge resident, will prepare the design. The plan is to add more glass and doors to open up the big room to the new patio. The project will also include a felt art piece that will provide some sound deadening. There are also plans to update the HVAC system with something quieter. Some funds will be provided from investment of the Parks and Recreation Fund. The auction will be held May 19. Tickets are available at [pleasantryfoundation.org](http://pleasantryfoundation.org).

### **Ferndale Public Schools Update**

Ms. Dania Bazzi, Ferndale Schools Superintendent, introduced some of the school system's teachers and administrative personnel and presented information regarding the school's strategic planning process. The current strategic plan expires at the end of this year. Most of the goals set in that plan were accomplished. One of the current goals is to dispel some myths regarding the school district. She indicated that participation in creating the new plan is essential to its success. There will be an input session on March 21st at the Ferndale Lower Elementary School. There is also a survey available on Facebook and the school's website. There will be a strategic planning work day on April 21st at Ferndale High School. Anyone interested in participating in the work day should contact the Superintendent's office. A former principal at Roosevelt, Deana Rocheleau, discussed her experiences and support for Ferndale Public Schools. Ms. Bazzi then discussed some of the myths that they will be working to dispel including student success, SAT/ACT scores, schools of choice and more. She encouraged people to focus on the data rather than the perceptions or beliefs. Opening night for *Joseph and the Amazing Technicolor Dreamcoat* is March 17th. The Ferndale Education Foundation dinner will be April 27th at 6:00 p.m. Commissioner Krzysiak commented on the strategic planning process and encouraged everyone to participate. Mayor Metzger expressed his support for the success of the entire school system.

### **City Commission Liaison Reports**

Commissioner Perry reported on the Planning Commission/DDA. The DDA held a special meeting on February 26th to hear presentations regarding updating the Woodward corridor. Breuckman noted that it will be a long and expensive project. State, federal and grant funding will need to be included to help fund the project. There was discussion regarding ongoing sidewalk repair. The next meeting is April 23rd at 7:00 p.m.

Commissioner Scott reported on the Historical Commission. The museum will be open Saturday, March 17th, from 10:00 a.m. to noon. The next meeting will be April 4th at 7:00 p.m.

Commissioner Wahl reported on the Recreation Commission. The egg hunt and pancake breakfast is March 24th at 10:00 a.m.

Commissioner Krzysiak reported on Ferndale Public Schools. Two students who received the Superintendent's Excellence Award were honored at the February 26th school board meeting. The district received a grant to install new drinking fountains. The State of the District Scavenger Hunt will be held on March 14th at 7:00 p.m.

## **Consent Agenda**

**18-3356**

Motion by Commissioner Krzysiak, second by Commissioner Perry, to approve the consent agenda as amended.

Adopted: Yeas: Commissioners Perry, Wahl, Krzysiak, Scott, Mayor Metzger  
Nays: None

## **Public Hearings for Amendments to City Ordinances**

Mayor Metzger noted that there are four proposed amendments to be considered. All of these proposals have been discussed at previous meetings. City Manager Breuckman indicated that the first proposed amendment is necessary to create a penalty for repeated false alarms. The second proposed amendment addresses the issue of storage of unlicensed or inoperable vehicles. The third and fourth amendments are necessary to meet state law regarding OUI fines and cost recovery. City Attorney Need noted that the OUI fines are capped at \$700 by the Home Rule Act. There was discussion regarding the fact that cost recovery of OUI fines has already been enforced for many years. The recovered costs are used to reimburse the city for the time that officers are taken off the road to address drunk/drug driving cases.

### **Public Hearing - Chapter 14, Building and Building Regulations, Addition of Article VII - False Alarms**

Mayor Metzger opened the public hearing at 8:47 p.m.  
With no comments or discussion, Mayor Metzger closed the public hearing at 8:48 p.m.

**18-3357**

Motion by Commissioner Wahl, second by Commissioner Scott, to approve the amendment to the ordinance as presented.

Adopted: Yeas: Commissioners Perry, Wahl, Krzysiak, Scott, Mayor Metzger  
Nays: None

### **Public Hearing - Chapter 34, Nuisance, addition of new section (13) regarding storage of unlicensed automobiles**

Mayor Metzger opened the public hearing at 8:49 p.m.  
With no comments or discussion, Mayor Metzger closed the public hearing at 8:50 p.m.

**18-3358**

Motion by Commissioner Perry, second by Commissioner Scott, to approve the amendment to the ordinance as presented.

Adopted: Yeas: Commissioners Perry, Wahl, Krzysiak, Scott, Mayor Metzger  
Nays: None

**Public Hearing - Amendment to Chapter 70, Traffic, Section 70-21 regarding OUI cost recovery**

Mayor Metzger opened the public hearing at 8:51 p.m.

With no comments or discussion, Mayor Metzger closed the public hearing at 8:52 p.m.

**18-3359**

Motion by Commissioner Krzysiak, second by Commissioner Scott, to approve the amendment to the ordinance as presented.

Adopted:                      Yeas: Commissioners Perry, Wahl, Krzysiak, Scott, Mayor Metzger  
                                     Nays: None

**Public Hearing - Amendment to Chapter 70, Traffic, Section 70-86 regarding Notice and Failure to Pay OUI cost recovery**

Mayor Metzger opened the public hearing at 8:53 p.m.

With no comments or discussion, Mayor Metzger closed the public hearing at 8:54 p.m.

**18-3360**

Motion by Commissioner Perry, second by Commissioner Wahl, to approve the amendment to the ordinance as presented.

Adopted:                      Yeas: Commissioners Perry, Wahl, Krzysiak, Scott, Mayor Metzger  
                                     Nays: None

**2018 HMA Resurfacing Project Bid Award**

City Manager Breuckman noted that Ridge, Indiana and Bermuda are the last three streets in the city that need rebuilt. Five bids were received. James P. Contracting was the low bidder at \$628,572 but their bid was non-responsive due to the lack of a certified check. It is recommended that the second low bid from Proline Asphalt be accepted in the amount of \$648,178.98. This amount is in line with what the engineers estimated and what has been budgeted. Bid options were proposed to narrow the three intersections. Adding these options would make the total bid \$703,702.98. The exact start date has not yet been established. Ridge must be completed while school is out. There will be a preconstruction meeting with residents prior to the start of the project. Commissioner Scott noted that there was some concern about the narrowing of the intersections and suggested having a public hearing before voting on the alternate bid proposals. It was noted that the testing that was done was four feet narrower than the proposed alternate bid project. The current proposal is to reduce the width of the intersections from 36 feet to 28 feet. Testing was done by setting cones at 24 feet which was deemed to be too narrow. Commissioner Krzysiak inquired whether there would be any affect to the health of the trees on Indiana. Breuckman noted that installation of asphalt impacts the trees less than concrete and that most of the curbs do not need to be repaired. Mayor Metzger suggested that they vote on the base project bid and put discussion and voting on the alternative bids onto the April agenda.

**18-3361**

Motion by Commissioner Wahl, second by Commissioner Scott, to approve the award of the base project bid to Proline Asphalt as presented.

Adopted:                      Yeas: Commissioners Perry, Wahl, Krzysiak, Scott, Mayor Metzger  
                                     Nays: None

**SEMCOG TAP Grant Letters of Support: Regional Bike Share Project**

City Manager Breuckman noted Pleasant Ridge does not participate in the local bike share projects but is only being asked to provide letters of support for the applications. There was a presentation regarding Ferndale's participation in the Bike Hub and Detroit's MoGo projects. Given that Pleasant Ridge is primarily residential, the cost of participation outweighs the benefits. If successful the regional hub launch could happen in the spring of 2019. Mayor Metzger noted that Pleasant Ridge can join the project later.

Ferndale is also seeking support for a TAP Grant to upgrade the bike lanes and add sidewalks at Woodward Heights.

**18-3362**

Motion by Commissioner Perry, second by Commissioner Wahl, to approve the letters of support as presented and forward them to Ferndale for inclusion in their grant applications.

Adopted:                      Yeas: Commissioners Perry, Wahl, Krzysiak, Scott, Mayor Metzger  
                                     Nays: None

**Resolution in Support of the March of Our Lives Event, March 24, 2018**

Mayor Metzger noted that a similar resolution was passed by Royal Oak and their letter was brought to the attention of Pleasant Ridge by Commissioners Krzysiak and Wahl. Commissioner Krzysiak discussed concerns regarding escalating gun violence. Mayor Metzger read the resolution into the record. Commissioners Perry and Scott noted that citizens should contact all congressmen, not just the ones that represented their own jurisdictions.

**18-3363**

Motion by Commissioner Krzysiak, second by Commissioner Perry, to approve the resolution as presented.

Adopted:                      Yeas: Commissioners Perry, Wahl, Krzysiak, Scott, Mayor Metzger  
                                     Nays: None

**City Manager's Report**

(None)

### **Other Business**

Commissioner Krzysiak noted that the March book is *Unconventional Leadership*, by Nancy Schlichting, the CEO of Henry Ford Health System. The April book is *Hotel on the Corner of Bitter and Sweet*, a novel by Jamie Ford. The meeting will be April 11th.

With no further business or discussion, Mayor Metzger adjourned the meeting at 9:28 p.m.

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Mayor Kurt Metzger

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Amy M. Drealan, City Clerk

/dleg

March 2018

ACCOUNTS PAYABLE

PAYROLL LIABILITIES	\$	6,953.53
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TAX LIABILITIES	\$	-
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ACCOUNTS PAYABLE	\$	389,072.58
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<b>TOTAL</b>	<b>\$</b>	<b>396,026.11</b>
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PAYROLL

March 14, 2018	\$	35,883.58
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March 28, 2018	\$	35,597.30
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<b>TOTAL</b>	<b>\$</b>	<b>71,480.88</b>
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**CHECK REGISTER FOR CITY OF PLEASANT RIDGE**  
**PAYROLL LIABILITIES**  
**March 2018**

PG 1

Check Date	Check	Vendor Name	Description	Amount
3/14/2018	2084	ALERUS FINANCIAL	RETIRMENT CONTRIBUTIONS	\$ 417.80
3/14/2018	2085	ALERUS FINANCIAL	RETIRMENT CONTRIBUTIONS	\$ 1,409.60
3/14/2018	2086	ALERUS FINANCIAL	RETIRMENT CONTRIBUTIONS	\$ 1,016.03
3/14/2018	2087	MIFOP	UNION DUES	\$ 188.00
3/14/2018	2088	MISDU	FOC DEDUCTIONS	\$ 224.60
3/14/2018	2089	ALERUS FINANCIAL	RHSP CONTRIBUTIONS	\$ 323.34
3/28/2018	2090	ALERUS FINANCIAL	RETIRMENT CONTRIBUTIONS	\$ 417.80
3/28/2018	2091	ALERUS FINANCIAL	RETIRMENT CONTRIBUTIONS	\$ 1,294.60
3/28/2018	2092	ALERUS FINANCIAL	RETIRMENT CONTRIBUTIONS	\$ 1,113.82
3/28/2018	2093	MISDU	FOC DEDUCTIONS	\$ 224.60
3/28/2018	2094	ALERUS FINANCIAL	RHSP CONTRIBUTIONS	\$ 323.34
TOTAL PAYROLL LIABILITIES				<u>\$ 6,953.53</u>

**CITY OF PLEASANT RIDGE CHECK REGISTER**  
**ACCOUNTS PAYABLE**  
**March 13, 2018**

PG 2

Check Date	Check	Vendor Name	Description	Amount
3/13/2018	21889	ADKISON, NEED & ALLEN P.L.L.C.	CITY ATTORNEY SERVICES	\$ 2,715.75
3/13/2018	21890	AERKO INTERNATIONAL MICHIGAN, INC	POLICE OFFICER TRAINING-SALAMAS	\$ 150.00
3/13/2018	21891	AMERICAN SOCCER COMPANY, INC	YOUTH SOCCOR SUPPLIES	\$ 623.42
3/13/2018	21892	AMY DREALAN	SUPPLIES REIMBURSEMENT & MILEAGE	\$ 151.09
3/13/2018	21893	BADGER METER, INC.	ONSITE SOFTWARE TRAINING	\$ 3,669.84
3/13/2018	21894	BRILAR	DPW SERVICES DEC 2017	\$ 44,718.45
3/13/2018	21895	BSN SPORTS, INC	YOUTH SOCCOR SUPPLIES	\$ 327.37
3/13/2018	21896	COMMUNITY MEDIA NETWORK	COMMISSION MTG RECORDING	\$ 200.00
3/13/2018	21897	DEBORAH GREEN	TRANSCRIPTION SERVICES	\$ 50.00
3/13/2018	21898	DETROIT EDISON COMPANY	STREETLIGHTING	\$ 3,094.73
3/13/2018	21899	DIVERSIFIED INFRASTRUCTURE SRVS	2017 SEWER CLEANING AND CCTV	\$ 31,724.40
3/13/2018	21900	EUGENE LUMBERG	COURT PROSECUTIONS	\$ 468.75
3/13/2018	21901	GREAT AMERICA	TELECOMMUNICATION SERVICES	\$ 433.00
3/13/2018	21902	GREAT LAKES WATER AUTHORITY	IWC CHARGES-JANUARY 2018	\$ 431.68
3/13/2018	21903	GREGORY HADFIELD	UNIFORM PURCHASE REIMBURSEMENT	\$ 41.87
3/13/2018	21904	INLAND WATERS	2017 SEWER REHABILITATION PROJECT	\$ 5,100.00
3/13/2018	21905	JANI-KING OF MICHIGAN, INC	JANITORIAL SERVICES	\$ 2,161.00
3/13/2018	21906	KENNETH BORYCZ	INSPECTION SERVICES-FEB 2018	\$ 1,080.00
3/13/2018	21907	MELANIE SEVALD	RECREATION PROGRAM	\$ 504.00
3/13/2018	21908	MUNICIPAL CODE CORPORATION	CITY CODE UPDATES	\$ 1,120.00
3/13/2018	21909	O'REILY AUTO PARTS	DPW SUPPLIES	\$ 22.78
3/13/2018	21910	OAKLAND COUNTY TREASURER	INVESTMENT DEPOSIT #77305	\$ 20,000.00
3/13/2018	21911	OAKLAND COUNTY TREASURER	SEWERAGE TREATMENT FEB 2018	\$ 47,998.25
3/13/2018	21912	OAKLAND COUNTY TREASURER	DELINQUENT TAX ADJUSTMEN	\$ 3.65
3/13/2018	21913	OAKLAND SCHOOLS	PRINTING AND MAILING UTILITY BILLS	\$ 606.06
3/13/2018	21914	REGAN BLOOM	UTILITY PAYMENT REFUND	\$ 31.85
3/13/2018	21915	RICHARD M DOYLE	PHOTOGRAPHY SERVICES	\$ 667.50
3/13/2018	21916	ROYAL OAK FORD	POLICE VEHICLE REPAIRS	\$ 9,760.22
3/13/2018	21917	SCHEER'S ACE HARDWARE	BUILDING AND MAINTENANCE SUPPLIES	\$ 245.25
3/13/2018	21918	SOCRRA	REFUSE COLLECTION CONTRACT	\$ 8,923.00
3/13/2018	21919	SOCWA	WATER PURCHASES	\$ 12,609.74
3/13/2018	21920	THE BANK OF NEW YORK	ANNUAL PAYING AGENT FEE	\$ 750.00
3/13/2018	21921	THE HUNTINGTON NATIONAL BANK	2017 CAP IMPROVEMENT BONDS	\$ 45,000.00
3/13/2018	21922	UNIFIRST CORPORATION	JANITORIAL SUPPLIES AND MAT RENTAL	\$ 878.31
3/13/2018	21923	VICTORIA DICKINSON	RECREATION PROGRAM	\$ 32.00
3/13/2018	21924	VINCE RIZZO	RECREATION PROGRAM SUPPLIES	\$ 425.00

Total for 3-13-2018

\$ 246,718.96

CITY OF PLEASANT RIDGE CHECK REGISTER  
ACCOUNTS PAYABLE  
March 28, 2018

PG 3

Check Date	Check	Vendor Name	Description	Amount
3/28/2018	21925	ACCUSHRED, LLC	SHREDDING SERVICES	\$ 55.00
3/28/2018	21926	ANDERSON, ECKSTEIN & WESTRICK	ENGINEERING SERVICES	\$ 26,359.84
3/28/2018	21927	BADGER METER, INC.	WATER METER BILLING SUPPLIES	\$ 3,009.85
3/28/2018	21928	BLUE CROSS BLUE SHIELD OF MICHIGAN	HEALTH CARE BENEFITS	\$ 20,689.47
3/28/2018	21929	CITY OF FERNDALE	FIRE SERVICES AGREEMENT	\$ 21,381.72
3/28/2018	21930	CITY OF FERNDALE	DISPATCH SERVICES CONTRACT	\$ 3,250.00
3/28/2018	21931	CITY OF ROYAL OAK	DPW SERVICES - WATER & SEWER	\$ 1,530.95
3/28/2018	21932	J & J AUTO TRUCK CENTER	PD VEHICLE MAINTENANCE	\$ 127.41
3/28/2018	21933	LEGAL SHIELD	LEGAL SERVICES BENEFIT	\$ 25.90
3/28/2018	21934	LIVING LAB	WOODWARD STREETScape PROJECT	\$ 2,080.00
3/28/2018	21935	O'REILY AUTO PARTS	DPW VEHICLE SUPPLIES	\$ 40.39
3/28/2018	21936	VOID CHECK	VOID CHECK	\$ -
3/28/2018	21937	OAKLAND COUNTY TREASURER	INVESTMENT DEPOSIT #77305	\$ 20,000.00
3/28/2018	21938	ON DUTY GEAR, LLC	UNIFORM SUPPLIES-CHAMPINE	\$ 94.99
3/28/2018	21939	OPTUM BANK	HSA CONTRIBUTION - GUZIK	\$ 237.50
3/28/2018	21940	PLANTE & MORAN PLLC	ACCOUNTING SERVICES	\$ 5,403.00
3/28/2018	21941	SAFE BUILT	CODE ENFORCEMENT SERVICES	\$ 660.00
3/28/2018	21942	SOCRRA	REFUSE COLLECTION CONTRACT	\$ 7,978.46
3/28/2018	21943	TECK ELECTRIC	COMMUNITY CENTER LIGHTING	\$ 27,529.47
3/28/2018	21944	UNIFIRST CORPORATION	MAT RENTAL AND JANITORIAL SUPPLIES	\$ 294.33
3/28/2018	21945	UNUM LIFE INSURANCE COMPANY	LIFE INSURANCE BENEFITS	\$ 156.00
3/28/2018	21946	WEB MATTERS BY KRISTIE	WEBSITE HOSTING	\$ 24.95
3/28/2018	21947	WEX BANK	FUEL PURCHASES	\$ 1,424.39
3/28/2018	21948	OAKLAND COUNTY ANIMAL CONTROL	DOG LICENSING EXPENSE	\$ 915.25
Total for 3-28-2018				\$ 142,353.62



## City of Pleasant Ridge

Scott Pietrzak, Assistant City Manager

From: Scott Pietrzak, Assistant City Manager  
 To: Mayor and City Commission  
 Date: April 10, 2018  
 Re: City Foundation Auction Donations

Each year, the City donates certain items to the Pleasant Ridge Foundation for its Annual Auction, the most valuable being the buildings for storage of certain items, as well as a place to hold their event. Listed below are the items being considered this year, although this should not be considered all inclusive:

2	Community Center Rental ( <b>residents only</b> )	\$200.00
1	Summer Fun Package ( <b>residents only</b> ) <i>5 pool guest passes, \$20 concession stand credit, 2 free swim lessons, 1 Summer Program registration</i>	\$220.00
1	Private Pool Party for 10 ( <b>resident only - between 8p and 9p</b> )	\$300.00
2	Name-A-Street (signs are paid for by Foundation)	priceless
1	Police Ride Along	priceless
1	Reserved lounge chair at the pool May 28 to September 3, 2018 ( <b>residents only</b> )	priceless

The dollar value of the items is not great, but when you combine it with the value of employee time and the DPW building and Gainsboro Shelter, the amount is one that should be approved and recognized by the City Commission.

The relationship between the Pleasant Ridge Foundation and the City is truly a partnership. Profits from the Foundation's Annual Auction allows for purchases such as trees, playground equipment and other items that help provide the quality of life in Pleasant Ridge.

Of course, the Foundation has been impacted by the slow economy, as has every charity over the past few years, but the Trustees are always creating new events to generate interest of new residents. I will continue to do whatever necessary to promote and support the Auction on behalf of the City.

This fundraiser continues to be an excellent way to raise funds for the benefit of the community. Further, it is another way to promote and nurture the 'community' spirit in Pleasant Ridge.

Therefore, I recommend the City Commission approve the proposed donations to the Pleasant Ridge Foundation for its 2018 Auction event, "Back to the Eighties" to be held May 19th.

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



To Whom It May Concern:

Since we have worked in your community before, you will remember that Clean Water Action is a national environmental organization working for clean and safe water, waste prevention and funding for enforcement of environmental protection. The purpose of this letter is to again provide background information on Clean Water Action and our canvass so that you are aware of our activities and have the information you need to respond to any inquiries about our work.

As in previous years, our program includes informing residents in your community of our work and asking them to become involved in our campaigns. We conduct a door-to-door canvass asking residents to make contributions and sign support statements. We may also ask them to write letters, make phone calls, volunteer time and vote.

We will be conducting our canvass in your community beginning ASAP and completing our work by May 31, 2018 (depending on the size of the community). We will be out in the community from 4pm-9pm, Monday – Friday; 10am-7pm, Saturdays.

As a courtesy to all communities in which we canvass, we notify each township or city before starting work there. Our canvassers also carry photo identification cards from our organization. A list of the names of our canvass staff is provided with this letter as well as a letter from the IRS recognizing our tax-exempt status under section 501(c4) of the Internal Revenue Code.

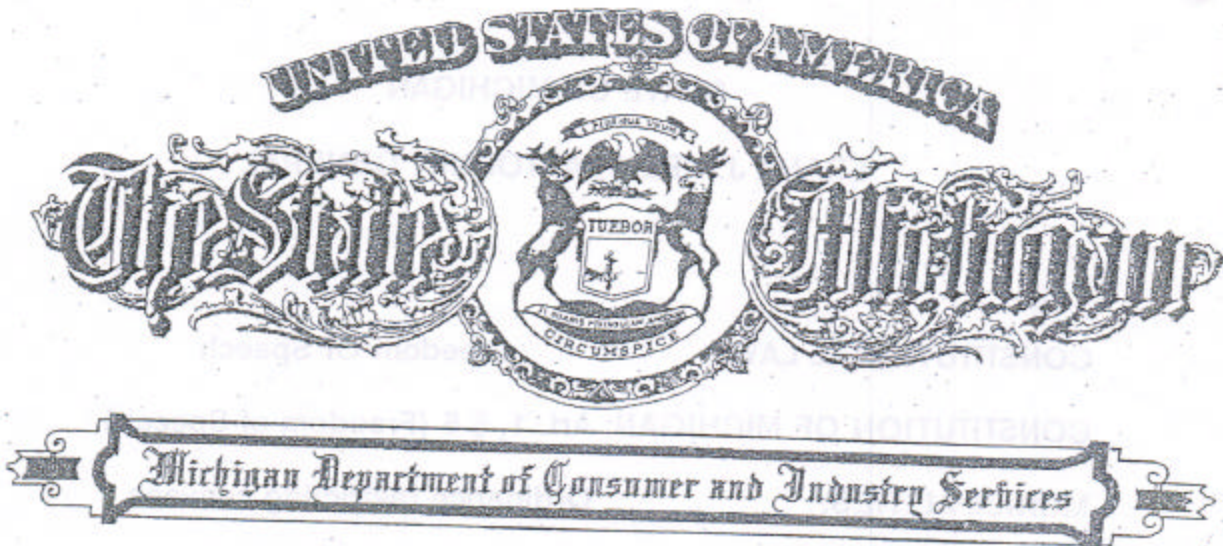
Because Clean Water Action is engaged in constitutionally-protected political speech in its canvass operation, it is not required to obtain a permit prior to engaging in this activity. *Watchtower Bible & Tract Society of New York v. Village of Stratton*, 536 U.S. 150 (2002).

Please notify all police officers and dispatch of our presence so that they are aware of our constitutionally-protected right to engage in our membership drive. I have enclosed organizational documents and supporting materials of our state regulations. You will note that the last page of this packet of information is a verification form that states we have made you aware of our activities. Please sign and return the "Canvass Verification" form via email so that both the residents and law enforcement officers in your area will know that we have contacted your office should any questions arise. Should you need additional information, please call me at (734) 222-6347. Thank you for your time.

Sincerely,

A handwritten signature in cursive script, appearing to read "Emily Woodcock".

Emily Woodcock  
Staff Director



Lansing, Michigan

This is to Certify That

**Clean Water Action**

a(n) DISTRICT OF COLUMBIA nonprofit corporation, was validly authorized on July 25, 1988, to conduct affairs in Michigan, and that said corporation holds a valid certificate of authority to conduct affairs in this state.

This certificate is issued pursuant to the provisions of 1982 PA 162, as amended, to attest to the fact that the corporation is in good standing in Michigan as of this date and is duly authorized to conduct affairs in this state any business of the character set forth in its application which a domestic corporation formed under this act may lawfully conduct.

This certificate is in due form, made by me as the proper officer, and is entitled to have full faith and credit given it in every court and office within the United States.



In testimony whereof, I have hereunto set my hand, in the City of Lansing, this 12th day of February, 2004.

*Andrew G. Heston* , Director  
Bureau of Commercial Services

Sent by Facsimile Transmission  
770777

Department of the Treasury



Internal Revenue Service  
Washington, DC 20224

Date:

NOV 7 1973

In reply refer to:

T:MS:EO:R:2-4

Fishermen's Clean Water Action  
Project, Inc.  
1832 M Street, N.W. - Suite 101  
Washington, D.C. 20036

Internal Revenue Code: Section 501(c)(4)  
Key District: DD, Baltimore  
Social Security or  
Employer Identification Number: 23 7128611  
Accounting Period Ending: August 31

Dear Applicant:

Based on information supplied, and assuming your operations will be as stated in your application for recognition of exemption, we have determined you are exempt from Federal income tax under the provisions of the Internal Revenue Code section indicated above.

Unless specifically excepted, you are liable for taxes under the Federal Insurance Contributions Act (social security taxes) on remuneration of \$50 or more to each of your employees during a calendar quarter. And, unless excepted, you are also liable for tax under the Federal Unemployment Tax Act on remuneration of \$50 or more to each of your employees during a calendar quarter if, during the current or preceding calendar year, you have one or more employees at any time in each of 20 calendar weeks or pay wages of \$1,500 or more in any calendar quarter. If you have any questions about excise, employment, or other Federal taxes, please address them to your key District Director.

If your purposes, character, or method of operation is changed, you should let your key District Director know so he can consider the effect of the change on your exempt status. Also, you must inform him of all changes in your name and address.

You are required to file Form 990, Return of Organization Exempt From Income Tax, only if your gross receipts each year are normally more than \$5,000. If a return is required, it must be filed by the 15th day of the fifth month after the end of your annual accounting period. The law imposes a penalty of \$10 a day, up to a maximum of \$5,000, for failure to file the return on time.

**STATE OF MICHIGAN**

**FRANK J. KELLY, ATTORNEY GENERAL**

**CONSTITUTIONAL LAW:                      Freedom Of Speech**

**CONSTITUTION OF MICHIGAN: Art. 1, § 5 (Freedom of Speech)**

**MUNICIPALITIES:                      Ordinance restricting canvass**

**CANVASSING & SOLICITATION:              Statute or ordinance restrict**

Neither the state nor its municipal corporations may prohibit door-to-door solicitation or the distribution of handbills on behalf of a citizen organization.

Neither the state nor its municipal corporations may require a citizen organization to provide information about its political goals and activities for evaluation by a public official before its members and agents may canvass door-to-door.

Neither the state nor its municipal corporations may impose a tax or fee upon the activity of canvassing door-to-door by a citizen organization; nor may the state or its municipal corporations require the posting of a bond as a condition of engaging in this activity.

Neither the state nor its municipal corporations may impose a residency requirement upon canvassers of a citizen organization.

The state or its subdivisions may, however, require canvassers of citizen organizations to identify themselves in writing to state or municipal authorities.

Neither the state nor its municipal corporations may impose a requirement of fingerprinting of canvassers going door-to-door.



## City of Pleasant Ridge

James Breuckman, City Manager

From: Jim Breuckman, City Manager  
 To: City Commission  
 Date: April 10, 2018  
 Re: Ridge, Indiana & Bermuda Construction Bid Alternate Award

### Overview

The City received five bids for the reconstruction of Ridge, Indiana and Bermuda. At the March City Commission meeting the base bid was awarded to Pro-Line Asphalt in the amount of \$648,178.98. The City Commission decided to postpone the decision to award any, some, or none of the alternates to the bid document.

### Background

Ridge, Indiana and Bermuda are the final streets to be reconstructed as part of the City's ongoing infrastructure improvement project. Once these streets are reconstructed, all of Pleasant Ridge's streets will have been reconstructed since the project started in 1995.

The lowest responsive bid for the project was submitted by Pro-Line Asphalt. The total bid including all alternates came in at \$703,702.98, with the base bid being \$648,178.98 and each alternate being about \$18,500 to construct.

### Alternate Bid Options

The City Commission must decide if it wishes to accept any or all of the alternates that were included in the bid. The alternates are to narrow the intersections of Oakland Park, Elm Park, and Poplar Park at Ridge. Currently, the streets are 36 feet wide at Ridge. The alternates would narrow this to 28 feet, which is more in keeping with the 27-foot width of a regular, non-boulevard street. Narrowing the intersections will still allow for all vehicle movements, while shortening the crossing for pedestrians, increasing pedestrian safety and visibility.

The City conducted a test of the narrowed intersection at Oakland Park and Ridge last fall. That test was designed with a 24-foot wide opening. We did receive a few comments that it was too narrow and difficult for drivers, so the opening was widened to 28 feet for the plans that were put out to bid. Narrowing the intersection to 28 feet will reduce the width of the intersection and the time it takes for a pedestrian or a child on a bike to cross it by 23%.

Please refer to the attached page from the plan set, and representative aerial showing how the intersections would be narrowed.

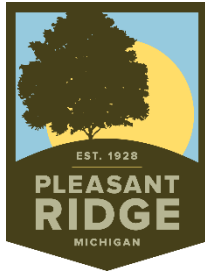
The City Commission must decide if it wishes to accept the alternate bid options A, B, and C. Alternate A is for Oakland Park, B is for Elm Park, and C is for Poplar Park. The Commission may accept none, one, two, or all three alternates.

### **Input Received**

Input on this item was solicited on Facebook and it has been overwhelmingly opposed to adding the corner bump outs. Please refer to the attached traffic calming overview document for further information about the proposed improvements and traffic calming in general which was prepared as, and intended to be, an overview of traffic calming and control methods, the body of research supporting them, and the proper design parameters to deploy them.

### **Requested Action**

City Commission action to decide if it would like to award Alternate Bid Option A in the amount of \$18,485.00, Alternate Bid Option B in the amount of \$18,432.00, and Alternate Bid Option C in the amount of \$18,607.00.



# City of Pleasant Ridge

James Breuckman, City Manager

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From: Jim Breuckman, City Manager  
To: City Commission  
Date: April 4, 2018  
Re: Summary of Comments Regarding Alternate Bids

Following is information for your consideration in response to comments received from residents on the potential alternate bids to install corner bump outs at Poplar, Elm, and Oakland Park at Ridge.

## 1. Problem Statement

The purpose for considering the changes to the Poplar, Elm, and Oakland Park intersections with Ridge is to improve pedestrian comfort and experience. The City Commission must determine if the proposed changes are desirable based on design priority and cost.

## 2. Proposed Design

The proposed design would reduce the width of the intersections from 36 to 28 feet by installing corner bump outs.

### Basis of Design

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Standard residential streets are 27 feet in width. This width is sufficient to handle turning movements for all types of vehicles. Most intersections in Pleasant Ridge are this wide (e.g. Sylvan and Woodward, Cambridge and Woodward, Hanover and W. Cambridge and Ridge), so the option to go to 28-feet at the boulevards will be consistent with most intersections in the City. There is no demonstrated issue with increased crashes at 27-foot wide intersections in the City. A final consideration is that the proposed intersection design here includes large curb radii, much larger than exist at the intersection of most 27-foot wide streets in the City. The larger curb radii allow for easier and faster vehicle turning movements. This was a design decision that came out of the test project last fall.

While the 28-foot width is supported by engineering design manuals, as a practical matter, it does create more friction for drivers by reducing the width of the intersection compared to the status quo condition, requiring drivers to exercise more care and use lower speeds during turning movements. All traffic calming measures increase friction for vehicles, causing drivers to go slower.

## Bump Outs

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The intersection width reduction is achieved by bumping out the corners of the intersection. This increases the visibility of people on foot or bike waiting at the corner to cross by moving them closer to the centerline of the intersection. It also shortens the time that a person on foot or bike is within the travelway of the street.

## Impact of Bump Outs on Parking

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Installation of the bump outs would have no impact on on-street parking on the boulevards. The bump outs would only occur at the intersection where parking is already prohibited.

## Difference Between Fall 2017 Test Project and Proposed Design

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The fall 2017 test project used a 24-foot wide intersection. As discussed below, the reason for this was to test a design that placed pedestrian/bicyclist comfort as the top priority. Based on feedback we received during the test, the final engineering design was increased to a 28-foot width with larger curb radii to better balance improvements to pedestrian comfort and safety with impacts on vehicle movements and comfort.

It is an important point that bears repeating that the proposed design in the alternate bids is different, and more vehicle-friendly than the test project design from the fall.

## 3. Decision Criteria

The basis for decision making in this case reduces to three basic considerations, which I rank in the following order of importance:

1. Design Priority
2. Cost
3. Safety

Each item is discussed in more detail below. Safety is not a primary concern here because there is not a history of accidents. The bump outs would improve pedestrian safety at these intersections, and could possibly prevent an accident from occurring in the future.

Cost is unquestionably a consideration. However, the funds for this project can only be used for infrastructure projects, and future infrastructure projects will not be impacted by the decision to do or not do these alternates. The funding could, however, be used for other as-yet undefined infrastructure projects instead of these alternates.

This leaves design priority. Each person will have their own judgement about the relative and competing importance of free vehicle traffic flow, pedestrian safety or comfort, and aesthetics.

## Design Priority

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All street design decisions are compromises between the priority that is placed on the various users of the street. Typically, these users are pedestrians, bicyclists, private automobiles, freight vehicles, and transit. Not all users are present on every street, but design decisions are based on the community's prioritization of the users that are present.

The status quo situation prioritizes users thusly: 1) Freight, 2) private automobile, 3) pedestrians and bicyclists. The reason for this is because the wide intersection allows for easy truck turning movements, and higher speed, low-friction private automobile movements.

The proposed design alters the priorities to the following: 1) private automobile, 2) pedestrians and bicyclists, 3) freight.

The decision before the City Commission and the community is, how do we prioritize these different uses of street space?

### Cost

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The second consideration is cost. The total cost for all three streets is about \$50,000. The funding for this project comes from Act 51 money from the State and infrastructure millage money. These funds cannot be used for any other purpose other than streets and infrastructure. We do have other projects in the City that are planned for future years that will proceed regardless of the decision to implement the corner bump outs this year. There are no projects that are competing for this funding at present time, however, electing to save the money by not doing these projects would leave more money set aside for future, yet to be determined projects.

### Safety

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There have not been accidents involving pedestrians at these intersections in the recent past. Reducing the width of the crossing will improve pedestrian safety and comfort and could potentially prevent a future accident involving a pedestrian. However, these considerations relate more to our priorities rather than to a demonstrated existing safety problem. Safety was not a primary factor in developing these alternatives with the City Engineer.

I would again note that the proposed design will also not reduce vehicle safety, as the design is consistent with standard intersection design.

## 4. Responses to Other Comments

The following are responses to some of the specific comments we have received. Many of these comments touch on traffic calming in general, so this is a good time to present information from the body of traffic calming and street design research. That way, we can have an informed discussion about traffic calming measures with a shared understanding of the costs and expected benefits of various traffic calming measures.

### Traffic Calming in General

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Many of the comments relate to traffic calming measures, and the need for them at other locations in the City.

Please review the following documents: [Speed Control in Residential Areas](#) and [FHWA Traffic Calming](#). These provide a good overview of the menu of traffic control measures, when they are effective, and when

they are appropriately used. I have highlighted some specific highlights from the document, along with other supporting references as appropriate, in response to some of the comments in this thread.

Effective traffic calming requires choosing the right tool for the job. While it may seem intuitive, for instance, that adding a stop sign will slow down traffic, this isn't the case as shown by the body of research that exists. Being informed about the research is an important part of having a meaningful discussion about what kind of traffic calming measures we can implement.

### Vehicle Speeds on Pleasant Ridge Streets

We often hear the complaints about traffic speeds and speeding on our local streets. To quantify the problem, we have been conducting speed/volume studies for streets in Pleasant Ridge over the past few years. The following table shows the traffic volume, average speed, and 85<sup>th</sup> percentile speed for residential streets that we have conducted studies for thus far.

Street (location & date of test)	Average Weekday Volume	Average Weekend Volume	Average Speed	85th Percentile Speed
Ridge (100 ft. S Cambridge 2015.10 Baseline)	4,724	3,778	29.5	32.9
Ridge (2014.12 100 ft. S Oakland Park)	3,549	3,257	28.5	32.3
Oakland Park (2015.09 800 ft. E Ridge)	2,624	2,156	28.4	32.1
Oxford (2015.10 850 ft. W Woodward)	913	951	27.6	32.1
Ridge (100 ft. S Cambridge 2015.11 10.5 ft. lane test)	4,735	4,064	26.8	30.8
Cambridge W (2014.12 300 ft. E Oakdale)	525	227	26.2	30.7
Maplefield (2015.05 150 ft. N Cambridge)	424	--	23.4	30.2
Woodward Heights (2015.04 400 ft. E Indiana)	2,854	2,068	26.2	29.9
Ridge (2016.07.12 100 ft. S Oakland Park)	3,704	3,165	25.1	29.9
Sylvan (2015.08 250 ft. E Woodward)	1,256	867	25.7	29.8
Millington (2015.08 400 ft. E Ridge)	1,159	1,170	24.9	28.9
Elm Park Ave (2018.03 E of Ridge)	278	258	23.9	28.0
Hanover (2016.09 500 ft. W Ridge)	338	292	22.9	27.2
Indiana (2015.07 150 ft. N Sylvan)	892	730	21.4	26.0
Cambridge E (2017.07 250 ft. W Woodward)	891	--	20.9	24.8
Wellesley (2017.06 480 ft. E Indiana)	170	152	20.8	24.8
Gainsboro (2015.07 150 ft. S Wellesley)	90	79	18.0	21.8

The table shows that average speeds are generally close to the 25-mph speed limit, and the 85<sup>th</sup> percentile speeds are typically in the 25-32 mph range for our residential streets. The above table is intended to provide context for discussions about the need for traffic calming at various locations in the City.

The data shows that Oxford, Oakland Park, and Ridge are in a grouping with average speeds around 28 mph and 85<sup>th</sup> percentile speeds around 32 mph. The rest of our residential streets have average speeds right around the 25mph mark and 85<sup>th</sup> percentile speeds mostly under 30mph.

The above table also shows that police enforcement is not a consistent solution for any particular street. Travel speeds on most of our streets are so similar that it is impossible to effectively and consistently control speeds throughout the city through enforcement alone. With our limited police resources, we can typically only conduct traffic enforcement at one location at any given time, and given that so many streets have the same speed profile, enforcement can have only a limited impact on vehicle travel speeds.

## Stop Signs

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Stop signs are not speed control devices. They are intersection control devices. Numerous studies have shown that stop signs have no impact on travel speeds outside of an area of about 150 feet around the stop sign. Many studies show that they increase travel speeds downstream from the stop sign because drivers speed up to make up for perceived lost time.

Many studies also show that stop signs are routinely ignored if a stop sign is unwarranted.

If there are dangerous conditions that exist within an intersection, stop signs are an appropriate tool. We have a traffic consultant examining the warrant (need) for a stop sign at Ridge and Oakland Park Boulevard. If a stop sign is found to be warranted by conditions within the intersection, we will add them as necessary. That process is proceeding separate from the street reconstruction project.

References:

<https://mutcd.fhwa.dot.gov/htm/2009r1r2/part2/part2b.htm#section2B05>

[https://safety.fhwa.dot.gov/intersection/other\\_topics/fhwsa09027/resources/iowa%20Traffic%20and%20Safety%20FS-%20Unsignalized%20Intersections.pdf](https://safety.fhwa.dot.gov/intersection/other_topics/fhwsa09027/resources/iowa%20Traffic%20and%20Safety%20FS-%20Unsignalized%20Intersections.pdf)

<https://www.fcgov.com/traffic/pdf/ntsp-stop.pdf>

## Speed Humps

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Speed humps can be an effective form of speed control if used effectively. However, the City has not installed speed bumps or humps in the past, for a few primary reasons. Refer to page 21 of the Speed Control document.

Please note that speed bumps are 3-5 inches in height and 1-1.5 feet wide, and are not supported by engineering design guidance for use on public streets because the abruptness of the bump can damage vehicles. Speed humps, which are 3-4 inches high and 8-16 feet wide, are supported by engineering design guidance. Speed humps have a design speed of 15-20



miles per hour.

Following are considerations from engineering design guidance and the body of research regarding speed humps:

- Speed humps have an area of influence. A single speed hump acts only as point speed control. To reduce speeds along a section of street exceeding 500 feet, a series of speed humps is needed. The design guidance states that speed humps should be placed no more than 275 feet apart to achieve a target speed of 25 mph (reference: <http://www.ctre.iastate.edu/research/roadhump/index.htm>).

Most of our lots in town are 50-feet wide, so this means that a speed hump would have to be placed every 5-6 houses on a street with 50-foot lots. On Oxford, for instance, this would require 6 speed humps to be installed on the street to effectively lower the 85<sup>th</sup> percentile speed from 32.1 mph to 25 mph. On Oakland Park, this would require 7 speed humps, with one being installed every 4 houses along the street.

- Speed humps cost about \$3,000 to \$5,000 each to install. When 5-6 of them are needed on a street to effectively slow traffic, the cost can quickly reach \$15,000 to \$35,000 per street, depending on its length. This is not a disqualifying consideration, but one to be aware of.
- The 8-16-foot width required of speed humps can limit placement options on residential streets because the hump must be placed such that they do not impact driveway access. They can also reduce on-street parking availability.
- Speed humps or bumps are a hindrance to snow plows, and can damage equipment.
- Speed humps on concrete streets require adding an asphalt section to the concrete street. This can have aesthetic impacts and maintenance issues.
- Speed humps are divisive. Some residents will be in favor, and some will be opposed.

References:

<https://nacto.org/publication/urban-street-design-guide/street-design-elements/vertical-speed-control-elements/speed-hump/>

[https://nacto.org/docs/usdg/updated design guidelines for the design and application of speed humps\\_parkhill.pdf](https://nacto.org/docs/usdg/updated_design_guidelines_for_the_design_and_application_of_speed_humps_parkhill.pdf)

## Other Traffic Calming Options

There are a number of other traffic calming options which can be implemented at varying costs. Many of these require construction alterations to the street and come at a non-negligible cost.

Refer to [Speed Control in Residential Areas](#) and [FHWA Traffic Calming](#) for an overview of the full menu of options available.

Perhaps the cheapest and simplest form of traffic calming would be to allow on-street parking on both sides of the street. Recall that our streets are 27 feet wide. The [City of Seattle tested allowing parking on both sides of a 25-foot wide street](#) and found that most people traveled under a 20 mph speed limit. This is because parked cars on both sides of the street function exactly like many of the speed control measures described in the Speed Control and FHWA manual. Specifically, they create chicanes and choke points on the street that require drivers to pay more attention and travel at lower speeds.

Allowing for parking on both sides of the street would be one way to reduce travel speeds, and it has the lowest potential cost of all the traffic calming options.

### [Traffic Calming Implementation Process](#)

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A commonly-used method by Cities for installing traffic control measures requires residents on a street to initiate a petition process where a certain majority percentage of residents must support a traffic calming intervention. This process usually can only be used when certain traffic conditions, usually volume and speed thresholds, are met.

An example of such a process is described in [this document](#).

Should there be interest in a program such as this, staff and the City Commission would work with residents to establish the program specifications and protocols.

### [Ridge Road Project Details](#)

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The Ridge Road reconstruction will include a few traffic calming measures. The most notable is a mid-block crossing that will be installed at the school crosswalk. This was piloted a few years ago with good results. The purpose of the mid-block crossing is to control speeds at the crosswalk, so it is a point speed control measure.

We will also be installing edge striping to narrow the travel way on the street. This will create a space of 3.5 feet between the edge stripe and the curb. We installed edge stripes that are 2 feet from the curb on Ridge two years ago, and these reduced the 85<sup>th</sup> percentile speed by 3 mph from 32.9 to 29.9 mph, so there has been a notable 10% reduction in speed already.

There is not, however, enough width on Ridge to create official, sanctioned bike lanes as Ferndale has done. In Pleasant Ridge, Ridge has only a 50 foot right of way, and a cross section of 26 feet from curb to curb. In Ferndale, Pinecrest has a 66 foot right of way and a pavement cross section of 36 feet from curb to curb.

Bike lanes must be at least 5 feet wide, and travel lanes are usually 10-12 feet wide on streets such as Ridge/Pinecrest. With a 36-foot wide cross section you can accommodate two 5-foot wide bike lanes, 2-3 foot wide buffer areas, and 10-11 foot wide travel lanes. On our 26-foot wide cross section, you cannot accommodate bike lanes because the travel lanes would then be only 8 feet wide, which is too narrow.

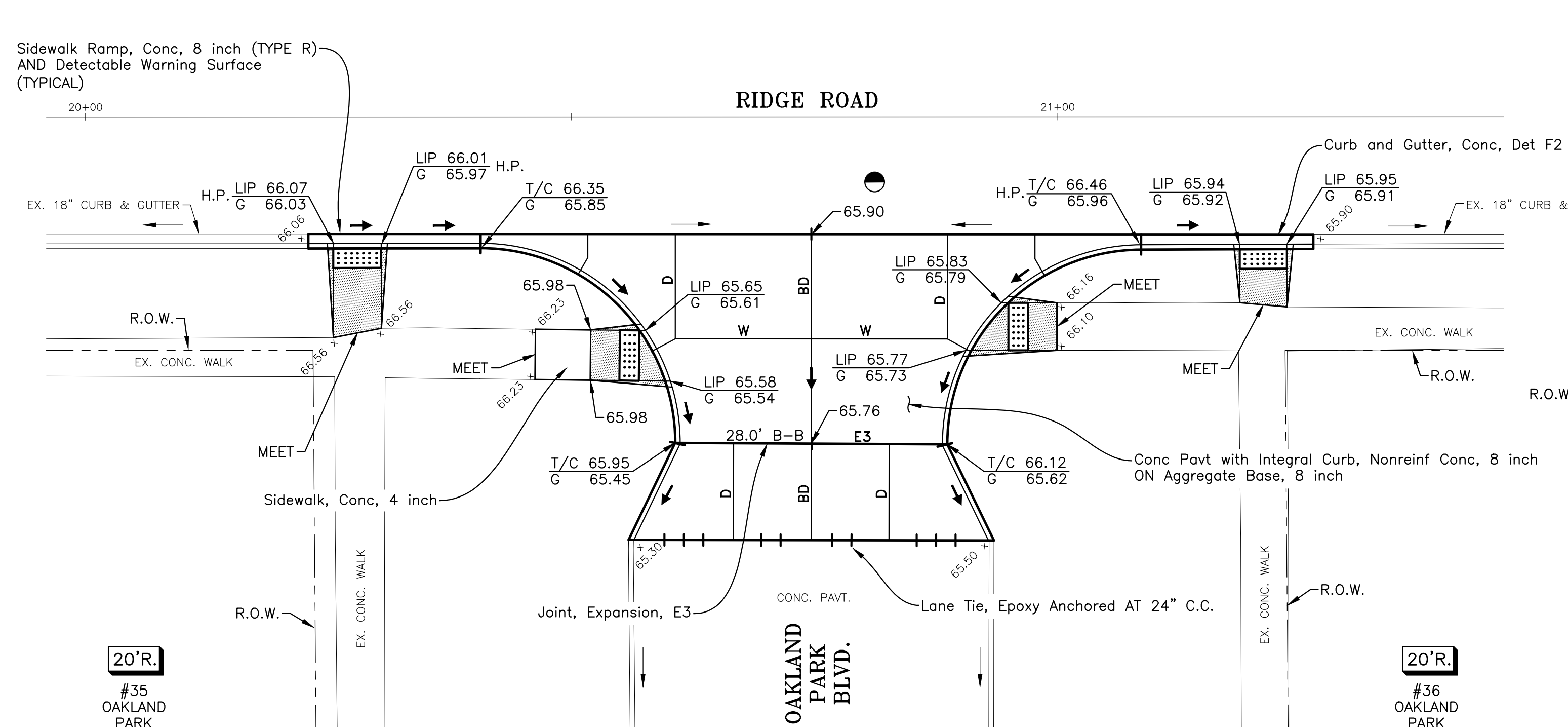
The edge striping which will be added 3.5 feet from the curb on Ridge will visually create 9.5 foot wide travel lanes. In practice, there is more space for cars because the curbs are 26 feet apart, but the visual narrowing does slow down traffic and does create some defined space for bicyclists.

### Alternate Use of Funds & Other Street Projects

Funding for this project is coming from Act 51 money from the state and the infrastructure millage. This money can only be used for infrastructure projects. It cannot be used for pensions, general City operations, recreation, etc.

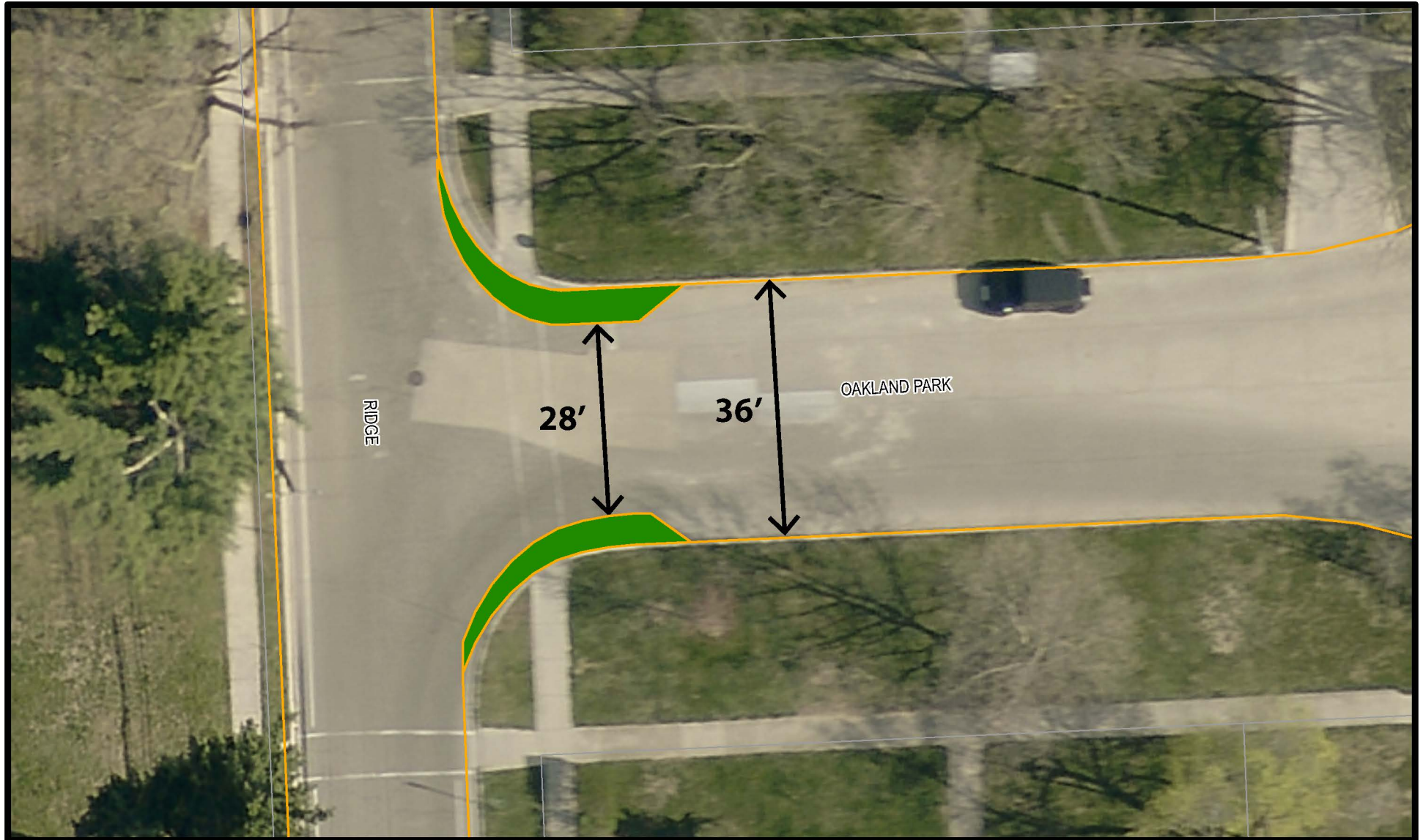
Regarding other infrastructure projects in town, maintenance of existing streets is programmed for future years. We are seeing some premature concrete failures at expansion joints on some streets, mostly the ones constructed in the mid-2000s. This is a common problem caused by issues with the concrete mix that was used during that time frame.

We completed a first round of slab repairs a few years ago on Millington, Elm Park, and Cambridge. We will be completing similar rounds of repairs in the future. In order to complete the repairs in the most cost-effective manner, we wait until there is enough work to represent a large enough project to get better pricing. In the meantime, we have been and will continue to fill the degrading concrete sections with spray-patch asphalt, which is a short to medium term process that lasts for 3-5 years on average.

[illegible][illegible]

<p><b>NOTE:</b></p> <p>THE CONTRACT ITEMS OF WORK &amp; RELATED QUANTITIES CONTAINED IN THE BID FORM FOR THE "ALTERNATE BID" REFLECT ONLY THE PORTION OF THE WORK NOT ALREADY INCLUDED IN THE BASE BID AT THESE THREE INTERSECTIONS</p>
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# Ridge Rd/OPB



0 10 20 40 Feet

1 inch = 20 feet

March 6, 2018

TaxParcel

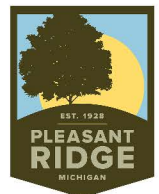
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RGB

Red: Band\_1

Green: Band\_2

Blue: Band\_3





# City of Pleasant Ridge

James Breuckman, City Manager

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From: Jim Breuckman, City Manager  
To: City Commission  
Date: April 5, 2018  
Re: 2018 City Commission Goals and Objectives Adoption

## Overview

The attached Goals and Objectives are a statement of the City Commission's priorities in governance for the coming year.

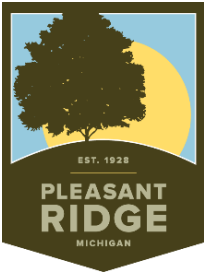
## Background

The City Commission has been working on the attached Goals and Objectives statement over the past few months. This statement of Goals and Objectives will stand as a communication of what this City Commission wishes to accomplish. These Goals and Objectives will also be included in the City's upcoming FY18-19 budget document.

Being included in the budget document means that these Goals and Objectives will serve as a basis for making budget decisions and work priorities for City Staff over the coming year. When considering various projects and funding decisions during the budget process, the City Commission may evaluate the various options and determine which ones to fund based on how well each project or line item aligns with the Goals and Objectives statement.

## Requested Action

City Commission consideration of adoption of the attached 2018 Goals and Objectives statement.



# City of Pleasant Ridge

## Annual Goals and Objectives 2018

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Note that the order in which these goals are presented is not intended to convey importance.

### **A. Maintain a Safe and Secure Community**

#### **Objectives:**

1. Preserve effective levels of police staffing and equipment to ensure high quality public safety service delivery.
2. Maintain or improve existing fire/EMS service delivery.
3. Review any strategies possible to improve police, fire/EMS, and dispatch service.
4. Implement traffic calming measures where necessary to ensure appropriate vehicle travel speeds.
5. Preserve and enhance Neighborhood Watch program.
6. Seek methods to promote school safety.

### **B. Ensure Good Stewardship of Municipal Infrastructure**

#### **Objectives:**

1. Continue the City's ongoing street reconstruction program.
2. Implement a continuing maintenance program for previously reconstructed streets and alleys to extend their useful life.
3. Implement continuing maintenance and monitoring program for previously rehabilitated combined sewers to extend their useful life.
4. Improve bike and pedestrian infrastructure (sidewalks) throughout the City.
5. Complete capital projects identified in the Capital Improvements Plan.
6. Work with local transit authorities to improve public transportation options for residents and visitors.

## **C. Maintain Financial Sustainability**

### **Objectives:**

1. Maintain a competitive property tax rate position relative to other cities in the region.
2. Achieve and maintain an unrestricted fund balance of 20-25% and a total fund balance of 25-30% of annual general fund expenses.
3. Maintain a capital outlay reserve of 75% to 100% of expenditures in the Water and Sewer Enterprise Fund.
4. Continue to explore other revenue sources. Aggressively identify and pursue grant opportunities.
5. Increase funding for the defined benefit pension to reduce the City's unfunded liability.

## **D. Maintain Excellent Parks and Recreation Program**

### **Objectives:**

1. Improve utilization of the Community Center.
2. Continue necessary maintenance tasks at the community center, pool, and parks.
3. Achieve excellence in the offering and delivery of recreation services to residents of all ages.
4. Encourage active, healthy lifestyles for City residents.
5. Continue incremental facility upgrades at the wellness and community center.

## **E. Preserve and Enhance Community and Neighborhood Character**

### **Objectives:**

1. Improve City code enforcement efforts to effectively preserve the character of the City's neighborhoods.
2. Protect the City's established historic character from destruction or erosion by inappropriate additions or modifications to existing buildings, or inappropriate construction of new buildings.
3. Work to influence future changes and enhancements to Woodward Avenue to reflect Pleasant Ridge's preferred plan.
4. Ensure that planning, development, and infrastructure projects enhance Pleasant Ridge as a walkable, bikeable community.
5. Continue to foster a welcoming community to all people.

## **F. Foster Community Trust and Participation**

### **Objectives:**

1. Use a variety of outlets, including the City's website, traditional media, social media, town hall meetings, and the Ridger to inform and engage residents.
2. When more than one feasible choice exists for issues of major consequence, consult or collaborate with residents prior to making decisions.
3. Encourage, support, and recognize volunteers and community members who do good work in the community.
4. Conduct a community survey at least bi-annually to measure City performance in delivering services and public sentiment on important issues facing the community.
5. Support resident-driven and managed initiatives.

## **G. Strive for Excellence in Governance**

### **Objectives:**

1. Develop and maintain a first-rate workforce by supporting the continued training and professional development for City employees.
2. Continue to pursue excellence in customer service by exploring alternative methods for improving delivery of services.
3. Facilitate increased use of technology during City meetings.
4. Continue to look for new ways to partner with nearby communities or private partners to improve the delivery of City services.
5. Continually evaluate and adjust the City's goals and objectives, Master Plan, Recreation Master Plan, and Capital Improvements Plan to ensure that policy decisions are being made that further the long-term interest of the City.

## **H. Protect the Environment**

### **Objectives:**

1. Reduce the City's carbon footprint through energy conservation, efficiency, and renewable generation measures.
2. Invest in maintaining the City's tree canopy by maintaining existing trees and planting new trees to fill gaps.
3. Explore ways to incorporate green infrastructure to infiltrate stormwater in place and reduce the amount of runoff that enters the City's sewer system.