



**CITY OF YPSILANTI
CITY COUNCIL MEETING
JULY 13, 2021 @ 7:00 PM**

[ZOOM LINK](#)

One South Huron, Ypsilanti, MI 48197

REVISED 7-13-21

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I. CALL TO ORDER

II. ROLL CALL

III. AGENDA APPROVAL

IV. PUBLIC COMMENT (3 MINUTES)

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- 4 - 5** A. Proclamation in Honor of Mary Anhut - Mayor Richardson
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- 105 - 113** A. *Ordinance 1377* - 2021 Spring/Summer Traffic Control Orders.
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VIII. CONSENT AGENDA

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- 224 - 232** E. Resolution No. 2021-144, approving the removal and replacement of the concrete at the Parkridge Basketball Court by GM and Sons.
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- 239 - 248** G. Discussion regarding permit parking zones in the downtown districts.
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833 Armstrong Dr.
Ypsilanti, MI 48197
[Application](#)
- B. **Parks and Recreation Commission—Reappointment - Removed 7-13-21**
Cherisa Allen (Exp. 7/1/2024)
PO Box 972992

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5. Sustainability Commission.
6. Historic District Commission.
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2. Washtenaw Area Transportation Study
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- A. Resolution No. 2021-146, adjourning the City Council Meeting.
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- B. Please click [here](#) to access the City Council Contact Form. This form can be used to submit any comments/concerns you might have about this agenda.

Official Proclamation – Mary Claire Anhut Day in Ypsilanti – July 31, 2020

WHEREAS Mary Claire and Bill Anhut moved to the City of Ypsilanti in 1963 and poured their considerable talents and energy into revitalizing the struggling Huron Motor Inn, the only community-owned hotel in Ypsilanti, and transformed it into a vibrant central gathering place for the City;

WHEREAS Mary Claire and Bill bought a home on West Cross Street and subsequently raised 9 children in Ypsilanti, each one participating in many community, school and athletic programs.

WHEREAS Mary Claire set the example for expanding a woman's role in society through her many charitable and leadership roles including becoming the first woman Lecturer at St. John the Baptist Catholic Church.

WHEREAS Mary Claire served on the Executive Committee for the 1973 Ypsilanti Sesquicentennial Celebration and "encouraged" her children to participate in the performances held at Ypsilanti High School's Shatford Field.

WHEREAS Mary Claire served on the Ypsilanti Community Chest Budget Committee from 1970 – 1970, the Washtenaw County United Way Budget Committee from 1974-1976 and the Michigan United Way Budget Committee from 1976-1978, all of which provided necessary services to the citizens of Ypsilanti.

WHEREAS for the past 56 years Mary Claire has been a vital member and leader of the Ypsilanti Ladies Literary Club, the oldest continuing operating voluntary organization in Ypsilanti, providing not only fellowship, comradery and support to generations of women but also essential public service to the community. Mary Claire was on the Board of Trustees from 1979-1984, the leadership ladder resulting in her being President from 1992-1994, followed by years of service as the President of the Board of Trustees.

WHEREAS through Mary Claire's service on the Ypsilanti Ladies Literary Club Scholarship Foundation Board, many dozens of financial scholarships have been awarded to needy Ypsilanti residents to continue their post-secondary level education.

WHEREAS Mary Claire is a fierce believer in the value of education, setting the example for her children by graduating from Eastern Michigan University in Ypsilanti with a Bachelors in Written Communication, Cum Laude, at the age of 58 in 1989. Spurred on by Mary Claire, all nine of her children graduated from college; four from The University of Notre Dame, three from Boston College, and two from Georgetown University, with five also earning graduate degrees.

WHEREAS Mary Claire was publicly elected to the Washtenaw Community College Board of Trustees, serving from 1990-1996, and as Treasurer in 1991, providing guidance and leadership for the education of thousands of Ypsilanti residents.

WHEREAS Mary Claire is an indefatigable advocate for Catholic education. Her steadfast refusal to allow the closure of St. Thomas High School in Ann Arbor through her service on many boards and commissions resulted in the creation of Father Gabriel Richard High School which continues to thrive to this day, and has provided Catholic instruction to over 1,000 Ypsilanti residents through the years.

WHEREAS for almost 25 years Mary Claire served in leadership roles at both St. Joseph Mercy Hospital and at the Catherine McAuley Health Center including Chairman of the hospital's Community Advisory Board, which resulted in the hospital acquiring the land for its relocation from Ann Arbor to its present location and its ability to better service the residents of Ypsilanti.

WHEREAS Mary Claire was honored as "Ypsilanti Homemaker of the Year" in 1970; received the Community Service Award from Washtenaw Community College in 1986; was named Parade Marshal with Bill by American Legion Post No. 282 for the 1987 Ypsilanti 4th of July Parade; and along with Bill received the Ypsilanti Chamber of Commerce Distinguished Service Award in 1989.

For these laudatory accomplishments and for her many years of service to the Ypsilanti community we officially proclaim July 31, 2021 as MARY CLAIRE ANHUT DAY.



REQUEST FOR LEGISLATION

TO: Mayor and City Council
FROM: Andy Aamodt
DATE: July 13, 2021
SUBJECT: Adoption of Non-Motorized Transportation Plan Update

DESCRIPTION:

Adoption of Non-Motorized Transportation Plan Update

SUMMARY:

This past year the Non-Motorized Transportation Advisory Committee and Planning Commission decided an update to the Non-Motorized Transportation Plan was necessary. The Non-Motorized Transportation Advisory Committee then worked on the plan update with City staff throughout the latter half of 2020 and into 2021.

The Non-Motorized Advisory Committee voted to approve the plan at their May 13, 2021 meeting. The Planning Commission opened up a public comment period on the plan, starting on May 19, 2021 and ending on June 14, 2021. Numerous public comments were logged and City staff, with the help of the Non-Motorized Advisory Committee, considered the comments and made a recommendation regarding the comments (see attached public comments spreadsheet). Then, at their June 16, 2021 meeting, Planning Commission recommended City Council adopt the plan as amended.

Note: City staff intends to re-design the document so it is more visibly appealing. Such re-design might entail small formatting and map/figure design changes but will not affect the text content and map/figure content.

RECOMMENDATION

Planning Commission recommended City Council adopt drafted Non-Motorized Transportation Plan update at their June 16, 2021 meeting. The motion passed unanimously.

RECOMMENDED ACTION: Adopt

ATTACHMENTS: Resolution, Planning Commission Resolution, Draft Non-Motorized
Transportation Plan Update, Public Comments

CITY MANAGER APPROVAL: _____ COUNCIL AGENDA DATE: _____

CITY MANAGER COMMENTS: _____

FISCAL SERVICES DIRECTOR APPROVAL: _____



Resolution No. 2021-131
July 13, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, the Planning Commission chartered the Non-Motorized Transportation Advisory Committee to work to enact recommendations of the original Non-Motorized Transportation Master Plan, adopted in 2010;

WHEREAS, in 2020 the Non-Motorized Transportation Advisory Committee determined an update to the Non-Motorized Transportation Plan was necessary;

WHEREAS, the Planning Commission distributed the Plan Update for public comment;

WHEREAS, the Non-Motorized Transportation Advisory Committee supports this Plan Update;

WHEREAS, the Ypsilanti Planning Commission recommended City Council adopt the Plan Update;

NOW THEREFORE BE IT RESOLVED, that the Ypsilanti City Council adopt the drafted Non-Motorized Transportation Plan update.

OFFERED BY: _____

SECONDED BY: _____

YES: NO: ABSENT: VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this 13 day of July 2021

#Resolution No. 2021-131



Resolution No. 2021 - 05
June 16, 2021

RESOLVED BY THE CITY OF YPSILANTI PLANNING COMMISSION:

WHEREAS, the Planning Commission chartered the Non-Motorized Transportation Advisory Committee to work to enact recommendations of the original Non-Motorized Transportation Master Plan, adopted in 2010;

WHEREAS, the Non-Motorized Transportation Advisory Committee determined an update to the Non-Motorized Transportation Plan was necessary;

WHEREAS, the Planning Commission distributed the Plan Update for public comment;

WHEREAS, the Non-Motorized Transportation Advisory Committee supports this Plan Update as amended and recommends the Plan Update be adopted;

NOW THEREFORE BE IT RESOLVED, that the Ypsilanti Planning Commission supports the Non-Motorized Transportation Plan Update as amended and recommends City Council adopt the Plan Update.

OFFERED BY: Commissioner Simmons

SUPPORTED BY: Commissioner Hollifield

YES: 6

NO: 0

ABSENT: 1

VOTE: Carried

Non-Motorized Transportation Master Plan - 2021 Update

City of Ypsilanti

Draft distributed for public comment on: May 19, 2021

Approved by Planning Commission on: June 16, 2021

Adopted by City Council on:



CONTRIBUTORS

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Dylan Goings
Jenny Connolly
Renee Echols
Helen Schulte
Mike Davis, Jr.

PLAN PREPARATION

The plan was prepared by the Ypsilanti Non-Motorized Advisory Committee in collaboration with members of the City of Ypsilanti Community & Economic Development Department.

STAFF

Bonnie Wessler, City Project Manager, Public Services Department
Andy Aamodt, City Planner, Planning & Development Department

ACKNOWLEDGMENTS

CITY COUNCIL

Lois Richardson, Mayor
Nicole Brown, Ward 1
Brian Jones-Chance, Ward 1
Steven Wilcoxon, Ward 2
Jennifer Symanns, Ward 2
Anthony Morgan, Ward 3
Annie Somerville, Ward 3

PLANNING COMMISSION

Matt Dunwoodie, Chair
Jared Talaga, Vice Chair
Eric Bettis
Mike Davis Jr.
Jessica Donnelly
Phil Hollifield
Michael Simmons

NON-MOTORIZED ADVISORY COMMITTEE

Bob Krzewinski, Chair
Dylan Goings, Vice Chair
Jenny Connolly
Mike Davis, Jr.
Renee Echols
Helen Schulte

STAKEHOLDERS

Ann Arbor Area Convention and Visitors Bureau
Ann Arbor Area Transportation Authority
Ann Arbor Center for Independent Living
Ann Arbor/Ypsilanti Regional Chamber of Commerce
Bike Ypsi
City of Ann Arbor Transportation Department (Eli Cooper)
City of Ypsilanti Parks and Recreation Commission
Depot Town Merchants
Downtown Association of Ypsilanti
Eastern Michigan University Physical Plant (Dieter Otto)
Huron Waterloo Pathways Initiative
Program to Educate All Cyclists (John Waterman)
Superior Township
Washtenaw Area Transportation Study (Ryan Buck)
Washtenaw Biking and Walking Coalition
Washtenaw County Health Department
Washtenaw County Parks and Recreation Commission
Ypsi Bike Co-op
Ypsilanti Downtown Development Authority
Ypsilanti Township
Ypsilanti Wolfpack Cruiserz Bicycle Club

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Executive Summary

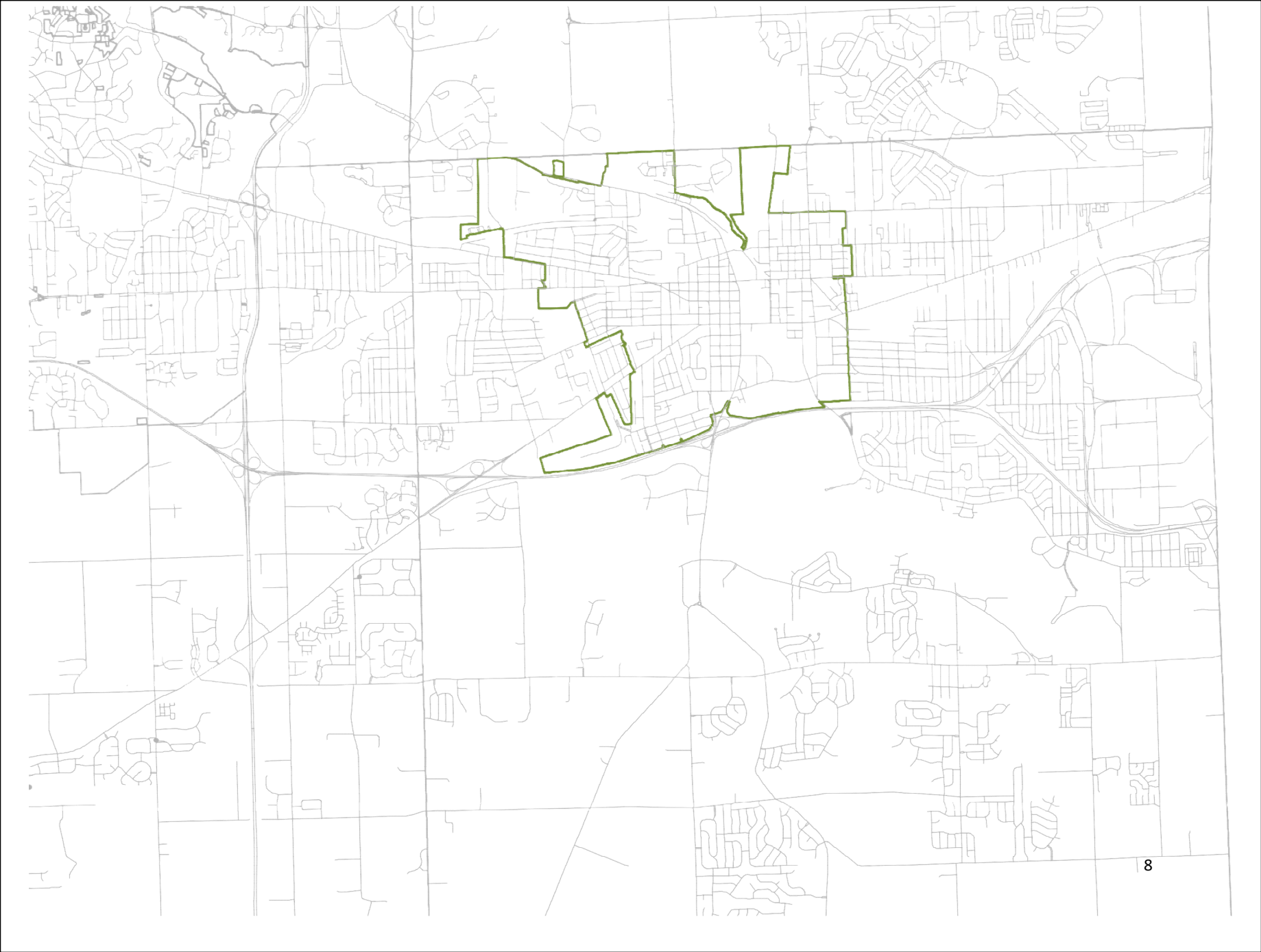
This plan is a policy document, identifying the goals and strategies to establish a built and cultural environment that supports and encourages safe, accessible, comfortable, and convenient non-motorized and multimodal transportation options for both people and goods throughout the city and into the surrounding communities. Ypsilanti's future multimodal transportation system will result in a greater number of individuals choosing alternative transportation modes, including not only walking and bicycling but also taking public transportation. The goals and strategies of this plan outline policies, programs, and initiatives that will lead to a safer and more equitable transportation system, a more environmentally sustainable city, an increased quality of life of residents and visitors, and neighborhoods and business districts that are more walkable and bikeable.

Volunteers of the Non-Motorized Advisory Committee and City of Ypsilanti Planning & Development staff, with aid and input from stakeholders and after careful review of demographic data, developed this plan from 2015 to 2020. From that planning process came many goals that were ultimately distilled into three primary goals:

- **Safety** for non-motorized users
- **Equity** in delivering a transportation system to all users of the road
- **Shifting Modes** to provide alternative transportation options.

A fourth goal is to perform an inventory analysis to better document and understand the status of the city's infrastructure. Ypsilanti's dense, historic land use pattern and gridded transportation network contribute greatly to the ready achievement of these goals. However, as with any system, improvements can be made. Five primary areas of improvement were identified and presented in Section II of the plan.

- **City administration and policies:**
consisting of modifications and new policies that will help ensure that future investments and planning efforts increase safety and equity for those who walk and bike, results in equitable transportation investments, and minimizes adverse impacts on accessibility;
- **Maintenance:**
ensuring that responsibilities are clear, consistent, and enforced;
- **Building:**
to close infrastructure gaps and complete the physical network; and
- **Promotion:**
with strategies for educating current and potential users about how to use and interact with Ypsilanti's transportation network.



Chapter 1: INTRODUCTION

This plan is a policy document to guide future policy and infrastructure decisions and can be used to help Ypsilanti strategically apply for funding for projects it identifies. It identifies the means to establish a built and cultural environment that supports and encourages safe, accessible, equitable, comfortable, and convenient transportation options, focusing on non-motorized means such as biking and walking, for both people and goods throughout the city and into the surrounding communities. Such a multimodal

The Role of Multi-modal Transportation

A comprehensive transportation system is vital to the health, safety, and welfare of the citizens of Ypsilanti. Improvements to non-motorized facilities, such as those for bicyclists and pedestrians, and multimodal facilities (those points where two or more types of transportation interact), are improvements for not only the 8.5%¹ of the Ypsilanti households that do not have access to a personal vehicle but all individuals, as almost all trips begin and end as a pedestrian. The benefits of a comprehensive transportation system extend beyond the users of the system to the public as a whole.

A well-implemented transportation system will:

Increase Transportation Options

- Provide transportation alternatives for all individuals who are capable of independent travel.

transportation environment will result in a greater number of individuals choosing alternative transportation modes, including not only walking and bicycling but also taking public transportation. This increase will lead to a safer and more equitable transportation system, a more environmentally sustainable city, an increased quality of life of residents and visitors, and neighborhoods and business districts that are more bikeable and walkable.

- Improve access and mobility for not only 9.6%² of Ypsilanti residents who have a disability but also Ypsilanti's aging population.
- Support public transportation, such as buses and trains.
- Provide transportation choices beyond the personal automobile.

Improve Health, Safety, And Equity

- Create a more equitable transportation system for all.
- Create a stronger social fabric by fostering the social interaction that takes place outside of the car.
- Encourage healthy lifestyles and help to prevent chronic disease by promoting active transportation.
- Improve safety, especially for the very young and very old, who are often dependent on non-motorized facilities and connections between multiple modes of travel.
- Reduce the number of traffic crashes and fatalities.

Conserve Natural Resources

- Reduce the local air, water, and noise pollution from automobile use by providing excellent alternatives to automobile travel.
- Reduce congestion by reducing the overall number of automobile trips taken.
- Reduce dependence on fossil fuels.

Building Upon Past Work

This project gathers the work of recent Ypsilanti transportation-related initiatives into one whole. Past work has included the 2006 Washtenaw Area Transportation Study (WATS) Non-Motorized Transportation Plan for Washtenaw County, the recommendations of the Ypsilanti Downtown Blueprint 2008, the 2008 Transit Plan for Washtenaw County, Promoting Active Communities assessments, and the 2020-2025 Parks & Recreation Plan and to great extent, the Ypsilanti Non-Motorized Transportation Master Plan 2010-

Stimulate The Local Economy

- Reduce the costs associated with automobile parking, automobile maintenance, and fossil fuels, making this money available for other goods and services.
- Increase workers' access to job sites, ability to reliably reach those jobs, and the employment pool from which potential employers may choose.
- Make Ypsilanti's many commercial districts attractive and easy places to visit and do business through improvements to the whole transportation network.
- Sustain and increase property value throughout Ypsilanti³.

Mobility:

The time and costs required for travel. Mobility is higher when average travel times, variations in travel times, and travel costs are low. Indicators of mobility are indicators of travel times and costs and variability in travel times and costs.

2015. This plan addresses, consolidates, and builds upon this work.

The 2006 WATS Non-Motorized Transportation Plan for Washtenaw County includes an inventory of existing sidewalk and bicycling facilities, provides a list of capital improvements needed to complete the networks, and notes several potential sources of funding, but does not prioritize these improvements or include recommendations for policy improvements.

The City of Ypsilanti's Downtown Development Authority (DDA) created the Ypsilanti Downtown Blueprint 2008 to develop an economic enhancement

strategy for downtown Ypsilanti. This strategy, part of the Cool Cities initiative, was crafted to strengthen downtown Ypsilanti and guide its future development in keeping with the community's vision. This blueprint advocated for increased walkability downtown, as well as linkages to any future commuter rail project.

The city participated in the State of Michigan's Promoting Active Communities Self Assessment Program in 2006, 2007, and 2008, earning the silver award each time. Key areas in need of improvement include changes in zoning and parking standards to encourage more biking and walking, a lack of trails and shared-use paths, few bike lanes, limited bicycle parking facilities, the need for more education and promotion regarding biking and walking safely, and the need for better connectivity to, from, and through neighborhoods and shopping areas.

AAAA estimates the cost of owning the average automobile at \$8,698/year, which includes fuel, maintenance, tires, insurance, license and registration fees, taxes, and depreciation for a sedan driving 15,000 miles annually⁴.

Socio-Cultural Impetus

Ypsilanti benefits from its early history as a commercial center in southeast Michigan. The development of the city's core before automobile use became common gave rise to a dense grid pattern that encourages biking and walking to key destinations like parks, schools, and the central commercial areas of Downtown and Depot Town. Later, as automobiles became more popular, major streets shifted away from this pedestrian focus. Street improvements increased road capacity, allowing for more and quicker motor vehicle access

Furthermore, the 2008-2012 Parks & Recreation Plan lists improving and expanding non-motorized transportation networks as one of the five primary goals to focus on in the next five years. This was the top priority identified in a survey of 450 Ypsilanti residents during the Parks and Recreation planning process.

Additionally, a 2007 Downtown Development Authority (DDA) survey of 250 downtown and Depot Town employees on commuting behavior found that a high percentage of these employees walk or bike to work, almost double the national average. Thirty-four percent of those surveyed live within five miles of their workplace, and therefore could, given the infrastructure, walk, or bike to work. Some of the issues cited that prevented these respondents from biking or walking to work could be corrected in a relatively short period, including a lack of routing information.

to, from, and through Ypsilanti – in some cases even removing sidewalks in the process. In particular, the four major streets cutting through the center of the city, Washtenaw Avenue (M-17), Michigan Avenue (Business Route US 12), Hamilton, and Huron, fail to accommodate bicycles and pedestrians. However, Ypsilanti's compact, historic form still provides the opportunity for people to live near work, shopping, and recreation – an option not available in many newer growth communities.

This dense grid pattern also gives Ypsilanti another advantage: such a system is not only historic and easily navigable but also less resource-intensive. A dense downtown requires less infrastructure per business or residents, and thus less maintenance despite often more intense use than does a less dense area⁵. Due to their smaller per capita demand on these municipal services, denser areas are often more environmentally friendly than their less-dense counterparts, if well-designed. By capitalizing upon Ypsilanti's existing density, we can complete its already- extensive multimodal transportation network at a lower cost than newer cities with lower density. Furthermore, communities with robust multimodal transportation networks appeal to cost-

Future Directions: Land Use Drives Transportation Choice

While this plan focuses on policies and infrastructure that are directly part of the transportation system, land use patterns determine whether non-motorized options are even available. Transportation impacts should be considered during any future Master Plan amendments, zoning map changes, or similar actions. Whether or not someone can walk to their destination depends not only on the presence and condition of sidewalks and crosswalks but also on the distance. If the beginning and end of a trip are close together, non-motorized options become much more reasonable for that trip.

Zoning and land use decisions determine this critical distance factor. Neighborhoods with higher residential density place more households close to their schools, jobs, and other amenities, making non-motorized options possible (as well as transit options). Permitting office and retail uses to be combined with residential uses places these destinations close to the people who need to access them, again supporting non-motorized travel⁶.

conscious creative professionals. Creating an excellent multimodal transportation infrastructure that works with Ypsilanti's residential density can meet both the needs of the population that is unable to afford a personal vehicle as well as the population that chooses to live without one. Such a network would also appeal to young, creative talent from the area's universities, who may have initially come to the area without a personal motor vehicle. Although there are challenges to improving connectivity, creating more bicycle- and pedestrian-friendly corridors, and improving accessibility for people with disabilities, the city's existing non-motorized infrastructure provides an excellent framework for future improvements.

Research is increasingly showing that households are willing to pay a premium to live in such compact, walkable, mixed-use areas, and sources ranging from the National Association of Realtors to the American Planning Association expect demand for small lot and multi-unit residential living to grow over the next few decades. The Center for Disease Control specifically addresses land use in their "Healthy Places" initiative, recommending, "Encourage mixed land use and greater land density ... so people can walk or bike more easily." The most important land-use decision, though, appears to be not "encouraging" but "permitting" – reviews of local zoning ordinances typically find that regulations push density downwards and restrict mixed-use patterns⁷.

Ypsilanti already has the basic structure of "traditional" neighborhoods in place, due to its age. However, the last several decades of zoning amendments and enforcement have been generally in the direction of reduced residential density and increased separation of uses. Most of these actions

have been in response to nuisance conditions perceived to be linked to dense, mixed-use patterns. This plan does not have space to thoroughly examine the goals and outcomes of those actions. However, any future zoning amendments should be carefully examined to ensure they do not reduce vital

transportation options, and the zoning ordinance should be further examined to determine how appropriate infill development, neighborhood-scaled businesses, and other land use options can be used to support non-motorized transportation⁸



Karl Zeissky Creative Commons

Chapter 2: DEMOGRAPHICS

Population

After a few decades of decline from its peak in the 1970s, Ypsilanti’s total population is expected to remain fairly constant in the coming years⁹. Unlike rapidly growing areas, the city neither needs nor has room to plan for many new roads or systems to serve a future population, but demographic characteristics can help the city focus its limited resources on improvement and extension of existing facilities. Several of these factors are detailed in this section, including overall population distribution, age, income level, and disability status.

Ypsilanti’s population trends are analogous to general demographic trends seen across the United States. As Table 1 shows, Ypsilanti’s average household size has dropped in recent decades and is predicted to remain level at just above two persons per household from a peak of almost three in 1970. The City of Ann Arbor and surrounding Townships have also experienced this shrinking household size, as have communities around the state and nation.

Table 1 Population and Households in Ypsilanti

	Census 1970	Census 2010	ACS 2019 5-Year	SEMCOG 2045
Total Population	29,538	19,435	20,828	24,480
Households	7,519	8,026	7,743	9,176
Average Household Size	2.81	2.06	2.30	2.11
% of Population in Households	71.5	85.3	85.6	79.0

Source: US Census Bureau, 2019 ACS 5-Year Estimates, SEMCOG

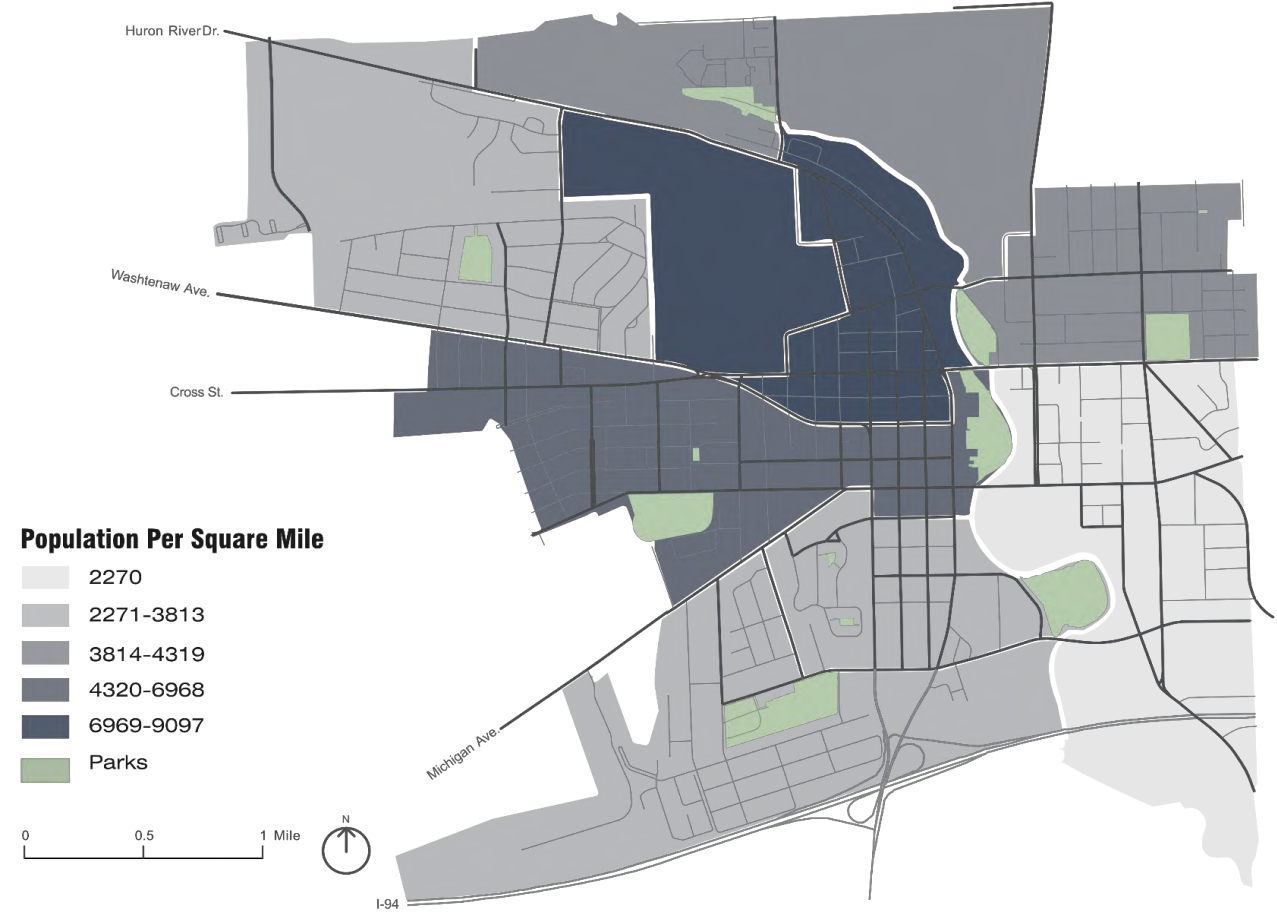
Population Distribution

Ypsilanti has a dense core residential area concentrated in the Riverside and Midtown neighborhoods, between downtown and the EMU campus area. These older neighborhoods have smaller lots, houses divided into apartments, and small apartment buildings. The neighborhood to the north of EMU, between Huron River Drive and Clark on LeForge Road, has several large

apartment complexes. In the southwest portion of the city, the neighborhoods feature mostly dense single-family and duplex houses, with a few larger housing complexes. Figure 1 shows population per mile throughout the city, divided by Census tract.

Figure 1 Population Density Map¹⁰

Population Density



The lower density shown in the southwestern and southeastern-most tracts is likely due to the expanses of single-use non-residential land uses in those areas, such as light manufacturing, Ford Lake, and educational facilities.

There are, however, significant concentrations of multi-family and single-family housing within those tracts.

Aging Population

Like many communities across the country, Ypsilanti has an aging population.

Table 2 Age Demographics of Ypsilanti Residents

Age Group	ACS 2015-2019	SEMCOG 2045	% Change
Under 5	1,070	839	-22
5-17	1,965	2,016	+3
18-24	8,094	8,513	+5
25-54	6,649	7,275	+9
55-64	1,465	1,937	+32
65 and older	1,585	3,900	+146

Source: 2019 ACS 5-Year Estimates, SEMCOG

Persons with Disabilities

Disability is defined by the U.S. Census Bureau as having one or more of the following long-lasting conditions: a sensory, physical, or mental disability, any of which must consist of the condition lasting six months or more and making it difficult to perform care for one's self, go outside the home, or maintain employment. According to the most recent American Community Survey (ACS) data from 2015-2019, about 9.6% of Ypsilanti residents experienced some disability by this definition.

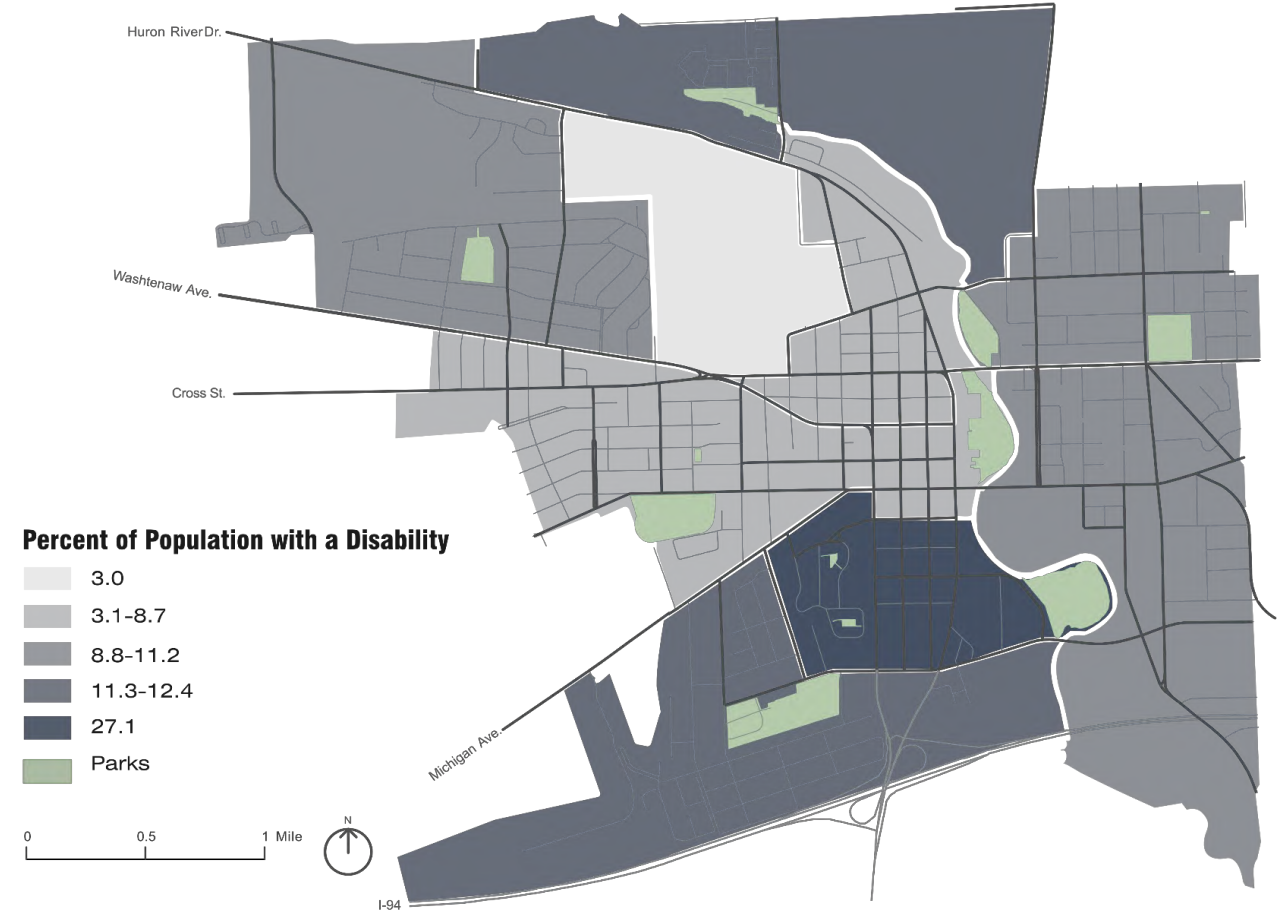
This data, when taken together with ever-lengthening life expectancies, emphasizes the importance of putting in place measures that encourage

accessibility for and independent mobility of both older adults and people with disabilities¹¹.

As shown in Figure 2, the southwest portion of the city had the highest percentage of residents who had some sort of disability; the neighborhoods immediately to the west had the next highest. Thus, the southwest and central areas of the city, as well as their connections to commercial areas, health care, and employment centers, are areas where accessible infrastructure upgrades should be prioritized.

Figure 2 Ypsilanti Residents with Reported Disabilities¹²

Percent Disability



Employment and Income

The City of Ypsilanti has a lower median income and higher rates of poverty than many communities in the area. As shown in Table 3, the 2015-2019 ACS reported the median income of Ypsilanti households as \$39,332, 69% of the

State-wide median of \$57,144 and 63% of the nation-wide median of \$62,843. The 2015-2019 ACS estimated nearly 32% of Ypsilanti’s population below the poverty level.

Table 3 Income Characteristics of Ypsilanti Residents

Indicator	City of Ypsilanti	Washtenaw County	Michigan
Median Household Income (\$)	\$39,332	\$72,586	\$57,144
Per Capita Income (\$)	\$25,458	\$41,399	\$31,713
Families below Poverty Level (%)	24.3%	6.4%	9.9%
Children below Poverty Level (%)	38.1%	12%	19.9%

Source: 2019 ACS 5-Year Estimates, SEMCOG

Two particular income-related measures important to transportation planning are the number of children in poverty and the number of households that do not have access to a personal automobile. Both of these demographic measures indicate residents who have limited mobility, often relying upon inadequate non-motorized or transit options, and cannot easily access

amenities that are further away. Figures 3 and 4 show concentrations of these demographic groups using ACS 2015-2019 5-year estimates. Both metrics showed a large concentration in the southwest portion of the city. The northern part of the city also had above-average concentrations of these populations.

*Figure 3 Children in Poverty*¹³

Children Living in Poverty

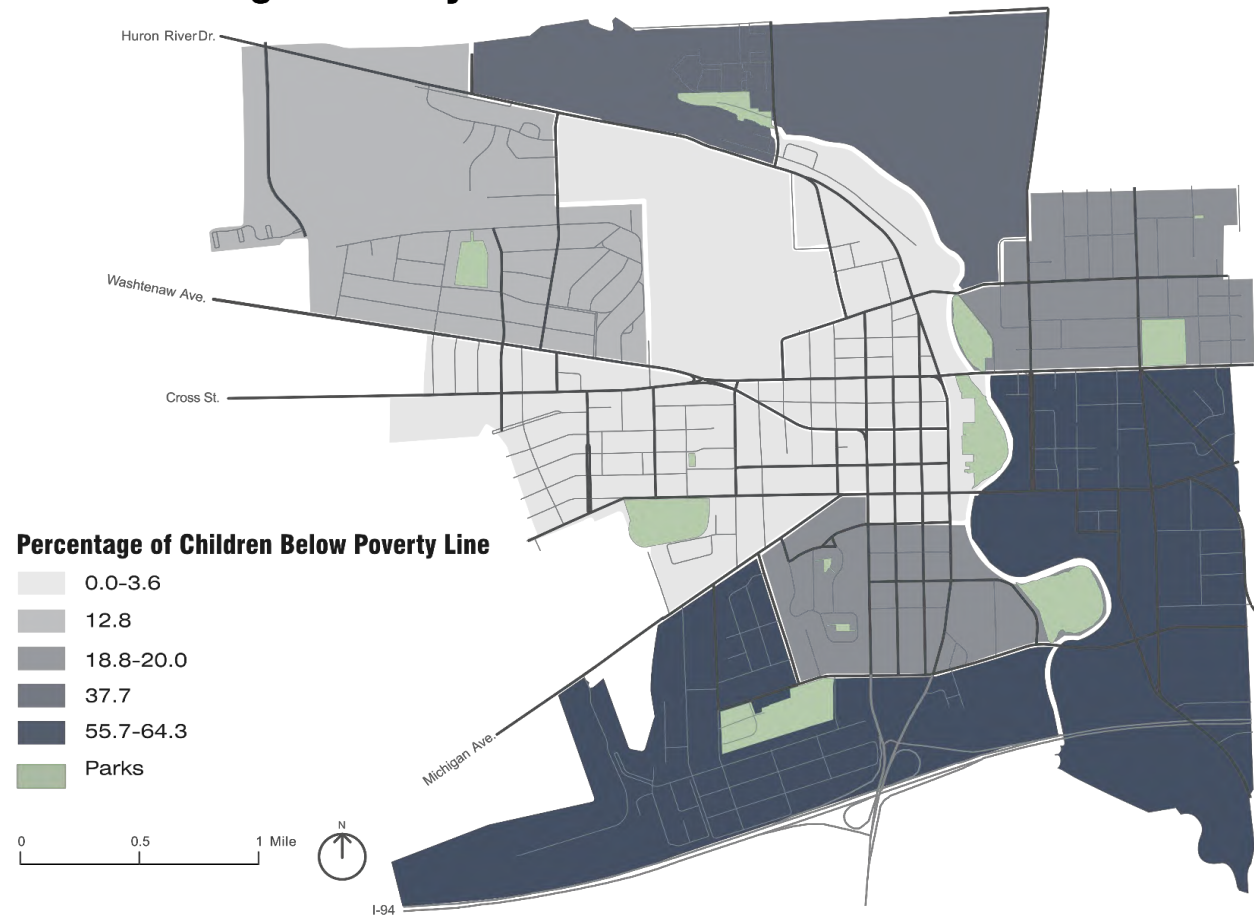


Figure 4 Households Without a Personal Vehicle¹⁴

Households Without a Personal Vehicle



Transportation

The City of Ypsilanti benefits from a location convenient to a major north/south freeway (US-23) and a major east/west freeway (I-94), providing residents with easy access to amenities around the region and carrying visitors to Ypsilanti's various special events, though posing challenges to non-motorized travel by creating walls of fast-moving vehicle traffic to cross. Washtenaw Avenue (M-17) and Michigan Avenue (US-12 Business Route) also run east and west through the heart of downtown. The traditional, easily understood grid pattern generally followed by Ypsilanti's streets lends itself to both motorized and pedestrian traffic, and the AAATA serves to connect downtown Ypsilanti with its neighbors.

The city features approximately 98 miles of pedestrian infrastructure, 5.5 miles of off-road bike routes, 3.7 miles of bike lanes, and many bus transit stops.

Those who live in the City of Ypsilanti get to work through many means, but the majority, 65% according to the 2018 ACS estimates, drive alone. Public transit and walking are in second and third place as seen in Figure 5. The percentage of Ypsilanti residents that walk to and from work is very high compared to the State of Michigan averages, 12.3 and 2.2 percent respectively. There could be many hypotheses of this high percentage of Ypsilanti residents that walk to work but more surveys and analysis should be done to determine the reasoning behind this commuting method. Among those who commuted to work via personal car, it took them on average 20.0 minutes to get to work, less than the national average of 26.1 minutes¹⁵. Among those who commuted to work via public transit it took them on average 60 or more minutes to get to work. This is similar to the statewide average for public transit commuters and reflects the wider state of public transit investments and network found in the state¹⁶.

Figure 5 Share of Ypsilanti Residents who ride Public Transit, Walk, or Bicycle to work

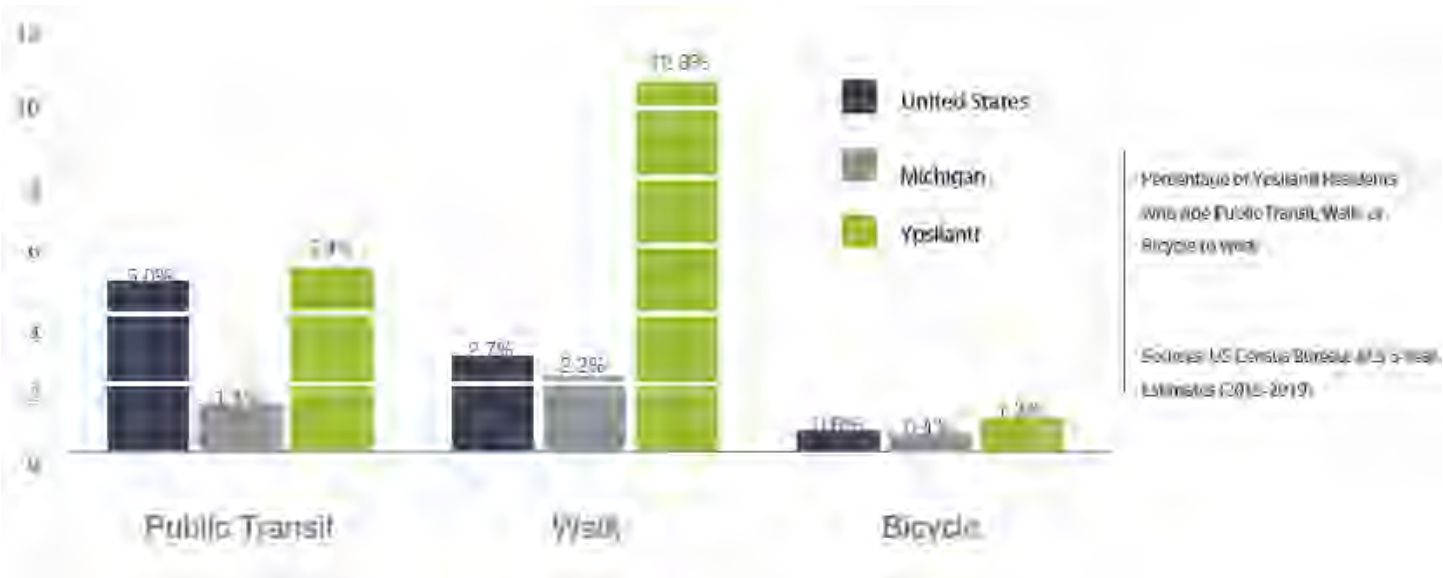


Table 4 Most Common Method of Travel

Method of travel for work	Share of surveyed workers
Drove Alone	65.32%
Carpooled	7.52%
Public Transit	9.46%
Taxi	0.00%

Motorcycle	0.00%
Bicycle	1.31%
Walked	12.35%
Other	0.29%
Worked At Home	3.74%

Non-Motorized Access

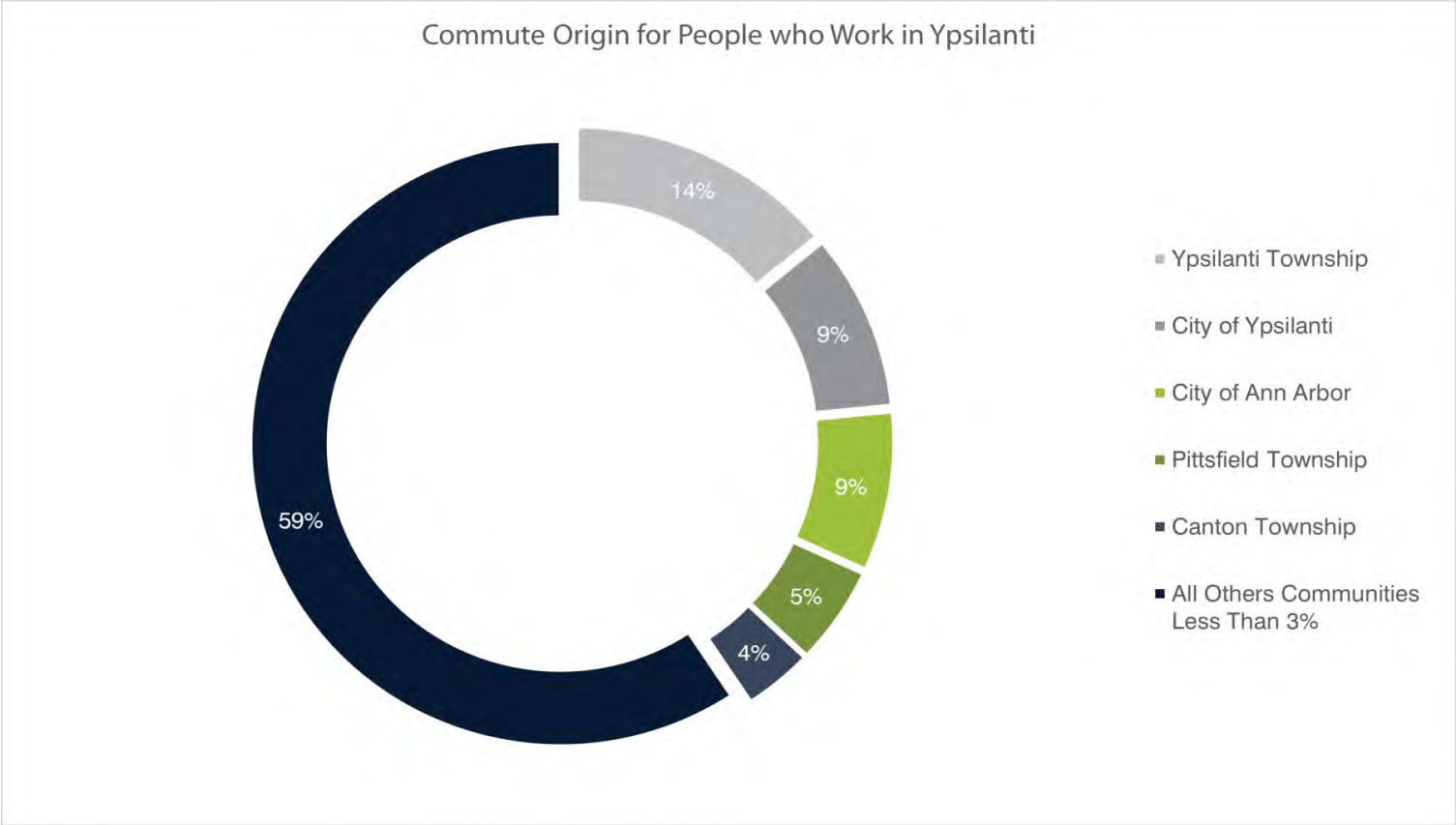
As much of Ypsilanti was platted and developed before the widespread use of the automobile, the overall layout of the city is friendly to bicycle and pedestrian traffic. The grid layout of streets, the predominantly complete sidewalk network, the compactness of neighborhoods and business districts, and the distribution of parks throughout the community all contribute by putting people close to amenities and providing direct routes to essential destinations.

In pleasant conditions, biking and walking may be by itself a recreational activity, not merely a method of transport. The Border-to-Border Trail aims to build on and expand non-motorized access to parks, to serve the recreational needs of residents who walk and bike for recreation, and to connect communities throughout Washtenaw County.

Bicyclists and pedestrians still encounter barriers to reaching critical destinations, however. The major streets which provide motor vehicle access to, from, and through Ypsilanti are often hostile to bicyclists and pedestrians due to the quantity and speed of traffic, amongst other concerns. Many of these major routes are predominantly one-way streets, which both prioritize motorized speed and volume over the provision of a good environment for bicycling or walking. At the southern end of Ypsilanti, Huron and Hamilton Streets cross over I-94, but this bridge has no pedestrian facilities, creating a barrier between Ypsilanti Township and the City of Ypsilanti that impedes non-motorized traffic both from the City and from the Township. The City and Township worked with WATS and the Michigan Department of Transportation in 2014 and are pursuing construction of preferred alternatives for a safe pedestrian crossing before 2023.

There are also neighborhoods that do not easily lend themselves to a connected pedestrian network. These areas, generally built out after the 1950s, tend to follow a more conventional, isolated, suburban design. These neighborhoods include the Gerganoff subdivision, off Huron River Drive south of Superior Road, and the majority of the large apartment complexes off of Huron River Drive and LeForge. The apartment complexes, in particular, were constructed largely to be complete unto themselves, and serving an automobile-owning, able-bodied college student population; as such, they lack pedestrian connectivity to surrounding sidewalks and outdoor recreation areas that are appealing and useful to people of all ages.

Figure 6 US Census Bureau: On The Map, Area Profile for Ypsilanti, MI 2018

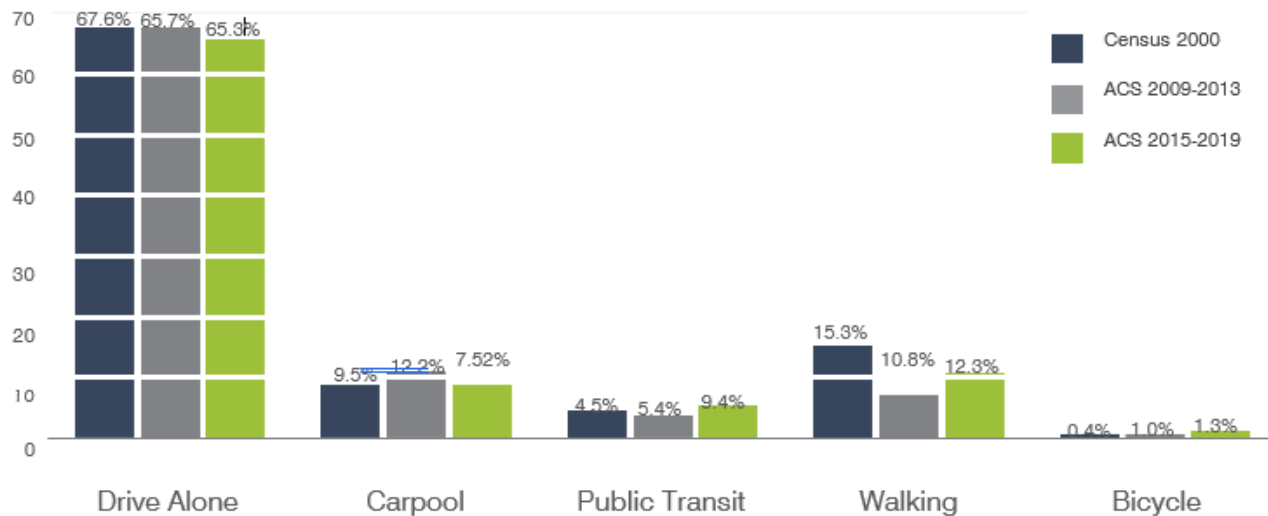


Mass Transit

Historically, Ypsilanti has had a healthy public transportation option in commuter rail, interurban transport, and lately, the AAATA bus system. The interurban service and commuter rail have long since been discontinued, but the Regional Transit Authority has pursued a rebirth of commuter rail, or similar regional transit, in southeastern Michigan.

The City of Ypsilanti is currently served by the Ann Arbor Area Transit

Figure 7 Ypsilanti Commute Trends



Ypsilanti Commute Trends Sources:

US Census Bureau: Census 2000, ACS 5-year Estimate (2009-2013), ACS 5-year Estimate (2015-2019)

Authority (AAATA) to provide bus service to and from Ann Arbor, to and from the surrounding townships, and within the City of Ypsilanti itself. Four routes connect the cities, many currently terminating at the transit center on Pearl Street. The bus system runs seven days a week, with voters approving a 2014 tax millage that increased routes, frequency, and hours of service. Door-to-door on-demand services are available through AAATA's A-Ride service for people with disabilities. There are several full-rate taxi services available as well. This tax millage was renewed in 2018 and will be levied through 2024

These transit services provide access to crucial resources around the Ann Arbor and Ypsilanti area, such as Eastern Michigan University, Saint Joseph Mercy Hospital, the Veterans' Administration Ann Arbor Healthcare System, the University of Michigan, and Washtenaw Community College. The 2008

Transit Plan for Washtenaw County by WATS, the goals of which are presented above, looks to broaden support for and access to transit service through the County



George Thomas

Chapter 3: PROCESS

In 2010, Ypsilanti adopted its first Non-Motorized Transportation Master Plan. This original plan was prepared by the City of Ypsilanti Planning & Development staff and stakeholders, including representatives from the city's Planning Commission and Parks and Recreation Commission. Beginning in

2015 and energized in 2018 and 2020, the City of Ypsilanti Planning & Development staff and members of the Ypsilanti Non-Motorized Advisory Committee worked to prepare this updated plan.

Initial Analysis

Staff and volunteers reviewed the 2010 Non-Motorized Transportation Master Plan, noting both achievements and ongoing priorities. Additionally, the team reviewed currently adopted and draft versions (where available) of the City of Ypsilanti Master Plan, City of Ypsilanti Capital Improvement Plan, Transit Plan for Washtenaw County, Non-Motorized Transportation Plan for Washtenaw County, and the Parks & Recreation Master Plan.

Based on this background information and input from stakeholders, a vision and four overarching goals were formulated for the plan, presented in Chapter 4: Vision & Goals. Recognizing the importance of maintaining and building upon the efforts of other entities, those goals place the city's role in the transportation system as providing an efficient, safe, and welcoming network in cooperation with non-profits, neighboring communities, and regional entities.

Stakeholder and Public Input

Stakeholder representatives from throughout the City and neighboring communities were invited to take part in the planning process, as were members of the community and various advocacy organizations.

conducted a survey of Ypsilanti community members. Paper copies of the survey were distributed at the Depot Town Farmers Market and at the First Friday Art and Culture Walk. The survey was also disseminated electronically to various Facebook groups related to Ypsilanti. In all, forty-four people completed the survey.

In September and October 2015, the Non-Motorized Advisory Committee

Survey respondents identified the most common barriers to walking, biking, and using wheelchairs in Ypsilanti as:

- Lack of bike lanes | 66%
- Prevalence of broken concrete, potholes, and crumbling sidewalks | 48%
- Lack of snow and ice removal | 45%

- Speed and volume of traffic through town | 43%
- Unsafe motorists | 41%

Additionally, the respondents identified their top priorities for this plan as walking and biking routes along

1. The Washtenaw Ave, Hamilton Ave, and Huron St corridor
2. Interstate 94
3. Depot Town and Downtown

Additionally, a Community Forum was held at the Ypsilanti Freight House in June 2017. Approximately 30 people were in attendance. This forum included a brief presentation on the draft Non-Motorized Transportation

Master Plan and opportunities for the public to provide feedback on priorities and identify additional areas of concern. Participants rated the following bike lane projects as the most important:

1. Installation of an east-west bike route in southern Ypsilanti along Harriet/Spring/Factory/Maus between First and Emerick
2. Installation of an east-west bike route along Washtenaw between Hewitt and Hamilton
3. Installation of a north-south bike route along Hamilton from Washtenaw to I-94

Participants rated the following sidewalk projects as the most important:

1. A north-south pedestrian route along Huron from I-94 to Spring
2. An east-west pedestrian route along Washtenaw from Bellevue to Cornell

Public Review and Adoption

The draft plan was made available for public comment on (date). Within the city, printed copies of the draft were made available at City Hall. The plan was available as a PDF for download from the City's website, and a notice of the downloadable copy was shared with community groups via email and social

media. Copies of the plan were provided to City Council members and the Planning Commission.

On (date), the Planning Commission held a public hearing on the draft plan. Comments were heard from community members, and a summary of written comments received was provided to the Commission and the community

members in attendance. As a result of comments received on the draft plan, the Commission recommended adoption. [Insert discussion of revisions made as a result of this process as applicable]

The City Council adopted the plan on (date).





Chapter 4: VISION & GOALS

Vision

This plan envisions a healthy, vibrant, sustainable future for Ypsilanti. Ypsilanti will have a built and cultural environment that supports and encourages safe, accessible, comfortable, and convenient transportation options for the movement of people and goods throughout the city and into surrounding communities. Ypsilanti residents and visitors will enthusiastically choose to walk, bicycle, and take public transit over using a personal

Goals

The three primary goals for this non-motorized plan are: Safety for non-motorized users, Equity in delivering a transportation system to all users of the road, and Shifting Modes to provide alternative transportation options. A fourth goal is to perform an inventory analysis to better document and understand the status of the city's infrastructure.

SAFETY FOR NON-MOTORIZED USERS (Goal 1)

Improving the safety of Ypsilanti's transportation system for the most vulnerable users, people who walk or bike is the first goal of this plan. Pedestrians and bicyclists in Ypsilanti have averaged 20 crashes per year over the past ten years. That represents 2.3% of all crashes, but pedestrians and bicyclists account for 42% of all fatal crashes.¹⁷ Given the relatively small number of fatal crashes occurring in the city, this plan suggests the city consider adopting a vision zero approach to increasing safety for non-

automobile. Ypsilanti will be an environmentally sustainable city with a safe transportation system, attractive neighborhoods and business districts, and a fantastic quality of life for residents.

We recognize that the infrastructure improvements outlined in this plan are necessary – but not alone enough – to achieve a safe, accessible community that supports the physical activity and transportation needs of all residents.

These goals reflect the Guiding Values identified by the 2013 City Master Plan for a Safe, Diverse, Sustainable city. Objectives and strategies identified in the plan seek to achieve the three primary goals, but may overlap with other goals and should be seen as first steps to implement this plan. Specific projects and policy concepts detailed in the subsequent chapters of this plan were selected to advance the goals of this plan.

motorized users.¹⁸ A vision zero approach is the stated goal to reduce the number of traffic-related fatalities and serious injuries to zero. At its core, this goal is inspired by the belief that traffic collisions are preventable, and even one fatality is too many (City of Boulder, n.d.).

Why?

As stated in the City of Ann Arbor's forthcoming *Comprehensive Transportation Plan*, "Vision Zero puts forward a new vision for safety that differs significantly from traditional approaches and recognizes that: 1. safe mobility is a basic right, 2. traffic crashes are preventable, 2. humans make

mistakes, and 4. safety is a shared responsibility” (City of Ann Arbor, Final Draft, October 2020, 14). This plan asserts that Ypsilanti should strive to be a

community that has a safe transportation system for all users regardless of their mode of transportation.

Objectives:

1. Eliminate all traffic fatalities and serious injuries in Ypsilanti by 2025.
 - Benchmark:
 - 2 total fatalities between 2015 and 2019, and 54 suspected serious injuries crashes between 2015 and 2019.¹⁹
 - 1 bicyclist fatality between 2015 and 2019, and 3 bicyclist and 12 pedestrian suspected serious injury crashes between 2015 and 2019 (note this is a subset of total crashes).²⁰

According to the Federal Highway Administration, Safety Countermeasures are defined as: “An action taken to counteract a danger or threat. In the context of safety – a safety countermeasure is an action designed to counteract a threat to safety.

Example: after examining traffic crash history, roadway geometry, and other factors, the construction of a modern roundabout was selected as the appropriate countermeasure to address identified safety issues.”

Strategies:

- Pass a City Council resolution that affirms Ypsilanti’s official goal to have zero traffic-related fatalities by 2025.
- Identify and review high-crash or reported near-miss locations to develop safety improvement measures.
- Develop a “quick-build” safety program that will quickly implement safety changes similar to the recently developed program in Ann Arbor.
- Implement safety countermeasures at locations with crash trends.
- Coordinate safety improvements with other planned projects and construction work in the city.
- Incorporate multimodal planning in all, new capital improvement projects.
- Promote public participation in identifying recurring excessive speeding areas using Ypsilanti Connect or future tools and connect this promotion to the newly created Responsive Traffic Safety Improvement Policy (ReTSIP).
- Monitor the transportation system using crash and speed data, Ypsilanti Connect complaints, as well as other tools which may become available, to identify and mitigate safety problems.
- Review best practices literature to develop staffing expertise on bicycle and pedestrian safety planning and countermeasures.

2. Develop and implement a pedestrian safe crosswalk stop law.

Strategies:

- Grant pedestrians the right-of-way when using street crossings without a stop sign or traffic or pedestrian signal for oncoming traffic, also known as unsignalized crossings.

3. Construct robust unsignalized pedestrian crossings at key locations throughout the City.

Strategies:

- Explore creating new and improving existing unsignalized crossings at areas with high pedestrian volume (e.g. Ferris Street and Hamilton St), link senior housing to downtown amenities, or where high-density residential developments sit across the street from neighborhood retail (e.g. Courtland St and Washtenaw Ave).
- Continue strong connection of Non-Motorized Advisory Committee (NMAC) and the Department of Public Services to ensure goals and objectives of this plan are implemented in consultation with community members.
- Continue practice of performing a complete streets review aligned with the Complete Streets ordinance during the design phase, if not earlier, when performing significant maintenance or reconstruction projects on roadways, to ensure that pedestrians and bicyclists may use the public right of way with as much ease as a motorist and that motorists are encouraged to travel at safe speeds.

4. Increase the proportion of residents who feel safe walking in their neighborhood to 90% by 2025.

- Benchmark: 85.4% of residents reported feeling safe walking in 2015.²¹

Strategies:

- Review current ordinances regarding landscaping and fencing to ensure that pedestrians and wheelchair users are visible to vehicles at potential points of conflict, such as crosswalks, alleys, and driveways.
- Ensure the planned non-motorized pathway on Huron Street over I-94 is completed.
- Improve the existing non-motorized crossing on Grove Road over I-94.
- Create a Neighborhood Connector system, composed of low-stress streets and pathways that connect residents to jobs, entertainment opportunities, and our park system.
- Create ongoing partnership and dialogue with the Michigan Department of Transportation (MDOT) to review state-owned routes within the city limits and align Vision Zero framework with MDOT projects and maintenance. Furthermore, important items such as signal timings, pedestrian and bicycle infrastructure, speed limits, left-turns, turning radii, and the Master Plan goal of one-way streets realignment should be part of ongoing discussions.
- Continue partnership with Washtenaw County and the Reimagine Washtenaw initiative on Reimagine Washtenaw plan implementation.

- Work with both MDOT and the Charter Township of Ypsilanti on implementation of Ypsilanti Townships' planned streetscape improvements to Ecorse Road.

2015-2019 Pedestrian and Bicycle Crashes

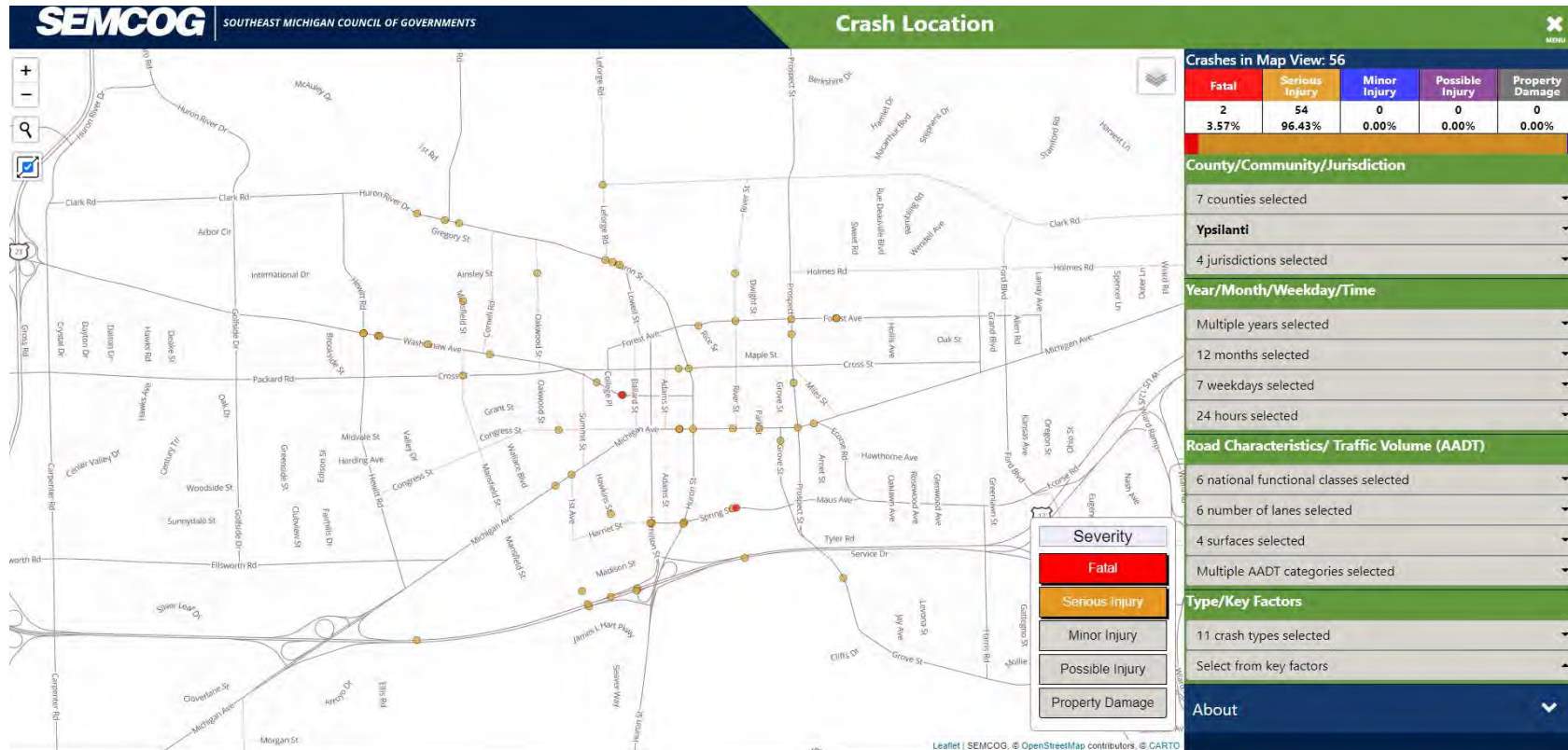


Figure 8 Locations of Fatal and Serious Injury Crashes. Sources: SEMCOG

EQUITY IN NON-MOTORIZED TRANSPORTATION (Goal 2)

According to the report *At The Intersection of Active Transportation and Equity* published by the Safe Routes to School Partnership, “transportation is the linchpin that allows us to function in our daily lives. Whether we move by foot, bicycle, car, bus, skateboard, or wheelchair, we all need to travel to meet everyday needs. But our society suffers from considerable inequity, and transportation is no exception.” Low-income people, people of color, and people with disabilities “face transportation hurdles that can mean that just accessing basic needs is time-consuming, dangerous, and sometimes almost impossible. Instead of travel time allowing people to safely and conveniently get the physical activity they need while accomplishing daily objectives, travel is instead a source of stress that undermines health” (Safe Routes to School Partnership et al., n.d.).

FROM THE SAFE ROUTES TO SCHOOL PARTNERSHIP

“What do we mean by equity? Equity addresses the effects of power imbalances and the social, economic, and political differences that generate disparate outcomes for people in arenas like health, education, and employment. Equity recognizes that different people have different barriers to living healthy, fulfilled lives. In order to allow people to get to the same outcome, we need to understand the different barriers and opportunities that affect different groups, and craft our approaches, policies, and programs with those various challenges and needs in mind.”

Despite the challenges that exist for some in our City and Country there is work communities can do to increase equity, and this plan seeks to encourage our city to do just that. Investing in alternative forms of transportation and establishing policies and activities that support equitable solutions help create a more equitable city, accomplishing multiple goals of this plan. As the Safe Routes to School Partnership report states, “Our transportation system can be one that supports our local economies, prioritizes our local streets as a community resource, lets children breathe clean air, and allows neighbors to meet and chat without the menace of nearby high-speed traffic – but we will need to work together to achieve that vision” (Safe Routes to School Partnership et al., n.d.).

Objectives:

Achieving equity will not be a one-time accomplishment. Instead, achieving an equitable transportation system should be considered in a 3C approach: continuing, comprehensive, and collaborative analysis of the plan objectives and strategies.

1. Make Ypsilanti Accessible to All.

Strategies:

- Review and/or develop an Americans with Disability Act Transition Plan.
- Assess the existing pedestrian network, especially intersections, for ADA compliance.
 - Benchmark: NMAC should work with city staff following inventory analysis completion to determine a benchmark.
- Following ADA compliance assessment, develop a work plan to increase ADA compliance of the pedestrian network.
- Work with city staff to ensure current Ypsilanti Connect software allows appropriate long-term responses to complaints of inaccessible bicycle, pedestrian, and wheelchair user routes.
- Implement proactive measures to eliminate barriers in accessibility to key public destinations within the city.
 - Benchmark: 1. NMAC and/or city staff should work with local disability advocates to identify key public destinations. 2. Develop a list of measures that achieve this strategy.
- Ensure that pedestrian crossings in high-traffic areas, such as those within the central business district and within a half-mile radius of transit centers, are handicap-accessible.
- Review and revise the current sidewalk occupancy standards and permit process to ensure a successful balance between accessibility and business space.

2. Invest transportation dollars in neighborhoods equitably.

Strategies:

- Consider developing and instituting a new, or strengthening existing, neighborhood-based transportation planning processes that coordinates future transportation investments with community members to provide publicly desired, appropriate, and meaningful transportation, both motorized and non-motorized, investments.

- Benchmark: Consider developing neighborhood-based implementation/action plans that serve to inform transportation investment decisions.

- Prioritize Capital Improvement projects, both new and maintenance, that improve or create equity in the transportation system.
- Continue strong connection of Non-Motorized Advisory Committee (NMAC) and the Department of Public Services to ensure goals and objectives of this plan are implemented in consultation with community members.
- Promote residents to participate in the sidewalk pavement maintenance-code enforcement process using Ypsilanti Connect or future tools.
- Promote resources available to residents that assist sidewalk maintenance and replacement.
- Promote the Non-Motorized Advisory Committee openings to neighborhood groups to grow membership that is more representative of the community.
- Monitor our proposed road projects while reviewing WATS' Long-Range Plan and the County Opportunity Index to help ensure transportation dollars are being spent where they are needed.

3. Make Ypsilanti a physically active community.

Strategies:

- Create a Neighborhood Connector system, composed of low-stress streets and pathways that connect residents to jobs, entertainment opportunities, and our park system.
- Review and seek to improve connections between Ypsilanti parks and surrounding neighborhoods.
- Link the Border-to-Border Trail with Ypsilanti's parks system.

Benchmark: Increase the proportion of residents who engage in any leisure-time physical activity to 85% by 2025. 71.7% of residents participated in physical activity in 2015.²²

4. Make transportation code enforcement equitable in Ypsilanti.

Strategies:

- Enforce snow removal standards on private non-motorized facilities, such as sidewalks, in order to maintain accessibility during winter.
- Work with Ypsilanti Police Department to enforce traffic ordinances at identified high-crash locations (See Vision Zero objectives) in a manner that improves safety for all users and is equitable to Ypsilanti residents.
 - Benchmark: Develop a list of traffic violations that serve to increase driver awareness of bicyclists, pedestrians, and wheelchair users.

- Promote citizen-action to maintain snow removal standards on non-motorized facilities, such as driveways, sidewalks, and curbs in order to maintain accessibility during winter. This includes the promotion of Ypsilanti Connect or future tools to report code enforcement tools.
- Promote residents to participate in the public right-of-way vegetation maintenance code enforcement process using available tools
- Support efforts by the Ypsi Bike Co-Op in its work to offer free or low-cost bicycle repairs as well as teaching bicyclists how to perform simple repairs themselves.



Winter Stroll - Sara Kennedy

SHIFT TO NON-MOTORIZED MODES (Goal 3)

Shifting transportation users towards non-motorized modes (walking and bicycling) and away from single-occupant vehicles (automobiles) is commonly referred to as mode-shift.

Mode-shift is a change between one mode (type) of transportation to another. In the context of this plan, mode-shift is a change from a motor vehicle mode to transit, walking, or bicycling mode. This plan asserts that the City of Ypsilanti will pursue and align transportation investments that provide complete networks for each mode based upon a complete streets framework. Furthermore, these networks will provide safe and convenient connections

between modes and provide connections between the city, county, and state systems (City of Boulder, n.d.).

Why?

Creating a transportation network that allows people to shift between modes will benefit all Ypsilanti residents in a multitude of ways. Some examples include reductions in air pollution and carbon emissions, reduced traffic congestion, increased foot-traffic for local businesses, and increased positive health outcomes for local residents (C40 Knowledge Hub, n.d.).

Objectives:

1. Increase the proportion of residents who take public transit to work to 20% by 2025.
 - Benchmark: 8.6% public transportation in 2012-2016.²³

Strategies:

- Monitor the transportation system using partner transit ridership and mode-split data to assist in new capital project identification within the City or AAATA jurisdictions.
 - Coordinate site plan review with the AAATA on sites that are adjacent to a major bus route.
 - Engage with AAATA, local community organizations, and local businesses to improve the accessibility, usability, and attractiveness of bus stops.
 - Work with current property owners and businesses, and prospective property owners and businesses to bridge gaps and complete the “last mile” of non-motorized network-building.
 - Support increased capacity for the Ypsilanti Transit Center.
2. Increase the proportion of residents who walk or bike to work to 20% and/or increase the proportion of residents who walk or bike for transportation to 40% by 2025.
 - Benchmark: 11.9% walk and 1.2% bike in 2012-2016.²⁴
 - Benchmark: 27.2% reported walking or biking for transportation in the past week in 2015.²⁵

Strategies:

- Create a Neighborhood Connector system composed of low-stress streets and pathways that connect residents to jobs, entertainment opportunities, and our park system.
 - Work with Planning Commission to plan for land uses that support grocery stores and similar necessities along the Neighborhood Connector System, or at important nodes of said system.
 - Install additional permanent and seasonal bicycle parking in W Cross, Downtown and Depot Town.
 - Partner with Eastern Michigan University, Bike Ypsi, the Ypsi Bike Co-Op, Program to Educate All Cyclists (PEAC), and the Ypsilanti District Library to provide periodic non-motorized education sessions and public service bulletins.
 - Pursue, and maintain, national/regional/state certification such as the League of American Bicyclists' "Bike Friendly Community/Business/University" awards, America Walks "Walk Friendly Community" award, and the Road Runners Club of America "Runner Friendly Community" award.
 - Support signage and connection improvements along B2B Trail.
3. Prioritize maintenance projects that improve and maintain critical links between the non-motorized network in order to further mode-shift.
 - Coordinate future micro-mobility infrastructure with the transit network/infrastructure.
 4. Prioritize maintenance projects that bridge service or infrastructure gaps.

Strategies:

- Continue strong connection of Non-Motorized Advisory Committee (NMAC) and the Department of Public Services to ensure goals and objectives of this plan are implemented in consultation with community members.

INVENTORY AND ANALYSIS (Goal 4)

A local analysis that identifies the existing infrastructure within the city limits should be undertaken and include components that make up the bicycle, pedestrian, and regional trail networks. Although some inventory currently exists like a partial sidewalk inventory and ADA-compliant curb-ramps, a full inventory should be undertaken that includes a review of previous inventory efforts. Following inventory efforts, a full analysis of the existing non-

motorized network should be completed. Preferably this analysis should focus on connectivity and accessibility as well as examine gaps in infrastructure and obstacles that prevent residents from undertaking non-motorized travel. This plan should not be considered a scope of work, but a beginning suggestion of the work task.

Objectives:

1. Complete a non-motorized inventory and analysis of the current non-motorized environment that will include, but not be limited to the bicycle, pedestrian, and transit networks and associated accessibility needs and gaps.
2. Develop future walking and biking network maps and tables that at least identify and prioritize a connected system of bike lanes on major streets and State routes as well as where bike lanes may not be feasible in the near to mid-term (5-10 years) and identify a low-stress alternative.

Strategies:

- Hire a consultant or student group to perform an inventory and analysis.
- Add future network maps and tables to NAMC annual work-plan; if needed find resources to assist the committee to complete this task.



North Washington Street after Rain- Sara Kennedy

CHAPTER 5: POLICIES AND ADMINISTRATION

During the public process, changes to city policies, regulations, and ordinances that would foster a robust multimodal transportation network were identified. In this chapter are recommendations borne of that process that will help ensure that future policy and programs work to achieve the goals and objectives of this plan and minimize adverse impacts on non-motorized transportation users.

Grant pedestrians the right-of-way

As noted in this plan's safety goal, the city should adopt an ordinance(s) that grant pedestrians the right-of-way when using street crossings without a stop sign or traffic light for oncoming traffic, known as unsignalized crossings. An example would be those at Cross between Oakwood and Summit, or at Pearl and North Huron. The high speed and volume of traffic at many existing unsignalized crossings is dangerous and generally discourages would-be pedestrians from using them. By granting, signing, and enforcing pedestrian right-of-way, these crossings could become safer and more commonly used and could bring average speeds on these streets back in line with posted speed limits.

Additionally, the city should explore the creation of more signalized pedestrian crossings at areas with high pedestrian volume utilizing either rapid-flashing-pedestrian-beacon (RRFB) or pedestrian hybrid beacon (HAWK) technologies. Nationally recognized guidance should be used to determine placement and crossing thresholds. Examples of high-volume crossing locations are Ferris Street and Hamilton, linking senior housing to downtown amenities, or at Courtland and Washtenaw, where two multifamily developments sit directly across the street from neighborhood retail or the

Michigan Ave corridor where residential and commercial land-uses intermix and signalized crossings are infrequently spaced.

Invest transportation dollars equitably

As communities around the nation further their efforts to rectify past transportation disinvestment and inequities in communities and neighborhoods of color, this plan expects Ypsilanti will do the same introspection and reflection. From this, the city and wider community should develop new policies and action plans to address inequities in the transportation system especially in the realm of active transportation. Breaking the cycle of active transportation projects and displacement and gentrification must be an active goal of new non-motorized investments.

To this end, the city should consider developing and instituting a new, or strengthening existing, neighborhood-based transportation planning processes that coordinates future transportation investments with community members to provide publicly desired, appropriate, and meaningful transportation, both motorized and non-motorized, investments throughout the community. Furthering the connection between the city's transportation budget and plans and communities of color can lead to projects and improvements that are desired by the local community and can improve residents' lives while also creating value to the larger transportation network and achieving the goals of this plan while preventing displacement and gentrification.

New Project Prioritization

As more competition for limited funding continues to limit new transformational projects, a greater proportion of local transportation projects will be maintenance projects. As these projects are identified and selected, projects that improve and maintain critical links between the non-motorized network, reduce service or infrastructure gaps, and improve or create equity in the transportation system should be prioritized. An example would be supporting B2B projects, especially improvements to signage and connection of existing segments.

Enforce traffic laws and ordinances equitably

Enforcing traffic laws and ordinances while ensuring equity in the transportation system is a difficult task that many communities are attempting to solve. This plan promotes and envisions a Ypsilanti where all users of the transportation system receive equitable treatment without prejudice. Rather than simply suggesting increased police enforcement this plan recommends city staff, council, and residents work with the Ypsilanti Police Department to enforce traffic ordinances in a manner that improves safety for all users and is equitable to Ypsilanti residents.

Chapter 6: MAINTENANCE

Even the best-built sidewalk, bench, bike rack, or curb cut needs to be maintained for it to remain useful. By ensuring that maintenance responsibilities are clear, consistent, and enforced, we can ensure that Ypsilanti's infrastructure contributes to a welcoming atmosphere and has a long, useful life.

Condition Maintenance Audits

Detailed examinations of the area immediately around key non-motorized facilities and transit hubs can identify and address issues from sidewalk conditions to motor vehicle traffic, providing a basis for improving the safety and enjoyment of biking or walking. Walkability audits would be most appropriate within a one to two-block radius, while a bikeability audit could be community-wide. These audits could be performed as neighborhood groups, schools, or other partners were interested in participating. Although scattered non-motorized evaluations have been made in recent years, including 2004 and 2008 walking audits of downtown and a 2009 walkability audit of Depot Town, a more coordinated and widespread evaluation program would help identify future projects.

Ensure that each intersection has visible and consistent street signs to aid navigability. Residents and visitors to Ypsilanti frequently mention the difficulty of navigating Ypsilanti as a barrier to visiting its commercial areas by any means of transportation. By adequately signing Ypsilanti's streets and central business district, we can reduce this barrier.

Winter and Snow Maintenance

Continue to coordinate and enforce snow removal standards on non-motorized facilities such as bike lanes and sidewalks. There exist no provisions to ensure that on-street bicycle lanes or non-motorized pathways are kept clear of snow and ice. Motor vehicle snow routes are generally limited to the state trunklines, many of which have significant non-motorized deficiencies, thus rendering snow removal there of little use to those who do not drive a personal automobile. These trunklines include part or all of Michigan Avenue, South Hamilton, South Huron, West Cross, North Huron, Ecorse, Washtenaw, and North Hamilton. High-priority routes that should be included in snow removal enforcement include those linking residential areas to Eastern Michigan University; grade schools; the central business district; lifeline resources such as pharmacies, doctors' offices, and city services; and roads with bus stops.

Transit Hubs

Provide special attention to the area within a half-mile radius of the potential Amtrak rail stop in Depot Town. The Federal Highway Administration identifies one half-mile as a reasonable outer bound for walking trips to access commuter rail. All of Depot Town, as well as parts of downtown and Eastern Michigan University, are within this distance. Thus, this area has a high potential to become an entry point and locus of activity for non-motorized users. Ensuring that maintenance, signage, and facilities are consistent and excellent throughout this area will help facilitate their movement.

Provide special attention to the area within a three-block radius of the Ypsilanti Transit Center. The bus system is crucial in the transportation of many Ypsilanti residents and visitors and has the potential to become more heavily-utilized with the construction of the commuter rail stop. Maintaining facilities and signage in this area will help to ensure that using this service is a positive experience for all who use it.



Snow Day - Sara Kennedy

Chapter 7: BUILD & INFILL

Components of Ypsilanti's transportation are currently incomplete. Several of these deficiencies have been called out in the Washtenaw Area Traffic Study (WATS) Non-Motorized Plan for Washtenaw County and in other studies. This

Survey respondents and public participants overwhelmingly indicated that they wanted a safe route over I-94 at Huron, as well as a safer crossing over I-94 at Grove.

Safe Pedestrian Crossings

Construct robust unsignalized pedestrian crossings at key locations throughout the City. Several crossings identified by stakeholders as unsafe or currently popular "jaywalking" locations include Hamilton at Ferris, Hamilton at Pearl, Huron at Pearl, Leforge at Huron River Drive and Washtenaw at Courtland. These crossings would require the cooperation of MDOT. At these and existing unsignalized pedestrian crossings, pedestrian refuges should be upgraded or built, signage should be upgraded or installed, and traffic light installation should be considered in the long-term.

chapter calls particular attention to several critical disjunctions and prioritized the remedying of deficiencies. Approximate costs are given, but as these are only rough approximations, it is not recommended that these be included in a budgeting process or as an indication of final cost.

Create a Neighborhood Connector System

Neighborhood Connectors are streets with low volumes and speeds that are designated and, over time, designed to prioritize bicycle and walking travel. A Neighborhood Connector system in Ypsilanti should provide a connected network of safe and low-stress streets and pathways that connect residents to jobs, entertainment opportunities, Ypsilanti's park system, and the Border to Border system. Although the Neighborhood Connector system should prioritize bicycle travel and relevant infrastructure investments, the system should also work for residents that choose to walk as well and a well-balanced system should be developed. The wider goal of the Neighborhood Connector system is to attract a broad population of people (ages 8 to 80) as confident and comfortable pedestrians and cyclists. An initial map has been developed with a small stakeholder group and can be found in figure 9. The following link allows access to a live map:

https://www.google.com/maps/d/viewer?mid=18-_2nSi-R_T2qoLtaSWizF6Alyza1yv7&usp=sharing

Figure 9 Proposed Neighborhood Connectors Routes



Connect Freeway Bridges

Provide a non-motorized crossing on Huron Street at I-94. A study completed in 2014 provides background for this recommendation, as well as several options and recommendations for such a non-motorized crossing. The final preferred option includes the connection to the existing sidewalk systems, modifications to vehicle travel lanes, revised intersection configurations, and potential signage and signalization configurations. This connection is a currently programmed project in detailed design and scheduled for 2022 construction.

Improve the existing non-motorized crossing over I-94 on Grove Road. Completing the sidewalk network at the crossing over I-94 at Grove Road Examination of the gaps in the pedestrian network in Ypsilanti should be undertaken. The NAMC should begin work with appropriate City departments to develop an action plan for feasibility analysis and ultimate construction to fill network gaps.

Table 5, below, is based on the 2010 Ypsilanti Non-Motorized Plan list of pedestrian deficiencies in Ypsilanti. Cost is estimated at \$200,000 per mile

would complement the pedestrian route to the east in the residential area, and enable employees, residents, and visitors in these areas to move more freely between these concentrations of assets. Construction was completed in 2020 extending the Border-to-Border Trail south to the freeway bridge. A current project to widen the minimal sidewalk on the bridge is programmed for construction in 2021.

Examine Pedestrian Network Gaps

for new installation of a five-foot wide concrete sidewalk. Curb cuts were not inventoried as part of this process. Priorities were determined based on location and severity of deficiency, as determined by conversations with stakeholders, but should be reviewed periodically by appropriate City departments and the Non-Motorized Committee.

Table 5 Sidewalk Network Gaps

Priority	Road Name	Limits	Estimated Cost	Jurisdiction	Road Type	Notes
1	Huron Street	I-94 north to Spring – 1200' both sides		MDOT	Arterial	Non-motorized crossing of I-94
1	S. Hamilton	Harriet south to I-94 – 1000' both sides		MDOT	Arterial	Non-motorized crossing of I-94
1	Washtenaw	Bellevue to Cornell – north side of street		MDOT	Arterial	Relmagine Washtenaw
1	Washtenaw	West limit to Anna – south side of street		MDOT	Arterial	Relmagine Washtenaw
1	Rice	Forest to Market Place – one side only	\$42,000.00	City of Ypsilanti	Subdivision, Local	Connects Forest to Cross. Access to Frog Island Park, Farmers Market, Freighthouse. B2B Trail tie-in
1	Huron Street	Jarvis to Lowell – west side of street	\$143,000.00	City of Ypsilanti	Collector	Well used route by pedestrians. B2B Trail tie-in
1	Oak	Voght to Charles		City of Ypsilanti		prospect park & YIES
2	Huron River Drive	Lowell to Cornell – north side	\$141,000.00	City of Ypsilanti	Collector	
2	Chidister	Catherine to Spring 1500' – both sides	\$114,000.00	City of Ypsilanti	Subdivision, Local	Adjacent to public housing. Connection to Waterworks Park
2	Spring	Bell east to Catherine 1600' – south side of street	\$61,000.00	City of Ypsilanti	Collector	Adjacent to Waterworks Park, would improve non-motorized mobility on south side of City. B2B Trail tie-in
2	Catherine	Spring to Huron - both sides (or with safe crossings, as ROW dictates)	\$72,000.00	City of Ypsilanti	Collector	Improve access to Waterworks Park

2	Mansfield	Congress to Westmoreland – east side of street	\$65,000.00	City of Ypsilanti	Collector	Many gaps. Adjacent to schools.
2	Cornell	Collegewood north to B2B trail - 200' east side of street		City of Ypsilanti	Collector	
2	Cornell	B2B north to Huron River Drive – 1100' east side of street		Eastern Michigan University	Collector	B2B. Portions complete; crossings/grade challenging at Mayhew.
2	Maple	River west to end of Maple – 300' – South side of Maple only.	\$23,000.00	City of Ypsilanti	Subdivision, Local	Would provide safe pedestrian access from parking lot to Depot Town. Future train stop access.
3	Woods	Linden to Pleasant – 1500' north side of street	\$28,000.00	City of Ypsilanti	Subdivision, Local	Recreation Park
3	Huron River Drive	Cornell to EMU Campus – north side	\$66,000.00	City of Ypsilanti	Collector	
3	Congress	Wallace to N. Congress – 500' north side of street	\$22,000.00	City of Ypsilanti	Collector	
3	Anna	Cross to Washtenaw – 700' west side of street	\$22,000.00	City of Ypsilanti	Collector	
3	Charles	Cross north to just north of Oak – west side of street	\$15,000.00	City of Ypsilanti	Subdivision, Local	Adjacent to Prospect Park and school
3	Casler	Huron to Spring – 1000' both sides	\$76,000.00	City of Ypsilanti	Subdivision, Local	
3	Courtland	Washtenaw to Cross – 800' both sides	\$45,000.00	City of Ypsilanti	Subdivision, Local	Non-motorized connection between Washtenaw and nearby neighborhoods
3	Douglas	Washtenaw to Cross – 600' both sides		City of Ypsilanti		

3	Lincoln	Michigan north to Ferrier – 800' both sides	\$61,000.00	City of Ypsilanti	Subdivision, Local	
3	Marion	Washtenaw to Cross – 600' both sides	\$45,000.00	City of Ypsilanti	Subdivision, Local	
3	Martin Place	Prospect to Miles – 1200' both sides	\$91,000.00	City of Ypsilanti	Subdivision, Local	
3	Whittier	From Bellevue east 600' – south side	\$23,000.00	City of Ypsilanti	Subdivision, Local	
3	Virginia Place	Charles east to end – 1400' both sides	\$106,000.00	City of Ypsilanti	Subdivision, Local	
3	Brooks	Watling to Jefferson – 900' west side of street	\$15,000.00	City of Ypsilanti	Subdivision, Local	
3	St. Johns	Lowell east to Jenness – 400' both sides	\$30,000.00	City of Ypsilanti	Subdivision, Local	Would connect Lowell to Jarvis, connect student overlay residential to EMU
3	Park	Just north of High south to rails – 300' west side of street	\$27,000.00	City of Ypsilanti	Subdivision, Local	
3	Bell	Harriet south to end of Bell – 600' west side of street	\$23,000.00	City of Ypsilanti	Subdivision, Local	
3	Bell	North from Spring to Casler – 500' both sides	\$38,000.00	City of Ypsilanti	Subdivision, Local	
3	Briggs	Bell to Kramer – 300' both sides	\$23,000.00	City of Ypsilanti	Subdivision, Local	no curbs
3	Collegewood	Bellevue west to end of Collegewood – 200' both sides	\$15,000.00	City of Ypsilanti	Subdivision, Local	also east of Bellevue on north side
3	Emerick	Ecorse north to end – 600' both sides	\$45,000.00	City of Ypsilanti	Subdivision, Local	
4	Ferrier	Lincoln west to end – \$400 both sides	\$30,000.00	City of Ypsilanti	Subdivision, Local	ROW constraints

3	Kramer	Huron to end of Kramer – 400' both sides	\$30,000.00	City of Ypsilanti	Subdivision, Local	
3	Norris	West curve to River – 600' both sides	\$45,000.00	City of Ypsilanti	Subdivision, Local	
3	Railroad	LeForge to end – 1100' north side	\$42,000.00	City of Ypsilanti	Subdivision, Local	Rights-Of-Way constraints; adjacent railroad
3	S. Mansfield	Michigan south to end of road – 1600' both sides	\$136,000.00	City of Ypsilanti	Subdivision, Local	
3	Helen	Charles to Osband		City of Ypsilanti		
3	Grove	Spring south to Grove – 500' east side of street	\$39,000.00	City of Ypsilanti	Collector	Improve access at major intersection



Recreation Park in Snow - Sara Kennedy

Chapter 8: PROMOTE

A built-out and well-maintained fully multimodal transportation network will likely be under-utilized if residents and visitors are unaware of it, and experienced users may become frustrated by an influx of new users unfamiliar with the norms and laws regarding its use. By educating current and potential users about Ypsilanti's transportation network, non-motorized traffic can be

increased while minimizing potential conflicts between users and motorized traffic or new and continuing users. Many of these promotion strategies should be launched or re-intensified at the change of the seasons, as people often see these as opportunities to change habits.

The most common issue cited by drivers, bikers, and pedestrians on surveys, at the Farmers' Market, and at the public meeting was that parties involved in traffic conflicts seemed to be unaware of the law. These participants repeatedly recommended further education about traffic laws.

Promotion to Future Residents and Employers

Work with Ypsi Real (Convention & Visitors Bureau), the Downtown Development Authority, Depot Town Association, Downtown Association of Ypsilanti, First Fridays, local businesses, and Eastern Michigan University to encourage and promote safe non-motorized transportation and recreation for residents and visitors.

Create wayfinding signage for non-motorized users.

Promote and support such programs as Safe Routes to School, a 'getDowntown' program similar to that of Ann Arbor, a "guaranteed ride home", and car-sharing.

Obtain, continue and improve national certifications such as the League of American Bicyclist's "Bike-Friendly City" award (Ypsilanti received in 2017 at a bronze level) and America Walks Bike Friendly Community award (Ypsilanti received an honorable mention in 2017).

Promotion to Current Residents

Promote citizen-action to maintain snow removal standards on non-motorized facilities, such as driveways, sidewalks, and curbs in order to maintain accessibility during winter.

Promote residents to participate in the snow removal code enforcement process using Ypsilanti Connect or future tools.

Promote residents to participate in the sidewalk pavement maintenance code enforcement process using Ypsilanti Connect or future tools.

Promote resources available to residents that assist sidewalk maintenance and replacement.

Promote residents to participate in the public right-of-way vegetation maintenance code enforcement process using available tools

General Public Education Strategies

Partner with WEMU, Bike Ypsi, the Washtenaw Bicycling & Walking Coalition, Eastern Michigan University, the Ypsi Bike Co-Op, Program to Educate All Cyclists (PEAC), and the Ypsilanti District Library to provide periodic non-motorized education sessions and public service bulletins.

Create educational posters for display at high-traffic areas such as Ypsilanti District Library branches and local grocery and convenience stores.

Work with local organizations, such as Bike Ypsi, Ypsi Bike Co-Op, and Program to Educate All Cyclists (PEAC), to offer courses on how to operate and maintain a bicycle safely.

Work with local landlords to distribute information to residents each fall and spring. Due to the high number of students who rent, fall is a common move-in time in Ypsilanti.

Work with the AAATA on outreach to bus system users, including providing area maps and directional signage at bus stops.

Partner with EMU to distribute information about opportunities for walking, biking, and taking transit within Ypsilanti as part of welcome events, student

Promote residents to participate in identifying recurring excessive speeding areas using Ypsilanti Connect of future tools and connect this promotion to the newly created Responsive Traffic Safety Improvement Policy (ReTSIP).

orientations, and other special events.

Work with the Ypsilanti High School and drivers' education providers to educate new drivers about interactions with bicyclists and pedestrians.

May is National Bike Month, along with Bike To Work Week (also known as Bike-Bus-Walk Week) and Bike To Work Day (third Friday of May). During May encourage people to bicycle for work, school, errands, and recreation. Also, encourage walking and public transit during May. Provide special information and news of alternative transportation events via press releases, social media, and the City's website on transit, carpooling, biking, and walking options.

Work with Ypsilanti local businesses, and the Convention and Visitor's Bureau, to raise awareness in visitors to the City.

Participate in the Michigan Fitness Foundation's "Promoting Active Communities" assessment which can help identify deficiencies in non-motorized infrastructure, policy, and procedures, as well as serve as a publicity tool.

Distribute press releases and engage local social media when significant non-motorized transportation and accessibility achievements are made.

Promote local Walk To School and Bike To School day activities.

Reestablish a local Bike Friendly Business program administered by the Non-Motorized Advisory Committee encouraging local businesses to welcome bicyclists.



Tridge in Riverside Park - Shop Ypsi

Chapter 9: FUNDING

As the City of Ypsilanti's budget has tightened over general fund expenditures on transportation system improvements and operations have been significantly reduced. Sustainable financing mechanisms for multimodal transportation policy development, policy implementation, construction and

maintenance of facilities, education, and other needs are listed below.

Although many of these have been used by the city at some point in the past, some would require action by voters, in cooperation with another agency, or by a higher level of government.

Ongoing

Local, Regional, or County Dedicated Millage

As the majority of Ypsilanti's budget is drawn from property taxes, the amount of land area occupied by public, semi-public institutional uses, and other non-profit, non-property-tax paying uses has a significant impact upon Ypsilanti's financial wellbeing. Although EMU accounts for a significant share of this area, Ypsilanti also hosts long-established institutional uses such as schools, cemeteries, non-profits, and churches that serve both residents of Ypsilanti and residents of surrounding areas. Such service is not only in terms of literal service but also in terms of employment. As such, capturing regional monies to support regional access to these services makes sense. This option

is available to the County and extant regional authorities. A new regional authority could be formed with neighboring communities, or an existing regional authority could expand to seek regional transportation revenue. This option would not likely provide a massive influx of money into Ypsilanti's transportation system, however, as the authority's spending would also be regional in scope. Such an authority would have greater benefits in terms of coordination of programming, construction, and maintenance than in direct spending.

Michigan Transportation Fund (Act 51)

Revenues from the Michigan Transportation fund are generated from state gas and value taxes. The funding is divided among the Michigan Department of Transportation, road commissions, cities, and villages. Each Act 51 agency is required by law to spend a minimum average of 1% of their Act 51 dollars on non-motorized improvements during a rolling ten-year period. A change in

State policy eliminated the ability to use this money on maintenance projects, such as street sweeping, in an effort to increase the number of improvements constructed. This funding may be used to provide the match for federal funds. WATS encourages agencies to spend more than this minimum allotment wherever possible. Ann Arbor has recently increased their set-aside to 5%.

Ypsilanti's spending on non-motorized projects from Act 51 funds has fluctuated over the past decade, as shown in Figure 10.1, however, over the last five years, the City has spent approximately 9.5% of Act 51 dollars received on non-motorized transportation projects. This suggests that

Ypsilanti is well-able to set 5% aside or more a year. It is also possible that by creating an internal mandate to spend 5% of these funds on non-motorized transport, spending on these projects may stabilize, guaranteeing future funding.

Traffic Bureau & Parking Bureau

Dedicated revenues for traffic enforcement can come from traffic enforcement. Such revenues, however, are unpredictable; if there is perfect driving, then there are no enforcement revenues. Alternately, if there is no or little enforcement due to staff shortages and reprioritization, there will also be no revenue. The City could consider a specialized traffic enforcement bureau, similar to the existing parking bureau, which would potentially remedy the staff shortage issue but not the issue of unpredictable revenue, and now that revenue would in part go to staff. Another alternative would be to implement some sort of automated enforcement such as speed camera or red light

cameras in high-risk locations, such as near schools or commercial districts; however, automated enforcement is not permitted in the state of Michigan. The parking system generates revenue both from fees, which can be predicted, and fines, which are more variable. Some revenues from the parking bureau could be devoted to improving bicycle parking as well as pedestrian infrastructure as it relates to parking; after all, all drivers are pedestrians at some point in their trip.

Project-Based

Transportation Enhancement Funds Enhancement funding is awarded to local road agencies through a competitive process managed by MDOT. The State of Michigan receives approximately \$20-25 million annually to be spent on enhancement projects. A rolling application period allows agencies to submit projects at any time, and awards are made up to three times per year. This funding requires a minimum twenty percent match, with over- matching given additional consideration. Enhancement awards can be used for: provision of

non-motorized facilities; provision of safety and educational activities for pedestrians and bicyclists; preservation of abandoned railway corridors (including the conversion and use for non-motorized trails); streetscape and landscape improvements; and environmental mitigation to address water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat continuity.

Surface Transportation Program – Urban Funds (STP-U)

Washtenaw County is allocated approximately \$4 million in STP-U each year. This money must be spent each year, does not carry over, and requires a twenty percent match. WATS has a policy of spending ten percent of the County's STP-U funds on non-motorized projects over time. This amounts to

\$400,000 per year. In recent years, few non-motorized improvements have been submitted by agencies during the call for improvements. This plan will serve as a resource of possible improvements that can be submitted for STP-U funding consideration.

Congestion Mitigation / Air Quality (CMAQ)

CMAQ funding is provided to areas that are not in compliance or are in a maintenance area for air quality standards; as Washtenaw County is a designated non-compliance area, the City of Ypsilanti is eligible, and has been able to use these funds in the past for signal upgrades on Michigan Avenue. CMAQ funds are awarded on a competitive basis by MDOT and

SEMCOG and must demonstrate that they reduce emissions to be eligible. Washtenaw County CMAQ projects are prioritized by WATS Committees. This funding requires a minimum twenty percent match. Approximately \$8 million is available in the Southeast Michigan region for CMAQ non-transit improvements.

Community Development Block Grant (CDBG)

Ypsilanti is part of the Washtenaw Urban County Partnership and is thus considered an entitlement community. The Urban County, a partnership between the Washtenaw County Board of Commissioners and the elected officials of Ypsilanti and other area jurisdictions, receives direct federal allocations together, rather than applying for competitive funds separately, in order to meet their individual community and economic development goals. The Office of Community Development (OCD) administers CDBG and HOME

Investment Partnership Program (HOME) funds collectively for member jurisdictions. The annual allocation to jurisdictions takes into account the total population, low- income population, and housing issues for each jurisdiction. Portions of this funding are often used for transportation and accessibility projects, such as curb cuts and bike lanes, and could be used for future infrastructure development.

Downtown Development Authority

In recent years, the Ypsilanti DDA has taken the initiative in helping create bicycle and pedestrian amenities, including bicycle parking, medians, and pedestrian refuges. The DDA may be willing to engage in future efforts to

complete the non-motorized network, such as cost-sharing for bicycle parking, cost-sharing for bus passes, or partnerships with car-sharing organizations, such as ZipCar.

Donations and Foundation Grants

Businesses, corporations, private clubs, community organizations, and individuals will often contribute to programs to benefit the communities in which they are located. Private sector contributions may be in the form of monetary contributions, the donation of land, the provision of volunteer services, or the contribution of equipment or facilities. Four such grantors that

may be interested in funding Ypsilanti's transportation system improvements due to their strong interest in promoting public health and the health of the environment are the Charles Stewart Mott Foundation, the Kresge Foundation, the Bikes Belong Coalition, and the Robert Wood Johnson Foundation.

Special assessments

A special assessment is a special kind of tax on a subset of a community. Special assessments are placed on those adjacent landowners who will receive the greatest benefit from a project to be funded using a special assessment. In areas with significant non-motorized deficiencies, special assessments may be used to pay for the improvements. As sidewalks and are

currently the maintenance responsibility of the adjacent property owner, in cases of deficiency, the city may elect to remedy the deficiency and assess the property owner for the work performed.

Leverage Private Development

As development occurs near-critical transportation elements, such as planned right-of-ways for the Border-to-Border Trail, stretches with un-built or under-built sidewalks and crossings, and catchments with no bicycle parking, work

with the developers and private landowners to help provide for these public goods.



Chapter 10: IMPLEMENTATION

The goal of implementation is to introduce changes, upgrades, and new facilities into the network with the least amount of disruption and the highest level of interoperability. The table below presents the recommended improvements, relative cost, relative impact, and an approximate timeframe for implementation or completion of the projects presented by this plan. Of course, projects may take more or less time depending on funding availability and coordination with other capital improvement projects. This table, as with all other elements of this plan, should be reviewed after five years for progress and updated as necessary.

Goal		Benchmark(s)
SAFETY FOR NON-MOTORIZED USERS		
Objective	Strategies	Benchmark(s)
Eliminate all traffic fatalities and serious injuries in Ypsilanti by 2025.		2 total fatalities between 2015 and 2019, and 54 suspected serious injuries crashes between 2015 and 2019. 1 bicyclist fatality between 2015 and 2019, and 3 bicyclist and 12 pedestrian suspected serious injury crashes between 2015 and 2019 (note this is a subset of total crashes).
	Pass a City Council resolution that affirms Ypsilanti's official goal to have zero traffic-related fatalities by 2025.	
	Identify and review high-crash or reported near-miss locations to develop safety improvement measures.	
	Develop a "quick-build" safety program that will quickly implement safety changes similar to the recently developed program in Ann Arbor.	
	Implement safety countermeasures at locations with crash trends.	
	Coordinate safety improvements with other planned projects and construction work in the City.	

	Incorporate multimodal planning in all new capital improvement projects.
	Promote public participation in identifying recurring excessive speeding areas using Ypsilanti Connect or future tools and connect this promotion to the newly created Responsive Traffic Safety Improvement Policy (ReTSIP).
	Monitor the transportation system using crash and speed data, Ypsilanti Connect complaints, as well as other tools which may become available, to identify and mitigate safety problems.
	Review best practices literature to develop staffing expertise on bicycle and pedestrian safety planning and countermeasures.
Objective	Strategies

Develop and implement a pedestrian safe crosswalk stop law.

-

	Grant pedestrians the right-of-way when using street crossings without a stop sign or traffic or pedestrian signal for oncoming traffic, also known as unsignalized crossings.
Objective	Strategies

Construct robust unsignalized pedestrian crossings at key locations throughout the City.

-

	Explore creating new and improving existing unsignalized crossings at areas with high pedestrian volume (e.g. Ferris Street and Hamilton St), link senior housing to downtown amenities, or where high density residential developments sit across the street from neighborhood retail (e.g. Courtland St and Washtenaw Ave).
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Strengthen connection of Non-Motorized Advisory Committee (NMAC) and the Department of Public Services to ensure goals and objectives of this plan are implemented in consultation with community members.		
Objective	Strategies	Benchmark(s)
Increase the proportion of residents who feel safe walking in their neighborhood to 90% by 2025.	-	85.4% of residents reported feeling safe walking in 2015.
	Review current ordinances regarding landscaping and fencing to ensure that pedestrians and wheelchair users are visible to vehicles at potential points of conflict, such as crosswalks, alleys and driveways.	
	Ensure the planned non-motorized pathway on Huron Street over I-94 is completed.	
	Improve the existing non-motorized crossing on Grove Road over I-94.	
	Create a Neighborhood Connector system, composed of low-stress streets and pathways that connect residents to jobs, entertainment opportunities, and our park system.	
	Create ongoing partnership and dialogue with the Michigan Department of Transportation (MDOT) to review state-owned routes within the City limits and align Vision Zero framework with MDOT projects and maintenance. Furthermore, important items such as signal timings, pedestrian and bicycle infrastructure, speed limits, left-turns, turning radii, and the Master Plan goal of one-way streets realignment should be part of ongoing discussions.	
	Continue partnership with Washtenaw County and the Reimagine Washtenaw initiative on Reimagine Washtenaw plan implementation.	
	Work with both MDOT and the Charter Township of Ypsilanti on implementation of Ypsilanti Townships' planned streetscape improvements to Ecorse Road.	

Goal

EQUITY IN NON-MOTORIZED TRANSPORTATION

Objective	Strategies	Benchmark(s)
Make Ypsilanti Accessible to All		
	Review and/or develop an Americans with Disability Act Transition Plan. Assess the existing pedestrian network, especially intersections, for ADA compliance.	
	Work with City staff to ensure current Ypsilanti Connect software allows appropriate long-term responses to complaints of inaccessible bicycle, pedestrian, and wheelchair user routes.	
	Implement proactive measures to eliminate barriers in accessibility to key public destinations within the city.	1. NMAC and/or City staff should work with local disability advocates to identify key public destinations. 2. Develop a list of measures that achieve strategy.
	Ensure that pedestrian crossings in high-traffic areas, such as those within the central business district and within a half mile radius of transit centers, are handicap-accessible.	
	Review and revise the current sidewalk occupancy standards and permit process to ensure successful balance between accessibility and business space.	
Objective	Strategies	Benchmark(s)
Invest transportation dollars in neighborhoods equitably.		
	Consider developing and instituting a new, or strengthening existing, neighborhood-based transportation planning processes that coordinates future transportation investments with community members to provide	Consider developing neighborhood-based implementation/action plans that serve to inform transportation investment decisions.

publicly desired, appropriate, and meaningful transportation, both motorized and non-motorized, investments.

	Prioritize Capital Improvement projects, both new and maintenance, that improve or create equity in the transportation system.	
	Strengthen connection of Non-Motorized Advisory Committee (NMAC) and the Department of Public Services to ensure goals and objectives of this plan are implemented in consultation with community members.	
	Promote residents to participate in the sidewalk pavement maintenance code enforcement process using Ypsilanti Connect or future tools.	
	Promote resources available to residents that assist sidewalk maintenance and replacement.	
	Promote the Non-Motorized Advisory Committee openings to neighborhood groups to grow membership that is more representative of the community.	
Objective	Strategies	Benchmark(s)
Make Ypsilanti a physically active community.		
	Create a Neighborhood Connector system, composed of low-stress streets and pathways that connect residents to jobs, entertainment opportunities, and our park system.	
	Review and seek to improve connections between Ypsilanti parks and surrounding neighborhoods.	
	Link the Border-to-Border Trail with Ypsilanti's parks system.	Increase the proportion of residents who engage in any leisure time physical activity to 85% by 2025. 71.7% of residents participated in physical activity in 2015.
Objective	Strategies	Benchmark(s)

Make transportation code enforcement equitable in Ypsilanti.

Enforce snow removal standards on private non-motorized facilities, such as sidewalks, in order to maintain accessibility during winter.

Work with Ypsilanti Police Department to enforce traffic ordinances at identified high-crash locations (See Vision Zero objectives) in a manner that improves safety for all users and is equitable to Ypsilanti residents.

Develop a list of traffic violations that serve to increase driver awareness of bicyclists, pedestrians, and wheelchair users.

Promote citizen-action to maintain snow removal standards on non-motorized facilities, such as driveways, sidewalks, and curbs in order to maintain accessibility during winter.

Promote residents to participate in the snow removal code enforcement process using Ypsilanti Connect or future tools.

Promote residents to participate in the public right-of-way vegetation maintenance code enforcement process using available tools

Support efforts by the Ypsi Bike Co-Op in its work to offer free or low-cost bicycle repairs as well as teaching bicyclists how to perform simple repairs themselves.

Goal

SHIFT TO NON-MOTORIZED MODES

Objective

Strategies

Benchmark(s)

Increase the proportion of residents who take public transit to work to 20% by 2025.

8.6% public transportation in 2012-2016.

	Monitor the transportation system using partner transit ridership and mode-split data to assist in new capital project identification within the City or AAATA jurisdictions.	
	Coordinate site plan review with the AAATA on sites that are adjacent to a major bus route.	
	Engage with AAATA, local community organizations, and local businesses to improve the accessibility, usability, and attractiveness of bus stops.	
	Work with current property owners and businesses, and prospective property owners and businesses to bridge gaps and complete the “last mile” of non-motorized network-building.	
Objective	Strategies	Benchmark(s)
Increase the proportion of residents who walk or bike to work to 20% and/or increase the proportion of residents who walk or bike for transportation to 40% by 2025.		11.9% walk and 1.2% bike in 2012-2016. 27.2% reported walking or biking for transportation in past week in 2015.
	Create a Neighborhood Connector system composed of low-stress streets and pathways that connect residents to jobs, entertainment opportunities, and our park system.	
	Install additional permanent and seasonal bicycle parking in Downtown and Depot Town.	
	Partner with Eastern Michigan University, Bike Ypsi, the Ypsi Bike Co-Op, Program to Educate All Cyclists (PEAC), and the Ypsilanti District Library to provide periodic non-motorized education sessions and public service bulletins.	
	Pursue, and maintain, national/regional/state certification such as the League of American Bicyclists’ “Bike Friendly Community/Business/University” awards, America Walks “Walk Friendly Community” award, and the Road Runners Club of America “Runner Friendly Community” award.	

Objective**Strategies**

Prioritize maintenance projects that improve and maintain critical links between the non-motorized network in order to further mode-shift.

Prioritize maintenance projects that bridge service or infrastructure gaps

Strengthen connection of Non-Motorized Advisory Committee (NMAC) and the Department of Public Services to ensure goals and objectives of this plan are implemented in consultation with community members.

Goal

INVENTORY AND ANALYSIS

Objective**Strategies**

Complete a non-motorized inventory and analysis of the current non-motorized environment that will include, but not be limited to the bicycle, pedestrian, and transit networks and associated accessibility needs and gaps.

Hire consultant or student group to perform an inventory and analysis.



Chapter 11: COMPLETED PROJECTS

The goal of chapter 11 is to show the projects completed since the creation of the 2010 plan. The tables below show the completed administrative, maintenance, coordination, building and promotion projects and goals achieved by the City of Ypsilanti and its partners.

Project	Status	Chapter (2010)
Adopt a "Complete Streets" ordinance	Complete	Administer
Review requirements for loading zones in commercially zoned areas.	Partial	Administer
Amend the language of the bicycle registration ordinance to remove the mandatory registration clause.	Complete	Administer
Incorporate bicycle parking into zoning & development guidelines.: Update the general parking and loading requirements to require bicycle parking and to distinguish it from motor vehicle parking	Complete	Administer
Incorporate bicycle parking into zoning & development guidelines: Institute design standards for bicycle parking	Partial	Administer
Incorporate bicycle parking into zoning & development guidelines: Update current parking quantity requirements to ensure bicycle parking and motorized vehicle parking levels are appropriate.	Complete	Administer
Incorporate bicycle parking into zoning & development guidelines: Review the "fee in lieu of parking" ordinance	Partial	Administer
Review current ordinances regarding landscaping and fencing to ensure that pedestrians are visible to vehicles at potential points of conflict, such as crosswalks, alleys, and driveways.	Ongoing	Administer
Review snow and ice removal ordinances and policies for clarity, consistency, and adequacy to ensure that mobility and accessibility are preserved.	Complete	Administer
Empower residents and businesses to participate in transportation network-building, such as provision of public bicycle parking and public benches for pedestrians.	Ongoing; DDA has formal program	Administer
Review and revise the current sidewalk occupancy standards and permit process.	Complete	Administer
Create standards for openings and fixtures in sidewalks, such as vaults and utility accesses	Complete	Administer
Provide accurate and complete guidelines for working with the Department of Public Services for trees planted in the lawn extension.	Ongoing	Administer
Consider compact, higher-density, mixed-use land use designations during land use planning decisions, such as the Master Planning process.	Ongoing	Administer

Review the intent and application of the existing Student Overlay district, the Residential-Commercial Overlay district, and Entryway Overlay district.	Complete	Administer
Reword B4 zoning Section 122-411 "Description & Purpose."	Complete	Administer
Create a Non-Motorized Transportation Advisory Committee that includes members of the Planning Commission, the Parks & Recreation Commission, the YDDA Board of Directors, and other stakeholders.	Complete	Coordinate
Support the establishment and improvement of critical multimodal transportation linkages between jurisdictions throughout the County	ongoing	Coordinate
Preserve current and planned rights-of-way for the transportation system.	ongoing	Coordinate
Work with the Michigan Department of Transportation and Washtenaw County Road Commission to review the appropriateness of one-way streets, speed limits, left turns, and turning radii throughout the City	ongoing	Coordinate
Work with MDOT to revise light timings, locate pedestrian crossing buttons, and adjust traffic light sensors	ongoing	Coordinate
Coordinate public parking in the central business district through the YDDA. ongoing	Ongoing	Coordinate



White Tower during Winter - Sara Kennedy

SOURCES

- ¹ Gershgorn, David. "After decades of decline, no-car households are becoming more common in the US." Dec 2016. Web. <<https://qz.com/873704/no-car-households-are-becoming-more-common-in-the-us-after-decades-of-decline/>>
- ² United States Census Bureau. 2009-2013 American Community Survey 5-Year Estimates. 2015. Web. 3 Jun 2015
- ³ Cortright, Jon. "Walking the Walk: How Walkability Raises Home Values in U.S. Cities." CEOs for Cities. Aug 2009. CEOs for Cities, Web. 1 Sep 2009. <http://www.ceosforcities.org/files/WalkingTheWalk_CEOsforCities.pdf>.
- ⁴ Annual Cost to Own and Operate a Vehicle Falls to \$8,698, finds AAA." AAA News Room. AAA, Web. 4 Jun 2015. <<http://newsroom.aaa.com/2015/04/annual-cost-operate-vehicle-falls-8698-finds-aaa/>>
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- ⁶ Littman, Todd. "Where We Want To Be: Home Location Preferences and Their Implication for Smart Growth." Victoria Transport Policy Institute 22 Nov 2009: n. pag. Web. 1 Sep 2009.
- ⁷ Healthy Community Design." Designing and Building Healthy Places. Jun 2008. Centers for Disease Control and Prevention, Web. 1 Sep 2009. <<http://www.cdc.gov/healthy-places>>
- ⁸ Levine, Jonathan. Zoned Out. Washington D.C.: RFF Press, 2006. Print
- ⁹ "Population and Household Estimates for Southeast Michigan." Southeast Michigan Council of Governments 8 Jun 2015 <<http://semcog.org/Plans-for-the-Region/Region-al-Forecast>>
- ¹⁰ United States Census. American Community Survey: 2015- 2019 5-year estimates. Web.
- ¹¹ Beck, Graham T. "Streets Safe for Walking: How cities are making their byways user-friendly." AARP Bulletin Today 23 Mar 2009: 3 Jun 2015. <http://bulletin.aarp.org/yourworld/gettingaround/articles/streets_safe_for_walking.html>
- ¹² United States Census. American Community Survey: 2015- 2019 5-year estimates. Web.
- ¹³ United States Census. American Community Survey: 2015- 2019 5-year estimates. Web.
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- ¹⁵ United States Census. American Community Survey: 2013- 2018 5-year estimates. Web. 7 Mar 2021. <https://datausa.io/profile/geo/ypsilanti-mi#mode_transport>
- ¹⁶ United States Census. American Community Survey: 2013- 2018 5-year estimates. Web. 7 Mar 2021. <https://datausa.io/profile/geo/ypsilanti-mi#mode_transport>

¹⁷ The City of Ypsilanti registered 8,369 total crashes and 200 pedestrian and bicycle crashes between 2010-2019.

¹⁸ The City of Ypsilanti registered 7 fatal crashes and 3 pedestrian and bicycle fatal crashes between 2010-2019.

¹⁹ Michigan Traffic Crash Facts(<https://bit.ly/2XVJPZz>)

²⁰ Michigan Traffic Crash Facts(<https://bit.ly/2XVJPZz>)

²¹ Washtenaw County Health Improvement Plan Survey

²² Washtenaw County Health Improvement Plan Survey

²³ American Community Survey 5-year estimates

²⁴ American Community Survey 5-year estimates

²⁵ Washtenaw County Health Improvement Plan Survey

Drafted Non-Motorized Transportation Plan Public Comments

June 16, 2021

Comment Number	From	Comment	NMAC Recommendation	Staff Response
1	AAATA Boardmember	I was reading through the Non-Motorized Transportation Plan and found what I believe to be a factual error on page 28. It currently states "The City of Ypsilanti currently has a purchase of service agreement with the Ann Arbor Area Transit Authority (AAATA).. I believe with the reincorporation of AAATA in 2013 to include Ypsilanti and Ypsi Township as governing members, the service provided by AAATA is no longer a POSA but rather a fundamental service to be provided by the Authority. The role of the city of Ypsilanti is Incorporator, with the purpose of incorporation according to the bylaws being. "acquiring, owning, operating or causing to be operated a mass transportation system within the corporate limits of the Cities of Ann Arbor and Ypsilanti, and the Charter Township of Ypsilanti, and beyond the said corporate limits." POSAs are reserved for areas like Pittsfield Township where they purchase service but don't have any governing authority. It's a semantic detail, but I don't want Ypsilanti's role in the AAATA to be diminished.	Factual correction	Factual correction. Will eliminate the mention of the POSA and stipulate that the City of Ypsilanti is a member of the AAATA.
2	AAATA Boardmember	Overall I'm thrilled to see the city taking such a comprehensive approach, especially one that explicitly calls out reducing the overall number of automobile trips taken!	Thank you for the public comment!	Thank you for the public comment and support!
3	AAATA Boardmember	I'd like to see mention of AAATA's intention to build a new YTC in response to demand. Perhaps an excerpt from the City Manager's recent letter to Congresswoman Dingell, " A newer, expanded terminal will help attract more ridership to transit and mitigate climate change, as well as meeting the social and economic needs of the community. "	Feedback to incorporate	Add the following strategy under Goal 3 Objective 1 (p. 45): <i>Support increased capacity for the Ypsilanti Transit Center.</i>

Public Comments - 1

4	AAATA Boardmember	I'm troubled by the phrase on page 67 that says "Establishing a police traffic bureau." More and more attention is being drawn to the problematic and inequitable nature of traffic policing. I'd like to see this reworded to avoid an interpretation that points towards involving law enforcement and seeks to find alternative methods of enforcement.	Factual correction	Re-write the "Traffic Bureau & Parking Bureau" section (p. 67) as follows: <i>Dedicated revenues for traffic enforcement can come from traffic enforcement. Such revenues, however, are unpredictable; if there is perfect driving, then there are no enforcement revenues. Alternately, if there is no or little enforcement due to staff shortages and reprioritization, there will also be no revenue. The City could consider a specialized traffic enforcement bureau, similar to the existing parking bureau, which would potentially remedy the staff shortage issue but not the issue of unpredictable revenue, and now that revenue would in part go to staff. Another alternative would be to implement some sort of automated enforcement such as speed camera or red light cameras in high-risk locations, such as near schools or commercial districts; however, automated enforcement is not permitted in the state of Michigan.</i> <i>The parking system generates revenue both from fees, which can be predicted, and fines, which are more variable. Some revenues from the parking bureau could be devoted to improving bicycle parking as well as pedestrian infrastructure as it relates to parking; after all, all drivers are pedestrians at some point in their trip.</i>
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Public Comments - 2

5	Washtenaw Bicycling & Walking Coalition (WBWC)	Bicycle projects The draft plan does not list or map bicycle projects, even though much work has been done to identify needs. The Ypsilanti's 2010 Non-Motorized Plan listed and prioritized street segments needing bicycle lanes, and subsequent work by the Ypsilanti Non-Motorized Advisory Committee has updated that list. Recommendation: Preferably, incorporate in the plan the bicycle project list from the 2010 plan (with any needed updates) as a starting point, and include a map showing the locations of those projects. If this is not possible, at least mention the existence of that list, and strengthen the weak recommendation on page 80 regarding a non-motorized inventory and analysis by including a near-term date for its completion.	Feedback to incorporate at a later date.	Thank you for the public comment. Your comment is noted. The Non-Motorized Advisory Committee recommends this feedback be explored throughout the implementation of Goal 4, and if an amendment to the Plan is needed it may be explored through a Plan amendment.
6	WBWC	Border-to-Border (B2B) Trail Though the B2B Trail is mentioned multiple times in the draft plan, there appears to be little mention of the needs regarding this important facility. The trail currently lacks continuity, and connections between segments are not well marked. Recommendations: List, probably in "Chapter 10: Implementation," the following objectives with proposed completion dates: • Identify and map the planned B2B route through Ypsilanti. If the long-term route will differ from the short-term route, identify both. • Identify and sign interim connections among existing segments until the B2B route is completed. • Identify and sign connections between major	Feedback to incorporate.	Add the following strategy under Goal 3 Objective 2: <i>Support signage improvements and connection improvements along B2B Trail.</i> And, under Chapter 5: Policies and Administration under "New Project Prioritization" (p. 49-50): <i>Support B2B projects, especially improvements regarding signage and connection of existing segments.</i>

		destinations (e.g., EMU, downtown, and Depot Town) and the B2B Trail.		
7	WBWC	Speed-reduction strategies Though the draft plan discusses multiple times the concern with vehicle speed, there appears to be little discussion of strategies to address it. Strategies to reduce speeds can improve the comfort and safety of pedestrians and bicyclists. The second paragraph on page 49 suggests that “enforcing pedestrian right-of-way” at crossings may reduce vehicle speeds. That may or may not be true, but it seems backward; experience suggests that lower speeds lead to greater yielding compliance and safety at crossings. Recommendation: On page 49 or elsewhere, give examples of design tools, such as narrower lanes, narrowed crossings, and raised crosswalks, as ways to reduce vehicle speeds and improve pedestrian safety. Also, consider adding a suggestion to work with state officials in cooperation with other communities to allow camera use for enforcing speed limits.	Idea to consider later.	Add the following strategy under Goal 2 Objective 3 (p. 42): <i>Continue practice of performing a complete streets review aligned with the Complete Streets ordinance during the design phase, if not earlier, when performing significant maintenance or reconstruction projects on roadways, to ensure that pedestrians and bicyclists may use the public right of way with as much ease as a motorist and that motorists are encouraged to travel at safe speeds.</i>
8	WBWC	Column readability typo, general typos on p. 2 and p. 54	Typo	Will fix before draft goes to Council.

9	AAATA Administration	P. 28 of Plan - The City of Ypsilanti is an AAATA member, not under a purchase of service agreement. AAATA operated over 10 routes before the pandemic.	Typo	See above Comment #1. Will fix before draft goes to Council.
10	AAATA Administration	P. 45 of Plan regarding Objective #1 - Based on our past experience, more than doubling the transit mode share in less than 4 years is impossible. Just an example - AAATA mode share and ridership hasn't been increased since 2013 though service increased by 40%.	Elevate to PC	This is a hopeful goal of the NMAC, but it may indeed be nearly impossible to accomplish. What does Planning Commission think in terms of setting such goal? Should the metric be lowered, or should the timeframe be extended or omitted?
11	Resident	For "invest transportation dollars in neighborhoods equitably" can also add "Use the WATS Long Range Plan and the County Opportunity Index to help ensure transportation dollars are being spent where they're needed"	Feedback to incorporate	Add the following strategy under Goal 2 Objective 2 (p. 41-42): <i>Monitor our proposed road projects while keeping an eye on WATS Long Range Plan and the County Opportunity Index to help ensure transportation dollars are being spent where they are needed.</i>
12	Resident	Synchronize the snow-removal-related strategies on bottom of p. 42 and top of p. 43 to one strategy. Also add a strategy on inventorying and improving destructed sidewalks.	Typo (first part)	Omit bullet-point #4 and add the following to bullet-point #3 under Goal 2 Objective 4 (p. 42-43): <i>Promote citizen-action to maintain snow removal standards on non-motorized facilities, such as driveways, sidewalks, and curbs in order to maintain accessibility during winter. This includes the promotion of Ypsilanti Connect or future tools to report code enforcement issues.</i> And, add the following strategy under Goal 2 Objective 4 (p. 43): <i>Inventory damaged/destructed sidewalks.</i>
13	Resident	Plan should mention NMAC support for increased capacity of YTC	Feedback to incorporate.	Add the following strategy under Goal 3 Objective 1 (p. 45):

				<i>Support increased capacity for the Ypsilanti Transit Center.</i>
14	Resident	Under goal 3 objective 1 add "coordinate future micromobility with buses/transit"	Feedback to incorporate.	Add the following strategy under Goal 3 Objective 3 (p. 46): <i>Coordinate future micromobility with buses/transit.</i>
15	Resident	Add "West Cross" to Goal 3 Objective 2 strategy	Typo	Will fix before draft goes to Council.
16	Resident	P. 67 notes "Parking Bureau" but doesn't elaborate on parking	Factual correction	See response to Comment #4
17	Resident	I am writing to provide comment on the City of Ypsilanti's Non-Motorized Transportation Master Plan - 2021 Update. As a resident of Ypsilanti Township who commutes daily by bicycle, and regularly utilizes City roads, and non-motorized paths for both utility and recreational purposes, I strongly support this Master Plan. The goals of Safety, Equity, and mode-shift to non-motorized transportation are supported by the final goal of data collection and analysis. Together they present a clear vision of how to improve non-motorized transportation for all users in the city.	Thank you for the public comment!	Thank you for the public comment and support!
18	Resident	EQUITY IN NON-MOTORIZED TRANSPORTATION (Goal 2), objective 3 (pg 42): In addition to links to jobs, entertainment opportunities, and our park system, I would recommend including grocery stores and similar necessities to the proposed Neighborhood Connector System. Enabling residents to run simple errands without a car would help to support non-motorized transportation for all reasons, not just commuting, or recreation/entertainment (Goal 3).	Feedback to incorporate.	Add the following strategy under Goal 3 Objective 2 (p. 45-46): <i>Work with Planning Commission to plan for land uses that support grocery stores and similar necessities along the Neighborhood Connector System, or at important nodes of said system.</i>

19	Resident	Chapter 6: MAINTENANCE, Winter and Snow Maintenance (pg 51): I cannot emphasize enough how important this is in supporting goals 1, 2, and 3. As a year-round bicycle commuter, lack of winter maintenance on bicycle paths and non-motorized paths routinely forces me to improvise my commuting routes, and engage with automobile traffic in the worst of road conditions (Goal 1). Likewise, on my commutes I have routinely witnessed wheelchair users who become stranded and/or resort to joining automobile traffic due to lack of cleared pathways (Goal 2). Finally as a result of the increased danger of snow/ice, I know many non-motorized commuters who resort to driving personal vehicles in the winter (Goal 3).	Thank you for the public comment!	Thank you for the public comment. Your comment is noted. It is helpful to know the proposed goals/objectives/strategies are helpful to real-life experiences.
20	Resident	Chapter 7: BUILD & INFILL, Connect Freeway Bridges (pg 56): I strongly support both of these projects. Improving safety crossing the freeway at these locations would go a long way towards building a robust connector system, and grant safer access to downtown Ypsilanti for residents to the south, and access to resources like the Whitaker road library branch, and Kroger shopping center to residents north of the freeway.	Thank you for the public comment!	Thank you for the public comment. Your comment is noted. It is helpful to know the proposed goals/objectives/strategies are helpful to real-life experiences.
21	Resident	Chapter 9: FUNDING I do not understand the complexities of coordinating funding between the city and township. That said, as a township resident I would support a regional level funding structure that would help support this master plan and coordinate with planning, implementation, and maintenance between the city and township.	Thank you for the public comment!	Thank you for the public comment. Your comment is noted. For your reference please see page 66 for more information regarding regional funding.



Resolution No. 2021-132
July 13, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

That the public hearing for the Non-Motorized Transportation Plan update be officially closed.

OFFERED BY: _____

SECONDED BY: _____

YES: NO: ABSENT: VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this 13 day of July 2021

#Resolution No. 2021-132



REQUEST FOR LEGISLATION

TO: Mayor and City Council
FROM: Bonnie Wessler
DATE: July 13, 2021
SUBJECT: Traffic Control Orders

DESCRIPTION:

Traffic Control Orders

SUMMARY:

Per the Uniform Traffic Code (R28.1153) and City Code (§10-32), the City Manager has the authority to regulate traffic via issuance of Traffic Control Orders. Those orders are temporary for a period of 90 days until they are approved by City Council and filed with the Clerk. Residential Permit Parking program TCOs automatically become permanent under §102-101.

Attached are Traffic Control Orders 2021-01 through 2021-03, and TCO 2021-05 for Council's consideration and approval. TCO 2021-04 and 2021-06 relate to the provision of temporary parking restrictions related to the closures of E Cross for dining and W Cross for construction and are intended to be temporary, thus not listed here for permanent adoption.

- 2021-01, provide handicap sign for the northernmost space on the west side of the 10 block of N Huron, remove "no parking" signage
- 2021-02; provide a meter on the west side of the 10 block S Washington at the former Beer Cooler entrance
- 2021-03, to update no-parking signage adjacent to Market Plaza
- 2021-05, replace "No Parking, Tow Away Zone" signage on Ninde

RECOMMENDED ACTION: Approval

ATTACHMENTS: TCOs.

CITY MANAGER APPROVAL: _____ COUNCIL AGENDA DATE: _____

CITY MANAGER COMMENTS: _____

FISCAL SERVICES DIRECTOR APPROVAL: _____



Resolution No. 2021-133
July 13, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, the Traffic Review Committee has reviewed several traffic control requests and made appropriate recommendations based on best practices, City ordinance, and City policy; and

WHEREAS, the City Manager recommends City Council provide final approval for the Traffic Control Orders listed above.

NOW THEREFORE BE IT RESOLVED, THAT the City Council hereby approves Traffic Control Orders as listed and adopts an ordinance entitled 2021 Spring/Summer Traffic Control Orders.

OFFERED BY: _____

SECONDED BY: _____

YES: NO: ABSENT: VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this
13 day of July 2021

#Resolution No. 2021-133

An Ordinance Entitled "2021 SPRING/SUMMER TRAFFIC CONTROL ORDERS"

THE CITY OF YPSILANTI ORDAINS:

That the following Traffic Control Orders be made permanent:

- 2021-01, provide handicap sign for the northernmost space on the west side of the 10 block of N Huron, remove "no parking" signage
- 2021-02; provide a meter on the west side of the 10 block S Washington at the former Beer Cooler entrance
- 2021-03, to update no-parking signage adjacent to Market Plaza
- 2021-05, replace "No Parking, Tow Away Zone" signage on Ninde

MADE, PASSED, AND ADOPTED BY THE YPSILANTI CITY COUNCIL THIS _____ DAY OF _____, 2021

Andrew Hellenga, City Clerk

Attest

I do hereby confirm that the above Ordinance No. _____ was published in the Washtenaw Legal News on the _____ day of _____, 2021.

Andrew Hellenga, City Clerk

CERTIFICATE OF ADOPTING

I hereby certify that the foregoing is a true copy of the Ordinance passed at the regular meeting of the City Council held on the _____ day of _____, 2021.

Andrew Hellenga, City Clerk

Notice Published: _____

First Reading: _____

Second Reading: _____

Published: _____

Effective Date: _____



Resolution No. 2021-134
July 13, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

That the public hearing for Ordinance 1377 an ordinance entitled “2021 Spring/Summer Traffic Control Orders” is officially closed.

OFFERED BY: _____

SECONDED BY: _____

YES: NO: ABSENT: VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this 13 day of July 2021

#Resolution No. 2021-134



**CITY OF YPSILANTI
TRAFFIC CONTROL ORDER**

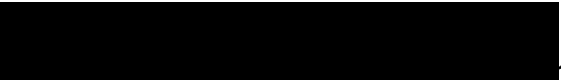
DATE: 26 January 2021

ORDER NO: 2021-001

LOCATION: 10 block N Huron, west side

ORDER: Sign the northernmost space, currently unmarked/unmetered, for handicap placard parking only.

REASON: Area is currently marked as no-parking, but size is adequate for an additional parallel space. There are no handicap-placard spaces on this side of the street currently. Adding a handicap placard space here resolves that issue.

Approved by: 
Frances M McMullan, City Manager

Prepared by: Bonnie Wessler

Date Completed: _____

By: _____

cc: Frances M McMullan, City Manager
Ken Hobbs, YFD
Wendy Cline, DPS
Andrew Hellenga, City Clerk

cc: Traffic Review Committee:
Ron Akers, DPS
Bonnie Wessler, Parking
Tony DeGuisti, YPD
Andy Aamodt, Planning
Christopher Jacobs, YDDA



**CITY OF YPSILANTI
TRAFFIC CONTROL ORDER**

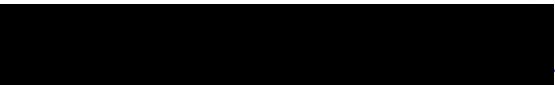
DATE: 26 January 2021

ORDER NO: 2021-002

LOCATION: 10 block S Washington, west side

ORDER: Meter the currently unsigned parking space located in front of the Beer Cooler's unused overhead door (22 S Washington).

REASON: Area is currently unmarked/unsigned; there is a curb cut to unused overhead door for drive-in traffic (no longer active/permited). Due to curb cut, no parking is permitted ("blocking a driveway"). By placing a meter, people will be able to use this space for parking.

Approved by: 
Frances M McMullan, City Manager

Prepared by: Bonnie Wessler

Date Completed: _____

By: _____

cc: Frances M McMullan, City Manager
Ken Hobbs, YFD
Wendy Cline, DPS
Andrew Hellenga, City Clerk

cc: Traffic Review Committee:
Ron Akers, DPS
Bonnie Wessler, Parking
Tony DeGuisti, YPD
Andy Aamodt, Planning
Christopher Jacobs, YDDA



**CITY OF YPSILANTI
TRAFFIC CONTROL ORDER**

DATE: 20 May 2021

ORDER NO: 2021-003

LOCATION: Market Plaza

ORDER: Replace "no parking, 6a – 4p Saturday Sunday Tow Away Zone" signage with "No Parking, 6a-3p Saturday, May-Oct, Tow Away Zone"
Repaint curb yellow.

REASON: This area is used for Farmer's Market merchants to set up during Farmers Markets. This market runs May through October. There are no longer any Sunday markets being held regularly.

Approved by:



Frances M McMullan, City Manager

Prepared by: Bonnie Wessler

Date Completed: _____

By: _____

cc: Frances M McMullan, City Manager
Ken Hobbs, YFD
Wendy Cline, DPS
Andrew Hellenga, City Clerk

cc: Traffic Review Committee:
Ron Akers, DPS
Bonnie Wessler, Parking
Tony DeGuisti, YPD
Andy Aamodt, Planning
Christopher Jacobs, YDDA



**CITY OF YPSILANTI
TRAFFIC CONTROL ORDER**

DATE: 04 June 2021

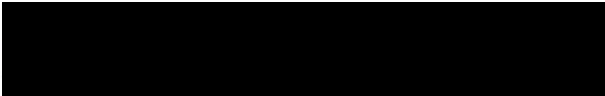
ORDER NO: 2021-005

LOCATION: Ninde Street

ORDER: Place "No Parking, Tow Away Zone" signage along Ninde

REASON: No parking is permitted on Ninde Street due to its width. Any parked vehicles block traffic including emergency vehicles.

Approved by:



Frances M McMullan, City Manager

Prepared by: Bonnie Wessler

Date Completed: _____

By: _____

cc: Frances M McMullan, City Manager
Ken Hobbs, YFD
Wendy Cline, DPS
Andrew Hellenga, City Clerk

cc: Traffic Review Committee:
Ron Akers, DPS
Bonnie Wessler, Parking
Tony DeGuisti, YPD
Andy Aamodt, Planning
Christopher Jacobs, YDDA



Resolution No. 2021-135
July 13, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

That the following items be approved:

1. **Resolution No. 2021-136, approving the minutes of June 15, 2021.**
2. **Resolution No. 2021-137, approving a Youth Mini-Grant for DAPCO.**
3. **Resolution No. 2021-138, approving an amendment to the Washtenaw Regional Resource Management Authority (WRRMA) Articles of Incorporation to include Ann Arbor.**
4. **Resolution No. 2021-139, authorizing the purchase of the Glasdon Jubilee 29G recycling containers.**

OFFERED BY: _____

SECONDED BY: _____

YES: NO: ABSENT: VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this
13 day of July 2021

#Resolution No. 2021-135



Resolution No. 2021-136
July 13, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

THAT the minutes of June 15, 2021 be approved.

OFFERED BY: _____

SECONDED BY: _____

YES:

NO:

ABSENT:

VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this
13 day of July 2021

#Resolution No. 2021-136



MINUTES REGULAR COUNCIL Meeting

7:00 PM - Tuesday, June 15, 2021

Zoom Meeting

The REGULAR COUNCIL of the City of Ypsilanti was called to order on Tuesday, June 15, 2021, at 7:00 PM, in the Zoom Meeting, with the following members present:

PRESENT: Council Member Jennifer Symanns (Washtenaw County, City of Ypsilanti), Council Member Steven Wilcoxon (Washtenaw County, City of Ypsilanti), Mayor Pro-Tem Nicole Brown (Washtenaw County, City of Ypsilanti), Mayor Lois Richardson (Washtenaw County, City of Ypsilanti), Council Member Anthony Morgan (Washtenaw County, City of Ypsilanti), Council Member Annie Somerville (Washtenaw County, City of Ypsilanti), and Mr. Brian Jones-Chance (Washtenaw County, City of Ypsilanti)

ABSENT: None

1 CALL TO ORDER

The meeting was called to order at 7:04 PM

3 AGENDA APPROVAL

Council Member Morgan moved, seconded by Council Member Somerville to approve the agenda as submitted. On a voice vote the motion carried.

4 PRESENTATIONS

- a) Ypsilanti Community Utilities Authority update on the West Cross Construction and future projects.

5 PUBLIC COMMENT (3 MINUTES)

Four members from the public spoke.

6 CONSENT AGENDA

- a) Resolution No. 2021-123, approving the Consent Agenda.

Council Member Anthony Morgan moved, seconded by Mayor Pro-Tem Nicole Brown, to approve Resolution No. 2021-123

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

That the following items be approved:

1. **Resolution No. 2021-124, approving the minutes of June 1, 2021.**
2. **Resolution No. 2021-125, approving appointments to Boards and Commissions.**
3. **Resolution No. 2021-126, approving special assessments to be added to the 2021 Summer Tax Roll.**
4. **Resolution No. 2021-127, requiring that all transferred employees shall be given the individual choice to either be placed in the open or closed plan if it is the same plan type provided there are active employees remaining in the closed plan for the Michigan Employees Retirement Systems of Michigan (MERS).**

RESULT:	CARRIED.
MOVER:	Council Member Anthony Morgan
SECONDER:	Mayor Pro-Tem Nicole Brown
AYES:	Jennifer Symanns, Steven Wilcoxon, Nicole Brown, Lois Richardson, Anthony Morgan, Annie Somerville, and Brian Jones-Chance

- b) Resolution No. 2021-124, approving the minutes of June 1, 2021.

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

THAT the minutes of June 1, 2021 be approved.

- c) Resolution No. 2021-125, approving appointments to boards and commissions.

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

THAT, the following Non-resident be appointed to the City of Ypsilanti Boards and Commissions as indicated below:

<u>NAME</u>	<u>BOARD</u>	<u>EXPIRATION</u>
<u>Brandon Dent</u>	<u>YDDA</u>	<u>7/1/2024</u>
<u>New Appointment</u>		
<u>2633 Grance Dr.</u>		
<u>Warren, MI 48091</u>		

- d) Resolution No. 2021-126, approving special assessments to be added to the 2021 Summer Tax Roll.

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

That, the City Treasurer be authorized to levy and assess on the July 2021 tax roll the attached listing of unpaid bills totaling \$125,602.92.

- e) Resolution No. 2021-127, requiring that all transferred employees shall be given the individual choice to either be placed in the open or closed plan if it is the same plan type provided there are active employees remaining in the closed plan for the Michigan Employees Retirement Systems of Michigan (MERS).

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, the City of Ypsilanti is a participating municipality or court in the Municipal Employees' Retirement System of Michigan (MERS); and

WHEREAS, the Standard MERS Transfer policy became effective in August 2007; and

WHEREAS, under the Standard Transfer policy, all transferred employees (and hired employees) are covered under the open employee plan associated with the defined employee group. Where the new plan is MERS Defined Contribution or Hybrid, the accrued defined benefit of transferring employee is frozen as of transfer date. Where the new plan is the MERS Defined Benefit, the transferring employee's service and wages will transfer to the new plan for purposes of calculating their retirement benefit.

WHEREAS, pursuant to Retirement Board action on November 10, 2010, the employing municipality or court may adopt for all its MERS divisions (present and future) an alternate policy which allows all transferred employees an individual choice at the time of transfer to either be placed in: (1) the division's open plan, or (2) the closed plan if it is the same plan type, provided there are active employees remaining in the closed division.

WHEREAS, this alternate transfer provision applies to transferred employees only; rehired employees will continue to be enrolled into the open plan; and

NOW THEREFORE BE IT RESOLVED, that effective July 1, 2021, the governing body adopts this resolution for all present and future employee divisions requiring that all transferred employees shall be given the individual choice to either be placed in the open or closed plan if it is the same plan type provided there are active employees remaining in the closed plan.

7 RESOLUTIONS/MOTIONS/DISCUSSIONS

- a) Resolution No. 2021-128, approving the Request for Proposals for the Water Street remediation.

Council Member Jennifer Symanns moved, seconded by Council Member Steven Wilcoxon, to approve Resolution No. 2021-128

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

Whereas, The City of Ypsilanti owns the water street property and is in the process of securing a developer to redevelop the site; and

Whereas, the levels of PCB Contamination are an issue having many requirements that the rest of the property does not fall under; and

Whereas, the city TIF collection and Washtenaw County LBRF will be used for funding this project.

Now therefore be it resolved that the Ypsilanti City Council approve the estimate from AKT Peerless to and approve bidding out the water street.

RESULT:	CARRIED.
MOVER:	Council Member Jennifer Symanns
SECONDER:	Council Member Steven Wilcoxon
AYES:	Jennifer Symanns, Steven Wilcoxon, Nicole Brown, Lois Richardson, Anthony Morgan, Annie Somerville, and Brian Jones-Chance

- b) Resolution No. 2021-129, approving the request for a full waiver of fees associated with a Juneteenth Celebration \$4,418.90.

Council Member Anthony Morgan moved, to exclude application fee from the waiver

RESULT:	WITHDRAWN.
MOVER:	Council Member Anthony Morgan
SECONDER:	

Council Member Annie Somerville moved, seconded by Council Member Anthony Morgan, to call the question.

RESULT:	CARRIED.
MOVER:	Council Member Annie Somerville
SECONDER:	Council Member Anthony Morgan
AYES:	Anthony Morgan, Annie Somerville, Jennifer Symanns, Steven Wilcoxon, Nicole Brown, Lois Richardson, and Brian Jones-Chance

Council Member Annie Somerville moved, seconded by Council Member Brian Jones-Chance, to approve Resolution No. 2021-129

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

Whereas, the City of Ypsilanti adopted a Special Events Policy, and pursuant to the policy, the City Council may waive fees for an event if it is of general interest to the public and advances the City's public image; and

Whereas, this year a Juneteenth Celebration will take place on June 19th on Ferris St and the South Huron parking lot; and

Whereas, the Juneteenth organizer is requesting a full fee waiver for the 2021 celebration; and

Now therefore be it resolved that the Ypsilanti City Council approves the request of a full fee waiver for the 2021 Juneteenth Celebration in the amount of \$4,418.90.

RESULT:	CARRIED.
MOVER:	Council Member Annie Somerville
SECONDER:	Council Member Brian Jones-Chance
AYES:	Annie Somerville, Brian Jones-Chance, Jennifer Symanns, Steven Wilcoxon, Nicole Brown, Lois Richardson, and Anthony Morgan

8 BOARD AND COMMISSION - REPORTS

1. Police Advisory Commission. **Next meeting June 24. Met with the Chair regarding functions and intentions of YPAC**
2. Human Relations Commission. **Last meeting June 9th. Strategies on how to engage young people, increase communication with public, and how to support decrease in homelessness.**
3. Arts Commission.
4. Parks and Recreation Commission. **Last meeting June 9th. Fall River Day discussed. MParks virtual 5K (September). Pool is open regular hours.**
5. Sustainability Commission. **Meeting last night, round table discussion on recycling. There will be a resolution on supporting recycling. Looked at Goals**
6. Historic District Commission. **None**
7. Planning Commission. **Meets tomorrow**
8. Zoning Board of Appeals **None**

9 LIAISON REPORTS

Moved by Steve Wilcoxon, seconded by Brian Jones-Chance to acknowledge the Boards and Commissions reports and Liaison reports are a duplicate and move forward to Council Proposed business. (Motion and second was withdrawn)

1. ~~Police Advisory Commission.~~
 2. ~~Human Relations Commission.~~
 3. ~~Arts Commission.~~
 4. ~~Parks and Recreation Commission.~~
 5. ~~Sustainability Commission.~~
 6. ~~Historic District Commission.~~
 7. ~~Planning Commission.~~
 8. ~~Zoning Board of Appeals~~
-
1. SEMCOG update - **None**
 2. Washtenaw Area Transportation Study - **Meet tomorrow**
 3. Urban County - **Presentation from public health director regarding COVID within the County and by race**
 4. Ypsilanti Downtown Development Authority - **Meeting Thursday. Grants to approve**
 5. Friends of Rutherford Pool - **Solar Panels up. Keeping pool at low capacity. Issue with parking, speeding. Talked to Jessica and Bonnie to put up signage and paint parking handicaps space.**

10 COUNCIL PROPOSED BUSINESS

Jones Chance

- Attended the Neighborhood Association Meeting
- Meeting with educate youth to talk about violence in the city

Morgan

- Had a virtual meeting with two scientists from Wayne County. Would like to present to Council regarding a program to bring to the City of Ypsilanti
- Echoed Mr. Jones-Chance about tomorrow's meeting with educate youth
- North Park Development- hope people come out

Brown

- None

Symanns

- Thanked Mr. Akers and his staff
- For the month of June there's a COVID testing challenge. Free testing kits sent to residents home. covidtestaaypsi.org

Wilcoxon

- Penn Dam Public Engagement meeting was on the 10th
 - Discussed exclusive engagements, and importance of the project
 - First public meeting will be towards the end of July until September
- Received reports on people speeding through neighborhoods. People are reluctant to involve the police or just do not want to bother them.
 - Would like to know how to handle this as a body

11 COMMUNICATIONS FROM THE MAYOR

- Received complaints from residents regarding 411 second AVE. Something needs to be done. Spoke to Mr. Jackson
- Lot at the corner of 1st and Harriet street, fence is down and is considered dangerous.
- Parking lot at Parkridge- Cars are allotting the police. Need no-parking signs there.
- Attended the Housing Commission meeting- they also requested for no-parking signs.
- Council and Mr. Barr were sent an email invitation for the 21st to discuss issues of race, equity, and inclusion.
- Still need youth on the commissions. Diverse across the board
- Apologized for mishandling of the "call the question"
 - Would like to try and make sure everyone voices are heard before a call the question is made.

12 COMMUNICATIONS FROM THE CITY MANAGER

- Answered Mr. Williamson question regarding signs
- Signs were ordered and should be installed by the end of the week on Friday.
- Public Participation Meeting for the North Park Development
 - There will be virtual meetings on June 28th at 1pm and June 29th at 7pm for public engagement
- Asked Community and Economic Development Director Meyers to address the two locations mentioned by the Mayor.
 - 2nd Ave and on Harriet
- Job posting will be posted tomorrow for a Social Worker and a Communications Director.

13 COMMUNICATIONS

14 CLOSED SESSION

- a) Closed Session for pending litigation, City of Ypsilanti v Deja Vu, MCL 15.268, Section 8(e). (added)

Council Member Jennifer Symanns moved, seconded by Council Member Steven Wilcoxon, to adjourn into a closed session.

The meeting was adjourned into a closed session at 9:27 PM.

RESULT:	CARRIED.
MOVER:	Council Member Jennifer Symanns
SECONDER:	Council Member Steven Wilcoxon
AYES:	Jennifer Symanns, Steven Wilcoxon, Nicole Brown, Lois Richardson, Anthony Morgan, and Brian Jones-Chance
ABSENT:	Annie Somerville

The meeting reconvened at 9:43 PM

15 ADJOURNMENT

- a) Resolution No. 2021-130, adjourning the City Council Meeting.

Anthony Morgan moved, seconded by Brian Jones-Chance to adjourn the meeting. On a voice vote the motion carried. The meeting was adjourned at 9:45 PM

- b) Please click [here](#) to access the City Council Contact Form. This form can be used to submit any comments/concerns you might have about this agenda



REQUEST FOR LEGISLATION

TO: Mayor and City Council
FROM: Frances McMullan
DATE: July 13, 2021
SUBJECT: Destiny and Purpose Community Outreach Mini-Grant Application

DESCRIPTION:

Destiny and Purpose Community Outreach Mini-Grant Application

SUMMARY:

Through the approval of the FY 2021-2022 Budget City Council approved a sum of 25,000 to be awarded as mini-grants to organizations that serve the youth in the City.

The Destiny and Purpose Community Outreach (DAPCO) has submitted a grant to assist in funding programs to assist community youth to prepare them for employment. The program began March of 2021 and will run until Mid-June. Once participants complete four virtual sessions they will be provided with assignments and participate in community activities.

The program will allow include an employment training curriculum, workplace ethics and understanding your personal credit. Youth will be given stipends to open bank accounts and once the have saved a certain amount they will be encourage with a second stipend.

Recommended Action:

It is recommended that City Council approve a Youth Serving Mini-Grant for FY 21-22 to Destiny and Purpose Community Outreach (DAPCO), in the amount of \$5,000.

Attachment:

- DAPCO Mental Health Mini-Grant application
-

CITY MANAGER APPROVAL: _____ COUNCIL AGENDA DATE: _____

CITY MANAGER COMMENTS: _____

FISCAL SERVICES DIRECTOR APPROVAL: _____



Resolution No. 2021-137
July 13, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, In the recently concluded FY 2021-2022, the City Council approved a \$25,000 grant to organizations that serve the youth in the City; and

WHEREAS, Destiny and Purpose Community Outreach (DAPCO) currently serving the youth in the City of Ypsilanti; and

WHEREAS, DAPCO has submitted a grant application for \$5,000; and

NOW THEREFORE BE IT RESOLVED that the Ypsilanti City Council approves a mini grant to DAPCO in the amount of \$5,000 for programs to assist community youth and prepare them for employment.

OFFERED BY: _____

SECONDED BY: _____

YES: NO: ABSENT: VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this 13 day of July 2021

#Resolution No. 2021-137

February 19, 2021

City of Ypsilanti - Youth Mental Health Mini-Grant Application

Honorable Mayor Lois Richardson

Ypsilanti City Hall

1 S. Huron St.

Ypsilanti, MI 48197

Organization name

Destiny and Purpose Community Outreach (DAPCO)

Your answer

Organization address

Mailing address above (looking for a new center since the beginning of 2021) working from home in the meantime and servicing satellite sites in Washtenaw and clients by delivery & zoom.

Your answer

Contact name

Towana D. Parker (Executive Director) mobile (313) 461-4958

Your answer

Contact email and phone

dapco1@sbcglobal.net - (877) 832-1277 Ext. 103

Your answer

Please describe the services and/or programs you provide to City of Ypsilanti youth, and how long you have been providing these services.

Your answer

Our program is called Youth on a Positive Note and has been an on-going

program in the Washtenaw County area, since 2010. Prior to 2007, we operated a year round and summer employment program for youth, aged 14-21 in the Detroit region.

Our program structure includes "best practices" and is evaluated mid-year and new best practices developed going into each new year. For the year 2019, we collaborated with Ekklesia Fellowship ministries to train their youth on developing work ethics skills and learning about employers expectations of employees in the workplace. Our office and services are available to the youth in Washtenaw County, who need additional one to one coaching, for resume development and to access their potential to be placed in part-time employment and for those who struggle to hold onto a job, we work through issues that may be preventing youth from staying gainfully employed and understanding the importance of why they maintain good work history.

Page 1

DAPCO – City of Ypsilanti Youth Grant (Page 2)

Do you know how many City of Ypsilanti youth you currently serve? If so, please share. If not, please describe what you do know that leads you to understand that you serve City of Ypsilanti youth (for instance, among youth from Ypsilanti and Superior Township as well).

Your answer

We currently have included (15) youth enrolled into our TJMaxx funded program. This

program specializes in giving youth one on one coaching, which is a more private scenario and allows the youth and parent to understand expectations of our program, assignments and help us determine what could be expected issues down the road related to each youth. We recently received funding to work with Youth in Washtenaw & Wayne to provide financial literacy education by Comerica bank. We will add this training component to what we are asking of the City of Ypsilanti youth grant.

What challenges do youth in the City of Ypsilanti face in terms of mental health? How do you know? Any data is particularly helpful here. (From your organization's direct experience, from research or other data, etc)

Your answer

The data being presented below reflects research collected and documented in the 2020

Community Health Needs Assessment, compiled by Saint Joseph Mercy - Ann Arbor; Saint Joseph Mercy - Chelsea and Michigan Medicine (University of Michigan Health System)

- While 18 percent of high school teens report regular use of e-cigarettes, this rate is higher in rural communities, ranging from 21 percent to as high as 35 percent.
- Regular alcohol use and binge drinking have diminished in Washtenaw County from 18 percent in 2018 to 12 percent today for alcohol use and from 9 percent in 2012 to 6 percent today for binge drinking.
- Although regular (past 30 day) marijuana use is down or unchanged in rural communities compared to 2018 (some communities have seen decreases of 25 to 44 percent), the rate of regular marijuana use among high school students across Washtenaw County as a whole increased during this same time period, from 11.7% in 2017 to 13.1% in 2018. This also marks the first time regular marijuana use was higher than regular alcohol use among high school students in Washtenaw County.
- 6.9 percent of Washtenaw County high school students reported having attempted suicide in the past year.
- 32 percent of Washtenaw County high school students reported experiencing depression in the past year.
- High school students in some rural communities reported an increase in intimate partner violence (with 19 percent of students in one district reporting having been hurt by a boyfriend or girlfriend in the past month, compared to the county-wide rate of 7.5 percent).
- While the county-wide rate of high school students reporting two or more Adverse Childhood Experiences (ACES) was 25 percent, some low-income communities had significantly higher rates, ranging from 35 to 45 percent.

What program, service, or initiative are you proposing, and how will it benefit the mental health of City of Ypsilanti youth? Please describe as fully as needed so that we can understand what you propose to do, including activities, timeline, number of youth reached, any other relevant demographic information.

Your answer

Our timeline for program implementation will be on-going with a special emphasis with

working with youth to prepare them for employment beginning in March 2021 till Mid-June 2021 for placement once they complete a 4 session virtual learning lab, provide assignments and participate in community activities.

DAPCO – City of Ypsilanti Youth Grant (Page 3)

Our total target number to work with in a virtual group session will be (20) our target number that we anticipate will need one to one coaching will be (10) these are the ones that we believe have had difficulty in finding employment, staying employed and experiencing social crisis.

Our program will include an employment training curriculum, workplace ethics and understanding your personal credit.

Mental resource outreach to parents and well as youth, each household will be provided with a crisis resource booklet

DAPCO staff will access parent and youth quarterly through assessments should they remain in our program, incentives will help with our gathering of this data

Monthly sites will be chosen to invite youth on excursions of various employment related activities and learn of the expectations of these particular work sites

A financial coach will be assigned to the family (optional) for further understanding of preparing for household financial success

Youth will be given a stipend to open their bank accounts; once they have saved a certain amount youth will be encouraged with a second stipend (for a total of \$35.00) per youth that meets the goal.

Our expansion of our existing program involves revelations gathered through supporting data also found in the same Community Health Assessment Needs report for 2020. (see below)

Special Interest to DAPCO is the following data from the same report; seeing that we also work with families with 90% being women of color in Washtenaw county. We have come to know many of them have some form of mental disparities, due to referral information SENT TO DAPCO when the client is referred to DAPCO for services. The pressures of life weigh families down and affect them in a variety of ways. Our 2020 program will provide specific and defined approaches to referring families in our program to support services that can prevent mental issues from festering in youth and positively impact current mental issues in the parents.

Our motivation for the revamp of our program to include a mental outreach component is found in the report studies that highlight that "The decimation of community-based mental health supports also continues to be a systemic issue, and not all insurance types cover needed mental health services. Some policy factors impacting reproductive justice and perinatal health include administrative rules that may allow employers to stop paying for birth control; and the fact that life and disability insurance providers have sometimes penalized women with mental illnesses, including postpartum depression, by charging them more money, excluding mental health coverage, or declining coverage. Lack of Child Care, Paid Parental Leave The need for safe and affordable child care and paid parental leave is another issue that surfaced through analysis of secondary data and in the mothers' focus groups.

Households with young children have the most expensive Household Survival Budget of all household types due to the additional expense of child care, preschool, and after-school care. Michigan has lost thousands of child care providers from its licensed system in recent years, especially home-based providers. Additionally, the cost of existing child care options is prohibitively expensive for working class families. Kids Count data, showed the average cost of full-time childcare per month in 2017 to be \$769, or 49.9 percent of full-time minimum wage.

Pre-conceptual and Perinatal Health Birth outcome disparities continue to persist among racial and ethnic minorities, largely due to institutional and systemic issues that inequitably distribute resources and opportunities. • Women in the Ypsilanti area identified a need for access to mental health treatment, quality and affordable child care, affordable healthy food, and safe, stable, and affordable housing. • Latina women have lower insurance coverage rates compared to the rest of Washtenaw County women. • African-American women have a significantly higher infant mortality rate compared to all other counterparts in the county. • Locally, 40 percent of homeless youth seeking services are pregnant or parenting compared to 27 percent statewide. • There are gaps in dental care access for pregnant women, and during the first years of children's lives. • Fear of litigation has been cited as why dental care is refused to pregnant women. • (This was particularly of interest to DAPCO, since we offer a weekly baby pantry each week at (2) Agency partner sites in Washtenaw county) Diapers are not covered through public assistance programs, and the expense of diapers came up in the mothers' focus group feedback meeting. This reflects the national data of 1 in 3 American families reporting diaper need, and not being able to buy them being a leading cause of mental health problems among new moms. Studies show families in the lowest income quintile spend almost 14 percent of their pretax income on diapers.

DAPCO – City of Ypsilanti Youth Grant (Page 4)

Is this a new, ongoing, or expansion of an existing program or service?

New and Ongoing, beyond the June 2021 till we reach our numbers and satisfied with training participation. (This will be an expansion and variation to prior youth programs DAPCO has implemented.

As a result of your proposed work, what impact will we see? If we were writing a newspaper article at the conclusion of a very successful program, what would it say changed in our community and among our youth?

Your answer

Destiny and Purpose Community Outreach (DAPCO) a 22 year old non-profit agency, headquartered in the county of Washtenaw celebrates the accomplishment of awarding 20 youth with a Champion of Accomplishment Award and (5) parental advisors for their support during the Youth on A Positive Note employment and life enhancement training program.

The program challenged youth through learning models; community challenges they had to meet, working with a financial coach and participating in workplace excursions. Out of the 25 youth recruited, we were able to fully work with with 20 youth from start to finish. As a result of the program, we have minimized barriers to understanding employment and workplace issues that can arise, trouble shoot social disparities in youth that have allowed them to hide and enclosed themselves in a box of depression, drug use and other risky behaviors. We believe that our program fulfillment has allowed youth and their parents to have better life skills direction and set them on a path to non-dependency on government subsidies.

How much are you applying for (\$5000 is max in one year; the year follows Ypsilanti's fiscal year which begins July 1)?

\$5,000

Your answer

How will you use these funds? A detailed budget is not necessary, and operating support for programs and staff salaries are acceptable expenses. Please describe generally, with amounts going into buckets (e.g. \$2K for salaries, \$1K for transportation support, \$2K for youth stipends). If awarded, a follow up financial and impact report will be required.

Your answer

\$1,500 - (3) new laptops, \$500 - office supplies, \$700.00-stipends, 300.00- refreshments,

\$1,300-youth recruiter (known as our Community Liaison) 700.00-Ceremony event

Total annual organizational budget

\$185,000.00

Your answer

Please email your 501c3 determination letter to mayor@cityofypsilanti.com. Did you do this?

No, I was asked to hand deliver.

Are your 990s on Guidestar? If so please provide a link. If not, please email along with your 501c3 determination letter.

Your answer

DAPCO – City of Ypsilanti Youth Grant (Page 5)

Please paste your organization's non-discrimination policy here.

Your answer



Destiny and Purpose Community Outreach (DAPCO) does not and shall not discriminate

on the basis of race, color, religion (creed), gender, gender expression, age, national origin (ancestry), disability, marital status, sexual orientation, or military status, in any of its activities or operations. These activities include, but are not limited to, hiring and firing of staff, selection of volunteers and vendors, and provision of services. We are committed to providing an inclusive and welcoming environment for all members of our staff, clients, volunteers, subcontractors, vendors, and clients.

SUBMIT

Adopted by the Board of Directors on [DATE]

[NONPROFIT] does not and shall not discriminate on the basis of race, color, religion (creed), gender, gender expression, age, national origin (ancestry), disability, marital status, sexual orientation, or military status, in any of its activities or operations. These activities include, but are not limited to, hiring and firing of staff, selection of volunteers and vendors, and provision of services. We are committed to providing an inclusive and welcoming environment for all members of our staff, clients, volunteers, subcontractors, vendors, and clients.

[NONPROFIT] is an equal opportunity employer. We will not discriminate and will take affirmative action measures to ensure against discrimination in employment, recruitment, advertisements for employment, compensation, termination, upgrading, promotions, and other conditions of employment against any employee or job applicant on the bases of race, color, gender, national origin, age, religion, creed, disability, veteran's status, sexual orientation, gender identity or gender expression.

Thank you for considering our request and reviewing our content.



Towana D. Parker

Executive Director

P. O. BOX 2508
CINCINNATI, OH 45201

Date: MAY 12 2003

DESTINY AND PURPOSE COMMUNITY
OUTREACH DAPCO

DETROIT, MI 48219-1116

Employer Identification Number:
38-3486156

DLN:
17053060791043

Contact Person:
JAMES H BLAIR ID# 31324

Contact Telephone Number:
(877) 829-5500

Our Letter Dated:
November 1999

Addendum Applies:
no

Dear Applicant:

This modifies our letter of the above date in which we stated that you would be treated as an organization that is not a private foundation until the expiration of your advance ruling period.

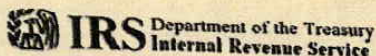
Your exempt status under section 501(a) of the Internal Revenue Code as an organization described in section 501(c)(3) is still in effect. Based on the information you submitted, we have determined that you are not a private foundation within the meaning of section 509(a) of the Code because you are an organization of the type described in section 509(a)(1) and 170(b)(1)(A)(vi).

Grantors and contributors may rely on this determination unless the Internal Revenue Service publishes notice to the contrary. However, if you lose your section 509(a)(1) status, a grantor or contributor may not rely on this determination if he or she was in part responsible for, or was aware of, the act or failure to act, or the substantial or material change on the part of the organization that resulted in your loss of such status, or if he or she acquired knowledge that the Internal Revenue Service had given notice that you would no longer be classified as a section 509(a)(1) organization.

You are required to make your annual information return, Form 990 or Form 990-EZ, available for public inspection for three years after the later of the due date of the return or the date the return is filed. You are also required to make available for public inspection your exemption application, any supporting documents, and your exemption letter. Copies of these documents are also required to be provided to any individual upon written or in person request without charge other than reasonable fees for copying and postage. You may fulfill this requirement by placing these documents on the Internet. Penalties may be imposed for failure to comply with these requirements. Additional information is available in Publication 557, Tax-Exempt Status for Your Organization, or you may call our toll free number shown above.

If we have indicated in the heading of this letter that an addendum applies, the addendum enclosed is an integral part of this letter.

Letter 1050 (DO/CG)



CINCINNATI OH 45999-0038

In reply refer to: 0248367584
Mar. 31, 2017 LTR 4168C 0
38-3486156 000000 00
00016886
BODC: TE

DESTINY AND PURPOSE COMMUNITY
OUTREACH DAPCO
% DESTINY AND PURPOSE
127 N WASHINGTON ST
YPSILANTI MI 48197

019741

Employer ID Number: 38-3486156
Form 990 required: Yes

Dear Taxpayer:

This is in response to your request dated Mar. 22, 2017, regarding your tax-exempt status.

We issued you a determination letter in November 1999, recognizing you as tax-exempt under Internal Revenue Code (IRC) Section 501(c)(3).

Our records also indicate you're not a private foundation as defined under IRC Section 509(a) because you're described in IRC Sections 509(a)(1) and 170(b)(1)(A)(vi).

Donors can deduct contributions they make to you as provided in IRC Section 170. You're also qualified to receive tax deductible bequests, legacies, devises, transfers, or gifts under IRC Sections 2055, 2106, and 2522.

In the heading of this letter, we indicated whether you must file an annual information return. If a return is required, you must file Form 990, 990-EZ, 990-N, or 990-PF by the 15th day of the fifth month after the end of your annual accounting period. IRC Section 6033(j) provides that, if you don't file a required annual information return or notice for three consecutive years, your exempt status will be automatically revoked on the filing due date of the third required return or notice.

For tax forms, instructions, and publications, visit www.irs.gov or call 1-800-TAX-FORM (1-800-829-3676).

If you have questions, call 1-877-829-5500 between 8 a.m. and 5 p.m., local time, Monday through Friday (Alaska and Hawaii follow Pacific Time).



REQUEST FOR LEGISLATION

TO: Mayor and City Council
FROM: Ron Akers
DATE: July 13, 2021
SUBJECT: Amendment #1 to the Washtenaw Regional Resource Management Authority (WRRMA) Articles of Incorporation

DESCRIPTION:

Amendment #1 to the Washtenaw Regional Resource Management Authority (WRRMA) Articles of Incorporation

SUMMARY:

Please see attached memo.

RECOMMENDED ACTION:

Staff recommends City Council approve the resolution amending the WRRMA articles of incorporation to include Ann Arbor as a member.

ATTACHMENTS: Summary Memo, Proposed Changes to the Articles of Incorporation

CITY MANAGER APPROVAL: _____ COUNCIL AGENDA DATE: _____

CITY MANAGER COMMENTS: _____

FISCAL SERVICES DIRECTOR APPROVAL: _____



Resolution No. 2021-138
July 13, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, the City of Ypsilanti is a member of the Washtenaw Regional Resource Management Authority (WRRMA); and,

WHEREAS, the City of Ann Arbor has requested to join WRRMA; and,

WHEREAS, including the City of Ann Arbor as a member of WRRMA requires City Council approve a revision to the Articles of Incorporation.

NOW THEREFORE BE IT RESOLVED THAT that the City of Ypsilanti approves the revisions to the WRRMA Articles of Incorporation to include the City of Ann Arbor as a member.

OFFERED BY: _____

SECONDED BY: _____

YES: NO: ABSENT: VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this
13 day of July 2021

#Resolution No. 2021-138

**MEMO REGARDING THE PROCESS OF ADDING THE CITY OF ANN ARBOR AS CONSTITUENT
MEMBER OF WRRMA**

Theo Eggermont
6/22/2021

AMENDMENTS:

The following changes to the Articles of Incorporation are being submitted to legislative bodies for consideration.

1. Addition of **"FIRST AMENDED"** prior to the "ARTICLES OF INCORPORATION OF THE WASHTENAW REGIONAL RESOURCE MANAGEMENT AUTHORITY" to denote and differentiate from the original Articles of Incorporation.
2. Addition of **"the City of Ann Arbor"** under Article II, Constituent Members.
 - a. The City of Ann Arbor passed a Resolution on February 1st seeking to join WRRMA and the WRRMA Board has agreed to seek legislative approval to add a member.
3. Substitution of **"(a)"** for **"(1)"** under Article VI Dissolution of WRRMA, subclause (b).
 - a. The substitution allows for subclause (b) to reference immediately preceding subclause (a).

PROCESS:

As detailed in the Articles of Incorporation under Articles XXIII, XXIV, and under the enabling law MCL:123.301, the following must be completed to add a new member to WRRMA, with first steps occurring in any order and the last two steps occurring after completion of the first three:

1. A municipality may become a Constituent Member of WRRMA by a positive vote of that municipality's legislative body; AND
2. The amendments are approved by a positive vote of the legislative body of each Constituent Member; AND
3. A unanimous vote of the WRRMA Board; THEN
4. The amendment(s) must be published at least once in a newspaper circulated within the authority and certified; THEN
5. One printed copy of such articles of incorporation certified as a true copy by the person or persons designated therefor, with the date and place of such publication, shall be filed with each the secretary of state and the clerk of the county within which such authority or the major portion thereof is located. The filed printed copies shall be certified by the recording officer of the Authority.

The City of Ann Arbor completed process 1 above on February 1st, 2021. As Ann Arbor is seeking to become a constituent member, they must also approve the amendments to the Articles of Incorporation.

THE CITY OF YPSILANTI

The foregoing Articles of Incorporation were adopted by the City of Ypsilanti Washtenaw County, Michigan, at a public meeting held on the [REDACTED] day of [REDACTED], 2021 of said City Council and the Clerk of said Council being Andrew Hellenga.

Lois Richardson, Mayor
City of Ypsilanti
Dated: _____

Andrew Hellenga, Clerk
City of Ypsilanti
Dated: _____

FIRST AMENDED ARTICLES OF INCORPORATION

OF THE

WASHTENAW REGIONAL RESOURCE MANAGEMENT AUTHORITY

These Articles of Incorporation ("Articles") are adopted by the Constituent Members for the defined purposes set forth herein as allowed under the provisions of Act No. 179 of the Michigan Public Acts of 1947, being MCL 123.301, et. seq. ("Enabling Law"). The Effective Date of the Articles is September 23, 2019 ("Effective Date").

Effective Date inserted upon submission to the

Secretary of State

ARTICLE I

Legal Name

The name of this Authority shall be, for all legal purposes, Washtenaw Regional Resource Management Authority ("WRRMA"), with a principal place of business at 705 North Zeeb Road, Ann Arbor, Michigan 48103, County of Washtenaw, State of Michigan.

ARTICLE II

Constituent Members

The Constituent Members of WRRMA as of the Effective Date are: Ann Arbor Charter Township, Pittsfield Charter Township, the Township of Scio, the Charter Township of Ypsilanti, the City of Ann Arbor, the City of Dexter, the City of Saline, and the City of Ypsilanti.

All Constituent Members as of the Effective Date are located in the County of Washtenaw, State of Michigan.

ARTICLE III

Defined Purposes of WRRMA

The purposes of WRRMA are, as of the Effective Date of these Articles, limited to the purposes set forth herein. For purposes of these Articles, "materials management" shall mean

the management, including the “collection”, of municipal solid waste, organics, (including yard waste) and recyclables.

- Coordinate the materials management activities of the Constituent Members.
- Coordinate materials management promotional materials and related outreach activities for the Constituent Members.
- Ensure clear and consistent materials management activities/opportunities for all Constituent Members.
- Ensure that there are locations and resources to provide for efficient and effective materials management capabilities for all Constituent Members.

The following shall not be an authorized purpose of WRRMA as of the Effective Date of these Articles:

- The ownership or purchase of any real property and/or any facility used, in the past or the future, for the disposal of municipal solid waste, by permit or otherwise.

ARTICLE IV

Powers of WRRMA

WRRMA shall be a body corporate with the power to sue or to be sued in any Michigan Court subject to the then applicable and controlling laws on jurisdiction and venue. WRRMA shall be comprised of the physical territory situated within the boundaries of the Constituent Members. WRRMA shall possess all the powers granted to it by these Articles, and all powers necessary to, and incidental to, carrying out the currently stated and defined purposes of WRRMA as set forth by these Articles. WRRMA shall have a corporate seal.

ARTICLE V

Definitions

As used herein, all words and phrases, unless specifically defined by law or MCL 123.311(12), shall have their plain meaning and shall be construed accordingly.

ARTICLE VI

Dissolution of WRRMA

(This provision is required under MCL 123.311(11))

WRRMA shall continue in existence until dissolved in accordance with the Enabling Law as set forth at MCL 123.311, including all definitions set forth at MCL 123.311(12).

For this Article VI, the definitions at MCL 123.311(12) shall apply as used herein and where applicable.

Unless it would cause an impairment of a WRRMA contract under MCL 123.306, WRRMA, as a “qualified authority” as defined at MCL 123.311(12)(K)), shall dissolve if the following requirements are met:

- 4-a. The legislative bodies of 60% of the Constituent Members each adopt a resolution stating that WRRMA is no longer effectively serving the public good for which it was created and directing that WRRMA be dissolved pursuant to MCL 123.311(6)-(9); and
- b. The clerk (or equivalent) of each Constituent Member whose legislative body adopts a resolution under subdivision (a) above promptly files a certified copy of the resolution with WRRMA and the Secretary of State.

Within six (6) months after the requirements of MCL 123.311(6) are met, WRRMA shall establish a mechanism to manage and pay for environmental activities, if any, required under existing law and cease the activities described in Article III above. Within six (6) months of ceasing activities allowed under Article III, WRRMA shall settle its accounts, including, but not limited to, any vested or accrued employee benefits, employment contracts, collective bargaining agreements, and unemployment compensation, and, subject to MCL 123.311(2), shall sell all of its property, if any. In addition, WRRMA shall establish a mechanism for handling future environmental liabilities, if any. If the requirements of MCL 123.311(6) have been met and a new authority is incorporated under MCL 123.311(10), WRRMA may agree to the assignment of contracts from WRRMA to the new authority.

After the requirements of MCL 123.311(7) are met, WRRMA shall distribute to each Constituent Member that Constituent Member's fair share of WRRMA's remaining assets.

Upon distribution of WRRMA's assets under MCL 123.311(8), both of the following apply:

- (a) WRRMA is dissolved.
- (b) All liabilities of each Constituent Member and former Constituent Member of WRRMA are terminated, except for both of the following:
 - (i) Any environmental liabilities attributed to WRRMA to the extent that the environmental liabilities result from WRRMA's disposal of the Constituent Member's or former Constituent Member's fair share of municipal solid waste, recyclable materials or yard waste.
 - (ii) The Constituent Member's fair share of any obligation to reimburse WRRMA following the dissolution for liability incurred by WRRMA as a result of litigation or arbitration proceedings that were initiated before the date of dissolution, or litigation or arbitration involving a cause of action arising before the date of dissolution, if the total amount of the Constituent Member's fair share of the obligation cannot be exactly determined by the time the requirements of MCL 123.311(7) are met.

MCL 123.311(6)-(9) do not prevent the incorporation of a new authority by some or all of the Constituent Members or former Constituent Members of an authority with respect to which the requirements of subsection (6) have been met.

ARTICLE VII

Fiscal Year

The fiscal year of WRRMA shall be January 1 – December 31.

ARTICLE VIII

The Board

The governing body of WRRMA shall be known as a Board of Trustees ("Board") which shall be comprised of one designated representative from each Constituent Member, who shall be appointed by the applicable governing body of such Constituent Member on or before the fifteenth day of December of each year, and shall serve during the next fiscal year and until his/her successor is appointed by the Constituent Member. The members of the Board shall serve without compensation but the Board, in its discretion, may authorize the payment of the actual expenditures of any Board member incurred in connection with the actual and approved business of WRRMA.

The Board shall, at its January meeting of each year, place on its Agenda the issue of "organization". At the January organizational meeting, the Board shall select a Chairperson, a Vice Chairperson and a Secretary, who shall otherwise be existing and designated members of the Board. Such officers shall serve until the January organizational meeting of the following year and/or until their respective successors shall be selected. No person shall serve as Chairperson, Vice Chairperson or Secretary after he/she ceases to be a designated member of the Board.

The governing body of each Constituent Member shall, at the time of appointing its regular representative on the Board, also appoint an alternate representative who shall have the right to act in the place of the regular representative in event of the latter's absence from any meeting of the Board, but his/her authority shall be limited to the actual business conducted at such meeting whether set forth on the agenda or not. For any other purpose, the alternate shall not be considered a member of the Board. It shall not be necessary to serve any notice of meetings upon such alternates. No appointment to the Board and no selection of an officer of the Board shall be deemed to be invalid because it was not made within or at the time specified in these Articles. Any Board member or any alternate may be removed at any time by action of the governing body of the Constituent Member which he/she represents. Any officer of WRRMA may be removed by action of the Board by a majority vote of the then Constituent Members.

ARTICLE IX

Vacancies

In the event of a vacancy on the Board, the governing body of the Constituent Member entitled to such representative shall promptly fill the vacancy for the unexpired term. In the event of a vacancy in any office of the Board, such vacancy shall be promptly filled by the Board for the unexpired term at the next regular meeting of the Board. In the case of the temporary absence or disability of any officer, the Board may appoint a qualified person to temporarily act in his/her stead except that, in the event of the temporary absence or disability of the Chairperson, the Vice Chairperson shall so act immediately.

ARTICLE X

Voting Power

Each Constituent Member shall have one vote.

ARTICLE XI

Meetings and Voting

All meetings of the Board shall comply with Michigan's Open Meetings Act, MCL 15.261, et. seq., including all future amendments to that statute. Meetings of the Board shall be held monthly at such times and places as shall be prescribed by resolution of the Board. Special meetings of the Board may be called by the Chairperson, or any three Constituent Members of the Board, by serving written notice of the time, place and purpose thereof, upon each member of the Board, personally, or by leaving it at his/her office, at least twenty-four hours prior to the time of such special Board meeting, or by depositing the same in a United States Post Office or mail box within the limits of WRRMA, at least seventy-two hours prior to the time of such special Board meeting, enclosed in a sealed envelope properly addressed to him/her at his/her home or office address, with postage fully prepaid thereon. Special meetings of the Board at which all Constituent Members are present shall be deemed to be valid even if no written notice thereof may have been given as above provided. Any Constituent Member of the Board may waive notice of any meeting either before or after the holding of that meeting. The presence of Constituent

Members of the Board holding more than fifty percent of the total voting power of the entire Board shall be required for a quorum for all legal purposes.

The Board shall act on all matters before it by motion or resolution. For the passage of any motion or resolution, there shall be required the affirmative vote of a majority of the Constituent Members, except when a larger vote is required by law. For purposes of approving and expending money beyond normal operating costs, there shall be an affirmative vote of at least two-thirds (rounded up if necessary) of the Constituent Members. The Board shall have the right to adopt, from time to time, rules governing its procedures which are not in conflict with the terms of any statute or of these Articles. Board procedures shall be governed by Robert's Rules of Order, as amended from time to time. The Board shall keep minutes of its proceedings, which shall be approved and signed by the Chairperson and Secretary. All votes shall be by "Yeas" and "Nays". The minutes shall show how each Constituent Member voted and the total number of votes for and against each motion, resolution or ordinance.

ARTICLES XII

General Manager

If necessary, and at any time, the Board shall have the right to select and appoint a General Manager. Any General Manager shall be the chief administrative officer of WRRMA and shall perform all of the purely administrative functions of WRRMA, unless otherwise expressly delegated in these Articles. All such functions shall be performed in harmony with the adopted policies and direction of the Board. Any General Manager shall serve at the will and direction of the Board.

ARTICLE XIII

Finances

The Board Chairperson shall be the presiding officer of the Board. Except as provided herein, he/she shall not have any executive or administrative functions. In the absence or disability of the Chairperson, the Vice Chairperson shall perform the duties of the Chairperson.

The Secretary shall be the recording officer of the Board. All monies of WRRMA shall be deposited in a bank or banks, to be designated by the Board, and all checks or other forms of withdrawal therefrom shall be signed by the Chairperson and Secretary of the Board.

ARTICLE XIV

Annual Budget Process

Each October of each fiscal year, the Board shall discuss and complete a proposed budget for the next fiscal year and provide a copy of the proposed budget to the governing body of each Constituent Member. Any objections to the proposed budget shall be provided to the Board by December 1 of each year. Any objections shall be addressed by the Board at the December Board meeting and prior to approving the proposed budget.

For the initial fiscal year, the contribution to the budget for each Constituent Member shall be \$5,000.00 with an equal matching contribution by the County of \$5,000.00 on behalf of each Constituent Member. The contribution in each subsequent year shall be determined by the annual budget process. Any expenditure in any fiscal year that exceeds the established contribution and is greater than \$5,000.00 for any Constituent Member shall first be approved by the governing body of each Constituent Member.

ARTICLE XV

Activity Report

Each October of each fiscal year, the Board shall prepare and issue to the governing board of each Constituent Member a report of WRRMA activities.

ARTICLE XVI

Constituent Member Contracts

WRRMA, and its Constituent Members, may, from time to time, enter into a Contract or Contracts, for services performed by WRRMA, and for payment to WRRMA, by the Constituent Members. Any such Contract shall be for a period not exceeding thirty (30) years.

ARTICLE XVII

Third-Party Contracts

WRRMA shall have the power to contract with any person, firm or corporation for the performance of the work to carry out a designated purpose of WRRMA.

ARTICLE XVIII

Employment Contracts

The Board shall have the power to secure all necessary services to carry out the lawful purposes of WRRMA, and to fix the compensation of any required employees of WRRMA, and to provide benefits for the employees as determined from time to time by the Board. No officer or employee of any Constituent Member shall receive any compensation from WRRMA except as allowed for expenditures under Article VIII above.

ARTICLE XIX

Annual Audit

The Board shall cause an annual audit to be made of its financial transactions by a certified public accountant, and shall furnish, in a timely manner, a copy thereof to each Constituent Member. The annual audit shall include the details of the total liabilities of WRRMA and each Constituent Member's share of the total liability as of the date of each audit.

ARTICLE XX

Insufficient Income

If the total funds of WRRMA during any fiscal year is not sufficient to satisfy obligations that were previously presented to and approved by the WRRMA Board, then the amount of any such deficiency shall be prorated equally among the Constituent Members. Any funds required to satisfy an obligation incurred but not subject to a prior approval of the WRRMA Board shall be prorated equally among the Constituent Members after unanimous approval by the legislative body for each Constituent Member or, based on the facts of the expenditure, in another equitable manner unanimously approved by the legislative bodies of the Constituent Members.

ARTICLE XXI

Withdrawal of Constituent Members

(This provision is required under MCL 123.311(11))

For this Article XXI, the definitions at MCL 123.311(12) shall apply where applicable.

Unless its withdrawal would cause an impairment of any contract, a Constituent Member may withdraw from WRRMA if all of the following requirements are met:

- (a) The legislative body of the Constituent Member adopts a resolution stating that WRRMA is no longer effectively serving the Constituent Member's needs and declaring its decision to withdraw from WRRMA on a date specified in the resolution.
- (b) The withdrawal date specified in the resolution under subdivision (a) is not either of the following:
 - (i) Less than 60 days after the date the resolution is adopted.
 - (ii) Within 1 year before the termination date of WRRMA's most recently approved contract under MCL 123.305 unless the filings required by subdivision (c) (immediately below) are made more than 1 year before the specified withdrawal date.
- (c) The clerk of the Constituent Member promptly files a certified copy of the resolution adopted under subdivision (a) with WRRMA and the Secretary of State.

By the withdrawal date, the withdrawing Constituent Member, at its option, either shall pay to WRRMA the amount of the withdrawing Constituent Member's fair share of the negative equity of WRRMA, if any, determined as of the withdrawal date, or shall provide WRRMA with a bond or other independent, insured guarantee that any such amount will be paid not later than 30 days after the expiration date of the authority's most recently approved contract under MCL 123.305.

This provision does not relieve the withdrawing Constituent Member from either of the following:

- (a) The Constituent Member's fair share of any obligation to reimburse WRRMA following the Constituent Member's withdrawal for any environmental liabilities

subsequently incurred by WRRMA, to the extent that the environmental liabilities result from WRRMA's disposal of the withdrawn former Constituent Member's municipal solid waste, recyclable materials, or yard waste.

- (b) The Constituent Member's payment of any money damages, owed on account of its or WRRMA's default under a contract under MCL 123.306 if the default and damages result directly and solely from the Constituent Member's withdrawal and are necessary to prevent an impairment of the contract. If 2 or more Constituent Members withdraw, they are jointly liable for damages under this provision.
- (c) The Constituent Member's fair share of any obligation to reimburse WRRMA following the Constituent Member's withdrawal for liability incurred by WRRMA as a result of litigation or arbitration proceedings that were initiated before the date of withdrawal, or litigation or arbitration involving a cause of action arising before the date of withdrawal, if the total amount of the Constituent Member's fair share of the obligation cannot be exactly determined by the date of withdrawal.

At the option of WRRMA, by the withdrawal date, WRRMA shall pay to the withdrawing Constituent Member its fair share of the equity of WRRMA, determined as of the withdrawal date, or shall provide the withdrawing Constituent Member with a bond or other independent, insured guarantee that such amount will be paid no later than 30 days after the expiration date of WRRMA's most recently approved contract under MCL 123.305. If WRRMA elects to provide such a bond or other guarantee, the withdrawn former Constituent Member may direct the bonding company or guarantor at any time thereafter to pay from the bond or other guarantee any obligation or liability owed to WRRMA by the withdrawn former Constituent Member, including, but not limited to, an obligation described in MCL 123.311(4) (a) or (b).

ARTICLE XXII

Publication of Articles

These Articles shall be published once in a newspaper circulating within the WRRMA Constituent Member communities. One printed copy of such Articles of Incorporation, certified as a true copy thereof, with the date and place of publication, shall be filed with the Secretary of State and the Clerk of the County of Washtenaw, within thirty (30) days after execution has been completed.

ARTICLE XXIII

Amendment of Articles

All Amendments to these Articles require a positive vote of the legislative body of each Constituent Member and a unanimous vote of the Board. Any amendment to these Articles shall be endorsed, published and certified printed copies filed in the same manner as the original Articles, except that the filed printed copies shall be certified by the recording officer of the Authority.

ARTICLE XXIV

New Members

A municipality may become a Constituent Member of WRRMA by a positive vote of that municipality's legislative body and by an Amendment of these Articles consistent with the procedure set forth in Article XXIII above.

SIGNATURES

Signatures are attached and incorporated herein.

PITTSFIELD CHARTER TOWNSHIP

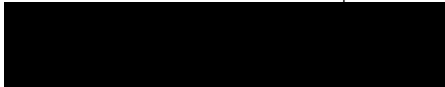
The foregoing Articles of Incorporation were adopted by the Pittsfield Charter Township Board of Trustees, Washtenaw County, Michigan, at a public meeting duly held on the 27th day of February 2019 of said Board and the Clerk of said Board being Michelle L. Anzaldi.

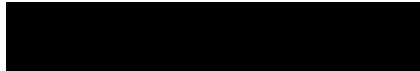

Mandy Grewal, Supervisor
Pittsfield Charter Township
Dated: 8/24, 2019


Michelle L. Anzaldi, Clerk
Pittsfield Charter Township
Dated: August 20, 2019

TOWNSHIP OF SCIO

The foregoing Articles of Incorporation were adopted by the Township of Scio Board of Trustees, Washtenaw County, Michigan, at a public meeting duly held on the 26th day of February, 2019 of said Board of Trustees and the Clerk of said Board of Trustees being Nancy C. Hedberg.


M. Jack Knowles, Supervisor
Scio Township
Dated: February 26, 2019


Nancy C. Hedberg, Clerk
Scio Township
Dated: February 28, 2019

CITY OF SALINE

The foregoing Articles of Incorporation were adopted by the City of Saline City Council, Washtenaw County, Michigan, at a public meeting duly held on the 4th day of March, 2019 of said City Council and the Clerk of said City Council being Terri Royal.



Brian D. Marl, Mayor
City of Saline
Dated: March 6, 2019



Terri Royal, Clerk
City of Saline
Dated: March 6, 2019

CITY OF YPSILANTI

The foregoing Articles of Incorporation were adopted by the City of Ypsilanti City Council, Washtenaw County, Michigan, at a public meeting duly held on the 2nd day of April, 2019 of said City Council and the Clerk of said City Council being Andrew Hellenga.



Beth Bashert, Mayor
City of Ypsilanti
Dated: April 2, 2019



Andrew Hellenga, Acting City Clerk
City of Ypsilanti
Dated: April 2, 2019

ANN ARBOR CHARTER TOWNSHIP

The foregoing Articles of Incorporation were adopted by the Ann Arbor Charter Township Board of Trustees, Washtenaw County, Michigan, at a public meeting duly held on the 15th day of April, 2019 of said Board and the Clerk of said Board being Rena Basch.

[REDACTED]

Mike Moran, Supervisor
Ann Arbor Charter Township
Dated: May 28, 2019

[REDACTED]

Rena Basch, Clerk
Ann Arbor Charter Township
Dated: May 28, 2019

CITY OF DEXTER

The foregoing Articles of Incorporation were adopted by the City of Dexter City Council, Washtenaw County, Michigan, at a public meeting duly held on the 22nd day of April, 2019 of said City Council and the Clerk of said City Council being Justin Breyer.

[REDACTED]

Shawn W. Keough, Mayor
City of Dexter
Dated: May 22, 2019

[REDACTED]

Justin Breyer, Clerk
City of Dexter
Dated: May 16, 2019

CHARTER TOWNSHIP OF YPSILANTI

The foregoing Articles of Incorporation were adopted by the Charter Township of Ypsilanti Board of Trustees, Washtenaw County, Michigan, at a public meeting duly held on the 19th day of March, 2019 of said Board and the Clerk of said Board being Karen Lovejoy Roe.



Brenda Stumbo, Supervisor
Charter Township of Ypsilanti
Dated: March 20, 2019



Karen Lovejoy Roe, Clerk
Charter Township of Ypsilanti
Dated: March 20, 2019



REQUEST FOR LEGISLATION

TO: Mayor and City Council
FROM: Ron Akers
DATE: July 13, 2021
SUBJECT: Purchase of public recycling containers for the downtown areas and city parks.

DESCRIPTION:

Purchase of public recycling containers for the downtown areas and city parks.

SUMMARY:

In 2020 the City of Ypsilanti was awarded a grant from EGLE and a grant from the Washtenaw County Public Works to purchase public recycling containers for the downtown areas and city parks. Using the Coca Cola Foundation's Public Space Recycling Toolkit we have searched for suitable public recycling containers which meet our operational needs and specific best practices including: restrictive openings, side openings on four sides, the ability to install custom graphics, ability to have blue coloring on the container, having a plastic liner, is of durable construction, and is attractive. We believe that the proposed Glasdon Jubilee 29G Mixed Recycling Bin meets these criteria and is suited to meet the city's needs. The product is of a durable construction and has been used in other communities for this purpose.

The following is the cost summary for this proposed grant:

Grant Summary:

EGLE Grant Award Amount: \$73,440
20% Matching Funds: \$18,360
Total EGLE Grant Budget: \$91,800
Washtenaw County Grant: \$4,000

Purchase Cost Breakdown:

Proposed Cost of Public Recycling Containers: \$80,036.10 (\$650.70 per unit @ 123 units)
EGLE Grant Coverage: \$64,028.88
20% City Match: \$16,007.22
Less Washtenaw County Grant: \$4,000

Total City Obligation: \$12,007.22

For purposes of comparing cost of containers, two additional alternatives which were evaluated have been included in the packet of this agenda item. The cost of those containers are as follows:

1. Streetscape Classic Recycling Receptacle with Rain Hood (\$1,132 per unit)
2. Manchester Sideload Single Recycling Container (\$985 per unit)
3. Glasdon Jubilee 29G (\$650.70 per unit)

As we are purchasing the Glasdon Jubilee containers directly from the manufacturer there are no other vendors to directly compare the price to. This container is the lowest cost option of those containers evaluated and best meets the city's operational needs.

RECOMMENDED ACTION:

Staff recommends City Council authorize the purchase of Glasdon Jubilee 29G recycling containers in an amount of \$80,036.10 with any change orders to be approved by the City Manager.

ATTACHMENTS: Purchase quote, Alternative containers pricing, grant agreement.

CITY MANAGER APPROVAL: _____ COUNCIL AGENDA DATE: _____

CITY MANAGER COMMENTS: _____

FISCAL SERVICES DIRECTOR APPROVAL: _____



Resolution No. 2021-139
July 13, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, the City of Ypsilanti has been awarded grants for the purchase of public recycling containers; and,

WHEREAS, city staff has reviewed several options and is recommending the purchase of Glasdon Jubilee 29G recycling containers; and,

WHEREAS, the installation of public recycling containers promotes the city's goal of expanding recycling.

NOW THEREFORE BE IT RESOLVED THAT that City Council authorizes the purchase of the Glasdon Jubilee 29G recycling containers in an amount of \$80,036.10 with any change orders to be approved by the City Manager.

OFFERED BY: _____

SECONDED BY: _____

YES: NO: ABSENT: VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this 13 day of July 2021

#Resolution No. 2021-139



Quote

Ron Akers
City of Ypsilanti Public Services
14 W Forest Avenue
Ypsilanti, MI 48197

Account Code: 590005762

07/01/2021

EQ10005519

Email: jd.villegas@glasdon.com



	Qty	Unit Price	Total Price
 Glasdon Jubilee™ 29G Mixed Recyclables Recycling Bin Custom Graphic on the Front and sides of can Recycling wording on the top decal Blue striping for the color Plastic Liner No lock Four (4) mixed recycling openings. Other features included: Domed hood Anti-flyposting finish Robust interlocking slam shut door Concealed knuckle hinge Materials Body & door: Durapol Molded plastic liner: Polyethylene Dimensions Container volume: 34 gallons Liner capacity: 29 gallons Height: 46" Width: 24" Depth: 22"	123	\$650.70	\$80,036.10

 **Product Information**

 **Product News**

 **Product Videos**

(Images shown are examples only, your final product will vary depending on specification)

All details will remain firm until 07/30/2021

Delivery to be confirmed upon receipt of order.

Please refer to the **Conditions of Sale**.

Subtotal (excluding Sales Tax)	\$80,036.10
Shipping to MI 48197	\$3,360.00
Total (excluding Sales Tax)	\$83,396.10
Sales Tax (0.00%)	\$0.00
Total (including Sales Tax)	\$83,396.10

Click here to proceed with this quote using a credit card or by 30 days credit terms

Authorized Signatory:

Date:

Brochures



Our Products



Follow us on :



www.glasdon.com

Glasdon, Inc. 5200D Anthony Road, Sandston, VA 23150

Largest selection of premium quality recycling bins. Custom solutions. Expert advice.

VIEW CART  SUBMIT A P.O.

recycle away
Systems & Solutions

Q SEARCH All recycling & waste equipment

800.664.5340 

GET A QUOTE 



INDOOR RECYCLING BINS ▾

OUTDOOR RECYCLING BINS ▾

SHOP BY SETTING ▾

SHOP BY CATEGORY ▾

SANITIZING & SAFETY ▾

Manchester Sideload Single Recycling Container

High Recycled Content, Custom Recycling Station for both Outdoor and Indoor



On Sale!

Check-out now with Purchase Order or Credit Card



Made in the U.S.A.



Premium Quality



Recycled Content

Combines style and durability
Fully customizable
Highest grade plastic lumber
[SUSTAINABILITY COLLECTION](#)

~~\$1,280.50~~
\$985.00 QTY

ADD TO QUOTE 

ADD TO CART 

CONFIGURE YOUR BIN
CHOOSE OPTIONS

Panel Style
Smooth

Size
26-Gallon

QUICK SPECS

Item #: N3-19201926P2

Setting: Indoor/Outdoor

Chat with us! 



**RECYCLING AND ORGANICS INFRASTRUCTURE GRANT AGREEMENT
BETWEEN THE
MICHIGAN DEPARTMENT OF ENVIRONMENT, GREAT LAKES, AND ENERGY
AND CITY OF YPSILANTI**

This Grant Agreement ("Agreement") is made between the Michigan Department of Environment, Great Lakes, and Energy (EGLE), Materials Management Division ("State"), and City of Ypsilanti ("Grantee").

The purpose of this Agreement is to provide funding in exchange for work to be performed for the project named below. Legislative appropriation of Funds for grant assistance is set forth in Public Act No. 0057 of 2019. This Agreement is subject to the terms and conditions specified herein.

Project Name: City of Ypsilanti
Amount of grant: \$73,440.00
Amount of match: \$18,360.00 = 20%
Start Date (date executed by EGLE): March 3, 2021

Project #: _____
% of grant state 100 / % of grant federal 0
Project Total: \$91,800.00 (grant plus match)
End Date: September 29, 2023

GRANTEE CONTACT:

Ron Akers/Director of Public Services
Name/Title
City of Ypsilanti
Organization
One South Huron Street
Address
Ypsilanti, Michigan 48197
Address
734-483-1421
Telephone number

Fax number
rakers@cityofypsilanti.com
E-mail address
386004750
Federal ID number - (Required for Federal Funding)
131336260
Grantee DUNS number - (Required for Federal Funding)

STATE'S CONTACT:

Jeffrey Krcmarik/Recycling Specialist
Name/Title
Materials Mgt. Division/Kalamazoo District Office
Division/Bureau/Office
7953 Adobe Road
Address
Kalamazoo, Michigan 49009
Address
269-615-2912
Telephone number

Fax number
krcmarik@michigan.gov
E-mail address

The individuals signing below certify by their signatures that they are authorized to sign this Agreement on behalf of their agencies and that the parties will fulfill the terms of this Agreement, including any attached appendices, as set forth herein.

FOR THE GRANTEE:



Signature

1/20/2021

Date

Mabel Lois Allen-Richardson

Name/Title

 ANDREW HELLENKA, CITY CLERK

FOR THE STATE:



Signature

March 3, 2021

Date

Elizabeth M. Browne, Division Director, Materials Mgmt. Div.

Name/Title

I. PROJECT SCOPE

This Agreement and its appendices constitute the entire Agreement between the State and the Grantee and may be modified only by written agreement between the State and the Grantee.

(A) The scope of this project is limited to the activities specified in Appendix A and such activities as are authorized by the State under this Agreement. Any change in project scope requires prior written approval in accordance with Section III, Changes, in this Agreement.

(B) By acceptance of this Agreement, the Grantee commits to complete the project identified in Appendix A within the time period allowed for in this Agreement and in accordance with the terms and conditions of this Agreement.

II. AGREEMENT PERIOD

Upon signature by the State, the Agreement shall be effective from the Start Date until the End Date on page 1. The State shall have no responsibility to provide funding to the Grantee for project work performed except between the Start Date and the End Date specified on page 1. Expenditures made by the Grantee prior to the Start Date or after the End Date of this Agreement are not eligible for payment under this Agreement.

III. CHANGES

Any changes to this Agreement shall be requested by the Grantee or the State in writing and implemented only upon approval in writing by the State. The State reserves the right to deny requests for changes to the Agreement or to the appendices. No changes can be implemented without approval by the State.

IV. GRANTEE DELIVERABLES AND REPORTING REQUIREMENTS

The Grantee shall submit deliverables and follow reporting requirements specified in Appendix A of this Agreement.

(A) The Grantee must complete and submit quarterly financial and progress reports according to a form and format prescribed by the State and must include supporting documentation of eligible project expenses. These reports shall be due according to the following.

Reporting Period	Due Date
January 1 – March 31	April 30
April 1 – June 30	July 31
July 1 – September 30	Before October 15*
October 1 – December 31	January 31

*Due to the State's year-end closing procedures, there will be an accelerated due date for the report covering July 1 – September 30. Advance notification regarding the due date for the quarter ending September 30 will be sent to the Grantee. If the Grantee is unable to submit a report in early October for the quarter ending September 30, an estimate of expenditures through September 30 must be submitted to allow the State to complete its accounting for that fiscal year.

The forms provided by the State shall be submitted to the State's contact at the address on page 1. All required supporting documentation (invoices, proof of payment, etc.) for expenses must be included with the report.

(B) The Grantee shall provide a final project report in a format prescribed by the State.

The Grantee shall submit the final status report, including all supporting documentation for expenses, along with the final project report and any other outstanding products within 30 days from the End Date of the Agreement.

(C) The Grantee must provide 2 copies of all products and deliverables in accordance with Appendix A.

(D) All products shall acknowledge that the project was supported in whole or in part by Recycling Grant Program, EGLE, per the guidelines provided by the program.

V. GRANTEE RESPONSIBILITIES

(A) The Grantee agrees to abide by all applicable local, state, and federal laws, rules, ordinances, and regulations in the performance of this grant.

(B) All local, state, and federal permits, if required, are the responsibility of the Grantee. Award of this grant is not a guarantee of permit approval by the State.

(C) The Grantee shall be solely responsible to pay all applicable taxes and fees, if any, that arise from the Grantee's receipt or execution of this grant.

(D) The Grantee is responsible for the professional quality, technical accuracy, timely completion, and coordination of all designs, drawings, specifications, reports, and other services submitted to the State under this Agreement. The Grantee shall, without additional compensation, correct or revise any errors, omissions, or other deficiencies in drawings, designs, specifications, reports, or other services.

(E) The State's approval of drawings, designs, specifications, reports, and incidental work or materials furnished hereunder shall not in any way relieve the Grantee of responsibility for the technical adequacy of the work. The State's review, approval, acceptance, or payment for any of the services shall not be construed as a waiver of any rights under this Agreement or of any cause of action arising out of the performance of this Agreement.

(F) The Grantee acknowledges that it is a crime to knowingly and willingly file false information with the State for the purpose of obtaining this Agreement or any payment under the Agreement, and that any such filing may subject the Grantee, its agents, and/or employees to criminal and civil prosecution and/or termination of the grant.

VI. USE OF MATERIAL

Unless otherwise specified in this Agreement, the Grantee may release information or material developed under this Agreement, provided it is acknowledged that the State funded all or a portion of its development.

The State, and federal awarding agency, if applicable, retains a royalty-free, nonexclusive and irrevocable right to reproduce, publish, and use in whole or in part, and authorize others to do so, any copyrightable material or research data submitted under this grant whether or not the material is copyrighted by the Grantee or another person. The Grantee will only submit materials that the State can use in accordance with this paragraph.

VII. ASSIGNABILITY

The Grantee shall not assign this Agreement or assign or delegate any of its duties or obligations under this Agreement to any other party without the prior written consent of the State.

The State does not assume responsibility regarding the contractual relationships between the Grantee and any subcontractor.

VIII. SUBCONTRACTS

The State reserves the right to deny the use of any consultant, contractor, associate, or other personnel to perform any portion of the project. The Grantee is solely responsible for all contractual activities performed under this Agreement. Further, the State will consider the Grantee to be the sole point of contact with regard to contractual matters, including payment of any and all charges resulting from the anticipated Grant. All subcontractors used by the Grantee in performing the project shall be subject to the provisions of this Agreement and shall be qualified to perform the duties required.

IX. NON-DISCRIMINATION

The Grantee shall comply with the Elliott Larsen Civil Rights Act, 1976 PA 453, as amended, MCL 37.2101 *et seq.*, the Persons with Disabilities Civil Rights Act, 1976 PA 220, as amended, MCL 37.1101 *et seq.*, and all other federal, state, and local fair employment practices and equal opportunity laws and covenants that it shall not discriminate against any employee or applicant for employment, to be employed in the performance of this Agreement, with respect to his or her hire, tenure, terms, conditions, or privileges of employment, or any matter directly or indirectly related to employment, because of his or her race, religion, color, national origin, age, sex, height, weight, marital status, or physical or mental disability that is unrelated to the individual's ability to perform the duties of a particular job or position. The Grantee agrees to include in every subcontract entered into for the performance of this Agreement this covenant not to discriminate in employment. A breach of this covenant is a material breach of this Agreement.

X. UNFAIR LABOR PRACTICES

The Grantee shall comply with the Employers Engaging in Unfair Labor Practices Act, 1980 PA 278, as amended, MCL 423.321 *et seq.*

XI. LIABILITY

(A) The Grantee, not the State, is responsible for all liabilities as a result of claims, judgments, or costs arising out of activities to be carried out by the Grantee under this Agreement, if the liability is caused by the Grantee, or any employee or agent of the Grantee acting within the scope of their employment or agency.

(B) Nothing in this Agreement should be construed as a waiver of any governmental immunity by the Grantee, the State, its agencies, or their employees as provided by statute or court decisions.

XII. CONFLICT OF INTEREST

No government employee, or member of the legislative, judicial, or executive branches, or member of the Grantee's Board of Directors, its employees, partner agencies, or their families shall benefit financially from any part of this Agreement.

XIII. ANTI-LOBBYING

If all or a portion of this Agreement is funded with federal funds, then in accordance with OMB Circular A-21, A-87, or A-122, as appropriate, the Grantee shall comply with the Anti-Lobbying Act, which prohibits the use of all project funds regardless of source, to engage in lobbying the state or federal government or in litigation against the State.

Further, the Grantee shall require that the language of this assurance be included in the award documents of all subawards at all tiers.

If all or a portion of this Agreement is funded with state funds, then the Grantee shall not use any of the grant funds awarded in this Agreement for the purpose of lobbying as defined in the State of Michigan's lobbying statute, MCL 4.415(2). "Lobbying' means communicating directly with an official of the executive branch of state government or an official in the legislative branch of state government for the purpose of influencing legislative or administrative action." The Grantee shall not use any of the grant funds awarded in this Agreement for the purpose of litigation against the State. Further, the Grantee shall require that language of this assurance be included in the award documents of all subawards at all tiers.

XIV. DEBARMENT AND SUSPENSION

By signing this Agreement, the Grantee certifies that it has checked the federal debarment/suspension list at www.SAM.gov to verify that its agents, and its subcontractors:

- (1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or the state.
- (2) Have not within a three-year period preceding this Agreement been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction, as defined in 45 CFR 1185; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property.
- (3) Are not presently indicted or otherwise criminally or civilly charged by a government entity (federal, state, or local) with commission of any of the offenses enumerated in subsection (2).
- (4) Have not within a three-year period preceding this Agreement had one or more public transactions (federal, state, or local) terminated for cause or default.
- (5) Will comply with all applicable requirements of all other state or federal laws, executive orders, regulations, and policies governing this program.

XV. AUDIT AND ACCESS TO RECORDS

The State reserves the right to conduct a programmatic and financial audit of the project, and the State may withhold payment until the audit is satisfactorily completed. The Grantee will be required to maintain all pertinent records and evidence pertaining to this Agreement, including grant and any required matching funds, in accordance with generally accepted accounting principles and other procedures specified by the State. The State or any of its duly authorized representatives must have access, upon reasonable notice, to such books, records, documents, and other evidence for the purpose of inspection, audit, and copying. The Grantee will provide proper facilities for such access and inspection. All records must be maintained for a minimum of [five] years after the final payment has been issued to the Grantee by the State.

XVI. INSURANCE

(A) The Grantee must maintain insurance or self-insurance that will protect it from claims that may arise from the Grantee's actions under this Agreement.

(B) The Grantee must comply with applicable workers' compensation laws while engaging in activities authorized under this Agreement.

XVII. OTHER SOURCES OF FUNDING

The Grantee guarantees that any claims for reimbursement made to the State under this Agreement must not be financed by any source other than the State under the terms of this Agreement. If funding is received through any other source, the Grantee agrees to delete from Grantee's billings, or to immediately refund to the State, the total amount representing such duplication of funding.

XVIII. COMPENSATION

(A) A breakdown of costs allowed under this Agreement is identified in Appendix A. The State will pay the Grantee a total amount not to exceed the amount on page 1 of this Agreement, in accordance with Appendix A, and only for expenses incurred and paid. All other costs necessary to complete the project are the sole responsibility of the Grantee.

(B) Expenses incurred by the Grantee prior to the Start Date or after the End Date of this Agreement are not allowed under the Agreement,

(C) The State will approve payment requests after approval of reports and related documentation as required under this Agreement.

(D) The State reserves the right to request additional information necessary to substantiate payment requests.

(E) Payments under this Agreement may be processed by Electronic Funds Transfer (EFT). The Grantee may register to receive payments by EFT at the SIGMA Vendor Self Service web site (<https://sigma.michigan.gov/webapp/PRDVSS2X1/AltSelfService>).

(F) An amount equal to 5 percent of the grant award will be withheld by the State until the project is completed in accordance with Section XIX, Closeout, and Appendix A.

(G) The Grantee is committed to the match percentage on page 1 of the Agreement, in accordance with Appendix A. The Grantee shall expend all local match committed to the project by the End Date on page 1 of the Agreement.

XIX. CLOSEOUT

(A) A determination of project completion, which may include a site inspection and an audit, shall be made by the State after the Grantee has met any match obligations, satisfactorily completed the activities, and provided products and deliverables described in Appendix A.

(B) Upon issuance of final payment from the State, the Grantee releases the State of all claims against the State arising under this Agreement. Unless otherwise provided in this Agreement or by State law, final payment under this Agreement shall not constitute a waiver of the State's claims against the Grantee.

(C) The Grantee shall immediately refund to the State any payments in excess of the costs allowed by this Agreement.

XX. CANCELLATION

This Agreement may be canceled by the State, upon 30 days written notice, due to Executive Order, budgetary reduction, other lack of funding, upon request by the Grantee, or upon mutual agreement by the State and Grantee.

The State may honor requests for just and equitable compensation to the Grantee for all satisfactory and eligible work completed under this Agreement up until 30 days after written notice, upon which time all outstanding reports and documents are due to the State and the State will no longer be liable to pay the grantee for any further charges to the grant.

XXI. TERMINATION

(A) This Agreement may be terminated by the State as follows.

(1) Upon 30 days written notice to the Grantee:

- a. If the Grantee fails to comply with the terms and conditions of the Agreement, or with the requirements of the authorizing legislation cited on page 1, or the rules promulgated thereunder, or other applicable law or rules.
- b. If the Grantee knowingly and willingly presents false information to the State for the purpose of obtaining this Agreement or any payment under this Agreement.
- c. If the State finds that the Grantee, or any of the Grantee's agents or representatives, offered or gave gratuities, favors, or gifts of monetary value to any official, employee, or agent of the State in an attempt to secure a subcontract or favorable treatment in awarding, amending, or making any determinations related to the performance of this Agreement.
- d. If the Grantee or any subcontractor, manufacturer, or supplier of the Grantee appears in the register of persons engaging in unfair labor practices that is compiled by the Michigan Department of Licensing and Regulatory Affairs or its successor.
- e. During the 30-day written notice period, the State shall withhold payment for any findings under subparagraphs a through d, above and the Grantee will immediately cease charging to the grant and stop earning match for the project (if applicable).

(2) Immediately and without further liability to the State if the Grantee, or any agent of the Grantee, or any agent of any subcontract is:

- a. Convicted of a criminal offense incident to the application for or performance of a State, public, or private contract or subcontract;
- b. Convicted of a criminal offense, including but not limited to any of the following: embezzlement, theft, forgery, bribery, falsification or destruction of records, receiving stolen property, or attempting to influence a public employee to breach the ethical conduct standards for State of Michigan employees;
- c. Convicted under State or federal antitrust statutes; or
- d. Convicted of any other criminal offense that, in the sole discretion of the State, reflects on the Grantee's business integrity.
- e. Added to the federal or state Suspension and Debarment list.

(B) If a grant is terminated, the State reserves the right to require the Grantee to repay all or a portion of funds received under this Agreement.

XXII. IRAN SANCTIONS ACT

By signing this Agreement, the Grantee is certifying that it is not an Iran linked business, and that its contractors are not Iran linked businesses, as defined in MCL 129.312.

PROJECT-SPECIFIC REQUIREMENTS – APPENDIX A

I. GRANT APPLICATION; PROJECT SCOPE

The scope of this project is outlined in the Grantee's approved Fiscal Year 2020 Recycling Infrastructure Grant Program Proposal, which is included in this grant agreement in Appendix C, as well as any subsequent modifications to the original grant proposal as approved by the State.

II. GRANT REIMBURSEMENT PROCESS

Breakdown of project funds covered under this Agreement:

Grant Amount = \$73,440.00
Matching Funds = \$18,360.00
Total Grant Budget = \$91,800.00

The total payment made to the Grantee by the State shall not exceed \$73,440.00. Any additional costs associated with the project shall be the responsibility of the Grantee. An updated budget form reflecting the EGLE grant award offer is attached in Appendix B.

The Grantee is responsible for the payment of all eligible costs necessary to complete the project. The Grantee shall submit reimbursement requests to the State which specify the time period covered by the reimbursement request and the payments made by the Grantee during the time period. Grant reimbursements will be for up to 80 percent of the documented purchase expenditures, not to exceed the awarded grant amount, less a 5 percent retention amount that will be released upon approval of the final report. The final report is due one year after the infrastructure item(s) have been purchased and/or constructed, but no later than September 29, 2023.

A request for payment shall be submitted by the Grantee on a form provided by the State and shall include copies of invoices, proof of payment to the vendor (such as canceled checks, ACH, wire transfer confirmations, bank statements, etc.) and proof of receipt of goods. Grantees will be reimbursed up to 80 percent of documented purchase expenditures, not to exceed the awarded grant amount. The remaining unreimbursed expenditures serve as the required match amount for the grant. Reimbursement forms will be available on the EGLE's Recycling Program website located at: <http://www.michigan.gov/mirecycles>.

The Grantee is responsible for ensuring that all partner entities fulfill their commitments under the grant proposal.

The Grantee is responsible for ensuring that all products requiring reimbursement acknowledge that the project was supported in whole or in part by the EGLE Recycling Grant Program.

III. REPORTING REQUIREMENTS

The Grantee shall comply with all reporting requirements of the State during the Agreement Period.

QUARTERLY REPORTS

The Grantee shall submit the final quarterly status and financial report, including all supporting documentation for expenses, by September 29, 2022. Supporting documentation must include proof of payment and proof of receipt of goods.

Quarterly progress and financial reports must be submitted at least every three months during the Agreement Period, even if no funds were expended. Provide the following narrative using the numbers and headings listed below:

I. SUMMARY OF ACTIONS TAKEN DURING THE CURRENT PERIOD

- A. Describe the tasks completed and how project funds were expended during the time period covered by the report. If no funds were expended during the current period, include a statement to that effect and explain why. A description of tasks completed during the current period must still be included.
- B. If any products were developed during the time period covered by the report, include a copy of the products with the report.

II. SUMMARY OF ACCOMPLISHMENTS DURING THIS PERIOD

- A. Goals and objectives as set forth in the grant application and grant contract. List the project's stated goals and objectives and describe how the project is meeting them.
- B. Additional project accomplishments not included in original project goals and objectives.
- C. Project data: Provide any data collected during the current period, as described in the grant application incorporated with this contract. Attach available documentation which supports the data. If the data provided covers a previous reporting period, specify the dates which the data is from.

III. SUMMARY OF REMAINING ACTIONS TO BE TAKEN

- A. Describe the remaining tasks to be completed and indicate whether or not these tasks will be completed within the approved project schedule. For tasks which will not be completed within the approved project schedule, discuss the reasons for the delay and provide the revised task completion date.

IV. PROBLEMS ENCOUNTERED DURING THIS PERIOD

- A. Identify any problems encountered during the current reporting period and explain how they were resolved. Describe the impact these problems have had or will have on project design, completion, and operations. If at any time the Grantee becomes aware that any materials collected or processed in association with grant purchases are being disposed, the Grantee must immediately notify EGLE and must document the issue in the next quarterly report. The Grantee must also submit for EGLE review the steps that will be taken to address the issue and the expected timeframe for resolution.

IV. ADDITIONAL COMMENTS

- A. Provide any additional comments relevant to the status of the project and its operations.

V. FINANCIAL DOCUMENTATION

- A. Provide required documentation, including copies of invoices, proof of payment and proof of receipt of goods, for funds expended during the reporting period.

FINAL PROJECT REPORT

The purpose of the final project report is to provide the State with data on your project and a narrative discussion about your project, including an evaluation of the project to date. The final report is due one year after the infrastructure item(s) have been purchased and/or constructed, but no later than September 30, 2023. Retained funds will be forfeited by the Grantee if the final report is not accepted.

Identify the time period covered by the final project report. Provide the following narrative information using the numbers and headings listed below:

I. PROJECT DESCRIPTION

- A. Provide a description of the project funded.
 - i. Provide a 4-5 sentence summary of the project, including the following information, as applicable: description of item purchased and/or constructed, geographical area served, population and/or number of households/units served, volume of containers, collection frequency, collection method, list of recyclable or organic materials collected, name and location of recycling processor, increase in processing capacity, and description of how project will be sustained beyond the grant timeline.
 - ii. Include any news articles and/or photographs as appropriate.
 - iii. Include the date project operations began and a discussion of the current status of project operations.
- B. List and explain the steps involved in completing the project, from planning through implementation to ongoing operations. Include the dates of major project activities and events.
- C. List and discuss other entities (e.g., companies, nonprofit groups, local units of government) that played a role in planning and implementing the project and briefly describe their role. Describe any formal agreements that were entered into as a part of project implementation.

II. PROJECT DATA

- A. Diversion rate, participation rate, and geographical area.
 - i. For the time period covered by this report, provide the quantity of recyclable or organic materials diverted, in tons or cubic yards /time period. Specify which recyclable or organic materials are included in this reported volume. Describe the methods for measuring these quantities.
 - ii. Provide diversion rates prior to the grant project, if known.

- iii. For the time period covered by this report, provide information on the number of people and/or number of households/units served by the project. Describe the methods for measuring these numbers.
 - iv. Provide information on the number of people and/or number of households/units served prior to the grant project, if known.
 - v. For the time period covered by this report, provide information on the geographical area served by the project.
 - vi. Provide previous information on the geographical area served by the program prior to the current grant project.
- B. Education and Outreach Program. Provide the following information for all project related promotional activities which have occurred as a result of the project:
- i. Types of groups (audience) targeted.
 - ii. Types of promotional materials developed.
 - iii. Methods used to distribute information or materials.
 - iv. Planned/future educational efforts.

III. PROJECT COSTS: Provide the following information regarding additional costs required to implement the project:

- A. Provide the dollar amounts and a description of all additional program related capital costs which have been incurred during the time period covered by this report. Identify the specific dates these costs were incurred.
- B. For the time period covered by this report, provide the dollar amounts and a description of all additional costs (beyond match) required to complete the project. Identify the specific dates these costs were incurred.
- C. For the time period covered by this report, provide the dollar amount and a description of the costs needed to operate the project.
- D. Describe the funding mechanisms utilized to operate and maintain the project activities.

IV. PROJECT EVALUATION

- A. Goals and Objectives. Summarize each of the project's goals and objectives as stated in your original proposal.
Discuss (in both narrative and numerical terms) how well you are meeting each goal and objective. For each goal or objective that is not being met, discuss why.
 - i. If the project goals and objectives have changed from those that were originally established, discuss how and why. Also, discuss how these changes have impacted the final project.
 - ii. Recovery/Access/Participation Goals: As a part of the above discussion of project goals and objectives, identify the increase in either volume collected (in tons or cubic yards per year) by material type, or geographical access/population served that the

project is currently achieving. If the project is not meeting its goals, provide a discussion on why these goals are not being met. Also, indicate what steps you are taking in order to meet the stated goals in the future, and provide a timeframe for meeting these goals.

- B. Discuss any project accomplishments not included in the project's original goals and objectives.
- C. Discuss the economic impact the project has had on the local economy. Include information on new jobs created and sustained and any other relevant economic information.
- D. List and describe all significant problems encountered during project implementation, including any cost overruns, institutional barriers, local issues, etc. Describe how the problems were addressed and resolved. Describe any impact these problems had in project design, implementation and/or ongoing operations.
- E. Describe the most successful components of the project and explain why you think they are successful.
- F. Describe the least successful components of the project and explain why you think they are not successful.
- G. Lessons Learned. Discuss any conclusions you have made about the technical and economic feasibility of carrying out a similar project. Identify what you would do differently if you were to carry out a similar project, and why.

V. ADDITIONAL COMMENTS

- A. Provide any additional information relevant to the status of the project and its operations.

The quarterly and final project report must be signed by the authorized contact person for the project. Indicate any name, address or telephone number changes for the contact person and/or the project.

Submit the quarterly and final project reports to the attention of the State's contact at the following email address:

EGLE-RecyclingGrant@michigan.gov

Appendix B

2020 EGLE Recycling and Organics Infrastructure Grant Budget

City of Ypsilanti



MICHIGAN DEPARTMENT OF ENVIRONMENT, GREAT LAKES, AND ENERGY
MATERIALS MANAGEMENT DIVISION
RECYCLING INFRASTRUCTURE GRANT PROGRAM
BUDGET FORM

Grantee Name: City of Ypsilanti	
Project Name: Public Space Recycling Containers	
Project Number (assigned by EGLE):	Holdback Percentage: 5%

CONTRACTUAL SERVICES	HOURS or UNITS	RATE or TOTAL	% of FUNDING	GRANT AMOUNT	MATCH AMOUNT	TOTAL
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
Contractual Services Subtotal:				\$ -	\$ -	\$ -

SUPPLIES & MATERIALS (itemize)	QUANTITY	COST	% of FUNDING	GRANT AMOUNT	MATCH AMOUNT	TOTAL
Public space recycling containers	108	\$ 850.00	80.000%	\$ 73,440.00	\$ 18,360.00	\$ 91,800.00
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
Supplies & Materials Subtotal:				\$ 73,440.00	\$ 18,360.00	\$ 91,800.00

VEHICLE(S) & EQUIPMENT	QUANTITY	COST	% of FUNDING	GRANT AMOUNT	MATCH AMOUNT	TOTAL
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
Vehicle(s) & Equipment Subtotal				\$ -	\$ -	\$ -

TOTAL PROJECT			
Total All Costs	\$ 73,440.00	\$ 18,360.00	\$ 91,800.00

IN-KIND / LEVERAGED FUNDS (Match that is not included in any category above):	DOLLAR VALUE PROJECTED:		
	In Kind	Cash	Total
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
Total Other Match:	\$ -	\$ -	\$ -

Appendix C

Application for 2020 EGLE Recycling and Organics Infrastructure Grant

City of Ypsilanti

**Department of Environment, Great Lakes, and Energy Recycling and
Organics Infrastructure Grant Application Cover Sheet**

Applicant Name: City of Ypsilanti	
Street Address: One S. Huron Street	
City/State/Zip/County: Ypsilanti, MI 48197	
Mailing Address (if different from street address):	
City/State/Zip:	
Contact Person and Title: Ron Akers – Director of Public Services	
Contact Person's E-Mail Address: rakers@cityofypsilanti.com	
Contact Person's Telephone Number: 734-483-1421	
Grant Amount Requested:	\$ 91,800
Local Match Amount (must be equal to or greater than 20 percent of the total grant budget):	\$18,360
Total Grant Budget:	\$73,440
DUNS Number: 13-133-6260	State Senator: Jeff Irwin
Federal Identification Number: 38-6004750	State Representative: Representative Ronnie Peterson
Applicant Signature (application must be signed by the person accepting responsibility for the terms and conditions of the grant agreement if awarded):	
Print Name: <u>Ronald A. Akers</u>	
	
Signature: _____	
Date: <u>October 27, 2020</u>	



City of Ypsilanti
Department of Public Services

City of Ypsilanti Public Recycling Container Proposal for the 2020 Recycling and Organics Infrastructure Grant Program:

Project Description

Summary of Proposal

The City of Ypsilanti is submitting a proposal to add approximately one hundred and eight (108) public recycling containers in the city's downtown areas and public parks. The additional recycling is proposed to be collected by city staff and taken to a material recovery facility where it will be sorted and processed.

Description of Current Program

Clear and realistic project goals and objectives, including a description of how the proposed project's goals will increase the recycling rate in the project area:

There are two (2) main goals with this proposed project. The first goal is to provide access to public recycling in the city's downtown areas and parks. These areas in the city have become very popular destinations with a growing number of festivals and businesses. Due to this we are seeing an increase foot traffic in these areas and providing public recycling containers would provide an option for those people who frequent these areas to recycle. The objective of this goal is to strategically place the containers in our downtown areas and public parks so we can provide recycling access in higher pedestrian traffic areas of the city. We already have trash receptacles in these areas, so our plan is to ensure that these containers are adjacent to our existing trash containers to avoid contamination.

The second goal of the program is to divert eleven (11) tons of recyclables from our public trash containers on an annual basis. Based on our estimated trash volumes from public receptacles, we are estimating that using the public recycling containers the city can divert eleven (11) tons of recyclables. This will increase the recycling rate by diverting recyclables that are getting thrown away.

Description of current materials management program:

The City of Ypsilanti provides a curbside single stream recycling program for all single-family housing units within the city and all multi-family buildings with four (4) units or fewer. The city does not contract for this service and has city staff collect recyclables. We provide twenty-five (25) gallon bins to our residents for curbside recycling service and we collect the bins weekly. We accept in our curbside recycling program plastic (#1, #2, #4, #5, #6, and #7), tin, aluminum, mixed paper, corrugated cardboard, boxboard, newspaper, and magazines. The City collects approximately six hundred (600) tons of recyclables on an annual basis and this number is calculated based on material measurements at the

material recovery facility we take our recyclables to. In addition to our curbside recycling program the City has a partnership with Recycle Ann Arbor to provide City residents with passes to their drop off site at no charge. We also offer a monthly drop off event within the City limits to promote a closer recycling option than the Recycle Ann Arbor drop off site.

Geographical area served, including population and/or number of households/units served:

The City of Ypsilanti serves all single-family housing units within the city and all multi-family buildings with four (4) units or fewer. According to the 2018 American Community Survey there are 4,956 housing units in the City which meets these criteria. We can estimate the population served using 2018 American Community Survey data. Please consider the following:

Overall Vacancy rate: 11.6%

Served Housing Units: 4,956

Estimated Occupied Served Housing Units: 4,381

Average Household Size: 2.29

Estimated Population Served: 10,032

Name and location of recycling processor, broker and/or end market, if known:

The City of Ypsilanti takes collected recyclables to the Western Washtenaw Recycling Authority Material Recovery Facility. Their address is: 8025 Werkner Road, Chelsea, MI 48118.

Description of current education and outreach program:

The City currently maintains its recycling guidelines on the city website and shares information about recycling on the city's social media platform a few times per year. In addition to this the City is a member of the Washtenaw Regional Resource Management Authority (WRRMA) which is currently in the process of developing additional outreach material.

Description of existing community support and/or partners in the program:

The curbside recycling program is managed and operated by the City of Ypsilanti Department of Public Services. The City is a member of WRRMA in which we partner with Washtenaw County to coordinate recycling efforts within the county. The City also partners with Recycle Ann Arbor in order to provide access to a drop off site and to provide dumpsters for the city's drop off events.

Description of existing operational funding sources such as use fees, millage, special assessments, or general funds, etc.:

The City of Ypsilanti funds our recycling programming with a separate millage which pays for city trash collection service, recycling programming, and yard waste collection. In fiscal year 2019-20 the sanitation millage rate is 2.6778 mills which generates approximately \$830,000 per year.

Description of Planned Project:

Description of the planned recycling program, including the information listed below, if applicable:

As specified above, the proposal is for the City of Ypsilanti to purchase and install approximately one hundred and eight (108) public recycling containers to be placed in the city's downtown areas and public

parks. As part of the implementation of the project, the city will place a recycling container next to existing public trash receptacles to provide an option for recycling plastic bottles, paper, and other recyclables that the city is able to collect.

Description of the infrastructure item(s) to be purchased by the grant and how they will be used to either enhance an existing recycling program or start a new program:

The containers that are proposed to be purchased are public recycling containers. The public recycling containers will be a metallic and be between 36 – 64 gallons in size. These containers will be placed within city parks and on the sidewalks in the city's downtown areas adjacent to existing trash containers so those who utilize these areas will have the option to recycle rather than just throwing items away.

Collection method (curbside, drop-off, all materials collected in the same container (single-stream), separate containers for different materials (dual stream), source separated, etc.

The collection method for these containers will involve city staff emptying these containers one or two times per week depending on the container and volume. The city will allow for the same recyclables as are accepted in our single stream curbside program.

Volume of containers (in gallons or cubic yards):

The proposed volume of the containers will be between 36 and 64 gallons. We are working with our Downtown Development Authority (DDA) to identify specific containers which are acceptable to the City and the DDA.

Collection frequency (weekly, bi-weekly, drop-off, operating hours, etc.):

It is anticipated that the City will collect recyclables from the containers at least once per week.

List of recyclable or organic matter to be collected:

The following items will be able to be deposited in the public containers: plastic (#1, #2, #4, #5, #6, and #7), tin, aluminum, mixed paper, corrugated cardboard, boxboard, newspaper, and magazines.

Name and location of recycling processor, broker and/or end market, if known:

The City of Ypsilanti takes collected recyclables to the Western Washtenaw Recycling Authority Material Recovery Facility. Their address is 8025 Werkner Road, Chelsea, MI 48118.

Description of projected increase based on the grant-funded project, as applicable. Provide explanation of calculation method or data source:

The City of Ypsilanti currently has several trash receptacles in the downtown areas and public parks within the city. Based on our estimated collection volumes we currently collect approximately 225 cubic yards of trash each year. According to 2017 data from the EPA (<https://www.epa.gov/facts-and-figures-about-materials-waste-and-recycling/national-overview-facts-and-figures-materials>) it shows that paper products and plastic have made up approximately 38.2% of all solid waste collected for that year. Based on this we are projecting that by adding public recycling containers we can divert approximately eighty-five (85) cubic yards of recyclables from our current waste stream. Please keep in mind that due to restrictions

from the material recovery facility the city cannot collect glass in our single stream recycling and due to this we did not include glass in the projection.

Increase in recycling processing capacity volume or tonnage (in tons or cubic yards):

This item is not applicable as the city does not process recyclables as part of our operation.

Increase in collection capacity volume or tonnage (in tons or cubic yards):

We are anticipating an additional eighty-five (85) cubic yards of recyclables to be diverted from our public trash receptacles per the above calculation.

Increase in access or participation:

This project will create an opportunity for the visitors, workers, and residents in our downtown areas and visitors to our city parks to have the ability to recycle items while in these areas rather than throwing them away.

Increase in population and/or number of households/units served:

The City does not have a specific number for the individuals who frequent our downtown areas and parks, but the public containers will expand public access to the employees and the visitors to these areas. The City of Ypsilanti has several large events each year in these areas which draw thousands of people. These events include the Michigan Summer Beer festival, monthly 1st Friday events, YpsiGlow, and many others. In addition to this our downtowns have a number of dining establishments which draw large lunch, dinner, and after hour crowds.

Increase in geographical area to be served:

The additional areas which will be served by public recycling are the city's downtown areas of "Depot Town" which is primarily in the area surrounding E. Cross St between Huron St and River St, "West Cross" which is on W. Cross St between Ballard St and Normal St, and "Downtown Ypsilanti" which is primarily in the area around Michigan Avenue bounded by the Huron River to the east, Hamilton St to the west, Washtenaw Ave to the north, and Ferris St to the south. The City is also proposing to add public recycling containers to twelve (12) city parks including; Candy Cane Park, Peninsular Park, Prospect Park, Waterworks Park, Frog Island Park, Riverside Park, Parkridge Park, Recreation Park, the Water Street Trail, and our three (3) tot lots.

Proposed qualitative and quantitative methods to measure and/or track increase, participation, and relevant metrics:

The volume of recycling will be quantitatively measured which the materials are taken to the recovery facility. After the weight is reported city staff will track it over time. The material recovery facility measures the recycling by tonnage rather than cubic yards. Fortunately, the EPA has published conversion factors which allow for the conversion from cubic yards to tons. The city is projecting that we will divert eighty-five (85) cubic yards of recyclables and based on the EPA conversion chart (https://www.epa.gov/sites/production/files/2016-04/documents/volume_to_weight_conversion_factors_memorandum_04192016_508fml.pdf) one (1) cubic yard of commingled recyclables is weighs 262 pounds. Based on this we can revise our projection

of eight-five (85) cubic yards of diverted recyclables to 22,270 pounds or approximately eleven (11) tons of recyclables.

Include proposed frequency of monitoring/measurement:

The weight of recyclables collected will be measured on a weekly basis when the materials are taken to the recovery facility.

Description of education and outreach associated with the grant project, if applicable:

City staff will put out information highlighting the containers and will provide information on what can be deposited in the containers. We will also work with our Downtown Development Authority to reach out to our business owners about the use of the containers.

Include any specific letters committing an amount of time, money, activities, or other specified resources for the planned program.

The City has applied to Washtenaw County for a \$4,000 recycling grant to support this project and has received support from Washtenaw Regional Resource Management Authority in support of this project.

Description of how the project will be sustained beyond the grant timeline, including a description of existing or proposed operational funding sources such as user fees, millage, special assessments, or general funds, etc. to be used.

The project will be sustained beyond the grant timeline by the City utilizing our sanitation and general fund dollars for things such as container replacement and maintenance.

Describe how an evaluation of the project will be done, including how success will be defined and measured.

Success of the project will be measured by the volume of recycling that is collected and the reduction in the volume of trash in our downtown areas. We will track the volumes over a 12 month period and we will be successful if our above mentioned projections are met.

Describe how evaluation results will be used and distributed, including any products that will result from the planned program.

We will use our evaluation results to look at the participation in the program. To see how close our estimates were to the actual volume received from the recyclables. This information will be compiled into a report which will be presented to our City Council and Sustainability Commission and the information will be used to help develop a strategic plan for expanding recycling options within the city.

Work Plan

Identify the tasks and responsible party for procurement of the infrastructure item(s) proposed in the application:

Task 1: Coordinate with Downtown Development Authority on the type of containers which are projected to be used.

Responsible Party: Ron Akers, Director of Public Services

Task 2: Prepare a request for proposals for the purchase of the specific containers.

Responsible Party: Ron Akers, Director of Public Services

Task 3: Open bids and prepare information for City Council to make purchasing decision.

Responsible Party: Ron Akers, Director of Public Services

Task 4: After approval from City Council, create a purchase order and place order for containers.

Responsible Party: Ron Akers, Director of Public Services

Identify the tasks and responsible party for deployment and/or utilization of the infrastructure items(s) proposed in the application:

Task 1: After delivery of containers, inventory and create maps which depict where the placement will occur.

Responsible Party: Ron Akers, Director of Public Services

Task 2: Coordinate with Public Services staff and schedule work time to place the containers throughout the downtown areas and city parks.

Responsible Party: Environmental Foreman

Task 3: Send crews out to place the containers in various areas in the downtown areas and city parks.

Responsible Party: Environmental Foreman, Public Services Staff

Identify the tasks and party responsible for preparing quarterly progress reports and the final project report:

Task 1: Collect weight measurements taken by the material recovery facility and record them for tracking over a defined period.

Responsible Party: Department of Public Services Office Staff

Task 2: Identify trends and record the findings in a quarterly progress report.

Responsible Party: Ron Akers, Director of Public Services

Task 3: After a six (6) month time period after deployment has concluded identify numbers of recyclables collected and prepare a report which analyzes how close the volume collected was to the projected number and lists findings from the first year of the program.

Responsible Party: Ron Akers, Director of Public Services

Task 4: Use the findings to make improvements in the program which would increase volume or promote better usage.

Responsible Party: Ron Akers, Director of Public Services

Task 5: Use information to prepare/update a city-wide recycling strategic plan.

Responsible Party: Ron Akers, Director of Public Services

Timeline

April 28, 2020: Application is submitted to EGLE

July 30, 2020: Anticipated decision date on grant from EGLE

August 1, 2020: Begin discussions with the Downtown Development Authority on style of containers.

August 28, 2020: Release a request for proposals for the containers.

September 24, 2020: Have bid opening for containers.

October 6, 2020: Submit to City Council for the purchase of the containers.

October 7, 2020: Prepare purchase orders and order the containers.

December 7, 2020: Anticipated delivery date of containers. DPS staff will create location maps for the containers.

January 4, 2021: All containers will be deployed by this time.

February 1, 2021: Reimbursement request will be submitted by February 1.

February – July 2021: Receive volume measurements from material recovery facility. DPS staff will track and record these measurements.

July 1, 2021: Staff will begin work on compiling the final report including analyzing data and preparing findings.

July 12, 2021: Final report will be submitted to EGLE in compliance with grant.

July 2021: If changes to improve the program are identified those changes will be made.

August 2021: Create or update a recycling strategic plan for the city using the findings from the study.

**Department of Environment, Great Lakes, and Energy Material Management
Infrastructure Grant Application Budget Form**

Applicant Name: City of Ypsilanti				
Line Item No.	Budget Line Item Description	Quantity	Unit Price	Budget Amount
1	Recycling Containers	108	\$850	\$91,800
			\$	\$
			\$	\$
			\$	\$
			\$	\$
			\$	\$
			\$	\$
			\$	\$
			\$	\$
			\$	\$
			\$	\$
			\$	\$
Total Grant Budget				\$91,800
Grant Amount Requested		Local Match Amount		Total Grant Budget
\$73,440		\$18,360		\$91,800

The local match amount must equal at least 20 percent of the ***total grant budget***. The local match amount can be greater than 20 percent of the total grant budget. The grant amount requested cannot exceed \$1,000,000.

For example, if the **total grant budget** is \$1,500,000, the grant amount requested can only be the maximum amount of \$1,000,000, and the local match amount would have to be \$500,000, which is greater than 20 percent of the **total grant budget**.

If the **total grant budget is** \$100,000, the local 20 percent match amount would have to be at least \$20,000.

Budget Narrative

The proposed cost items in the budget are the public recycling containers. Both are capital expenses which work to meet the objective of the project and thus are eligible expenditures under the grant program. As specified above, the public recycling containers have not been selected as of yet and are projected to be between 36 gallons and 64 gallons in size. City staff has reviewed our suppliers for a price range of these recycling containers and have determined based on that review an appropriate cost per durable container would be in the \$850 per container range. I have attached prices for various containers that staff has looked at when making these comparisons.

The match funding is proposed to be from two sources. The City of Ypsilanti will provide \$14,360 from their solid waste fund to match the 20% requirement for the grant proposal and Washtenaw County Department of Public Works has offered to provide \$4,000 in match toward the project from their Waste Reduction Sponsorship Program.



REQUEST FOR LEGISLATION

TO: Mayor and City Council
FROM: Annie Somerville, Brian Jones-Chance
DATE: July 13, 2021
SUBJECT: Sponsorship of the Parkridge Summer Festival/ Joe Dullin Community Day.

DESCRIPTION:

Sponsorship of the Parkridge Summer Festival/ Joe Dullin Community Day.

SUMMARY:

The Parkridge Summer Festival is an annual event created through grassroots organization. According to the City's Special Events Policy (Section 1.3(b)), the City may Co-sponsor an event when City Council determines that the event is of the general interest to the public and advances the image of the City.

The Parkridge Summer Festival/Joe Dullin Community Day is an annual event occurring at Parkridge Park, 591 Armstrong. The event will be held on August 28, 2021, between 11am and 6pm.

This resolution will sponsor the event in the amount not to exceed \$5,000, to be allocated from the Recreational Marijuana Facilities State Revenue Sharing Funds, account # 101-7-2150-574-00.

RECOMMENDED ACTION: Approval

ATTACHMENTS: Proposed Resolution

CITY MANAGER APPROVAL: _____ COUNCIL AGENDA DATE: _____

CITY MANAGER COMMENTS: _____

FISCAL SERVICES DIRECTOR APPROVAL: _____



Resolution No. 2021-140
July 13, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, the City of Ypsilanti adopted a Special Events Policy, and pursuant to the policy, the City Council may sponsor an event if it is of general interest to the public and advances the City's public image; and

WHEREAS, as the result of the COVID-19 Pandemic and the resulting prohibition of large public gatherings the Parkridge Summer Festival Committee had little time to fundraise for this event; and

WHEREAS, The Parkridge Summer Festival is one of the few annual events occurring in Ypsilanti's Southside; and

WHEREAS, without city Sponsorship the event is in danger of not having the financial capability to hold the event.

NOW THEREFORE BE IT RESOLVED THAT the Ypsilanti City Council approves the sponsorship of the Parkridge Summer Festival in the amount not to exceed \$5,000 to be allocated from account 1-101-4-574-00.

OFFERED BY: _____

SECONDED BY: _____

YES: NO: ABSENT: VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this 13 day of July 2021

#Resolution No. 2021-140



REQUEST FOR LEGISLATION

TO: Mayor and City Council
FROM: John Barr
DATE: July 13, 2021
SUBJECT: Management contract for Ypsilanti Senior Center

DESCRIPTION:

Management contract for Ypsilanti Senior Center

SUMMARY:

Some years ago, the City was about to close the City owned Senior Center. The Senior Center is a meeting place for Ypsilanti senior citizens and partners with the County of Washtenaw and others to provide meals, activities and programs. A group of interested citizen volunteers stepped forward and kept the facility open. The volunteers have now created a Michigan Non-profit Corporation and obtained federal 501c3 tax exempt status, the YPSILANTI SENIOR CENTER, (CENTER)a Michigan non-profit, Tax Exempt 501(c)(3) corporation.

The CENTER desires to continue to operate the facility and I have been working with their attorney, Carl Schier, to work out the details. An agreement is attached that has been approved by the Friends, the City Manager, staff and myself.

The agreement provides that the City will lease the facility to the CENTER for \$1 per year for a two-year term, renewable for additional one-year terms.

The CENTER will operate the facility and provide all staff. The CENTER will provide regular cleaning, painting, and maintenance items and the City agrees to contribute \$6,000 annually, and provide major repairs as needed.

The CENTER will follow a detailed list of City requirements and report to the city twice a year.

ATTACHMENTS: Proposed Lease and Management Agreement

RECOMMENDED ACTION: Approval of the agreement

CITY MANAGER APPROVAL: _____ COUNCIL AGENDA DATE: _____

CITY MANAGER COMMENTS: _____

FISCAL SERVICES DIRECTOR APPROVAL: _____



Resolution No. 2021-141
July 13, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

The certain "Lease, Operations and Management Agreement" between the City of Ypsilanti and the Ypsilanti Senior Center, a Michigan Non-profit Corporation is approved, and the mayor and city clerk are authorized to sign for and on behalf of the City, subject to the approval of the Ypsilanti City Attorney.

OFFERED BY: _____

SECONDED BY: _____

YES: NO: ABSENT: VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this
13 day of July 2021

#Resolution No. 2021-141

YPSILANTI SENIOR CENTER

LEASE, OPERATIONS, AND MANAGEMENT AGREEMENT

This Agreement is made this ____ day of _____, 2021, by and between THE CITY OF YPSILANTI, a Michigan municipal home rule city of One South Huron Street, Ypsilanti, MI, 48197 hereinafter referred to as "CITY," and the YPSILANTI SENIOR CENTER, a Michigan non-profit, Tax Exempt 501(c)(3) corporation, 1015 N Congress Street Ypsilanti, MI 48197, hereinafter referred to as "the CENTER."

RECITALS:

The CITY is the owner of the Building and equipment comprising the Ypsilanti Senior Center (the Facility) located at 1015 N. Congress, Ypsilanti, Michigan 48197.

The CITY has used the facility as a senior citizen community center.

The CENTER is a Michigan non-profit corporation, a public charity granted exemption from income taxation by the Internal Revenue Service pursuant to Sec. 501(C)(3) of the Internal Revenue Code, and is operated to advance the objectives of, and to participate in the programs and projects described in the Older Americans Act of 1965, as the same may be amended and reauthorized from time to time, applicable state law, in the plans proposed by the Area Agency on Aging 1-B, and to achieve the objectives in the statement of purposes of the CENTER'S restated articles of incorporation.

The CENTER is keenly interested to acquire a lease of the Facility, to keep the facility open, to conduct a variety of activities at the Center, and to provide funding and management for the facility and the Center as a service to the public.

The CENTER and CITY shall coordinate efforts to obtain grants and other funding, to expand programs, and to improve and maintain the facility.

COVENANTS, TERMS, AND CONDITIONS:

NOW THEREFORE in consideration of mutual promises and obligations contained in this document, the parties agree as follows:

1. Lease Term. This agreement shall become effective as of January 1, 2021 and continue in effect for two (2) years. The lease may be renewed for successive one-year terms by notice of intent to renew given in writing to the city manager at least 90 days before termination, subject to approval by the City.
2. Rent. The rent shall be One (\$1.00) Dollar per year, to be paid in full on January 30 of each succeeding year.
3. Agency. The CITY appoints the CENTER as exclusive agent to manage and operate the Facility as a Senior/Community Center. The CENTER accepts the appointment subject to the terms and conditions set forth in this Agreement.

4. Description of the Facility. The property covered by this Agreement, (hereinafter referred to as "the FACILITY") is described as follows: The building and contents located at 1015 N. Congress, Ypsilanti, MI 48197, the adjacent parking lot, and land in Recreation Park contiguous to the facility building, extending 100 feet perpendicular to the exterior walls of the facility.

5. Management Standards. The CENTER agrees to exert its best efforts and to exercise the highest degree of skill and competence to manage the FACILITY to provide maximum benefit consistent with due regard for the safety and well-being of the public.

6. Financial Assistance. The CITY shall provide financial cash assistance in the amount of \$6000 per year, or such other amount and for such purposes as the parties may agree.

7. Agent's Duties. The CENTER accepts and agrees to the following responsibility, authority, and duties:

- a. To keep the FACILITY open to the public, and especially senior citizens.
- b. To develop and provide programs of interest to and benefit for senior citizens.
- c. To partner with Washtenaw County and other interested entities to fund, develop and provide programs of interest to senior citizens, including food and nutrition programs when possible and appropriate.
- d. To provide meeting space for citizen discussion groups, art groups and other groups and organizations for the benefit of the public.
- e. To rent the FACILITY for events and on a day-to-day basis to persons, groups, and entities, and to collect reasonable rents and fees as determined by the CENTER. Rental fees may be waived for any use by the CITY and all of the CITY departments.
- f. To follow all CITY anti-discrimination ordinances, policies, and rules.
- g. To comply with all city codes, including living wage and prevailing wage ordinances.
- h. To advertise the FACILITY by use of appropriate media and otherwise.
- i. To investigate the references of all prospective renters as is necessary and reasonable to protect the CITY and the CENTER against loss and for protection of the FACILITY.
- j. To determine the necessity for security deposits and collect the same.

k. To collect all rents, fees, and charges due and make a proper accounting for the same.

l. To become and remain at all times during this agreement a Federal Tax-Exempt Organization under the Internal Revenue Code.

m. To prepare and file all tax returns as may be required.

n. To apply for grant funds and with the help of the CITY to administer grant funds received.

o. To safeguard the facility and restrict distribution of keys and alarm codes only to persons authorized by the CENTER and CITY.

p. To appoint one City representative, as recommended by the City, to serve ex officio on the CENTER board of directors.

8. Operation and Maintenance. The CITY gives to the CENTER, and the CENTER accepts the following responsibilities, authority, and powers regarding the FACILITY:

a. Possession. The Center shall have possession of the FACILITY subject to the right of the City to conduct periodic inspections. Notice of intent to inspect shall be furnished in writing to the Executive Director of the Center not less than ten days in advance of the proposed date of inspection.

b. Repairs and Maintenance. The CENTER will cause the FACILITY to be maintained and repaired in accordance with sound management policies and Ypsilanti City Codes, and in a condition at all times acceptable to THE CITY, including but not limited to cleaning, painting, decorating, plumbing, carpentry, grounds care, and other maintenance and repair work at the sole and exclusive cost of the CENTER. All costs for repairs and replacements to the roof, windows, doors, and walls, and for repairs or replacements for utilities and equipment, including for electrical, mechanical, plumbing, heating, ventilating, and air conditioning components and systems, shall be borne by the CITY. The CITY shall maintain and when necessary replace the asphalt parking lot and the concrete sidewalks and approaches. The CITY shall timely remove accumulated snow and ice and shall apply environmentally safe chemicals to melt and clear ice.

c. Improvements. When necessary, the CENTER shall apply for and use grant and other funds to improve by the FACILITY, subject to CITY approval, by 1) obtaining construction plans, 2) securing contractors and construction agreements, and 3) completing construction work. All construction work shall be under the day-by-day supervision of the CITY.

d. Permits. The CENTER shall obtain all permits and other governmental permission necessary for any work or improvements on the facility. The CITY shall waive permit fees.

e. Utilities. The CENTER shall be responsible for the payment of water, gas, electricity, extermination, telephone service, and other services necessary for FACILITY operation.

f. Tools and Supplies. The CENTER shall obtain, purchase, and furnish all necessary tools, equipment, and supplies for the operation of the FACILITY.

g. Personal Property Inventory. The CENTER shall cause an inventory of all City personal property at the FACILITY and deliver the inventory to City. The CENTER shall safeguard all such property and return to City upon termination of this agreement, or upon demand by City.

h. The CITY shall promptly provide the CENTER copies of all accounts, entries, and records kept by the CITY pertaining to the affairs, activities, and finances of the CENTER, and shall immediately transfer all funds held in such accounts to the CENTER.

9. Accounting, Record Keeping, and Reporting. The Center shall maintain accurate, complete, and separate accounts and records in accordance with generally accepted accounting standards and principles showing all income and expenditures relating to the operation of the FACILITY. The CITY shall have the right of reasonable inspection of the accounts and records at any time upon reasonable notice.

a. The CENTER shall provide a semi-annual report to CITY detailing the operations of THE FACILITY. The report shall be submitted to the Ypsilanti City Clerk not later than January 30 and July 30 of each year. The report shall contain at a minimum:

- i. Copies of all meeting agendas, minutes, and meeting materials.
- ii. Current financial statement showing all income and expenditures and account balances.
- iii.. Copies of all rental agreements.
- iv. Facility use calendar.
- v. Fundraising status report.
- vi. Grant application status report including copies of all grant applications, approvals, or denials.
- vii. Grant compliance report.
- viii. Status of all building or site improvements including copies of all permits.

10. Employees. The CENTER may employ, discharge, and pay employees and contractors, as necessary. The CENTER shall be solely responsible for such employees and contractors and CITY shall have no liability therefor. The CENTER shall

indemnify and hold CITY harmless from any claims, suits, demands, or claims that may arise between the CENTER and any such employee or contractor.

11. Finances and Revenue

a. Fundraising

The Center shall comply with all rules and regulations of the federal and state governments governing fund raising and accounting that apply to public charitable organizations.

b. The Center shall keep written records showing the identities of donors by name and address, the amount of each gift in cash or the value of a gift in kind, and the written acknowledgments of donations.

c. Audits

The CENTER shall submit to audits of its books and records by the CITY auditor annually or at such times as the auditor shall request and shall provide *an annual audit financial* report to CITY. The obligation to report annually may be satisfied by submitting the reports made to the Internal Revenue Service and the Charitable Trust Division of the Michigan Department of Attorney General.

d. Bank Accounts.

The CENTER shall open and maintain one or more FDIC insured bank accounts for the deposit of funds.

12. Insurance, ~~and~~ Bonds, and Indemnification.

a. The Center shall cooperate with the CITY to acquire and maintain insurance coverages satisfactory to the CITY and where appropriate as part of the CITY's insurance program, the costs to be borne by the Center unless otherwise agreed, including, without limitation, the following:

Worker's Disability Compensation Insurance.
Liability Insurance with minimum limits of \$1,000,000.
Automobile Insurance
Property and Casualty, Fire and Extended Coverage
Directors and Officers Liability

b. The CENTER shall furnish the CITY with evidence that the risks of misappropriation of funds or other frauds are addressed by appropriate fidelity bonds or insurance.

c. The Center shall indemnify, save, and hold the City harmless from all claims arising from the use and occupation of the leased premises and claims arising in connection with the Center's contractual relationship with the City. The Center shall have no obligation to indemnify the City from claims arising from the sole negligence of the City or for which the Center shall otherwise be found to have no liability.

13. Interest as Owner. The CENTER is the sole lessee of both the Facility and personal property within the FACILITY identified as property of the City, and with the exception of the leasehold and personal property separately identified as owned by the Center, the CENTER shall not acquire any ownership interest in CITY property. The Facility and all fixtures, additions and improvements and personal property shall at all times be owned exclusively by the CITY. All personal property exceeding \$100.00 in value shall be carried on separate inventories that identify personal property owned by the CITY and personal property owned by the CENTER.

14. Termination. Either party may terminate this Agreement in the event of a material breach of this Agreement by the other party. Written notice of the breach shall be delivered to the other party. The effective date of termination shall be established by the parties based on a consideration of existing program requirements, the interests of third parties who participate with the Center, and other facts that bear on the selection of the termination date, including the time required to obtain a lease of suitable premises and move.

a. Duties on Termination

The Center shall prepare a written report on the status of all contracts, programs, and activities that are active as of the date of the notice to terminate.

b. Effect of Termination.

The CENTER shall restore possession of the FACILITY, equipment, materials, and other personal property belonging to the CITY, and vacate the premises as of the effective date of termination. The CENTER shall promptly turn over to the CITY all records pertaining to FACILITY operations, together with all supplies and other property used for THE FACILITY, exclusive of property shown on the inventory as owned by the Center. The failure to vacate the premises.

All rights of the CENTER, upon the effective date of termination, controlled by this Agreement or otherwise obtained, shall immediately expire and the CENTER shall have no further right to possession or authority to act for CITY.

c. Bankruptcy.

If either the CITY or the CENTER is adjudicated a bankrupt, voluntarily files a bankruptcy petition, or makes an assignment for the benefit of creditors, either party may terminate this Agreement as provided herein.

15. Avoiding Insolvency. The Center shall examine its financial accounts with sufficient frequency to anticipate its inability to meet forthcoming expenses. If revenues diminish and deposits in checking and savings accounts remain static or become depleted the Center shall not incur debts that cannot be paid from presently available funds or funds whose receipt is assured.

16. Right of First Refusal. During the term of this Agreement and any renewals, the CENTER shall have a right of first refusal in the event of a third party offer to purchase the FACILITY. Upon receipt of a valid offer to acquire any interest in the FACILITY, the CITY shall give notice to the CENTER, and within 180 days from the date

of the notice, hereafter the option period, the CENTER may acquire the interest subject to conveyance upon the same terms and conditions contained in the third-party offer. If the CENTER fails to give notice in writing to exercise the option, the option shall expire, and the rights granted under this paragraph shall be deemed waived and be null and void.

17. Construction and Interpretation. This Agreement shall be construed and interpreted to achieve the objectives of the parties in accord with the law of the State of Michigan and the Internal Revenue Code.

18. Assignment. This Agreement will inure to the benefit of and constitute a binding obligation of the parties and their respective successors and assigns. This Agreement may not be assigned without the written consent of the CITY.

19. Disputes. Disputes arising in connection with this Agreement shall be addressed first by mediation and if unresolved then by binding arbitration, to be conducted in Washtenaw County, Michigan. The dispute resolution process shall be governed by the commercial mediation and arbitration rules then in force published by the American Arbitration Association, subject to the parties' further agreement as to rules and procedures. A claim in arbitration shall not, however, be submitted under the auspices of or subject to the jurisdiction of the American Arbitration Association, but to a qualified mediator or single attorney-arbitrator selected by the parties. All proceedings shall be conducted to achieve a prompt, economical resolution. The arbitrator's award may be submitted to a court of competent jurisdiction for confirmation and entry of a judgment. The Federal Arbitration Act shall govern all arbitration proceedings.

20. Name. The name "Ypsilanti Senior Center" is the sole and exclusive property of the CITY. The CENTER may use the name "Ypsilanti Senior Center" as its legal name and for all purposes consistent with the CENTER'S charitable purposes without charge. Upon termination of this Agreement or of a subsequent agreement permitting use of the name, all use of the name shall end.

21. Non-Discrimination. The Center shall not discriminate in its organization, policies, management, hiring, operation, or the achievement of its purposes on the basis of ethnicity, race, color, sex, age, gender identity, sexual orientation, religion, creed, handicap, disability, or on any basis prohibited by law.

22. Living Wage.

A. (1) Living Wages shall be paid according to the Ypsilanti Living Wage Ordinance, as provided in Chapter 2, Article VI, Division 4 of the Code of Ordinances for the City of Ypsilanti (The Ordinance); and

(2) Suitable notices shall be posted in the workplace; and

(3) Evidence of compliance including payroll records shall be provided to the Ypsilanti Personnel Department within 10 days of written request from the Ypsilanti Personnel Department.

B. In the event of violation of the provisions of The Ordinance or this Agreement this Agreement may be modified or terminated to comply with the provisions of The Ordinance, including withholding of moneys in amount equal to Living Wages not paid in accordance with The Ordinance and the City may also take action to recover the amount of the contract provided to any person found to have violated The Ordinance.

C. Any employee shall have a separate cause of action to enforce the provisions of this Agreement and The Ordinance and any rights conferred under The Ordinance, in law and or equity, and any court of competent jurisdiction upon proper proof and the prevailing of the employee in such action, shall award actual damages, wage restitution, interest and actual attorney fees.

D. The City shall have the right to enforce this Agreement and The Ordinance in law or equity by court process including specific performance.

23. Compliance with Iran Economic Sanctions Act, Act 517 of 2013.

Pursuant to the Iran Economic Sanctions act, MCL 129.211, before accepting any bid or proposal, or entering into any contract for goods or services with any prospective Provider, the Provider must first certify that it is not an "Iran Linked Business" as defined by that law.

(THIS SPACE INTENTIONALLY LEFT BLANK)

24. This Agreement constitutes the entire agreement between the CITY and the CENTER with respect to the FACILITY, and no change will be valid unless made by supplemental written agreement executed and approved by both of the parties and approved by the Ypsilanti City Attorney.

In the presence of:

CITY OF YPSILANTI, a Michigan
Municipal Home-rule City

BY: _____
Lois Richardson, Mayor

BY: _____
Andrew Hellenga, City Clerk

YPSILANTI SENIOR CENTER

BY: _____
Sherie Robinson Lane, President

BY: _____
Alfreda Rooks, Treasurer

BY: _____
Monica Prince, Director, *Ex Officio*

APPROVED AS TO FORM:

JOHN M. BARR P-10475
Ypsilanti City Attorney



REQUEST FOR LEGISLATION

TO: Mayor and City Council
FROM: Andrew Hellenga
DATE: July 13, 2021
SUBJECT: Resolution to Approve MML Renewal Premium for 2021

DESCRIPTION:

Resolution to Approve MML Renewal Premium for 2021

SUMMARY:

The renewal premium for the Property and Liability insurance renewal for the City of Ypsilanti effective August 1, 2021-2022 with the MML Liability & Property Pool is **\$394,190** compared to the expiring premium of **\$375,806**. This is a premium increase of \$18,330 or 4.88%.

Reasons for the change in premium:

- Annual Payroll -- \$6,510,512 (was \$6,351,720 in 2020/increase of 2.5%)
- Property -- \$20,132,606 (was \$19,378,666 in 2020/increase of 13.5%)
- Number of Law Enforcement Officers – 30 (was 31 in 2020/decrease 3.3%)
- Number of Vehicles – 80 (was 66 in 2020/increase 6.45%)
- Agreed Amount— 10 vehicles with agreed amount values totaling \$2,021,400

The Board of Directors of the MML Liability & Property Pool voted to return another dividend in 2021 to renewing Members. The City's portion of the dividend return is **\$25,079**. The City will receive the dividend after paying your renewal premium.

RECOMMENDED ACTION: Approval

ATTACHMENTS: Resolution
MML Proposal

CITY MANAGER APPROVAL: _____ COUNCIL AGENDA DATE: _____

CITY MANAGER COMMENTS: _____

FISCAL SERVICES DIRECTOR APPROVAL: _____



Resolution No. 2021-142
July 13, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

THAT, the premium for the Property and Liability insurance renewal for the City of Ypsilanti effective August 1, 2021-2022 with the Michigan Municipal League (MML) Liability and Property Pool be approved in the amount of \$394,190.00 be approved.

BE IT FURTHER RESOLVED THAT the City Manager is authorized to sign and approve payment of the invoice.

OFFERED BY: _____

SECONDED BY: _____

YES: NO: ABSENT: VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this 13 day of July 2021

#Resolution No. 2021-142



michigan municipal league

Liability & Property Pool

Proposal

for the

City of Ypsilanti

.Presented By:

Judith A. Thomson-Torosian, CPCU, CIC, ARM
MML Liability & Property Pool
(248) 204-6137

June 30, 2021

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This proposal is intended to be only a summary of coverages and services. For specific details on coverage terms and conditions, please refer to the Michigan Municipal League Liability and Property Pool coverage document.

Executive Overview

The Michigan Municipal League Liability and Property Pool has been a stable source of comprehensive municipal insurance and risk management services since 1982. It is financially secure and positioned for long-term stability.

The **City of Ypsilanti** has been a Pool member since **August 1, 1983**.

The Pool staff is made up of municipal insurance experts. Municipal risk management is our only business, and we're proud of it!

The Pool provides insurance coverage designed specifically for Michigan municipal exposures, combined with a package of loss control programs, claims administration, legal defense and membership services that you won't find anywhere else in Michigan.

This quotation is based on the limits of coverage requested by the **City of Ypsilanti**. Higher limits may be available, subject to underwriting review by Pool Management. Please submit requests for higher limits in writing to your Account Executive. Your request will be considered by Pool Management.

The insurance and related services described more fully in this proposal are being offered to the **City of Ypsilanti** for an annual premium of **\$394,190**. When compared to last year's cost of \$375,860, it represents a premium increase of \$18,330, or 4.88%. (In addition, the MML Liability & Property Pool Board of Trustees voted to return another post-renewal dividend for Members renewing in 2021. The City's portion of the dividend return is \$25,079. The City will receive this dividend in the month following payment of your 2021 renewal premium.)

We encourage you to compare the Pool with our competition. Compare us based on price, coverage, service, financial security, experience and commitment to municipal risk management. When you do, the advantages of Pool membership become clear.

Thank you for being a Pool member. We look forward to servicing your risk management program for many years to come.

Our Mission

To be a long-term, stable, cost-effective risk management alternative for members of the Michigan Municipal League Liability and Property Pool.

Introduction

What You Can Expect Of Us

- ✓ A commitment to learn, understand and respond to your insurance needs;
- ✓ Continuous planning and innovation in product development and service delivery;
- ✓ Products that meet your needs in terms of price, coverage and service;
- ✓ Prompt, accurate, and courteous response to your questions, problems and claims; and
- ✓ Knowledgeable and professional staff serving your needs consistently and with integrity.

Your Pool Insures More Than . . .

- | | |
|--------------------------------|----------------------------------|
| ✓ 433 Public Entity Members | ✓ 195 Water Utilities |
| ✓ 139 Fire Departments | ✓ 218 Sewer Utilities |
| ✓ 170 Law Enforcement Agencies | ✓ 24 Municipal Marinas |
| ✓ 2,195 Police Officers | ✓ \$5 Billion of Property Values |
| ✓ 5,772 Miles of Streets/Roads | ✓ 206 Water Service Operations |
| ✓ 6,950 Vehicles | ✓ 17 Dams |
| ✓ 16 Electric Utilities | |



michigan municipal league
Liability & Property Pool

Coverage and Cost Summary City of Ypsilanti

Effective 08-01-2021 to 08-01-2022

Coverages	Limit of Liability	Aggregate Limit	Per Occurrence Deductible
Municipal General Liability (Coverage A)	\$2,000,000	N/A	\$0
Sewer Back-Up Sublimit	No Coverage	N/A	N/A
Personal Injury Liability (Coverage B)	\$2,000,000	N/A	\$0
Medical Payments (Coverage C)	\$10,000	N/A	N/A
Public Officials Liability (Coverage D)	\$2,000,000	N/A	\$0
Employment Practices Sublimit	\$1,000,000	N/A	\$100,000
Law Enforcement Liability (Coverages A, B, and D)	\$2,000,000	N/A	\$0
Employee Benefit Liability	\$1,000,000	\$1,000,000	\$0
Fire Legal Liability	\$100,000	N/A	N/A
Cyber Liability & Data Breach Response	\$100,000	\$100,000	See Declaration
Dam Liability	No Coverage	N/A	N/A
Marina Operator Liability	No Coverage	N/A	N/A
Uninsured/Underinsured Motorists Coverage	\$100,000	N/A	\$0
Automobile Liability (Coverages A and B)	\$2,000,000	N/A	\$0

# Vehicles	Comp	Coll
80	\$250	\$500

Agreed Amount, if applicable 10 Vehicles for a total of \$2,021,400

Coverages A, B, and D are provided with a combined single limit of liability. The most the Pool will pay for any one occurrence is \$2,000,000 regardless of the number of coverages involved in the occurrence.

Property

Property - Blanket Basis	\$20,132,606	N/A	\$250
Boiler and Machinery	Included	N/A	\$250
Building(s)	Included	N/A	\$250
Contents	Included	N/A	\$250
Property in the Open	Included	N/A	\$250
Protection & Preservation	Included	N/A	N/A
Property - Actual Cash Value	N/A	N/A	N/A
Property - Limited Replacement Cost	N/A	N/A	N/A
Property - No Coverage	See Schedule	N/A	N/A
Property - Replacement Cost	See Schedule	N/A	\$0
Accounts Receivable	\$100,000	N/A	\$250
Consequential Damage	\$100,000	N/A	N/A
Contractor's Equipment	\$2,043,451	N/A	\$250



michigan municipal league
Liability & Property Pool

Coverage and Cost Summary City of Ypsilanti

Effective 08-01-2021 to 08-01-2022

Coverages	Limit of Liability	Aggregate Limit	Per Occurrence Deductible
Debris Removal - the lesser of 25% of physical damage loss or	\$5,000,000	\$5,000,000	N/A
Demolition & Increased Costs of Construction Limit	\$100,000	N/A	N/A
Earth Movement	\$2,000,000	\$2,000,000	\$5,000
Electronic Data Processing Equip	\$493,626	N/A	\$250
Expediting Expense	\$100,000	N/A	N/A
Extra Expense	\$100,000	N/A	N/A
Fine Arts	\$175,000	N/A	\$250
Flood (Except for Members located in Flood Zone A, AO, AH, A1-A999, AE, or AR)	\$1,000,000	\$1,000,000	\$5,000
Fungal Pathogens	\$25,000	\$25,000	\$250
Golf Cart Equipment	\$5,238	N/A	\$250
Loss of Income	\$100,000	N/A	N/A
Loss of Rents	\$100,000	N/A	N/A
Ornamental Trees, Shrubs, Plants or Lawn	\$5,000	\$10,000	\$250
Personal Effects & Property of Others	\$500	\$2,500	\$250
Police Equipment	\$17,049	N/A	\$250
Radio Equipment	\$11,712	N/A	\$250
Valuable Papers	\$100,000	N/A	\$250
<u>Comprehensive Crime Coverage</u>			
Employee Dishonesty Blanket/Faithful Performance	\$100,000	N/A	N/A
Computer Fraud	\$100,000	N/A	N/A
Depositors Forgery	\$100,000	N/A	N/A
Funds Transfer Fraud	\$100,000	N/A	N/A
Impersonation Fraud	\$100,000	N/A	N/A
Money and Securities Inside	\$100,000	N/A	N/A
Money and Securities Outside	\$100,000	N/A	N/A
Money Orders and Counterfeit Paper	\$100,000	N/A	N/A
<u>Bonds</u>			
Bond #: A Treasurer	\$100,000	N/A	N/A

Only one deductible applies to claims involving two or more property coverages.

The Michigan Municipal League Liability and Property Pool is pleased to offer all coverages and services described in this proposal for an annual premium of \$394,190.

Your Team of Experts



Judy Thomson-Torosian
Service and Sales Manager
(248) 204-6137



Michael J. Forster
Pool Administrator
(734) 669-6340



Ellen Skender
248-204-8582



Joan Opett
248-204-8579

Customer Service Representatives



Tracy Mattiello
Claims Manager
(248) 204-8094



Rod Pearson
Loss Control Manager
(248) 204-8036

Benefits of Pooling with the MML

- ✓ Proven long-term availability and stability
- ✓ Broad coverage document written specifically for Michigan municipalities
- ✓ Services tailored to unique needs of Michigan municipalities
- ✓ Member assets controlled by an elected Board of municipal officials
- ✓ Equitable rating based on Pool experience in Michigan
- ✓ Aggressive defense strategy – positive impact on case law
- ✓ Professional, dedicated, and experienced local management, oversight and service
- ✓ Decisions made and problems resolved by a group of your peers
- ✓ Investment income and underwriting surplus used to benefit members
- ✓ Lower expenses through tax-exempt and non-profit status
- ✓ Special loss avoidance training sessions including:
 - ✓ Safety aspects of emergency vehicle operations
 - ✓ Accident investigation for supervisors
 - ✓ Confined spaces training

The advantages of pooling can be summarized by:

Service + Control + Value

City of Ypsilanti Has . . .

- ✓ \$6,510,512 Annual Payroll (was \$6,351,720 for 2020) ↑
- ✓ \$20,132,606 of total values for real and personal property (was \$19,378,666 for 2020) ↑
- ✓ 30 Law enforcement officers (was 31 for 2020) ↓
- ✓ 80 Vehicles (was 66 for 2020) ↑
- ✓ 10 Vehicles with agreed values totaling \$2,021,400 (was 12 for 2020) ↓
- ✓ 1.11 Experience Modifier (was same for 2020)
- ✓ \$86 Michigan Catastrophic Claims Assessment (MCCA) per vehicle (was \$100/vehicle for 2020) ↓

Increased Liability Limits

We cannot guarantee the adequacy of any limit of liability. Due to the following factors, it may be prudent to consider higher limits:

- ✓ Increased jury awards in your jurisdiction
- ✓ Increased litigation trends
- ✓ Protection of tax base against judgments in excess of your policy limits

If you are interested in increasing your liability limits, please contact your Account Executive.

Highlights of Coverages Provided

Who Is Insured?

The Pool member entity, elected and appointed officials, employees and authorized volunteers, and any person officially appointed to a Board or Commission

General Liability

In addition to standard liability coverages (bodily injury, property damage, products and completed operations) the Pool provides coverages that municipalities need on an **occurrence basis with no aggregate liability limits**:

- ✓ Liability resulting from mutual aid agreements
- ✓ Premises medical payments
- ✓ Host liquor liability
- ✓ Watercraft liability, owned less than 26' and non-owned less than 50'
- ✓ Special events **excluding** -
 - Fireworks (unless endorsed)
 - Liquor Liability
 - Mechanical Amusement Rides
- ✓ Fire legal liability for real property
- ✓ Ambulance and EMT malpractice

Fireworks Coverage Options: (Fireworks application must be completed before coverage is endorsed)

1. The MML Liability & Property Pool is primary (the Member is not added as an additional insured on a pyrotechnician's coverage):

Annual Aggregate Sublimit	Additional Premium
\$500,000	Yes
\$1,000,000	Yes

2. The MML Liability & Property Pool is excess (the Member is added as an additional insured on a pyrotechnician's coverage):

NO ADDITIONAL PREMIUM

- ✓ Athletic participation liability
- ✓ Employee benefit liability
- ✓ Cemetery operations coverage
- ✓ Marina Operators coverage available
- ✓ Up to \$10 million in liability limits available
- ✓ Pollution coverage for Hazardous Response Teams
- ✓ Cyber Liability and Data Breach Response Coverage – as described on MMLCYD (09/17)

General Liability Exclusions . . .

The following is a partial list of general liability coverage exclusions. Consult the coverage document for the complete listing:

- ✓ Pollution (except for Hazmat operations).
- ✓ Nuclear energy / nuclear material hazards
- ✓ Expected or intended injury
- ✓ Breach of contract
- ✓ Failure of dams (unless endorsed)
- ✓ Backup of Sewers and Drains
- ✓ Aircraft Liability – (Unless Endorsed -- Limited Coverage for Unmanned Aircraft—MML236)
- ✓ Contractual Liability
- ✓ Failure to supply utilities
- ✓ Electromagnetic radiation
- ✓ Medical malpractice for doctors and physicians
- ✓ Criminal activity--Intentional acts w/knowledge of wrongdoing

Cyber Liability and Data Breach Response Coverage

- ✓ Information Security and Privacy Liability
- ✓ Privacy Breach Response Services
- ✓ Regulatory Defense and Penalties
- ✓ Website Media Content Liability
- ✓ PCI Fines, Expenses and Costs
- ✓ Cyber Extortion
- ✓ First Party Data Protection
- ✓ First Party Business Interruption

Public Officials Liability Coverage

“Wrongful Acts”, including intentional acts, defined as any actual or alleged error, misstatement, act of omission, neglect or breach of duty including:

- ✓ Neglect of duty
- ✓ Zoning defense and land use litigation
- ✓ Malfeasance
- ✓ Violation of civil rights
- ✓ Discrimination
- ✓ Employment practices
- ✓ Misfeasance
- ✓ Cable TV broadcasting

Public Officials Liability Exclusions

The following is a partial list of public officials’ liability coverage exclusions. Consult the coverage document for the complete listing:

- ✓ Pollution and Nuclear Energy
- ✓ Fraud, dishonesty, intentional and criminal acts
- ✓ Failure to purchase coverage or adequate coverage
- ✓ Return of governmental grants or subsidies
- ✓ Intentional acts with knowledge of wrongdoing
- ✓ Eminent domain / takings
- ✓ Illegal profit
- ✓ Labor union actions
- ✓ ERISA violations
- ✓ Backup of Sewers and Drains

Personal Injury & Advertising / Broadcasters Liability Coverage

- ✓ Mental anguish and stress
- ✓ Libel, slander or defamation of character; violation of an individual’s right of privacy
- ✓ Proactive services for non-monetary damage claims

Police Professional Liability Coverage

Police Professional Liability coverage is contained within the General Liability and Public Official Liability Coverage Parts

- ✓ Discrimination
- ✓ Violation of civil rights
- ✓ Jail operations
- ✓ False arrest, detention or imprisonment, or malicious prosecution
- ✓ Wrongful entry or eviction or other invasion of the right of private occupancy
- ✓ Assault or battery
- ✓ Improper service of suit
- ✓ Coverage assumes officers act with intent

Property Coverage

In addition to covering buildings, contents and personal property, the Pool provides:

- ✓ Blanket coverage -- All member-owned property insured (unless specifically excluded)
- ✓ Coverage based on ownership rather than on a "schedule on file" avoids coverage gaps due to errors or oversight
- ✓ Property of others in custody of the Member for which the Member has an obligation to provide coverage
- ✓ Boiler & Machinery coverage, including Boiler certification inspections
- ✓ Replacement Cost or Actual Cash Value available
- ✓ Fungal Pathogens (Mold) Limited Coverage
- ✓ Demolition/increased cost of construction
- ✓ No coinsurance
- ✓ Valuable papers
- ✓ Loss of Rents
- ✓ Property in the open
- ✓ Extra expense
- ✓ Expediting expense

Property Exclusions

The following is a partial list of property coverage exclusions. Consult the coverage document for the complete listing:

- ✓ Nuclear reaction/ contamination
- ✓ War
- ✓ Cyber Risk
- ✓ Fungal Pathogens (Mold) excess of sub-limit
- ✓ Failure to supply utilities
- ✓ Transmission Lines and Poles
- ✓ Dishonest acts
- ✓ Acts of Terrorism excess of Pool's Aggregate Sublimit -- MMLC TR (9/1/10)
- ✓ Wear and tear
- ✓ Computer failures/ viruses

Only one deductible applies to claims involving two or more property coverages.

Comprehensive Crime Coverage

- ✓ Employee Dishonesty/ Faithful Performance of Duty coverage provided on a blanket basis
- ✓ Loss Inside the Premises
- ✓ Loss Outside the Premises
- ✓ Money Orders/ Counterfeit Currency
- ✓ Depositors Forgery
- ✓ Position Fidelity Bonds
- ✓ Computer Fraud
- ✓ Funds Transfer Fraud

Automobile Coverage Highlights

What Is Covered?

Coverage is afforded while operating land motor vehicles, trailers or semi-trailers designed for travel on public roads.

Auto Coverages Provided

- ✓ Michigan No-Fault Coverage, includes mini-tort coverage for no extra charge
- ✓ Excess protection for use of personal automobile for municipal business
- ✓ Uninsured motorist for municipally owned vehicles
- ✓ Underinsured motorists
- ✓ Non-owned and hired auto
- ✓ Comprehensive - actual cash value basis
- ✓ Collision - actual cash value basis
- ✓ Volunteer firefighter auto accident liability coverage
- ✓ Agreed value coverage for emergency vehicles is available
- ✓ Fire or Rescue Vehicle Rental Reimbursement Coverage

Pool Risk Management Services

- ✓ Review and service of all municipal insurance matters
- ✓ Public entity experts address various liability issues
- ✓ Aggressive, member-oriented defense strategy
- ✓ Former police officials address law enforcement risks
- ✓ Physical inspection by municipal loss control consultants
- ✓ Law enforcement risk control programs (LEAF and LERC)
- ✓ Property appraisal services available

Online Services

www.mml.org (click on the *Insurance* button) – offers Pool members an outstanding resource for municipal risk management information and self-help tools in one attractive, simple-to-navigate location. File a claim on line. Download your renewal application. Request a loss control service visit. E-mail us a question. Other services available online:

- ✓ Online Forms (including Sewer Backup Sample Documents)
- ✓ Risk Resources:
 - ✓ Risk Control Solutions
 - ✓ Safety & Health Manual
 - ✓ Risk Management is Good Management Program
 - ✓ Law Enforcement Newsletters
 - ✓ Access to Safetysurance website -- <http://www.safetysurance.com/>
- ✓ MML Pool Audited Financial Statements
- ✓ Intergovernmental Contract
- ✓ Board of Directors, Pool Administrator and Staff Profiles and Contact Information

Membership Responsibilities

Membership in the Michigan Municipal League Liability and Property Pool provides numerous benefits. Likewise, individual members have certain responsibilities to the other members, which are detailed in the Intergovernmental Contract. The following is a summary of the membership responsibilities. Please refer to the Intergovernmental Contract, Articles 5 and 6, for more information.

- ✓ If a Member intends to leave the Pool, the Member must send a written notice to the Pool at least 60 days prior to its next renewal date.
- ✓ A Member must pay its premium when due. The Pool must give each member 20 days written notice of intent to terminate membership for nonpayment of premium. Payment of premium before the 20 days notice is effective will entitle the Member to reinstatement.
- ✓ Members must maintain membership or associate membership status in the Michigan Municipal League.
- ✓ A Member will allow attorneys employed by the Pool to represent the Member in defense of any claim made against the Member within the scope of coverage provided by the Pool. A Member will cooperate with the assigned attorneys, claims adjusters, service company or other agents of the Pool relating to the defense of claims for which the Pool is providing coverage.
- ✓ A Member will follow loss reduction and prevention measures established by the Pool.
- ✓ A Member will report to the Pool as promptly as possible all incidents that the Member reasonably believes may result in a claim against the Member.



REQUEST FOR LEGISLATION

TO: Mayor and City Council
FROM: Bonnie Wessler
DATE: July 13, 2021
SUBJECT: Kiwanis Commemorative Boulder in Recreation Park

DESCRIPTION:

Kiwanis Commemorative Boulder in Recreation Park

SUMMARY:

The local chapter of the international Kiwanis Club has an active hundred-year history in Ypsilanti supporting parks and recreation, from helping to acquire Frog Island and Riverside Parks to fundraising for parks improvements. As this year is their centennial, they would like to install a commemorative boulder with a brass plaque in Recreation Park at their cost. The proposed plaque would read:

Chartered April 13, 1921, the Ypsilanti Kiwanis Club celebrates 100 years of service. Kiwanis remembers the work of Andy Smith and other Kiwanians who enhanced city parks and performed other projects that improved the lives of children making Ypsilanti a better place to live.

The City Parks and Recreation Commission supported the installation at their May meeting, subject to final location approval from the Friends of the Rutherford Pool and the City Department of Public Services. The currently proposed location, approved in concept by both Pool representatives and City staff, will be off the southern end of the parking lot adjacent to the Rutherford Pool, and will be staked and marked prior to final placement for final approval by all parties.

RECOMMENDED ACTION: Approval

ATTACHMENTS: Memo from Kiwanis.

CITY MANAGER APPROVAL: _____ **COUNCIL AGENDA DATE:** _____

CITY MANAGER COMMENTS: _____

FISCAL SERVICES DIRECTOR APPROVAL: _____



**Resolution No. 2021-143
July 13, 2021**

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, the Kiwanis of Ypsilanti are celebrating their centennial year;

WHEREAS, the Kiwanis of Ypsilanti have contributed greatly to the parks and recreation system in Ypsilanti since their inception, particularly in Recreation Park and regarding the Rutherford Pool;

WHEREAS, the Kiwanis would like to place a marker to celebrate their centennial and their contributions in Recreation Park near the Rutherford Pool;

WHEREAS, the Parks and Recreation Commission has reviewed and supports the request from the Ypsilanti Kiwanis Club to place a commemorative marker in Recreation Park; and

NOW THEREFORE BE IT RESOLVED, THAT the City Council hereby supports the Kiwanis' request to place a boulder with commemorative plaque as specified in the memo dated May 3, 2021.

OFFERED BY: _____

SECONDED BY: _____

YES: NO: ABSENT: VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this 13 day of July 2021

#Resolution No. 2021-143

May 3, 2021

To: Parks & Recreation Commission, City of Ypsilanti

From: Bill Nickels, Ypsilanti Kiwanis Club

Subject: Installation of commemorative Plaque/Boulder in Rec Park

Dear Parks & Rec Commission,

As part of our 100th Birthday celebration, the Ypsilanti Kiwanis Club would like to install a commemorative brass plaque/boulder in Recreation Park. Starting with obtaining Frog Island from DTE and assembling property for Riverside Park, Kiwanis has a long history of partnering with the City of Ypsilanti parks. Following are details concerning the commemorative brass plaque boulder.

Plaque Language

SERVING THE CHILDREN OF THE WORLD

Chartered April 13, 1921, the Ypsilanti Kiwanis Club celebrates 100 years of service. Kiwanis remembers the work of Andy Smith and other Kiwanians who enhanced city parks and performed other projects that improved the lives of children making Ypsilanti a better place to live.

(50 words)

Source & Installation

The boulder will be prepared to accept a plaque and will be provided and installed by the Rock Shop on North Territorial Road. The plaque will be a brass casting and will be provided and installed by Arnet's Monument of Ypsilanti/Ann Arbor.

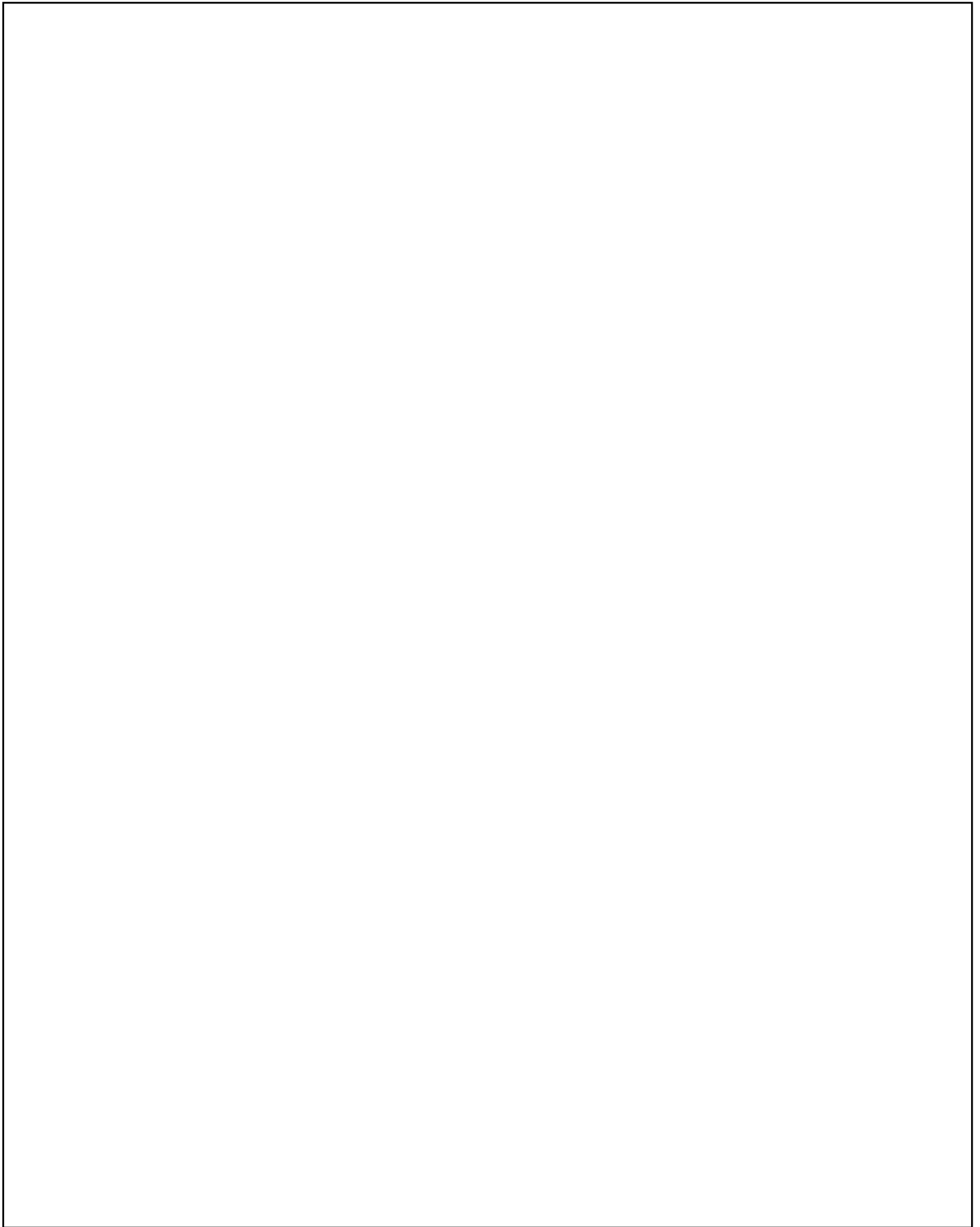
Location

Our preference is to have the plaque/boulder installed in a location agreeable with the Friends of Rutherford Pool and somewhere around the Rutherford Pool.

Size

The plaque/boulder combination will be about the size of the one in front of Ladies Library:







REQUEST FOR LEGISLATION

TO: Mayor and City Council
FROM: Ron Akers
DATE: July 13, 2021
SUBJECT: Removal and Replacement of the Concrete at the Parkridge Basketball Court

DESCRIPTION:

Removal and Replacement of the Concrete at the Parkridge Basketball Court

SUMMARY:

As a part of our park improvement program, we are proposing to remove and replace the concrete at the basketball court at Parkridge Park. Last fall we had a company come in and grind down gaps in the concrete slabs around the perimeter of the sport courts and seal some of the larger gaps in the concrete that vegetation was growing out of. Our original intent was to have the cracks in the middle of the court sealed and have both of the courts resurfaced, but based on the feedback we received from sealing contractors there was not a guarantee that this method would be effective. Based on this feedback we are recommending removal and replacement of the concrete of the basketball court. If approved, the attached proposal is for a contractor to come in and remove and replace the concrete only. Staff will work with another contractor to install the proper surfacing and striping on the court. After the court has been sealed and striped there is a community group that is interested in painting a mural on the court.

When evaluating this project staff reached out to GM & Sons who is the contractor, we awarded our CDBG and METRO Ramp projects to last year for cost estimating purposes. As a part of that discussion GM & Sons indicated that they would be willing to honor last year's concrete and other quantity bid prices for this project. The attached proposal for the concrete work reflects this pricing. As a reminder, the quantity prices that we received last year for the METRO Ramp program were obtained through a competitive sealed bidding process in which GM & Sons were the lowest qualified bidder. Staff also reached out to our engineering firm OHM to verify that the quantity prices were within or below the ranges they were seeing for construction projects this year and they indicated that the prices were within those ranges. We are comfortable that by using last years bid prices we are still receiving a competitive quote. The quoted amount for the concrete portion of the project is \$68,810.

This quoted amount is for the removal and replacement of the approximately 60' X 123' concrete slab where the basketball court is. It does not include the removal and replacement of the tennis court area's concrete or the concrete slabs around the perimeter of the court. As part of our original discussions we requested a quote for the full replacement of both the basketball court and the tennis court (excluding the perimeter concrete slabs). The amount of that quote is \$133,870. At this time staff is not recommending the full replacement of the basketball and tennis courts as we do not have enough funds allocated to complete the full replacement. An aerial photo is attached to the RFL roughly depicting these areas.

RECOMMENDED ACTION:

Staff recommends City Council approves GM & Sons to complete the removal and replacement of the concrete at the Parkridge Park basketball court for the amount of \$68,810 with any change orders to be approved by the City Manager.

ATTACHMENTS: Aerial photo, quotes for work

CITY MANAGER APPROVAL: _____ COUNCIL AGENDA DATE: _____

CITY MANAGER COMMENTS: _____

FISCAL SERVICES DIRECTOR APPROVAL: _____



Resolution No. 2021-144
July 13, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, the basketball court at Parkridge park is in poor condition; and,

WHEREAS, replacement of the concrete at the Parkridge basketball court will extend the life of the basketball courts and improve the condition of the park; and,

WHEREAS, the City of Ypsilanti Goal Setting Report for this fiscal year has a goal to continue to upgrade city parks.

NOW THEREFORE BE IT RESOLVED THAT that City Council approves GM & Sons to complete the removal and replacement of the concrete at the Parkridge Park basketball court for the amount of \$68,810 with any change orders to be approved by the City Manager.

OFFERED BY: _____

SECONDED BY: _____

YES: NO: ABSENT: VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this
13 day of July 2021

#Resolution No. 2021-144

4/23/2021

Google Maps

Google Maps

Option #1



Map data ©2021, Map data ©2021

20 ft

4/23/2021

Google Maps

Google Maps

Option # 2



Map data ©2021, Map data ©2021

20 ft

<https://www.google.com/maps/@42.2313473,-83.6229846,49m/data=!3m1!1e3>

GM & SONS, INC.

PROPOSAL

6784 Whitmore Lake Road, Whitmore Lake, MI 48189
www.GMANDSONS.com

Phone 734/929-1259
Fax 734/929-1265

CLIENT: City of Ypsilanti
ATTN: Estimating
PROJECT: 2020 Ramp Program
LOCATION: Ypsilanti
OPTION 2 Basketball Courts

DATE: 09/08/20

ITEM #	ITEM OF WORK	QUANTITY	U/M	UNIT PRICE	AMOUNT
1	Mobilization Max, 5%		ls	\$ 3,450.00	
2	Traffic Control and Maintenance		ls	\$ 3,000.00	
3	Erosion Control Inlet Protection, Fabric Drop		ea	\$ 200.00	
4	Removal Curb/Gutter		lf	\$ 20.00	
5	Removal Pavement	823	sy	\$ 20.00	\$ 16,460.00
6	Removal Sidewalk		sy	\$ 20.00	
7	Station Grading		st	\$ 2,000.00	
8	Repair HMA, 13A		tn	\$ 350.00	
9	Adjust Drainage Structure	1	ea	\$ 500.00	\$ 500.00
10	Concrete Curb/Gutter DET-F3		lf	\$ 35.00	
11	Concrete Sidewalk Retaining Wall, Less than 6" Height		sf	\$ 20.00	
12	Concrete Sidewalk Retaining Wall, 6" to 18" Height		sf	\$ 25.00	
13	ADA Detectable Warning Surface		lf	\$ 45.00	
14	Concrete Sidewalk Ramp-6" Thk		sf	\$ 8.50	
15	Concrete Sidewalk-4" Thk NONREIN	7,400	sf	\$ 6.50	\$ 48,100.00
16	Pavt Mrkg Polyurea, 12" Crosswalk		lf	\$ 20.00	
17	Pavt Mrkg Polyurea, 6" Crosswalk		lf	\$ 15.00	
18	Remove & Reset Salvaged Sign		ea	\$ 750.00	
19	Surface Restoration	250	sy	\$ 15.00	\$ 3,750.00

TOTAL \$ 68,810.00

Mobs Included:
1 Additional Mobilizations if required will be billed at \$750.00 each.

SPECIAL CONDITIONS:

- PLEASE NOTE ALL STANDARD EXCLUSIONS LISTED BELOW.

GM & SONS, INC.

PROPOSAL

6784 Whitmore Lake Road, Whitmore Lake, MI 48189
www.GMANDSONS.com

Phone 734/929-1259
Fax 734/929-1265

CLIENT: City of Ypsilanti
ATTN: Estimating
PROJECT: 2020 Ramp Program
OPTION 2 Basketball Courts
LOCATION: Ypsilanti

DATE: 09/08/20

ITEM #	ITEM OF WORK	QUANTITY	U/M	UNIT PRICE	AMOUNT
- ADDENDUM #1 & 2 NOTED.					

STANDARD EXCLUSIONS(If required):

Permits, Layout & Engineering, Barricades, Removals, Excavation, Subgrade Preparation, Backfill, Sand Cushion, Subgrade(+/-) 0.10', Casting(+/-) 0.10' final pointing by others, Final Sawing and Joint Sealing, QA/QC Testing by Others, 1% - Bonds & Dues, and Winter Protection. All prices subject to change after 15 days.

ACCEPTANCE OF PROPOSAL

The above price, specifications and conditions are satisfactory and are hereby accepted. We authorize GM & SONS to complete the work as described. Payments will be made within 30 days of completion.

Date: __ / __ / __

By: _____

GM & SONS, INC.

PROPOSAL

6784 Whitmore Lake Road, Whitmore Lake, MI 48189
www.GMANDSONS.com

Phone 734/929-1259
Fax 734/929-1265

CLIENT: City of Ypsilanti
ATTN: Estimating
PROJECT: 2020 Ramp Program
 OPTION 2 Basketball Courts
LOCATION: Ypsilanti

DATE: 09/08/20

ITEM #	ITEM OF WORK	QUANTITY	U/M	UNIT PRICE	AMOUNT
1	Mobilization Max, 5%		ls	\$ 3,450.00	
2	Traffic Control and Maintenance		ls	\$ 3,000.00	
3	Erosion Control Inlet Protection, Fabric Drop		ea	\$ 200.00	
4	Removal Curb/Gutter		lf	\$ 20.00	
5	Removal Pavement	1,646	sy	\$ 20.00	\$ 32,920.00
6	Removal Sidewalk		sy	\$ 20.00	
7	Station Grading		st	\$ 2,000.00	
8	Repair HMA, 13A		tn	\$ 350.00	
9	Adjust Drainage Structure	2	ea	\$ 500.00	\$ 1,000.00
10	Concrete Curb/Gutter DET-F3		lf	\$ 35.00	
11	Concrete Sidewalk Retaining Wall, Less than 6" Height		sf	\$ 20.00	
12	Concrete Sidewalk Retaining Wall, 6" to 18" Height		sf	\$ 25.00	
13	ADA Detectable Warning Surface		lf	\$ 45.00	
14	Concrete Sidewalk Ramp-6" Thk		sf	\$ 8.50	
15	Concrete Sidewalk-4" Thk NONREIN	14,800	sf	\$ 6.50	\$ 96,200.00
16	Pavt Mrkg Polyurea, 12" Crosswalk		lf	\$ 20.00	
17	Pavt Mrkg Polyurea, 6" Crosswalk		lf	\$ 15.00	
18	Remove & Reset Salvaged Sign		ea	\$ 750.00	
19	Surface Restoration	250	sy	\$ 15.00	\$ 3,750.00

TOTAL \$ 133,870.00

Mobs Included:
1 Additional Mobilizations if required will be billed at \$750.00 each.

SPECIAL CONDITIONS:

- PLEASE NOTE ALL STANDARD EXCLUSIONS LISTED BELOW.

GM & SONS, INC.

PROPOSAL

6784 Whitmore Lake Road, Whitmore Lake, MI 48189
www.GMANDSONS.com

Phone 734/929-1259
Fax 734/929-1265

CLIENT: City of Ypsilanti
ATTN: Estimating
PROJECT: 2020 Ramp Program
OPTION 2 Basketball Courts
LOCATION: Ypsilanti

DATE: 09/08/20

ITEM #	ITEM OF WORK	QUANTITY	U/M	UNIT PRICE	AMOUNT
- ADDENDUM #1 & 2 NOTED.					

STANDARD EXCLUSIONS(If required):

Permits, Layout & Engineering, Barricades, Removals, Excavation, Subgrade Preparation, Backfill, Sand Cushion, Subgrade(+/-) 0.10', Casting(+/-) 0.10' final pointing by others, Final Sawing and Joint Sealing, QA/QC Testing by Others, 1% - Bonds & Dues, and Winter Protection. All prices subject to change after 15 days.

ACCEPTANCE OF PROPOSAL

The above price, specifications and conditions are satisfactory and are hereby accepted. We authorize GM & SONS to complete the work as described. Payments will be made within 30 days of completion.

Date: __ / __ / __

By: _____



REQUEST FOR LEGISLATION

TO: Mayor and City Council
FROM: Christopher Jacobs
DATE: July 13, 2021
SUBJECT: Habitat for Humanity Memorandum of Understanding

DESCRIPTION:

Habitat for Humanity Memorandum of Understanding

SUMMARY:

In the past 15 years, the City of Ypsilanti has gone from zero to over 1.38MW of solar power. With our population of 20,995 residents, this gives Ypsi 66 watt per resident and puts the city in the top 20 in the nation for solar power on a watts per capita basis. On par with cities like Harford, Austin, and San Francisco. By now it's well known that Dave Strenski of Solar Ypsi has been integral to this investment in Ypsilanti and has approached the City about pursuing grant opportunities to continue this work. Dave has identified several grant opportunities and has been working with staff to submit applications on behalf of the City, however most of those grants require a nonprofit with 501c(3) status to be the applicant. Staff then contacted Habitat for Humanity about a potential working relationship as a fiduciary on the solar projects since Habitat built several homes in Ward 1 where we hope to use grant funding for solar installations and there are obvious overlaps in our missions. We developed the following Memorandum of Understanding in order to clearly define the roles of both organizations and pursue grant funding opportunities. This MOU is contingent upon receiving grant funding that Habitat and the City both use best efforts to apply for and are granted funding from a third party grant funder

RECOMMENDED ACTION: Approval

ATTACHMENTS: Mémorandum of Understanding

CITY MANAGER APPROVAL: _____ COUNCIL AGENDA DATE: _____

CITY MANAGER COMMENTS: _____

FISCAL SERVICES DIRECTOR APPROVAL: _____



Resolution No. 2021-145
July 13, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, the City seeks to assist residents with the procurement and installation of solar roofs and is actively seeking grant funding opportunities to minimize costs to the homeowners; and

WHEREAS, Habitat specializes in providing home ownership opportunities to families of low income in Ypsilanti and has identified four homes that could benefit from solar installation. Habitat has expressed interest in cooperating with the City to serve as a fiduciary for grant funding opportunities given its 501C3 tax status; and

WHEREAS, the City is interested in cooperating with Habitat to provide staffing to support grant identification, grant administration and oversight, and grant content development. Furthermore, the City will commit the staff needed to coordinate with homeowners throughout the process of solar installation.

NOW THEREFORE BE IT RESOLVED THAT the Ypsilanti City Council approves the Memorandum of Understanding as provided.

OFFERED BY: _____

SECONDED BY: _____

YES: NO: ABSENT: VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this 13 day of July 2021

#Resolution No. 2021-145

**MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF YPSILANTI AND HABITAT FOR HUMANITY OF
HURON VALLEY FOR THE INSTALLATION OF SOLAR ROOFS AND GRANT COOPERATION**

This Memorandum of Understanding ("MOU") is entered into on this 7th day of July 2021, by the City of Ypsilanti, a Michigan Home Rule City located at 1 South Huron Street, Ypsilanti, MI 48197 (hereinafter "City") and Habitat for Humanity of Huron Valley, a non-profit located at 2805 S Industrial Hwy Suite 100, Ann Arbor, MI 48104 (hereinafter "Habitat").

Purpose

WHEREAS, the City seeks to assist residents with the procurement and installation of solar roofs and is actively seeking grant funding opportunities to minimize costs to the homeowners; and

WHEREAS, Habitat specializes in providing home ownership opportunities to families of low income in Ypsilanti and has identified four homes that could benefit from solar installation. Habitat has expressed interest in cooperating with the City to serve as a fiduciary for grant funding opportunities given its 501C3 tax status; and

WHEREAS, the City is interested in cooperating with Habitat to provide staffing to support grant identification, grant administration and oversight, and grant content development. Furthermore, the City will commit the staff needed to coordinate with homeowners throughout the process of solar installation.

NOW, THEREFORE, in consideration of the foregoing and in consideration of the agreements of the Parties hereto, the City and Habitat mutually agree as follows:

Agreement

This MOU is contingent upon receiving grant funding that Habitat and the City both use best efforts to apply for and are granted funding from a third party grant funder.

The parties agree to use logos and the name of both parties when providing any information to any third party about the services that resulted from the receipt of grant funding during the term of this MOU. The use of logos are required, but not limited to, in the following circumstances: all pamphlets related to the MOU's programs and opportunities, all information provided on the internet such as websites or social media, and all press releases. For any media inquiries, each party's contact must be included during such opportunities.

This MOU constitutes the entire agreement between the parties with respect to the subject matter expressed in this MOU. This MOU will not be modified or amended without the consent of each party hereto, which consent must be evidence by an instrument in writing executed by each party or by their respective successors or permitted assigns.

As the potential fiduciary for grant applications in partnership with the City to fund solar roof installations in low income neighborhoods, Habitat agrees to:

1. Providing 501(c)3 tax status identification and receiving grant funds.
2. The City and Habitat agree to use its best efforts to seek quotes from potential solar contractors for the installation. Habitat and the City shall follow any grant requirements or requirements of Habitat as the fiduciary of the funds when seeking quotes from solar contractors. Obtaining quotes from potential solar contractors may require, but is not limited to, multiple bids, sealed bids, or contract terms that are commercially satisfactory to the City and Habitat. Habitat will require that the solar installation contractor is licensed, insured, maintains worker's compensation insurance or is exempt from worker's compensation requirements, reputable, agrees to Habitat's Contractor Terms and Conditions, and obtains all necessary permits for the work that is completed
3. Habitat shall receive all funds from the third party grant provider. Habitat will account for all funds to its auditors and to the third party grant provider.

4. Habitat shall disburse funds to the City upon receipt according to the terms of the grant or the funding source, upon receipt of any required lien releases, and any other documentation that Habitat may require as the fiduciary of those funds. Habitat may require additional documentation before releasing payment to any contractor. Habitat shall not disburse funds to a contractor until all receipts and proof of expenditures have been provided to Habitat by the City or the Contractor and Habitat is satisfied that all previously dispersed funds were spent according to the grant requirements and Habitat's duty as the fiduciary of those funds.
5. Serving the same fiduciary role as described above in the case of potential donors that are identified.
6. Habitat shall not receive grant funding for its overhead expenses, such as staff expenses.

As the entity responsible for implementing the grant requirements and to install solar roofs in low income neighborhoods for low to moderate income homeowners, the City agrees to:

1. The City will identify grants and prepare grant applications. The City will inform Habitat of any potential grant opportunities it has identified and provide Habitat with at least 5 business days to review any grant application. The City will inform Habitat of any meetings that occur with potential or realized grant funders to give Habitat the opportunity to participate. The City will not make representations regarding Habitat's role in the grant beyond what is stated in this Agreement to any potential or realized grant funder or donor.
2. City will implement all requirements of the grant, including but not limited to, grant administration and oversight grant content development, coordinate with homeowners throughout the process of solar installation, and collect any information or documentation from the homeowner that is required by the grant funder or Habitat as the fiduciary of those funds.
3. The City shall not receive grant funding for its overhead, such as for staff expenses. The City is responsible for its employees. The City is responsible for all withholdings for all employees, payment of state or federal unemployment compensation contributions, worker's compensation, and all benefits paid to City employees.
4. The City will indemnify, defend, and hold Habitat harmless from any and all liability arising out of or in any way related to the City's performance of services.
5. The City will provide Habitat with any required documentation, reports, and receipts, which are required by the third party grant funder or by Habitat as the fiduciary of those funds. These reports may require, but may not be limited to, that the City thoroughly document how funds received from Habitat were used.
6. The City and Habitat agree to use its best efforts to seek quotes from potential solar contractors for the installation. The City shall hire the contractor and be the contracting party with any contractor. The City shall pay the contractor and Habitat shall reimburse the City for the contractor expenses, pursuant to and limited to the terms of any grant funding and donations that Habitat receives as the fiduciary. The City shall follow any grant requirements or requirements of Habitat as the fiduciary of the funds when seeking quotes from solar contractors. Obtaining quotes from potential solar contractors may require, but is not limited to, multiple bids, sealed bids, or contract terms that are commercially satisfactory to Habitat. The City will require that the solar installation contractor is licensed, insured, maintains worker's compensation insurance or is exempt from worker's compensation requirements, reputable, agrees to Habitat's Contractor Terms and Conditions, adds Habitat as an additional insured on the contractor's general liability insurance, and obtains all necessary permits for the work that is completed.
7. Risk of loss shall remain with the City at all times. Habitat expressly disclaims any liability for any occurrence related to the City's management of the grant. The City must retain adequate insurance for it to be entirely responsible for the risk of loss.
8. The City shall add Habitat as an additional insured to their general liability coverage.

This agreement is valid for the 2 years beginning on June 7th, 2021 and ending June 7th, 2023 or upon the closeout of the audit which follows the closeout of the grant funding or donation receipt, whichever date occurs later. Both parties may only withdraw from this MOU prior to receiving notice that the parties have been awarded grant funding and upon 15 days written notice to the other party. Once either party receives notice that the parties will receive a grant award or donation that is the subject of this agreement, the parties may not withdraw from this MOU without a written amendment to this MOU signed by the parties and their legal representatives. An electronic signature obtained via docusign or an electronic copy of a physical signature may be accepted in lieu of original signatures.

This MOU has been duly authorized, executed and delivered by the parties hereto and constitutes a legal, valid, and binding obligation of such parties, enforceable in accordance with its terms. Each individual's signatory hereto represents and warrants that the signatory is duly authorized to execute the MOU on behalf of the signatory's principal. This MOU may only be amended by a written amended signed by the parties and their legal representatives.

City of Ypsilanti

Habitat for Humanity of Huron Valley

By: _____

By: _____

Lois Allen Richardson, Mayor of the City of Ypsilanti

Sarah Stanton, Chief Executive Officer

Date: _____

Date: _____

By: _____

Andrew Hellenga, Clerk of the City of Ypsilanti

Date: _____



MEMORANDUM
13 July 2021

From: Bonnie Wessler, Project Manager

Subject: Central Business District Permit Parking

SUMMARY & BACKGROUND:

The City, generally, issues two types of permits downtown: employee and resident. Historically, residential permits and employee permits have been the same price. However, residents were permitted to park without restriction in the North Adams lot and without restriction in the North Huron lot, in addition to parking in the permit-designated spaces in S Huron and Washington; employees were only permitted to park in the permit-designated spaces in S Huron and Washington. This inequity was planned to be remedied this coming permit year (9/1 through 8/31) by designating permit-only spaces in each lot and limiting both types of permit holders to the same range of spaces.

In line with this remedy, staff had planned to continue the current price of permits downtown at their current levels, with income reductions for eligible parties. The fee for residential permits, however, was adopted at half the proposed price. This poses a challenge from an equity standpoint as well as a cost recovery standpoint. Thus, staff is proposing three scenarios for discussion by Council to address the equity issue.

Scenario 1:

- Establish some permit-only spaces in N Huron and N Adams lot.
- Allow residential permit holders to park only in designated permit spaces.
- Allow employee permit holders to park without restriction in other spaces.

Scenario 2:

- Establish some permit-only spaces in N Huron and N Adams lot.
- Allow employees only in N Huron and N Adams lot permit spaces.
- Allow both employees and residents to park in Washington and S Huron permit spaces.

Scenario 3:

- Establish many permit-only spaces in N Huron and N Adams lot.
- Create another "premium" residential permit
- Allow employee and "premium" residential permit holders to park in any permit-designated space
- Allow "regular" permit holders to park only in Washington or S Huron permit spaces.

RECOMMENDED ACTION: Discussion

ATTACHMENTS: Parking maps.

CITY MANAGER APPROVAL: _____ COUNCIL AGENDA DATE: _____

CITY MANAGER COMMENTS: _____

FISCAL SERVICES DIRECTOR APPROVAL: _____

CURRENT PARKING LOT LAYOUTS

Washington St current



Adams Street Lot current



N Huron current



South Huron current



SCENARIO 1 & 2 PARKING LOTS **("some" permit spaces in N Huron & Adams)**

Adams St Lot scenario 1&2



N Huron Lot scenario 1&2



SCENARIO 3 PARKING LOTS **("more" permit spaces in N Huron & Adams)**

N Adams scenario 3



S Huron scenario 3



Citizen Advisory Boards and Commissions Participation Resume

The people of Ypsilanti are involved in their City government and are an important part of the community's achievements. Individuals interested in receiving more information in regards to serving on an advisory board or commission are invited to contact the City Clerk's Office at 734-483-1100. Alternatively, citizens who would like to participate can submit their information in the form below.

Qualifications

Must be a resident/business owner in the city for at least two years. Or Council must determine your expertise is essential and not available in an applicant that meets the qualifications above. Must be eligible to vote in the state if not applying for youth membership.

Name	Precious Turman
------	-----------------

Email Address	
---------------	--

Address	
---------	--

City	Ypsilanti
------	-----------

State	MI
-------	----

Zip Code	48197
----------	-------

Phone Number	
--------------	--

Number of Years in the Community	33
----------------------------------	----

Ward You Live In	1
------------------	---

Education	YPS & Trade School
-----------	--------------------

Occupation	Beutician
------------	-----------

Employer	Self-Employed
----------	---------------

Are you applying for youth membership?	No
--	----

Are you registered to vote in the City of Ypsilanti?	Yes
--	-----

I would like to be considered and could devote sufficient time to serve on the following board or commission:

Police Advisory Commission

Party Affiliation

Field not completed.

Field not completed.

Why are you interested in serving on these boards/commissions?

I am interested in serving and helping to give back to the community. I have been apart of this community my whole life and have many thoughts on what our community lacks. I also have many ideas on how we can improve the things we lack in our community such as unity, commitment and values. I am young and have my life's work ahead of me and would like to start in my very own community.

Work/volunteer experience related to the board or commission:

I've grown up and lived in Ward 1 my whole life. I have seen and experienced interactions between police and the public and would like to offer a perspective that will allow us to improve as a community.

I understand that appointment to a City of Ypsilanti board or commission requires regular attendance at board meetings.

Yes

I hereby certify that all of the information above is true.

Yes

Email not displaying correctly? [View it in your browser.](#)



MEMORANDUM
7/13/2021

For: Mayor and City Council

From: Frances McMullan, City Manager

Subject: 2021 Goals Update

Background: City Council held budget sessions on January 12, and January 19, 2021. On February 2, 2021 City Council approved Resolution No. 2021-022 establishing five priorities set for the new fiscal year 2021-2022. Now that we have entered the new fiscal year, I am providing this memo to inform City Council and the public of the work we have undertaken to achieve these goals and align our budget to these priorities.

1. Communications and Connection

- a. The City website has undergone a refresh and upgrade for improved functionality, including accessibility for visually impaired.
- b. The City has adopted a public participation plan that we will continue to build on and standardize through the development of a comprehensive communication plan once the Communications Manager position has been filled. This position has been posted and many qualified applicants have applied. Interviews will begin this month.
- c. The City continues to seek governmental partnerships/agreements with neighboring cities and partners. The City is a member of the Washtenaw Regional Resource Management Authority (WRRMA) and is fully engaged in finding ways to provide and improve our recycling program. The City will continue the Automatic Mutual Aid (AMA) agreement with Ypsilanti and Superior Townships for fire services, and the Mutual Aid Box Alarm System (MABAS) agreement with state fire departments. Partnered with City of Ann Arbor (A20) on Solarize Ypsilanti Project to promote increased installation of solar panels on resident homes.

2. Community Safety

- a. The City has posted the social worker position within YPD for support and crisis intervention. We are looking to create a Mental Health Response Team within the next 3-6 months after the social worker is hired.

- b. YPD is in the process of implementing the Community Policing philosophy to enhance safety of all residents, businesses, and visitors, and help eradicate gun violence and shooting. City Council has allocated a budget for new administrative support and three new officers to help promote community security. My office has convened a working group to meet regularly and address the progress made over the next six months.
- c. Working with staff and council on campaign to address violence in the City.
- d. Working with staff to address and eliminate public nuisances in the downtown.

3. Infrastructure

- a. Commons
 - i. City Council must still allocate funds to repair city sidewalks that are not the responsibility of a private property owner. A sidewalk inventory is underway to identify the highest priority sidewalks for repair through abatement and special assessment.
 - ii. The City continues to upgrade existing park facilities and improve maintenance with better staffing and utilizing \$150,000 annually from the County Mental Health Millage to invest in the park system.
 - iii. The City is working with the County Shelter Association to use the Freighthouse as a community warming space this winter. There is a budget of \$30,000-\$60,000 still required for the staffing support to operate the warming center this fiscal year.
 - iv. The City is near completion of design and engineering phase for Forest Street Bridge repair. Set for construction in 2022.
- b. Housing
 - i. There is a working group established for the creation of policy to help make current housing more affordable and address issues of housing insecurity. The potential development of 220 N Park and Water Street would go a long way towards this goal by adding new units and protecting affordability with developer agreements.
- c. Safety
 - i. The Traffic Safety Review Committee is exploring new and creative options for increased traffic calming and crosswalk safety in neighborhoods and main streets.
- d. Sustainability
 - i. Increase recycling – Working with WRRMA to increase recycling levels. The current levels are about 50% lower than the region

- ii. Partnered with Recycle Ann Arbor to sponsor recycling events for items not received at the curb and to encourage recycling
- iii. Continued investment (\$150,000) for conversion of city sidewalks
- iv. I-94 bridge project for 2021-2022
- v. Huron River Drive road diet project in design process for 2023
- vi. Huron, Hamilton and Washtenaw road diets in design process for 2022 to promote accessibility and non-motorized transportation .
- vii. Continue preparation for Penn Dam removal. Working with Huron Watershed Council, council and staff
- viii. Solar panel installation on Rutherford Pool in process
- ix. Sustainability Commission approved a draft sustainability plan to be included in City's Master Plan
- x. Purchasing public recycling bins from grant award. New bins to be distributed in 2021

e. Building

- i. The City is in the early stages of equitably developing long-term vacant sites in the city, including Water Street and 220 N Park. Discussions with the developers have been positive regarding the CBO and the needs of the community.

4. Council Staff Workflow

- a. The City has contracted with an experienced firm for a compensation study of non-union employees, including council, to structure the salary scale and allow for implementation of raises.
- b. The Communications Manager role that has been posted includes time for exploring regional transit and available grant funding.
- c. The City has officially completed and adopted the Master Plan and Sustainability Plan in addition to the updated the Parks and Recreation Plan.

5. Council Staff Development

- a. City staff participated in team building at the recent Parkridge Golf Fundraiser at Eagle Crest Golf Club. This was just the first of many initiatives in the works to help develop positive staff/council work relations (communication, team building, etc.)
- b. We are in the process of developing a student program with WCC, EMU, and YCS for city and civic work with council and city staff, including administrative support for council. The Mayor has two youth staff aides from EMU; and staff is working through the universities to establish off campus work study opportunities at City Hall. The Community Development office will be participating in the next Summer Works Youth Intern program with Michigan Works.

- c. City staff has completed the first Diversity, Equity and Inclusion (DEI) trainings and are working to create framework for organization diversity and inclusion through more effective recruiting, staffing, and promotion for city staff.



Resolution No. 2021-022
February 2, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, during January of 2021, the city council engaged in goal setting and budget prioritization exercises with the valuable assistance from facilitator Dr. Jeffrey Bernstein and city administration; and

WHEREAS, Dr. Bernstein prepared a report titled *Ypsilanti City Council Goal-Setting Report* which outlines the results of the city council's goal setting sessions; and

WHEREAS, the City Manager has reviewed the presented report, and with City Council direction, developed five umbrella goals that incorporate priorities set during goal session process. The goals are as follows:

1. Communications and Connection
 - a. Refresh and upgrade city website and functionality, including accessibility for visually impaired.
 - b. Develop comprehensive communication plan – including hiring director.
 - c. Seek governmental partnerships/agreements with neighboring cities.
2. Community safety
 - a. Hire a social worker within YPD for support and crisis intervention and create Mental Health Response Team.
 - b. Implement Community Policing philosophy to enhance safety of all residents, businesses, and visitors, and eradicate gun violence and shooting. Promote community security.
3. Infrastructure –
 - a. Commons
 - i. Allocate funds to repair city sidewalks.
 - ii. Continue to upgrade existing park facilities and maintenance.
 - iii. Create community warming space.
 - b. Housing
 - i. Establish policy for making current housing more affordable to address issues of housing insecurity.

- c. Safety
 - i. Explore new and creative options for increased traffic calming and crosswalk safety in neighborhoods and main streets.
- d. Sustainability
 - i. Increase recycling (current levels are about 50% lower than the region)
 - ii. Create resilience hubs.
- e. Building
 - i. Equitably develop long-term vacant sites in the city, including Water Street.

4. Council Staff Workflow

- a. Do a compensation study of non-Union employees, including council, to structure the salary scale and allow for implementation of raises.
- b. Explore regional transit and available grant funding.
- c. Complete the Master Plan and Sustainability Plan and update the Parks and Recreation Plan.

5. Council Staff Development

- a. Develop positive staff/council work relations (communication, team building, etc.)
- b. Develop a student program with WCC, EMU, and YCS for city and civic work with council and city staff, including admin support for council.
- c. Create framework for organization diversity and inclusion through more effective recruiting, staffing, and promotion for city staff

WHEREAS, pursuant to Section 5.02 of the Ypsilanti city charter, the city council desires to adopt goals, objectives, and budget priorities for 2021-2022 to provide the necessary direction to the City Manager for allocation of resources for FY 2021-2022 proposed budgets.

NOW THEREFORE BE IT RESOLVED BY THE CITY OF YPSILANTI that the Ypsilanti city council does hereby adopt the Ypsilanti City Council 2021-2022 Goal-Setting Report as the city council's goals, objectives, and budget priorities for FY 2021-2022.

BE IT FURTHER RESOLVED THAT the Ypsilanti city council does hereby direct the City Manager to consider these adopted goals, objectives, and budget priorities during the preparation of the FY 2021-2022 proposed budgets in accordance with Section 5.02 of the Ypsilanti city charter.

OFFERED BY: Mayor Pro-Tem Brown

SUPPORTED BY: Council Member Morgan

YES: 7 NO: 0 ABSENT: 0 VOTE: CARRIED

I do hereby certify that the above resolution is a true and correct copy of Resolution 2021-022 as passed by the Ypsilanti City Council, at their meeting held on February 2, 2021.

Andrew Hellenga, City Clerk

July 2, 2021

Michigan Municipal League Annual Meeting Notice

(Please present at the next Council, Commission or Board Meeting)

Dear Official:

The Michigan Municipal League Annual Convention will be held in Grand Rapids, September 22-24, 2021. The League's "Annual Meeting" is scheduled for 4:15 pm on Wednesday, September 22 in Ambassador Ballroom East at the Amway Grand Hotel. The meeting will be held for the following purposes:

1. Election of Trustees. To elect six members of the Board of Trustees for terms of three years each (see #1 on page 2).

2. Policy. A) To vote on the Core Legislative Principles document.

In regard to the proposed League Core Legislative Principles, the document is available on the League website at <http://www.mml.org/delegate>. If you would like to receive a copy of the proposed principles by fax, please call Monica Drukis at the League at 800-653-2483.

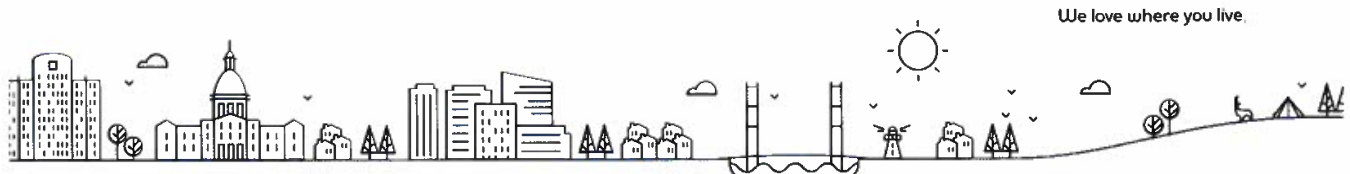
B) If the League Board of Trustees has presented any resolutions to the membership, they also will be voted on. (See #2 on page 2.)

In regard to resolutions, member municipalities planning on submitting resolutions for consideration by the League Trustees are reminded that under the Bylaws, they must be submitted to the Trustees for their review by August 20, 2021.

3. Other Business. To transact such other business as may properly come before the meeting.

Designation of Voting Delegates

Pursuant to the provisions of the League Bylaws, you are requested to designate by action of your governing body one of your officials who will be in attendance at the Convention as your official representative to cast the vote of the municipality at the Annual Meeting, and, if possible, to designate one other official to serve as alternate. Please submit this information through the League website by visiting <http://www.mml.org/delegate> no later than August 20, 2021.



Regarding the designation of an official representative of the member to the annual meeting, please note the following section of the League Bylaws:

“Section 4.4 - Votes of Members. Each member shall be equally privileged with all other members in its voice and vote in the election of officers and upon any proposition presented for discussion or decision at any meeting of the members. Honorary members shall be entitled to participate in the discussion of any question, but such members shall not be entitled to vote. The vote of each member shall be cast by its official representative attending the meeting at which an election of officers or a decision on any proposition shall take place. Each member shall, by action of its governing body prior to the annual meeting or any special meeting, appoint one official of such member as its principal official representative to cast the vote of the member at such meeting, and may appoint one official as its alternate official representative to serve in the absence or inability to act of the principal representative.”

1. Election of Trustees

Regarding election of Trustees, under Section 5.3 of the League Bylaws, six members of the Board of Trustees will be elected at the annual meeting for a term of three years. The regulations of the Board of Trustees require the Nominations Committee to complete its recommendations and post the names of the nominees for the Board of Trustees on a board at the registration desk at least four hours before the hour of the business meeting.

2. Statements of Policy and Resolutions

Regarding consideration of resolutions and statements of policy, under Section 4.5 of the League Bylaws, the Board of Trustees acts as the Resolutions Committee, and “no resolution or motion, except procedural and incidental matters having to do with business properly before the annual meeting or pertaining to the conduct of the meeting, shall be considered at the annual meeting unless it is either (1) submitted to the meeting by the Board of Trustees, or (2) submitted in writing to the Board of Trustees by resolution of the governing body of a member at least thirty (30) days preceding the date of the annual meeting.” Thus, the deadline this year for the League to receive resolutions is **August 20, 2021**. Please submit resolutions to the attention of Daniel P. Gilmartin, Executive Director/CEO at 1675 Green Rd., Ann Arbor, MI 48105. Any resolution submitted by a member municipality will go to the League Board of Trustees, serving as the resolutions committee under the Bylaws, which may present it to the membership at the Annual Meeting or refer it to the appropriate policy committee for additional action.

Further, “Every proposed resolution submitted by a member shall be stated in clear and concise language and shall be accompanied by a statement setting forth the reasons for recommending the proposed resolution. The Board shall consider the proposal at a Board meeting prior to the next annual meeting and, after consideration, shall make a recommendation as to the advisability of adopting each such resolution or modification thereof.”



3. Posting of Proposed Resolutions and Core Legislative Principles

The proposed Michigan Municipal League Core Legislative Principles and any new proposed Resolutions recommended by the Board of Trustees for adoption by the membership will be available on the League website, or at the League registration desk to permit governing bodies of member communities to have an opportunity to review such proposals and delegate to their voting representative the responsibility for expressing the official point of view of the member at the Annual Meeting.

The Board of Trustees will meet on Tuesday, September 21 at Amway Grand Hotel for the purpose of considering such other matters as may be requested by the membership, in addition to other agenda items.

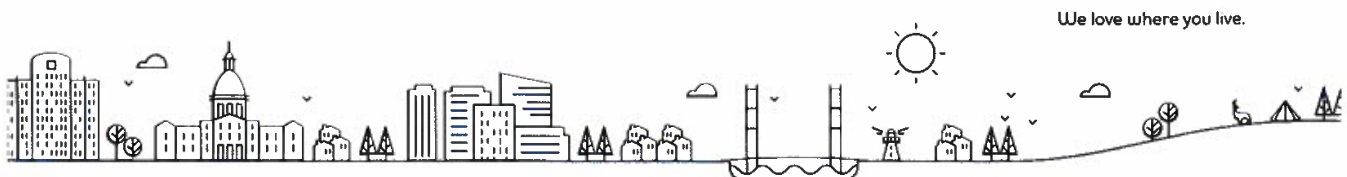
Sincerely,



William Wild
President
Mayor, City of Westland



Daniel P. Gilmartin
Executive Director & CEO





Resolution No. 2021-146
July 13, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

That the City Council Meeting be adjourned, on call, by the Mayor or three (3) members of Council.

OFFERED BY: _____

SECONDED BY: _____

YES: NO: ABSENT: VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this
13 day of July 2021

#Resolution No. 2021-146