City of Ann Arbor
City Administrator’s Report
January 23, 2023

Prepared for City Council. Kindly forward questions, comments, or suggestions for input to mdohoney@a2gov.org, jfournier@a2gov.org, or shiggins@a2gov.org.

Safety Notes

A2 Be Safe! Coronavirus (COVID-19) update. It remains vitally important for everyone to follow the latest public health guidelines, both inside and outside of the workplace, and to get vaccinated when eligible.

City facilities are open to the public. The city will continue to share updated information via all channels — including Facebook (https://www.facebook.com/TheCityOfAnnArbor), Twitter (https://twitter.com/a2gov), NextDoor and via email (subscribe at http://service.govdelivery.com/service/subscribe.html?code=MIANNA_5).

City staff continue to serve the community and residents can always contact the city’s customer service center for assistance Monday–Friday, 7:30 a.m.–5:30 p.m. (except holidays) at 734.794.6320 or via email at customerservice@a2gov.org with questions or concerns.

For the latest COVID-19 health information, please visit www.washtenaw.org/COVID19 or the Centers for Disease Control https://www.cdc.gov/coronavirus/2019-ncov/about/. For city related business, individual safety reminders include:

- Please check the city’s meeting calendar for the most up-to-date information on public meetings.
- To pay parking tickets, water bills, property taxes, apply for permits as well as other customer service options, residents and visitors are encouraged to take advantage of online services by visiting www.a2gov.org/services.

A2 Be Safe!

Success Stories

Success. Thank you to staff throughout the organization who have worked and continue to work tirelessly, and those who have gone above and beyond during the COVID-19 pandemic. You are appreciated! The City extends appreciation to the Ann Arbor community for their patience; cooperation with mask wearing and distancing; increased handwashing; support of local businesses; and for getting/planning to get vaccinated all in a united effort to bring the pandemic to an end.
Sustainability & Innovations Corner

- **Subscribe to the OSI Newsletter.** Starting this month, we’ll be sending out a monthly, detailed newsletter highlighting some of the sustainability-related activities unfolding in the community. If you aren’t already, please subscribe at [https://service.govdelivery.com/accounts/MIANNA/subscriber/new?topic_id=MIANNA_146](https://service.govdelivery.com/accounts/MIANNA/subscriber/new?topic_id=MIANNA_146).

- The IBEW/NECA, our local Electrical Workers Union, is partnering with A²ZERO on electrification readiness, and continues their campaign called “The Future is Electric.” ([https://www.ibewneca252.org/a2zero](https://www.ibewneca252.org/a2zero)) As part of this campaign, they have been releasing informational videos ([https://www.ibewneca252.org/a2zero-video-series](https://www.ibewneca252.org/a2zero-video-series)) to help residents know what might be involved with upgrading homes for electrification of appliances and vehicles. Take a look at their videos on panel upgrades, heat pump dryers, induction stoves and EV charging!

- **Low-Income Sustainability Grant.** This program is ramping up with a hopeful launch later this month. This initiative will provide funding support to help ensure that everyone, regardless of income, is able to participate in our efforts to achieve A²ZERO. More details coming soon.

- **UPCOMING EVENTS**
  
  - **Ann Arbor Solar Stories, first Thursday of each month, online, 7-8 p.m.** Hosted by the GLREA, hear from Ann Arborites who have gone solar, and have a chance to ask them all your questions! Register for "Thursday Night Energy Events" to receive meeting links.
  
  - **Save the Date: 2023 Sustainability Forums (register for any or all forums here: [https://a2gov.zoom.us/webinar/register/WN_fmqnRmqXT6sgpKmzRSQVg#/registration](https://a2gov.zoom.us/webinar/register/WN_fmqnRmqXT6sgpKmzRSQVg#/registration))**:
    - January 25th on Circular Economy
    - February 22nd: Housing and Transportation: What’s the Climate Connection
    - March 29th: Re-Charged Home Electrification: New Funding and Opportunities for Electrifying Your Space
    - April 26th: Renewed Renewables: The Bright Future of Renewable Energy in Ann Arbor
    - May 31st: Where do WE go from here?

Council Priorities/Initiatives


**Transportation Commission Monthly Report.** The January 2023 Transportation Commission Project Report (PDF) is attached.
Previews

The January 23 Council Meeting will feature the following items of interest:

Consent Agenda (10). There are 10 items on the consent agenda.

Public Hearings. None.

Ordinances – Second Readings. None.

Ordinances – First Readings (1).

- An Ordinance to Amend Chapter 103 (Historic Preservation) of Title VIII of the code of the City of Ann Arbor by Adding Section 8:425.15 Establishing the Robert and Erma Hayden House Historic District, 1201 Gardner Avenue (Robert and Erma Hayden House Study Recommendation: Approval – 3 Yea and 0 Nays)

Other

Sign Up to Attend the 2023 Ann Arbor Community Academy. The Ann Arbor Community Academy (A2CA) is returning for a sixth year to provide a closeup look at local government. The popular program, free and open to community members 18 years of age and older, will be conducted with a hybrid approach. Weekly sessions will be held online via Zoom every Wednesday, March 1–April 26, 6:30–8:30 p.m., and in-person tours will take place on select Tuesdays. A2CA connects participants with city staff and officials to discover what goes into both long-term planning and day-to-day operations throughout Ann Arbor. More information is available via https://www.a2gov.org/news/pages/article.aspx?i=937
TO: Milton Dohoney, Jr.
FROM: Ann Arbor Police Department
SUBJECT: Monthly Comparison Report
DATE: January 11, 2023

AAPD Offense Monthly Comparison Report (preliminary and advisory) – December 2022

<table>
<thead>
<tr>
<th>Crime Category</th>
<th>Part</th>
<th>Dec-2022</th>
<th>Nov-2022</th>
<th>% Change</th>
<th>Dec-2021</th>
<th>% Change</th>
<th>YTD 2022</th>
<th>YTD 2021</th>
<th>% Change</th>
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<tbody>
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<td>1</td>
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<td>ARSON</td>
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<td>0</td>
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### 2 - Monthly Comparison Report – Monthly Offense and Pedestrian Crash Report

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<tr>
<th>Crime Category</th>
<th>Part</th>
<th>Dec-2022</th>
<th>Nov-2022</th>
<th>% Change</th>
<th>Dec-2021</th>
<th>% Change</th>
<th>YTD 2022</th>
<th>YTD 2021</th>
<th>% Change</th>
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<tbody>
<tr>
<td>LARCENY - ALL OTHER</td>
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<td>72</td>
<td>69</td>
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<td>LARCENY - FROM AUTO (LFA)</td>
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<td>95</td>
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<td>7</td>
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<td>-50.0%</td>
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<td>SEX CRIME (VIOLENT)</td>
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<td>33.3%</td>
<td>57</td>
<td>40</td>
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<tr>
<td><strong>Total</strong></td>
<td>A</td>
<td>410</td>
<td>389</td>
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<td>308</td>
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<tr>
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<td>-33.3%</td>
<td>5</td>
<td>-60.0%</td>
<td>69</td>
<td>87</td>
<td>-20.7%</td>
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<td>No Change</td>
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<td>ESCAPE / FLIGHT</td>
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<td>0.0%</td>
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<td>100.0%</td>
<td>26</td>
<td>16</td>
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<td>3</td>
<td>-66.7%</td>
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<td>18</td>
<td>10</td>
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<td>0</td>
<td>No Change</td>
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<td>73</td>
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<td>OUI OF LIQUOR / DRUGS</td>
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<td>-100.0%</td>
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<td><strong>Total</strong></td>
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<td>74</td>
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<td>1,002</td>
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*N/C represents an increase of "0" which is mathematically "Not-Calculable"
### AAPD Monthly Pedestrian Crash Report – December 2022

#### Pedestrian

<table>
<thead>
<tr>
<th>Report #</th>
<th>Location</th>
<th>Date</th>
<th>Time</th>
<th>Vehicle Movement</th>
<th>Ped In Crosswalk</th>
<th>Ped Injury</th>
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<tr>
<td>220048560</td>
<td>Hill and Tappan</td>
<td>12/10/2022</td>
<td>12:27 AM</td>
<td>Going Straight</td>
<td>No</td>
<td>B</td>
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<tr>
<td>220049357</td>
<td>Maynard and E Liberty</td>
<td>12/15/2022</td>
<td>11:03 PM</td>
<td>Going Straight</td>
<td>Yes</td>
<td>C</td>
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### AAPD Monthly Bicyclist Crash Report – December 2022

#### Bicyclist

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<thead>
<tr>
<th>Report #</th>
<th>Location</th>
<th>Date</th>
<th>Time</th>
<th>Vehicle Movement</th>
<th>Bike Movement</th>
<th>Bike Injury</th>
<th>Helmet</th>
</tr>
</thead>
</table>

No Bicyclist Involved Crashes for December 2022

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**Injury Legend:**

- **K** - Fatal Injury (any injury which results in death)
- **A** - Suspected Serious Injury (Any injury other than fatal which prevents normal activities and generally requires hospitalization)
- **B** - Suspected Minor Injury (Any minor injury that is evident to others at the scene)
- **C** - Possible Injury (Any possible injury that is reported or claimed)
- **O** - No Injury (No indication of injury)
Transportation Project Updates
January 2023

Subscribe to receive monthly Transportation Project Updates. Visit a2gov.org/Transportation Commission for additional background. Contact the Transportation Commission at TransportationCommission@a2gov.org

2023 Construction Projects

Annual Street Resurfacing Project
This suite of projects encompasses the majority of the City’s Street resurfacing activities and includes some asphalt path resurfacing. Local resurfacing work in 2023 is scheduled to occur in the area bounded by Washtenaw, Geddes Ave and Huron Parkway, although there will be additional work scheduled with the Road Bond funding outside of that area. Asphalt path resurfacing is being planned along segments of Huron Parkway. Once a complete list of locations has been determined, it will be posted on the project website.

Scio Church Road (Maple to Seventh)
The project includes watermain and stormwater work, resurfacing, installation of bike lanes, new sidewalk, and crosswalks. More information is available on the project website. Bids were opened by MDOT on September 2, and the low bid was much higher than anticipated. The project was rebid by MDOT in early January, and the low bid was approximately $600K lower than the previous low bid. At this time, construction is scheduled to begin in March of 2023.

Sidewalk Gaps
Gaps in the sidewalk system that are expected to be filled in 2023 include:
- Broadway (north/west side from Broadview Ln to Plymouth)
- Brooks (Mixtwood to Sunset) – Summer
- Ellsworth Road (north side, State to Stone School) – Project is substantially complete; however, one gap remains due to a utility conflict. This remaining gap will be completed this spring.
- Newport (east side from Sunset to Down up Circle) – June
- Scio Church Road (north side from Landmark Court to Winsted and Greenview to Seventh) – Spring/Summer

Staff is also beginning work on the South Main Street (Stadium to Ann Arbor-Saline) Sidewalk Gap project, which is scheduled for construction in 2024, and will absorb a significant portion of the gap filling budget. See below for more details on that project.

Division Street
The DDA’s construction on the two-way protected bike between Packard and Catherine is substantially complete. Installation of the bike signal at Division and Huron is currently underway.
State Street Improvement Project (William to Huron)
The project scope includes resurfacing, watermain work, non-motorized improvements, and installation of our first curb less street (William to Washington). Phase 1, (William to Liberty) was substantially completed in 2022. Phase 2 (Liberty to Huron) will begin in spring of 2023 and be concluded before Labor Day.

Platt Road (Huron Parkway to Packard)
This is a Federal aid project the consists of resurfacing, watermain replacement work, an all ages and abilities bike facility, and pedestrian improvements. A virtual public meeting was held on December 13th. A recording of this meeting is available on the project website at www.a2gov.org/Platt.

Broadway Street (Plymouth to Plymouth)
This project includes the replacement of an aging watermain as well as resurfacing of the street. The project will also replace the existing speed humps, add crosswalks, and fill sidewalk gaps on the north side of the road at the east end of the project. Construction is anticipated to begin this spring. More information is available on the project webpage at www.a2gov.org/Broadway.

Geddes Ave Resurfacing (Observatory to Highland)
This project includes resurfacing, stormwater improvements, and crosswalk upgrades. Sidewalk and retaining wall work to remove the stairs in the sidewalk near Onondaga has been removed from this project and will be done under a separate contract later this year. Construction is scheduled to begin this spring.

Earhart Road (US-23 to Geddes Road)
This project consists of the resurfacing of Earhart Road between Geddes and US-23. The project scope includes the addition of bike lanes, reconfiguration of the lanes north of Glazier Way, and the inclusion of roundabouts. A final public meeting was held on December 14, 2022. Information from this meeting is available on the project webpage at www.a2gov.org/earhart2023.

E. Medical Center Drive Bridge
This project is to perform preventive maintenance of the bridge leading to the hospital campus. At the University’s request and cost, the bridge is proposed to also add a vehicular travel lane. Award of the construction contract is scheduled to go to City Council on January 23rd.

Brooks Street Improvements
This project consists of watermain replacement, stormwater improvements, street resurfacing, sidewalk gap filling, and reconfiguration of the Brooks/Vesper/Sunset intersection. Design work is underway, and construction is anticipated to begin in Spring/Summer. More information is available on the project website at: www.a2gov.org/Brooks.
State & Hill Improvements
Overall, this project consists of resurfacing on Hill Street (Fifth to Church) and State Street (South University to Packard and Hoover to Granger). Also included is some watermain consolidation, and safety improvements along both corridors. The final design will result in a protected bike facility the length of the project and 10.5' travel lanes to facilitate bus operations. These accommodations were able to be made as a result of removal of parking along the corridor. More information can be found on the project website. Final plans have been submitted to MDOT for bidding, and construction is expected to begin in April.

South Main Street Watermain & Resurfacing
This project consists of replacement of the watermain and resurfacing of the street from Huron to William. Public engagement has been underway with the adjacent business owners and the DDA. Award of the construction contract is scheduled to go to Council on January 23rd.

Huron Parkway/Glazier Way Capital Preventative Maintenance Project
The scope of this project includes the application of a cape seal treatment over the existing pavement on Huron Parkway (Geddes to Hubbard) and Glazier Way (Green to Earhart). When the pavement is restriped following the treatment, edge lines will be added on Huron Parkway (narrowing the travel lanes slightly), and buffered bike lanes will be installed on Glazier Way. Construction is scheduled for spring.

Projects Currently in Design/Planning

South Main Street Sidewalk Gap Project
This project will construct new sidewalk on the east side of South Main Street between Stadium Boulevard and Ann Arbor-Saline Road. The project will utilize Federal Aid funds, with the local share funded by the Sidewalk Gap Millage and the University of Michigan. The sidewalk adjacent to the Valhalla area is expected to be completed by the proposed development there. Design is underway and construction is anticipated for 2024.

Other Updates and Information

State Trunkline Jurisdiction Transfer Analysis
On December 5, 2022, City Council awarded the contract to Sam Schwartz to assess what the City should be consider if it were to approach MDOT about taking ownership of the state trunklines that run through the community; namely Washtenaw/Huron/Jackson and North Main. The study will kickoff on January 18, 2022.

MDOT Coordination
The City has regular coordination with MDOT on State projects within the City. MDOT allows for locally installed improvements on their facilities, subject to their review and approval. The following projects are currently being coordinated with MDOT:
Jackson Ave Crosswalks – City and MDOT staff continue to work on new crosswalks along Jackson Ave between Maple and the Huron/Dexter/Jackson split. Following a field visit with MDOT staff in the fall, the City is advancing design of enhanced crosswalks which will need to be reviewed and approved by MDOT.

Traffic Calming Program Submittals
Granger (State to Packard) will have its second meeting on 2/8/23. Granger (Forest to Olivia), Fulmer (Miller to Foss), and Baldwin (Packard to Stadium) have also kicked off and initial questionnaires were sent out and are currently being evaluated. Manchester (Buckingham to Needham) and Grandview (Jackson to Dexter) will kick off shortly.

The Traffic Calming Subcommittee will have its next meeting on January 24th.

Transportation Implementation Plan Update
Staff from Sam Schwartz will provide an update on efforts at the January 18th meeting. The next meeting of the Vision Zero Implementation Committee will be held on February 27th.

Education and Encouragement
Conquer the Cold is currently underway. People can walk, bike, take public transit and more to earn prizes, badges, and bragging rights. More information available at conquerthecold.org.

TheRide Update
TheRide will make adjustments to fixed-route bus service beginning Sunday, January 22. These adjustments will improve on-time performance and service reliability. Most of the adjustments will alter route timepoints, helping service to operate more efficiently in response to on-road traffic conditions.

Planning work is also continuing for the Ypsilanti Transit Center upgrade project and the Blake Transit Center expansion project.
MEMORANDUM

TO: Milton Dohoney, Jr., City Administrator
FROM: Nicholas Hutchinson, City Engineer
       Brian Steglitz, Interim Public Services Area Administrator
DATE: December 15, 2022
SUBJECT: E. Medical Center Drive Bridge Pathway

This memorandum is in response to Resolution R-21-395, which included the following directive:

“RESOLVED, That Council directs the City Administrator to negotiate an amendment to the contract with DLZ to design the east-west pathway connection under the East Medical Center Drive Bridge and develop a cost estimate for construction, and that the City Administrator be authorized to approve this amendment to the contract;”

The design work for this pathway has now been completed. Attached is a memo from the City’s design consultant, DLZ, which includes the project plans and an estimate of construction costs. Based on their estimate, the total cost of the pathway project is anticipated to be approximately $340,000 in 2023 dollars.

When originally contemplated, there was a possibility that this pathway project could be included as part of the construction of the East Medical Center Drive Bridge Rehabilitation and Widening Project. However, during the design it was discovered that a portion of the platform beneath the existing bridge is within the railroad right-of-way.

The Michigan Department of Transportation (MDOT), who owns the railroad, was contacted, but they were not willing to grant the necessary easement to construct the pathway at this time. Thus, the construction of the pathway has not been included as part of the bridge project. However, MDOT was willing to allow the widening of the platform as part of the current bridge project. This work will be included and will prepare the space beneath the bridge for the future pathway project. More details can be found in the attached DLZ memo.

The pathway project is included in the City’s Capital Improvements Plan (TR-AT-16-04) and will be reevaluated for construction in a future year after MDOT has conducted their trespass prevention study. It should also be noted that a funding source for the construction of the pathway has yet to be identified.
The construction contract for the East Medical Center Drive Bridge Rehabilitation and Widening Project, as well as a contract for construction management services for the project, are scheduled to come before Council on January 9, 2023. More information on that project will be available in those documents, as well as Resolution R-21-395.

cc: Francisca Chan, Engineering Project Manager
    Raymond Hess, Transportation Manager
PATHWAY MEMORANDUM

DATE: May 12, 2022
TO: City of Ann Arbor
FROM: DLZ Michigan, Inc.
SUBJECT: Ann Arbor – Pathway Under E. Medical Center Dr. Bridge

As part of DLZ’s design engineering work, we reached out to the Michigan Department of Transportation (MDOT) to determine the need for an easement or licensing agreement for the proposed pathway under the E. Medical Center Dr. bridge, south of Fuller Rd. Due to the proximity of the MDOT right-of-way (ROW) with the north bridge abutment, any pathway constructed below the bridge will require MDOT’s approval prior to construction. Please see attached cross-section exhibit to see that the pathway would need to be at least partially within MDOT’s ROW. After some discussion and several emails back and forth, it was decided by MDOT that the City of Ann Arbor cannot construct the pathway within their ROW at this time.

MDOT expressed concerns regarding the number of trespassing issues they have experienced in the Ann Arbor area, including trespassing issues with the existing Gallup Park trail adjacent to the railroad and its associated fencing.

Additionally, MDOT made us aware of an upcoming corridor wide trespass prevention grant they will be receiving. As such, they are planning to take a more comprehensive look at the entire Ann Arbor corridor to ensure consistency, connectivity, and ultimately promote safety within the railroad ROW.

MDOT informed us the proposed pathway will be included in a larger discussion regarding pedestrian access to MDOT Rail ROW in Ann Arbor. They will be reaching out to the appropriate stakeholders in the near future to start the discussion and plan to establish a kickoff meeting at that time. The design work for the pathway is being completed as part of the E. Medical Center Dr. Bridge Widening project.

MDOT is allowing the City to move forward with construction on the structure, including widening the existing 10 ft flat concrete pad under the bridge, behind the north bridge pier crashwall which is within the MDOT ROW. DLZ is currently designing the improvements to widen the existing horizontal section from 10 feet wide to 14 feet wide in anticipation of connecting the proposed pathway to this area in the future.

Unfortunately, with the additional coordination required with MDOT prior to construction and the current schedule for the project, DLZ will not be able to include the pathway in the bridge project and keep the project on schedule for construction in 2023. MDOT not providing an easement or agreeing to a licensing agreement at this time is the primary reason we cannot include it with the E. Medical Center Dr. Bridge Widening project.
DLZ will complete the design and cost estimate of the pathway but present it as a separate project that can be constructed in the future once MDOT has provided their approval and agreed to provide an easement or licensing agreement.
NOTES:

THREE EXISTING ROLLER BEAMS THAT THE WORK WOULD REQUIRE A COMPLETE ABUTMENT REPLACEMENT.

COLLISION WITH THE SHORT CLIPPER WALL ABUTMENT TO A FALL CONTAINED ABUTMENT ON PILE. THE EXISTING BATTENED PILE RELAY FOR THE SLOPE ABOVE THEM TO PROJECT CAPACITY.  OUTSIDE ABUTMENT CONTACT SIMILAR TO A SHORT CLIPPER WALL.  THE EXISTING WOULD BE RELOCATED WHICH IN TURN WOULD ENFORCE THE CAPACITY.  THERE IS A POSSIBILITY THAT THE BATTENED PILE RELAY THROUGH THE ABUTMENT.  BUT BATTENED PILE IS A SLIGHTER ELEMENT AND WOULD NOT ADD ENOUGH RESISTANCE TO BE COMPATIBLE TO THE EXISTING BATTENED PILES REZIEED FOR THE WALL CAPACITY.  THE ABUTMENT WOULD NECESSARILY NEED TO BE RECONSTRUCTED.

NOTES:

THE EXISTING PILE ARRANGEMENT WOULD REQUIRE A COMPLETE ADJUSTMENT TO FULL CONCRETE PILES FOR THE SLOPE ABOVE THE EXISTING PILE FOOTING. THE EXISTING SLOTTED PILES ARE FOR THE SLOPE BELOW THE EXISTING PILE FOOTING. DUE TO THE NATURE OF THE SLOTTED PILES, THE EXISTING PILE ARRANGEMENT WOULD REQUIRE ADDITIONAL MEASURES TO BE TAKEN TO THE STRUCTURE TO COMPARE TO THE EXISTING PILE ARRANGEMENT. THE ADJUSTMENT WOULD PROBABLY NEED TO BE RECONSTRUCTED.

PATH SECTION
CITY OF ANN ARBOR
ENGINEERING

E. MEDICAL CENTER DRIVE PATHWAY

PROJECT LOCATION

CITY FILE NO. XXXX-XXX

CONTRACT FOR: PATHWAY INSTALLATION UNDER THE E. MEDICAL CENTER DRIVE BRIDGE.
NOTES:
1. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR ANY DELAYS, DAMAGES, COSTS AND/OR CHARGES INCURRED DUE TO AND/OR BY REASON OF ANY UTILITY, STRUCTURE, FEATURES AND/OR SITE CONDITION, WHETHER SHOWN ON THE PLANS OR NOT. THE CONTRACTOR SHALL REPAIR AND REPLACE, AT ITS OWN EXPENSE, TO AS GOOD OR BETTER CONDITION, ANY AND ALL UTILITIES, STRUCTURES, FEATURES AND/OR SITE CONDITIONS WHICH ARE IMPACTED BY REASON OF THE WORK, OR INJURED BY ITS OPERATIONS, OR DURING THE OPERATIONS OF ITS SUBCONTRACTORS OR SUPPLIERS.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTINUOUS MAINTENANCE OF THE TEMPORARY TRAFFIC CONTROL DEVICES AND SOIL EROSION CONTROL MEASURES WITHIN THE CONSTRUCTION AREA AND APPROACHES TO PROJECT SITE UNTIL THE FINAL COMPLETION OF THE PROJECT. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE RELATED ITEMS OF WORK.

3. THE LOCATION OF MATERIAL STOCK PILES AND ON SITE STAGING AREAS ARE TO BE APPROVED BY THE ENGINEER. ANY MATERIALS STOCKPILED OR STORED SHALL NOT CREATE A SOIL EROSION PROBLEM, INTERFERE WITH DRAINAGE, OR CREATE INSUFFICIENT SIGHT DISTANCE.

4. EXISTING STREET NAME, GUIDE, REGULATORY SIGNS, BRIDGE LIGHTING, ETC., WHICH CONFlict WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED PRIOR TO CONSTRUCTION, STORED IN A MANNER WHICH WILL PREVENT DAMAGE AND BE SET IN LOCATIONS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE OTHER BID ITEMS OF WORK.

5. WHERE STREET CURBS ARE UNDERMINED DUE TO CONSTRUCTION ACTIVITIES, THEY SHALL BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER.

6. THE CONTRACTOR SHALL IMPLEMENT AND MAINTAIN THE SOIL EROSION CONTROL MEASURES AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER AT ALL TIMES DURING CONSTRUCTION. ANY MODIFICATIONS OR ADDITIONS TO THE SOIL EROSION CONTROL MEASURES DUE TO CONSTRUCTION OR CHANGED CONDITIONS SHALL BE AS DIRECTED AND APPROVED BY THE ENGINEER.

7. CONSTRUCTION OPERATIONS SHALL BE SCHEDULED AND PERFORMED SO THAT PREVENTATIVE SOIL EROSION CONTROL MEASURES ARE IN PLACE PRIOR TO EXCAVATION IN CRITICAL AREAS AND TEMPORARY STABILIZATION MEASURES ARE MAINTAINED AT ALL TIMES AS SPECIFIED IN MAINTAINING TRAFFIC PLANS AND SPECIFICATIONS.

8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL TEMPORARY SOIL EROSION CONTROL MEASURES AND REMOVAL OF SOME MEASURES UPON AUTHORIZED COMPLETION OF THE PROJECT. FINAL COMPLETION OF PROJECT WILL NOT BE AUTHORIZED UNTIL ALL SITE WORK AND UTILITY CONSTRUCTION IS COMPLETE AND ALL SOILS ARE STABILIZED.
### TEST HOLE NO. B-04

- **Location Station:** 0+000
- **Ground Surface Elevation:** 776.17 ft

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- **Location Station:** 0+050
- **Ground Surface Elevation:** 776.02 ft

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### TEST HOLE NO. B-05

- **Location Station:** 0+100
- **Ground Surface Elevation:** 776.08 ft

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### TEST HOLE NO. B-06

- **Location Station:** 0+150
- **Ground Surface Elevation:** 776.08 ft

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### TEST HOLE NO. B-07

- **Location Station:** 0+200
- **Ground Surface Elevation:** 776.08 ft

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### TEST HOLE NO. B-08

- **Location Station:** 0+250
- **Ground Surface Elevation:** 776.08 ft

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### TEST HOLE NO. B-09

- **Location Station:** 0+300
- **Ground Surface Elevation:** 776.08 ft

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### Notes

- See general plan of site and structure sheets for soil boring locations.
- Call MISS DIG before you dig.
**HMA SIDEWALK TYP.**

- 2% MAX. CROSS SLOPE
- 3" MIN. HMA 5E1 SIDEWALK
- 6" MIN. SAND SUBBASE, CIP COMPACTED TO 95% MAXIMUM DENSITY.

**HMA APPLICATION ESTIMATE**

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**Category 0003 Total:** $242,140.00

**Estimate Total:** $242,140.00
2012 – 2021 Crash Trends
Introduction

The City’s comprehensive transportation plan, *Ann Arbor Moving Together Towards Vision Zero*, commits staff to annually reporting on the progress made on the City’s Vision Zero program. Reporting crash data and trends is an important component to understanding the City’s progress. City staff have created interactive crash dashboards and maps that are available to the public through www.a2gov.org/crashreporting. This document provides interpretation of the data and will be incorporated into the annual Vision Zero progress report when it is developed.

The data presented in this report are from the Michigan certified data set. These data are available to the public through a variety of avenues. The charts presented in this document are taken from the City’s crash data web tool and can be accessed via www.a2gov.org/crashreporting. You may also find the crash data tools at www.michigantrafficcrashfacts.org or www.semcog.org.

Some statewide crash trends are referenced in the following sections. Visit www.michigantrafficcrashfacts.org to find comprehensive statewide crash trend reports.

Overall Crash Trends

The most significant changes in recent overall crash trends occurred during 2020 and 2021. The City experienced 52% fewer overall crashes during 2020. The dramatic reduction in crashes coincides with the significantly lower amount of vehicular travel that occurred during the first year of the COVID-19 pandemic. Vehicular travel increased during 2021 and stabilized to the new-normal travel patterns by the latter half of the year. Along with the travel increases 2021 saw a higher number of crashes. These crashes still represent a 34% reduction from 2019 crash levels. These changes in overall crash totals have significantly reduced the five-year rolling average, as shown below.

![Figure 1 - All Crashes, Annual by Severity](image)

The top five overall crash types (2017-2021 Annual Average) include:

1. Rear End, traveling straight
2. Side-Swipe, same direction travel
3. Angle Straight
4. Angle Turn
5. Fixed Object
The substantial percentage reduction in overall crashes within the City exceed those experienced statewide, as can be seen in the following figure taken from the *Historical 10 Year Statewide Summary*, [www.michigantrafficcrashfacts.org](http://www.michigantrafficcrashfacts.org). Ann Arbor’s trend of a stable number of annual severe injury crashes outperforms the state.

![Figure 2 - UMTRI 10 Year Crash History, All Crashes](image)

The significant reductions in overall crashes during 2020 and 2021 were not realized in severe injury crashes. The minor reductions in fatal and serious injury crashes by 26% and 15% in 2020 and 2021, respectively, have led to a small reduction, 7%, in the rolling five-year average trendline. These results, as shown below, indicate that the most dangerous driving behaviors were not significantly reduced during the pandemic.

![Figure 3 - Fatal and Serious Injury Crashes, Annual by Severity](image)

The top five overall crash types (2017-2021 Annual Average) include:

1. Pedestrian
2. Fixed Object
3. Bicycle
4. Angle Straight
5. Rear End, traveling straight; Misc. Single Vehicle

While it may seem disappointing to not see more dramatic reductions in severe injury crashes, the progress made since 2017 is important to recognize. This progress is especially important when considered within the context of the statewide fatal crash trend.

Figure 4 - UMTRI 10 Year Crash History, Fatal Crashes
Vulnerable Road User Crashes

*Ann Arbor Moving Together* places special emphasis on pedestrians and cyclists, known as vulnerable road users, due to their over-representation in higher severity crashes. The following sections display crash trends for these road user groups.

**Pedestrian Crashes**

Overall pedestrian crashes followed a trend consistent with the trends seen in the overall crashes. However, the increases experienced in 2021 were not as significant. Staff are evaluating the correlation between these decreases in crashes and the system-wide implementation of leading pedestrian intervals in our signalized intersection.

![Figure 5 - All Pedestrian Crashes, Annual by Severity](image)

The following chart shows the trend for serious injury pedestrian crashes. Severe injury pedestrian crash performance has not significantly changed over the course of the past five years. The rolling average trend to hover around 7 crashes per year.

![Figure 6 - Pedestrian Fatal and Serious Injury Crashes, Annual by Severity](image)

Consideration of our performance in the context of statewide performance provides better information about how the City’s policies are impacting crash patterns. As can be seen from the following chart, taken from the *Historical 10 Year Statewide Summary*, [www.michigantrafficcrashfacts.org](http://www.michigantrafficcrashfacts.org), Ann Arbor’s trend of a stable number of annual severe injury crashes outperforms the state.
Cyclist Crashes

Overall cyclist crashes are trending down in a more consistent manner than the with the trends seen in overall crashes. Throughout the duration of this trend the City has continued to add more miles of bike lanes to overall network as well as provide more facilities with higher levels of comfort.

The advances made in reducing the overall number of cycling crashes resulting is also trending downwards, although the change is happening at a more gradual rate. The five-year average trendline over the past five years had a high value of 4.2 crashes per year in 2017 and has decreased to 3.2 crashes per year in 2021. This progress can be compared to statewide trends, shown below, which indicate statewide bicycle fatalities are rising.
Ann Arbor Moving Together Dangerous Behaviors

The following sections review crash trends for the five dangerous behaviors identified in Ann Arbor Moving Together as important focus areas to address through design solutions, policy changes, and education efforts. You can find more information about these behaviors on pages 31-48 of the plan.

Many of the following sections refer to information obtained through police officers from the official crash report. Michigan’s crash report form, the UD-10, is standard across the state. More information about the form, its fields, and how the form is filled out can be found in the UD-10 Instruction Manual.
### Speed
Speed of travel is one of the most significant factors to determine the severity of any crash. The UD-10 report includes a section for the speed limit of a street but does not provide the speed individuals involved in a crash were traveling. However, as reported in Ann Arbor Moving Together, the majority of serious injury crashes occur on streets with speed limits of 35 miles per hour or higher. Staff are working towards speed management program implementation in the next fiscal year and look forward to reporting on speed management projects as they are implemented.

### Failure to Yield
Failure to yield crashes include crashes marked by police as “Failed to Yield” in the official crash report. As can be seen below, the crash pattern follows that of the overall crashes experienced within the City. Reductions over time have resulted in fewer overall crashes as well as fewer severe injury crashes involving this behavior.

![Failure to Yield, Annual by Severity](image.png)

*Figure 11 - Failure to Yield, Annual by Severity*

![Serious Injury and Fatal Failure to Yield, Annual by Severity](image.png)

*Figure 12 - Serious Injury and Fatal Failure to Yield, Annual by Severity*

### Impaired Driving
Impaired driving crashes include crashes marked by police as drinking suspected or drug use suspected. These decisions are made on the basis of driver admission, responder observation, or medical
determination. The following charts show that the involvement of impaired driving varies widely between years. This behavior should continue to be a focus given the increases of this behavior in recent years.

Figure 13 - All Impaired Driving, Annual by Severity

Figure 14 - Serious Injury and Fatal Impaired Driving, Annual by Severity

Disregarded Traffic Signs/Signals
Disregarded traffic signs/signals crashes include crashes marked by police as “Disobeyed TCD” (Traffic Control Device). Crashes involving this behavior type generally follow the overall crash trend while involvement in serious injury crashes is inconsistent.
Figure 15 - Disregard Sign/Signal, Annual by Severity

Figure 16 - Serious Injury and Fatal Disregard Sign/Signal, Annual by Severity

Reckless/Careless Driving
Reckless/careless driving crashes include crashes marked by police as “Reckless Driving” or “Careless Driving”. Overall crashes involving this behavior type have reduced over the past 10 years while involvement in serious injury crashes is inconsistent year over year with a stable trend of 2-3 crashes per year.
Figure 17 - Reckless/Careless, Annual by Severity

Figure 18 - Serious Injury and Fatal Reckless/Careless, Annual by Severity