

Oak Park

City Council Agenda

August 27, 2018





AGENDA
REGULAR CITY COUNCIL MEETING
37th CITY COUNCIL
OAK PARK, MICHIGAN
August 27, 2018
7:00 PM

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

4. APPROVAL OF AGENDA

5. CONSENT AGENDA

The following routine items are presented for City Council approval without discussion, as a single agenda item. Should any Council Member wish to discuss or disapprove any item it must be dropped from the blanket motion of approval and considered as a separate item.

- A. Regular Council Meeting Minutes of August 6, 2018
- B. Planning Commission Meeting Minutes of April 9, 2018
- C. Request to approve the Calendar Year 2019 Free Garage Sale dates
- D. Arts and Cultural Diversity Commission Meeting Minutes of July 12, 2018
- E. Request to advertise for bids for the 2018 Water System Upgrades Project, M-691
- F. Licenses - New and Renewals as submitted for August 20, 2018

6. RECOGNITION OF VISITING ELECTED OFFICIALS

7. SPECIAL RECOGNITION/PRESENTATIONS:

- A. Certificate of Appreciation presented to Steven Gold

8. PUBLIC HEARINGS: None

9. COMMUNICATIONS: None

10. SPECIAL LICENSES:

- A. Request for a Special Event License and waiver of fees submitted by Thomas Zerafa, 24320 Seneca, for the Annual Seneca Street Block Party to be held on September 9, 2018
- B. Request for a Special Event License and waiver of fees submitted by Michella Zuckerberg, 24311 Rensselaer, for the Annual Rensselaer Street Block Party to be held on September 8, 2018

11. ACCOUNTING REPORTS:

- A. Approval for payment of invoices submitted by Garan, Lucow, Miller, P.C. for legal services in the total amount of \$16,815.26

12. BIDS:

- A. Request to award the bid for the 2018-2019 Catch Basin Line Replacement Project, M-687 to Lacaria Concrete Construction of Detroit, MI for a total amount of \$205,220.00

13. ORDINANCES: None

14. CITY ATTORNEY:

15. CITY MANAGER:

Clerk

A. Resolution authorizing the temporary move of one polling location for the November 6, 2018 General Election

B. Resolution adopting the 2019 City Council Regular Meeting Schedule

Department of Public Safety

C. Resolution adopting the Oakland County Hazard Mitigation Plan

Economic Development and Communications

D. Complete Streets Plan

Department of Public Works

E. Request to approve Amendment No. 3 for the City's water service contract with the Great Lakes Water Authority and to authorize the Mayor, City Manager, and City Clerk to sign the contract on behalf of the City subject to final approval by the City Attorney

16. CALL TO THE AUDIENCE

Each speaker's remarks are a matter of public record; the speaker, alone, is responsible for his or her comments and the City of Oak Park does not, by permitting such remarks, support, endorse or accept the content, thereof, as being true or accurate. "Any person while being heard at a City Council Meeting may be called to order by the Chair, or any Council Member for failure to be germane to the business of the City, vulgarity, or personal attacks on persons or institutions." There is a three minute time limit per speaker.

17. CALL TO THE COUNCIL

18. ADJOURNMENT

The City of Oak Park will comply with the spirit and intent of the American with Disabilities Act. We will provide support and make reasonable accommodations to assist people with disabilities to access and participate in our programs, facilities and services. Accommodations to participate at a Council Meeting will be made with 7-day prior notice.



**CITY OF OAK PARK, MICHIGAN
REGULAR COUNCIL MEETING OF THE
37th OAK PARK CITY COUNCIL
August 6, 2018
7:00 PM**

MINUTES

The meeting was called to order at 7:00 PM by Mayor McClellan in the Council Chambers of City Hall located at 14000 Oak Park Boulevard, Oak Park, MI 48237. (248) 691-7544.

PRESENT: Mayor McClellan, Mayor Pro Tem Radner, Council Member Burns, Council Member Rich, Council Member Weiss

ABSENT: None

OTHERS

PRESENT: City Manager Tungate, City Clerk Norris, City Attorney Duff

APPROVAL OF AGENDA:

CM-08-267-18 (AGENDA ITEM #4) ADOPTION OF THE AGENDA AS PRESENTED – APPROVED

Motion by Burns, seconded by Weiss, CARRIED UNANIMOUSLY, to approve the agenda as presented.

Voice Vote:	Yes:	McClellan, Radner, Burns, Rich, Weiss
	No:	None
	Absent:	None

MOTION DECLARED ADOPTED

CONSENT AGENDA:

CM-08-268-18 (AGENDA ITEM #5A-E) CONSENT AGENDA - APPROVED

Motion by Burns, seconded by Radner, CARRIED UNANIMOUSLY, to approve the Consent Agenda consisting of the following items:

- A. Regular Council Meeting Minutes of July 16, 2018 **CM-08-269-18**
- B. Retirement Board Meeting Minutes of April 23, 2018 **CM-08-270-18**
- C. Arts and Cultural Diversity Commission Meeting Minutes of May 10, 2018 and June 14, 2018 **CM-08-271-18**
- D. Request to advertise for bids the 2018 45th District Court Building Renovation Project, M-684 **CM-08-272-18**
- E. Licenses - New and Renewals as submitted for July 16, 2018 **CM-08-273-18**

**MERCHANT'S LICENSES – August 6, 2018
(Subject to All Departmental Approvals)**

<u>NEW MERCHANT</u>	<u>ADDRESS</u>	<u>FEE</u>	<u>BUSINESS TYPE</u>
HER CHIC APPEAL	21700 GREENFIELD 105	\$225.00	RETAIL
LUXURY RECREATION GROUP	21700 GREENFIELD 133	\$375.00	RETAIL
BEAUTIFUL BUTTERFLY BOUTIQUE	21700 GREENFIELD 148	\$150.00	RETAIL
VIP HOME HELP CARE	21700 GREENFIELD 225	\$450.00	HOME HELP CARE
AL'S JEWELRY	21700 GREENFIELD 306	\$600.00	RETAIL
NATASHA INTERNATIONAL	21700 GREENFIELD 353	\$425.00	OFFICE
TRUST JEWELERS	21700 GREENFIELD 361	\$825.00	RETAIL
PRIMA DONNA FASHION	21700 GREENFIELD 459	\$450.00	RETAIL
BROLIC BUNDLES	21700 GREENFIELD 484	\$150.00	SALON
SAFEWAY PHARMACY	25222 GREENFIELD	\$150.00	PHARMACY
PAIN STOP MD	25900 GREENFIELD 140	\$150.00	MEDICAL OFFICE
BLUE REALTY	25900 GREENFIELD 403	\$450.00	REALTOR
LUZOD REPORTING SERVICE	25900 GREENFIELD 414	\$375.00	OFFICE
DTLR	26130 GREENFIELD	\$150.00	RETAIL
ERIC MENDELSON D.P.M	26106 GREENFIELD	\$150.00	OFFICE
HERSCH'S LAWN SPRAY	26650 HARDING	\$150.00	LAWN CARE SUPPORTED
LIFE SKILLS RESIDENTIAL	25640 LINCOLN TERRACE	\$150.00	LIVING
BASEMENT CUTS	8560 NINE MILE	\$150.00	SALON
BOSS BABES	8970 NINE MILE	\$150.00	RETAIL
OAK PARK FRUIT MARKET	13745 NINE MILE	\$150.00	RETAIL

<u>RENEWALS</u>	<u>ADDRESS</u>	<u>FEE</u>	<u>BUSINESS TYPE</u>
PAT'S LANDSCAPING	10831 CAPITAL	\$825	LANDSCAPING
REIMAGINE EDUCATION	23140 COOLIDGE	\$150.00	PREP SCHOOL
HAIR MOOD SALON	26035 COOLIDGE	\$225.00	SALON
CUSTOM CONCEPT COLLISION	14051 ELEVEN MILE	\$150.00	COLLISION SHOP
AURA INTERNATIONAL	21700 GREENFIELD 347	\$150.00	RETAIL
STARBUCKS	24840 GREENFIELD	\$150.00	COFFEE SHOP
ALDI	26300 GREENFIELD	\$150.00	GROCERY STORE
NEIGHBOR OAK PARK	8600 NINE MILE	\$225.00	GAS STATION
NEW GRACE SPINAL REHAB	12706 NINE MILE	\$150.00	REHAB
B ROYAL HAIR COLLECTIONS	12726 NINE MILE	\$225.00	SALON
ONE STOP CASH ADVANCE	8530 NINE MILE A	\$187.50	RETAIL

<u>SIDEWALK SALE</u>	<u>ADDRESS</u>	<u>FEE</u>
PAYLESS SHOESOURCE	26142 GREENFIELD	\$10
BOOK BEAT	26010 GREENFIELD	\$10

Voice Vote: Yes: McClellan, Radner, Burns, Rich, Weiss
 No: None
 Absent: None

MOTION DECLARED ADOPTED

RECOGNITION OF VISITING ELECTED OFFICIALS:

County Commissioner Helaine Zack provided an update on activities pertaining to Oakland County.

SPECIAL RECOGNITION/PRESENTATIONS:

(AGENDA ITEM #7A) Finance Director Crawford announced that Oak Park received a Certificate of Achievement for Excellence in Financial Reporting from the Government Finance Officers Association.

PUBLIC HEARINGS: None

COMMUNICATIONS: None

SPECIAL LICENSES:

**CM-08-274-18 (AGENDA ITEM #10A) SPECIAL EVENT REQUEST – BOOK
BEAT SALE AND CELEBRATION - APPROVED**

Motion by Burns, seconded by Rich, CARRIED UNANIMOUSLY, to approve the following special event request subject to all departmental approvals:

Name	Event	Fee
Book Beat 26010 Greenfield	Sidewalk sale and celebration August 11, 2018	Fees paid

Voice Vote: Yes: McClellan, Radner, Burns, Rich, Weiss
 No: None
 Absent: None

MOTION DECLARED ADOPTED

**CM-08-275-18 (AGENDA ITEM #10B) SPECIAL EVENT REQUEST - NADINE
STREET BLOCK PARTY - APPROVED**

Motion by Radner, seconded by Rich, CARRIED UNANIMOUSLY, to approve the following special event request subject to all departmental approvals:

Name	Event	Fee
Nadine Street Block Party 13670 Nadine	Annual Block Club Party August 11, 2018 5:00 PM – 8:00 PM	App Fee waived

Voice Vote: Yes: McClellan, Radner, Burns, Rich, Weiss
 No: None
 Absent: None

MOTION DECLARED ADOPTED

ACCOUNTING REPORTS: None

BIDS:

CM-08-276-18 (AGENDA ITEM #12A) BID AWARD FOR THE 2018 JOINT AND CRACK SEALING PROJECT, M-681 TO MICHIGAN JOINT SEALING, INC. OF FARMINGTON HILLS, MI FOR THE TOTAL AMOUNT OF \$112,100.00 - APPROVED

Motion by Burns, seconded by Radner, CARRIED UNANIMOUSLY, to award the bid for the 2018 Joint and Crack Sealing Project, M-681 to Michigan Joint Sealing, Inc. of Farmington Hills, MI for the total amount of \$112,100.00.

Roll Call Vote: Yes: McClellan, Burns, Radner, Rich, Weiss
 No: None
 Absent: None

MOTION DECLARED ADOPTED

Deputy Director of Public Works DeCoster reported the request to bid the 2018 Joint and Crack Sealing Project, M-681 was approved at the July 2, 2018 City Council meeting. The project was advertised and twelve (12) contractors viewed the documents. On July 16, 2018, three (3) bids were received and opened. The low bidder, Carr's Outdoor Services of Canton, MI submitted a bid of \$110,910.00, but failed to include the required Public Act 517 Certification and the Non-collusive Affidavit in their proposal by the deadline for submittal. Michigan Joint Sealing, Inc. of Farmington Hills, MI, submitted a bid of \$112,100.00 and fully complied with the bid requirements. References were checked and all had positive responses. He indicated there is \$175,000 budgeted for this project in the Local Streets Fund account.

ORDINANCES: None

CITY ATTORNEY: No Report

CITY MANAGER:

Administration

(AGENDA ITEM #15A) City Manager Tungate introduced the new Oak Park Library Director Sarah Jones and welcomed her to the city.

Department of Public Works

CM-08-277-18 (AGENDA ITEM #15B) REQUEST TO APPROVE A PROPOSAL FROM OHM ADVISORS TO PERFORM PROFESSIONAL SERVICES FOR TECHNOLOGY CONSULTING, DESIGN, AND PROCUREMENT SERVICES FOR THE 45TH DISTRICT COURT FOR AN HOURLY, NOT TO EXCEED AMOUNT OF \$28,026 (INCLUDING THE AMOUNT OF \$9,800 TO COMMTECH DESIGN FOR A MORE SPECIALIZED PORTION OF THIS WORK), SUBJECT TO REVIEW BY THE CITY ATTORNEY - APPROVED

Motion by Weiss, seconded by Radner, CARRIED UNANIMOUSLY, to approve a proposal from OHM Advisors to perform professional services for technology consulting, design, and procurement services for the 45th District Court for an hourly, not to exceed amount of \$28,026 (including the amount of \$9,800 to Commtech Design for a more specialized portion of this work), subject to review by the City Attorney.

Roll Call Vote:	Yes:	McClellan, Burns, Radner, Rich, Weiss
	No:	None
	Absent:	None

MOTION DECLARED ADOPTED

Mr. DeCoster reported that the City and the 45th District Court have been working with OHM Advisors for the renovation work to the District Court building. It has been determined that additional services are required to meet the technology portion of the project, which has been budgeted separately and is funded by the Caseflow Assistance Fund.

Finance

CM-08-278-18 (AGENDA ITEM #15C) MOTION TO RECEIVE THE QUARTERLY INVESTMENT REPORTS FOR PERIODS ENDING MARCH 30, 2018 AND JUNE 30, 2018 - APPROVED

Motion by Weiss, seconded by Burns, CARRIED UNANIMOUSLY, to receive the quarterly investment reports for period ending March 30, 2018 and June 30, 2018.

Voice Vote:	Yes:	McClellan, Burns, Radner, Rich, Weiss
	No:	None
	Absent:	None

MOTION DECLARED ADOPTED

Finance Director Crawford reported that the State of Michigan Public Act 213 of 2007 requires the City's investment officer to provide a written report quarterly to the governing body concerning the investment of all funds of the City that fall under Public Act 20. Public Act 20 governs how non-pension and non-OPEB funds can be invested. Ms. Crawford reviewed the report that details the cash and investments (citywide for all funds) held by the City on March 30, 2018 and on June 30, 2018. The reports include a description of each investment by type, market and book values, current and yield to maturity interest rates and the number of days to maturity. Complete copies of the reports are on file with the City Clerk.

CALL TO THE AUDIENCE:

Nadine Corey, 8550 Saratoga, expressed concerns about the Jefferson Oaks project near her home.
Scott Baltes, 8510 Saratoga, expressed concerns about the Jefferson Oaks project near his home.
Joyce Bannon, 10611 Troy, encouraged everyone to vote on Election Day.

CALL TO THE COUNCIL:

Mayor McClellan reported recent city events including the successful concerts in the park program and encouraged participation next year.

Mayor Pro Tem Radner wished everyone a good night.

Council Member Burns thanked everyone for coming out and encouraged residents to vote.

Council Member Weiss reminded everyone about the farmers market taking place every Wednesday morning through September 26th.

Council Member Rich wished everyone a good night.

CLOSED SESSION

**CM-08-279-18 MOTION TO CONVENE INTO A CLOSED SESSION TO DISCUSS
ATTORNEY CLIENT PRIVILEGED COMMUNICATION AND
PENDING LITIGATION REGARDING KISH VS. CITY OF OAK
PARK - APPROVED**

Motion by Burns, Seconded by Radner, CARRIED UNANIMOUSLY, to convene into a Closed Session to discuss attorney client privileged communication and pending litigation regarding Kish vs. City of Oak Park.

Roll Call Vote:	Yes:	McClellan, Burns, Radner, Rich, Weiss
	No:	None
	Absent:	None

MOTION DECLARED ADOPTED

The Closed Session began at 7:30 PM. The Regular Meeting reconvened at 8:35 PM.

CM-08-280-18 CLOSED SESSION MINUTES - APPROVED

Motion by Burns, seconded by Rich, CARRIED UNANIMOUSLY, to approve the minutes of the August 6, 2018 Closed Session.

Voice Vote:	Yes:	McClellan, Burns, Radner, Rich, Weiss
	No:	None
	Absent:	None

MOTION DECLARED ADOPTED

ADJOURNMENT:

There being no further business to come before the City Council, Mayor McClellan adjourned the meeting at 8:39 P.M.

T. Edwin Norris, City Clerk

Marian McClellan, Mayor

**CITY OF OAK PARK PLANNING COMMISSION
MONDAY, APRIL 9, 2018
MINUTES**

Meeting was called to order at 7:00 p.m., in the City Council Chambers, Oak Park City Hall, 14000 Oak Park Boulevard, Oak Park, MI, by Chairperson Torgow and roll call was made.

PRESENT: Chairperson Torgow
Vice Chairperson Brown
Commissioner Burns
Commissioner Eizelman
Commissioner McClellan
Commissioner Seligson
Commissioner Walters-Gill

ABSENT: Commissioner Tkatch
Commissioner Tungate

OTHERS PRESENT: City Planner, Kevin Rulkowski
Community & Economic Development Director, Kimberly Marrone
Deputy City Clerk, Lisa Vecchio

3. APPROVAL OF AGENDA OF APRIL 9, 2018:

MOTION by McClellan, SECONDED by Burns, to add item "2018-2024 Capital Improvement Program" to New Business.

VOTE: Yes: All
No: None

MOTION CARRIED

4. APPROVAL OF MINUTES OF MARCH 12, 2018: APPROVED

MOTION by Brown, SECONDED by Eizelman, to approve the minutes of March 12, 2018 with no corrections.

VOTE: Yes: All
No: None

MOTION CARRIED

5. COMMUNICATIONS/CORRESPONDENCE:

6. PUBLIC HEARING:

- A. Public Hearing to receive comments on proposed text amendments to Article II, Definitions, Article XV, MX-1 Mixed Use Districts, Article IX, LI Light Industrial Districts, and Article XIX, Special Land Uses. The proposed text amendments would create or modify regulations for restaurants, brew pubs, breweries, wineries and distilleries serving alcoholic liquor in certain Zoning Districts.**

Chairperson Torgow referenced City Planner Rulkowski's report, dated April 5, 2018:

As was discussed at the March meeting, the provisions regulating Restaurants Serving Alcohol need to be modified if the City wants to attract brewpubs, breweries, wineries and distilleries to the new Mixed Use District as well to certain designated Light Industrial District areas. A Public Hearing was scheduled and a Public Notice published for the April meeting to hear public comment on the proposed changes.

The staff has incorporated the initial comments and concerns the Planning Commission voiced at the March meeting. Based on this discussion and additional staff research, appropriate new regulations were developed and incorporated into the proposed text amendment. These provisions include:

- *Requiring proposed Establishments Serving Alcohol to follow a Special Land Use process.*
- *Defining different types of Establishments Serving Alcohol that are allowed and regulations for each type.*
- *Limiting the percentage of alcoholic liquor sales that are allowed on premise.*
- *Limiting the amount of square footage of a facility that can be devoted to alcoholic liquor sales in the case of manufacturing facilities.*

Attached are the Michigan Liquor Control Commission alcoholic liquor uses definitions, the current restaurants serving alcoholic liquor Special Land Use provisions, redlined version of proposed text amendments and the proposed text amendment ordinance for City Council action.

If the proposed Zoning Ordinance text amendments for on premise alcoholic liquor sales are acceptable to the Planning Commission the Department of Community & Economic Development recommends approving the attached proposed ordinance.

Chairperson Torgow opened the Public Hearing at 7:02 p.m.

There were no members of the public present to speak.

Chairperson Torgow closed the Public Hearing at 7:02 p.m.

B. Planning Commission action on proposed text amendments to Article II, Definitions, Article XV, MX-1 Mixed Use Districts, Article IX, LI Light Industrial Districts, and Article XIX, Special Land Uses.

There was consensus among the Planning Commission that this would be a welcome change and lead to great opportunity for the City to see some new development.

MOTION by Seligson, SECONDED by McClellan, to approve the text amendments to Article II, Definitions, Article XV, MX-1 Mixed Use Districts, Article IX, LI Light Industrial Districts, and Article XIX, Special Land Uses.

VOTE: Yes: Brown, Burns, Eizelman, McClellan, Seligson, Torgow, Walters-Gill
 No: None

MOTION CARRIED

7. CONSENT AGENDA: No Items Eligible This Month

8. MATTERS FOR CONSIDERATION

A. OLD BUSINESS – None

B. NEW BUSINESS

1) 2018-2024 Capital Improvement Plan

Assistant City Manager Kevin Yee presented the Commission with amendments to the City's Capital Improvement Plan, describing that this plan serves as a "wish list" or goals that the City would like to achieve in the near or distant future, as funding allows.

MOTION by Seligson, SECONDED by Brown, to approve the updates to the 2018-2024 Capital Improvement Plan.

VOTE: Yes: Brown, Burns, Eizelman, McClellan, Seligson, Torgow, Walters-Gill
 No: None

MOTION CARRIED

9. PLANNING COMMISSION MATTERS FOR DISCUSSION – from members only: None

10. PUBLIC COMMENTS ON ITEMS NOT SCHEDULED FOR PUBLIC HEARING: None

11. ADJOURNMENT

There being no further business, Chairperson Torgow adjourned the meeting at 7:19 p.m.

Lisa Vecchio, Deputy City Clerk



BUSINESS OF THE CITY COUNCIL, OAK PARK, MICHIGAN

AGENDA OF: August 20, 2018**AGENDA #** _____**SUBJECT:** Calendar Year 2019 Free Garage Sale Dates.**DEPARTMENT:** City Clerk

SUMMARY: Since 1993 City Council has authorized free garage sales during certain months of the year and has waived the requirements for permits and fees for those sales. The free garage sales tradition recognizes the importance of garage sales to the residents and is also an attempt to minimize the overall disruption of these events to once a month.

FINANCIAL STATEMENT: Minimal Loss of \$10.00 per Garage Sale Permit

RECOMMENDED ACTION: The City Council consider designating the following weekends of March, April, May, June, July, August, September and October of calendar year 2019 for Free Garage Sales and waive the requirements for permits and fees for those sales. The Free Garage Sale dates would be as follows:

Thursday, March 28	Friday, March 29	Saturday, March 30	Sunday, March 31
Thursday, April 25	Friday, April 26	Saturday, April 27	Sunday, April 28
Thursday, May 30	Friday, May 31	Saturday, June 1	Sunday, June 2
Thursday, June 27	Friday, June 28	Saturday, June 29	Sunday, June 30
Thursday, July 25	Friday, July 26	Saturday, July 27	Sunday, July 28
Thursday, Aug. 22	Friday, Aug. 23	Saturday, Aug. 24	Sunday, Aug. 25
Thursday, Sept. 26	Friday, Sept. 27	Saturday, Sept. 28	Sunday, Sept. 29
Thursday, Oct. 10	Friday, Oct. 11	Saturday, Oct. 12	Sunday, Oct. 13

It is also recommended that all of the participants in the Free Garage Sales be required to comply with the regulations for approved garage sales as outlined below:

- 1) No sale shall be conducted before 9:00 A.M. or after 7:00 P.M.
- 2) No outside display of merchandise to be sold will be permitted on any street, sidewalk, or any area between the street and sidewalk, and any such display of merchandise to be sold shall be located at least three feet back from the sidewalk.
- 3) Sale is for owner or occupant only and no merchandise shall be brought in to supplement the sale.
- 4) Signs shall not occupy any part of the right-of-way and shall not be posted on any utility pole or similar fixture anywhere within the City of Oak Park. No more than Two (2) signs totaling Six (6) sq. ft. shall be placed within the property lines to be used to advertise a garage sale and one additional sign at the end of the street with the permission of the property owner.

This item is being submitted for the City Council's consideration at this time with the expectation that if favorable action is taken, the dates as outlined above can be included in the Oak Park 2019 Calendar.

APPROVALS:

City Manager: _____

Director: _____

Finance Director: _____

EXHIBITS: None.



CITY OF OAK PARK

COMMUNITY ENGAGEMENT
DEPARTMENT OF PUBLIC INFORMATION

5D

Council Members
Carolyn Burns
Ken Rich
Regina Weiss
City Manager
Erik Tungate

**MEETING MINUTES
CITY OF OAK PARK REGULAR MEETING
ARTS AND CULTURAL DIVERSITY COMMISSION
THURSDAY, JULY 12, 2018, 7:00 P.M.**

1. CALL TO ORDER

a. Time: 7:18P.M.

2. ROLL CALL

a. City Council:

Mayor Pro Tem Solomon Radner A Councilperson Regina Weiss X

b. Commissioners:

Heidi Bisson <u>A</u>	Leona Burns <u>X</u>	Stephanie Crawford <u>X</u>
Sarah Davidson <u>A</u>	Nathan Izydorek <u>A</u>	Rosetta Kincaid <u>X</u>
Terri McQueen <u>A</u>	Reatha Richmond <u>A</u>	
Sudha Chandra Sekhar <u>X</u>	Abraham Snider <u>X</u>	Michele Stevenson <u>X</u>
Lonnie K. Tabb-Upshaw <u>X</u>	Carla Wallace <u>X</u>	Anita Warner <u>A</u>

c. City Liaisons:

Director Denise DeSantis X

d. Guest(s):

3. APPROVAL OF AGENDA

a. Date July 12, 2018

Motion by Commissioner McQueen

Seconded by Commissioner Crawford Approved by All

4. APPROVAL OF MINUTES

a. Date June 14, 2018

Motion by Commissioner Crawford

Seconded by Commissioner Burns Approved by All

5. MATTERS FOR CONSIDERATION

a. New Business:

- i. 2019 Brainstorming...Commissioner McQueen mentioned possibly doing a Beats Camp during summer break for 4-6 weeks in conjunction with the Library
- ii. Saturday, September 22 is the Autumn Fest and we will discuss it further at the next meeting. In June, the Commission approved \$600 to come from the July 1, 2017 to June 30, 2018 budget to purchase small pumpkins and gourds to hand out for free at the Autumn Fest. Commissioners have committed to running a "Pumpkin Patch" during the Autumn Fest where the kids can walk a small area and find a pumpkin or gourd to color. The Commission will use Library paints for the project. Recreation will have a tent, table and chairs available, or we will share the Library's tent. We will transfer the funds to Recreation so they can purchase with their vendors at discount.
- iii. You Create - July You Create activity was cancelled due to the lack of Library and Commission staff, and Councilperson Weiss volunteered to conduct the You Create for August 16 (Stress Balls) and Commissioner Stevenson's son will do the September 20 you create activity. Commission suggested we just list You Create: Art for the October, November and December items in the upcoming Fourth Quarter City Magazine since we are not yet sure what the projects will be.

b. Old Business:

- i. DIA Events - EZ Roll went well. We had 28 people for the Senior Lunch Bunch (limited by bus seats available). The Art will be taken down on August 16
- ii. Art Gallery - We need a artist for the 4th quarter
- iii. Cement Flowerpot Project- Kimberly Marrone, Director of Economic Development and Communications will come in to give us a vision of the project for us to consider.
- iv. Fundraising- Tabled till next meeting.

6. COMMISSIONER REPORTS

Commissioner Snider announced his birthday will be Sunday, July 15 and he will be 30-years old and Council Member Weiss announced that she was 30 years young for the third time last Saturday, July 7.

7. UPCOMING EVENTS

None

1. ADJOURNMENT

a. **Next Meeting:** Thursday August 9, 2018

b. **Time of Adjournment:** 8:02p.m.

**BUSINESS OF THE CITY COUNCIL, OAK PARK, MICHIGAN****AGENDA OF:** August 20, 2018**AGENDA #****SUBJECT:** Request authorization to bid the 2018 Water System Upgrades Project, M-691.**DEPARTMENT:** Public Works**SUMMARY:** Plans and specifications are nearly complete for the 2018 Water System Upgrades Project, M-691. This project will include a new SCADA software system as well as radios and antennas at all water pump stations.**FINANCIAL STATEMENT:** Funding is available in the FY 2018-19 Water and Sewer, Pump Operations Fund for this expenditure.**RECOMMENDED ACTION:** It is recommended that the request to advertise for bids for the 2018 Water System Upgrades Project, M-691 be approved. Funding is available in the Water and Sewer, Pump Operations Fund for this expenditure.**APPROVALS:**

City Manager: _____

Department Director: _____

Finance Director: _____

Budgeted ☒ _____**EXHIBITS:** none

MERCHANT'S LICENSES - AUGUST 20, 2018

(Subject to All Departmental Approvals)

NEW MERCHANT	ADDRESS	FEES	BUSINESS TYPE
STORAGE SENSE - OAK PARK	15200 W. EIGHT MILE	\$150.00	SELF STORAGE
CHIC SWEETS BOUTIQUE	25900 GREENFIELD #241	\$225.00	OFFICE
ACADEMIC MARKETING SERVICES	25900 GREENFIELD #402	\$450.00	OFFICE
LIGHTING SUPPLY	12701 NORTHEAST	\$150.00	DISTRIBUTION
VICTORIA - NIA	12701 NORTHEAST	\$150.00	ONLINE BOOK RETAIL
SADIA ENTERPRISES	13000 NORTHEAST	\$825.00	OFFICE
RENEWALS			
MICHIGAN WHOLESALE MART	21350 COOLIDGE	\$225	RETAIL
ZEMAN'S NEW YORK BAKERY	25258 GREENFIELD	\$225.00	BAKERY
UNIVERSAL STAINED GLASS DESIGN	8550 NINE MILE	\$150.00	STAINED GLASS/GIFT SHOP
FERNDAL FRIENDS	10440 NINE MILE	\$150.00	PUBLISHING
WALGREENS #5425	13550 NINE MILE	\$225.00	RETAIL

**CITY OF OAK PARK
MICHIGAN
APPLICATION FOR SPECIAL EVENT LICENSE**

Today's Date: August 13th, 2018

Applicant Information

Applicant/Business Name: Brother Thomas Zerata OFM - Seneca Street Resident

Applicant/Business Address: 24320 SENECA OAK PARK MI 48237

Phone number: 248-591-9444 E-Mail Address: MUSICALCHAIRSTRZ003@gmail.com

Relation of applicant to business: Resident

Has applicant ever been convicted of a felony? ☐ Yes ☒ No

Owner Information

Owner or manager of site: _____ Phone: _____

Names and addresses of partners or officers of corporation:

Event Information

Proposed date(s) of event: September 9th 2018 Has this event been held previously? ☒ Yes ☐ No

Address or location of event: Seneca Street between Northfield and the cul-de-sac

Is this a City owned park? NO

If this event is to take place in a City owned park, have you received and do you agree to abide by the City's Parks and Recreation rules and regulations? ☐ Yes ☐ No

Nature, purpose, and detailed description of event: ANNUAL BLOCK PARTY

Will the event be open to the public? ☒ Yes ☐ No

If yes, please describe how so: Residents of Seneca Street, family members
AND former neighbors

Estimated number of people attending event? 60 Hours of Event: 2:00 - 6:00 PM.

Are you requesting to have a parade? ☐ Yes ☒ No **If yes, please attach a map of the parade route**

Where will the parade participants be walking? ☐ Sidewalks ☐ Streets

Will the parade require streets to be blocked off? ☐ Yes ☐ No

If yes, how many streets/intersections will need to be blocked : _____

Please attach a sign off from the residences located on the affected streets, indicating that they are aware of the event to take place, the date, times and location.

Food Services

Will food or beverages be sold at event? ☐ Yes ☒ No, if yes please list type(s) of food to be sold:

Will the food be prepackaged or prepared on site: "Pot Luck from Residents"

Please note: *If your application is approved and you plan to prepare food on site, you will need to contact the Oakland County Health Department at 248-424-7000 for inspection. You will also need to provide temporary water services at the site where the food is prepared.*

Mechanical Amusement

Will there be any mechanical rides at event? ☐ Yes ☒ No, if yes, please provide the name and the address of amusement operators: _____

Will the event have a moonwalk? ☐ Yes ☒ No, if yes, please provide the name and address of Company/Entity providing moonwalk: _____

Will the event have video games, etc.? If so, please provide the names and address of company providing the Games: _____

Please Note: *You must provide proof of insurance for all mechanical rides, moonwalks, circus rides/games, etc. The City of Oak Park must be listed on the insurance certificate as "additionally insured." A copy of the City Ordinance with required liability insurance coverage for these events is attached. Also, certification by the State of Michigan Department of Labor is required for all mechanical amusement devices and rides.*

Technical/Support

Will the event require use of electrical supply source? ☐ Yes ☒ No, if yes, please describe:

Will sanitary facilities be required at event? ☐ Yes ☒ No

Will tent(s) be used at the event? ☐ Yes ☒ No, if yes, please state size(s) of tent:

Will the event have banners displayed? ☐ Yes ☒ No, if so, please provide the number of signs and dimension(s):

Please Note: *If a temporary generator or electric supply source is provided, you must provide an Electrical permit by a licensed electrical contractor. Also, you will need certification of flame spread rates of all canvas and/or cloth enclosures.*

Other possible Special Event requirements include: additional application, inspection and bond fees, temporary sign permit.

The fee for a Special Event application is \$100: The fee is non-refundable. Once an application is received, the City Clerk's Office will send copies of the application to the following departments: City Manager, Public Safety, Public Works, and Recreation. Each department will review the application and provide a written estimate of services they will need to provide, along with man-hours and costs (if any). The City Clerks' office will contact the applicant to inform them of the additional costs involved. At that time the applicant can decide whether or not to proceed with the event. If so, the event will be placed on the City Council agenda for approval.

We request A waiver of the fee since this is A
Resident hosted event for our neighbors.

We encourage our Mayor and City Council members
to visit our event on September 9th. Meet your
faithful voters and citizens who live on the
friendliest street in Oak Park.

Should any of the above information prove to be inaccurate or untruthful, it will be grounds to deny the applicant's request or revoke any approvals. I hereby certify the above information to be true and accurate to the best of my knowledge.



Applicant's Signature

State of Michigan

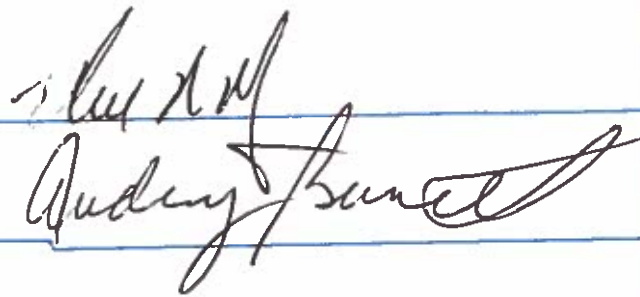
ss

County of _____

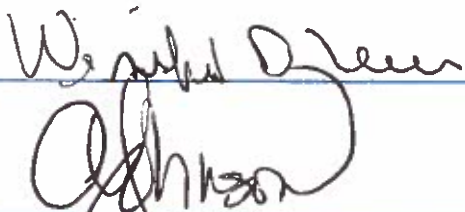
Subscribed and sworn to before me, a Notary Public this _____ day of _____ 20____, by

My Commission expires: _____
Notary Public

We the Residents of the 24100 Block of Seneca Street
Request permission of the City of OAK PARK
to sponsor our own BLOCK PARTY
ON SUNDAY - SEPTEMBER 9th, 2018
from 2.00 - 6.00 PM.

24200 

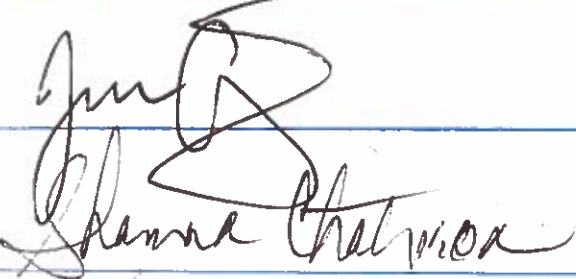
24230

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24320

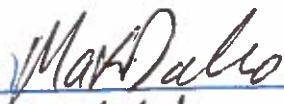


24330

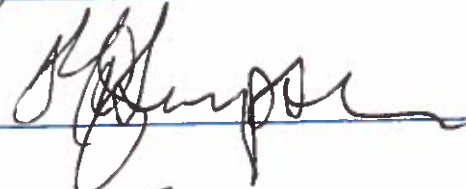


24340



24201 

24221



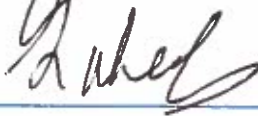
24231



24241



24251



24261

(VACANT)

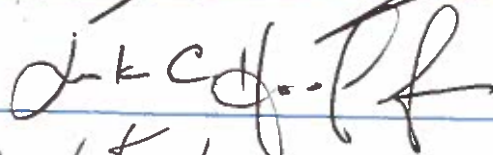
24271



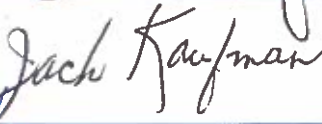
24301



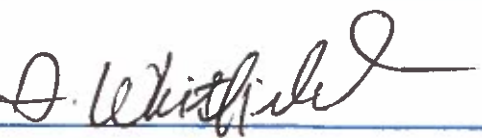
24311



24321



24331



SPECIAL EVENT LICENSE APPLICATION FEE ESTIMATION

Thomas Zerafa
Block Party, Seneca Street

DATE: Sunday, September 9, 2018 @ 2:00 p.m. – 6:00 p.m.

<u>DEPARTMENT</u>	<u>SERVICES</u>	<u>ESTIMATED HOURS</u>	<u>ESTIMATED COST</u>
TECHNICAL AND PLANNING <i>Daniel Fairless</i>	N/A	N/A	N/A
PUBLIC SAFETY <i>Steve Cooper</i>	Periodic checks as part of normal patrol duties	NA	NA
RECREATION <i>Laurie Stasiak</i>	N/A	N/A	N/A
DPW <i>Kevin Yee</i>	Drop off/pick up barricades	1 hr.	N/A
ADDITIONAL <i>Administration</i>			\$100 application fee waiver requested

**CITY OF OAK PARK
MICHIGAN
APPLICATION FOR SPECIAL EVENT LICENSE**

Today's Date: 9-2-18

Applicant Information

Applicant/Business Name: Michella Zuckerberg

Applicant/Business Address: 24311 Rensselaer St - Oak Park MI 48237

Phone number: 248-546-5206 E-Mail Address: mimzyzuck1@att.net

Relation of applicant to business: Resident

Has applicant ever been convicted of a felony? ☐ Yes ☒ No

Owner Information

Owner or manager of site: Rensselaer Block Club Phone: 248-546-5206

Names and addresses of partners or officers of corporation:

MICHELLA ZUCKERBERG
JULIE MILLER

Event Information

Proposed date(s) of event: SEPT 8 2018 Has this event been held previously? ☒ Yes ☐ No

Address or location of event: Rensselaer St Between-24301 TO 24300
& INCLUDING

Is this a City owned park? NO

If this event is to take place in a City owned park, have you received and do you agree to abide by the City's Parks and Recreation rules and regulations? ☐ Yes ☐ No

Nature, purpose, and detailed description of event: ANNUAL BLOCK PARTY

Will the event be open to the public? ☒ Yes ☐ No

If yes, please describe how so: Residents of this block.

Estimated number of people attending event? 40-60 Hours of Event: 4 HOURS

Please wait the fee Thankyou!

Are you requesting to have a parade? ☐ Yes ☒ No **If yes, please attach a map of the parade route**

Where will the parade participants be walking? ☐ Sidewalks ☐ Streets

Will the parade require streets to be blocked off? ☐ Yes ☐ No

If yes, how many streets/intersections will need to be blocked : ONE BLOCK

Please attach a sign off from the residences located on the affected streets, indicating that they are aware of the event to take place, the date, times and location.

Food Services

Will food or beverages be sold at event? ☐ Yes ☒ No, if yes please list type(s) of food to be sold:

Will the food be prepackaged or prepared on site: _____

Please note: *If your application is approved and you plan to prepare food on site, you will need to contact the Oakland County Health Department at 248-424-7000 for inspection. You will also need to provide temporary water services at the site where the food is prepared.*

Mechanical Amusement

Will there be any mechanical rides at event? ☐ Yes ☒ No, if yes, please provide the name and the address of amusement operators: _____

Will the event have a moonwalk? ☐ Yes ☒ No, if yes, please provide the name and address of Company/Entity providing moonwalk: _____

Will the event have video games, etc.? If so, please provide the names and address of company providing the Games: NO

Please Note: *You must provide proof of insurance for all mechanical rides, moonwalks, circus rides/games, etc. The City of Oak Park must be listed on the insurance certificate as "additionally insured." A copy of the City Ordinance with required liability insurance coverage for these events is attached. Also, certification by the State of Michigan Department of Labor is required for all mechanical amusement devices and rides.*

Technical/Support

Will the event require use of electrical supply source? ☐ Yes ☒ No, if yes, please describe:

Will sanitary facilities be required at event? ☐ Yes ☒ No

Will tent(s) be used at the event? ☐ Yes ☒ No, if yes, please state size(s) of tent:

Will the event have banners displayed? ☒ Yes ☐ No, if so, please provide the number of signs and dimension(s): A SIGN AT EACH END SAYING "STREET CLOSED FOR BLOCK PARTY 6 TO 10"

Please Note: *If a temporary generator or electric supply source is provided, you must provide an Electrical permit by a licensed electrical contractor. Also, you will need certification of flame spread rates of all canvas and/or cloth enclosures.*

Other possible Special Event requirements include: additional application, inspection and bond fees, temporary sign permit.

The fee for a Special Event application is \$100: The fee is non-refundable. Once an application is received, the City Clerk's Office will send copies of the application to the following departments: City Manager, Public Safety, Public Works, and Recreation. Each department will review the application and provide a written estimate of services they will need to provide, along with man-hours and costs (if any). The City Clerks' office will contact the applicant to inform them of the additional costs involved. At that time the applicant can decide whether or not to proceed with the event. If so, the event will be placed on the City Council agenda for approval.

Should any of the above information prove to be inaccurate or untruthful, it will be grounds to deny the applicant's request or revoke any approvals. I hereby certify the above information to be true and accurate to the best of my knowledge.

Michelle A. Zudeley
Applicant's Signature

State of Michigan

ss

County of _____

Subscribed and sworn to before me, a Notary Public this _____ day of _____ 20____, by
_____.

My Commission expires: _____
Notary Public

PETITION TO TEMPORARY STREET CLOSURE

We the undersigned hereby request that RENSSELAER STREET BETWEEN NORTHFIELD AND THE VILLAGE GREEN APARTMENTS be closed to vehicle traffic for the purpose of conducting a block party. The time and date of the requested closure is ~~6:00 PM~~ to ~~10:00 PM~~ on Saturday, ~~Sept 8~~ Sept 8, 2018.

6:00 PM - 10:00 PM

NAME AND RENSSELAER ADDRESS (NUMBER ONLY)

1.	Bill Lachar		24321	N O R T H — W E S T — S I D E
2.	Michelle Zuberkey	50	24311	
3.	Heather Attard		24291	
4.	McNeil		24271	
5.			24261	
6.			24251	
7.			24249	
8.			24245	
9.	Misha Johnson		24241	
10.	Evan McHenry		24231	
11.	Elizabeth McHenry		24221	
12.	Maria Feldman		24211	
13.			24201	
14.	Jordan Myers		24320	N O R T H — E A S T — S I D E
15.	Julian Shultz - Jr		24310	
16.	2 Bonmarito		24300	
17.			24290	
18.	Wanda Jones		24270	
19.	Delores Malone		24260	
20.	Donald		24250	
21.			24240	
22.			24230	
23.			24220	
24.			24210	
25.			24200	
26.	7167		24301	

SPECIAL EVENT LICENSE APPLICATION FEE ESTIMATION

Rensselaer Block Party
DATE: September 8, 2018

<u>DEPARTMENT</u>	<u>SERVICES</u>	<u>ESTIMATED HOURS</u>	<u>ESTIMATED COST</u>
TECHNICAL AND PLANNING <i>Daniel Fairless</i>	N/A	N/A	N/A
PUBLIC SAFETY <i>Steve Cooper</i>	Periodic checks as part of normal patrol duties	NA	NA
RECREATION <i>Laurie Stasiak</i>	N/A	N/A	N/A
DPW <i>Kevin J. Yee</i>	Drop off/pick up barricades	1 hr	N/A
ADDITIONAL <i>Administration</i>			\$100 application fee waiver requested

**GARAN
LUCOW
MILLER P.C.**
GREATER MIAMI LAW FIRM SERVING CLIENTS NATIONALLY

1155 Brewery Park Blvd, Ste 200
Detroit, Michigan 48207
313-446-1530
Tax I.D. 38-1879991

Invoice 499313
August 9, 2018

Erik Tungate
City of Oak Park
14000 Oak Park Blvd.
Oak Park, MI 48327

Re: In Re: City of Oak Park

*Client 7406
Matter 1*

Statement for City Attorney Legal Services

For Legal Services Rendered Through Tuesday, July 31, 2018

\$12,083.34
Fee Total
Costs Advanced:

Date	Description	Amount
07/03/18	Reproduction Charges 3 @ 0.15	0.45
07/03/18	Reproduction Charges 14 @ 0.15	2.10
07/12/18	Oakland County Register of Deeds, Title Search, copy of Quit Claim Deed, Partial Discharge and Easement.	9.00
07/17/18	Reproduction Charges 1 @ 0.15	0.15
07/17/18	Reproduction Charges 1 @ 0.15	0.15
07/18/18	Reproduction Charges 18 @ 0.15	2.70
	Total Costs Advanced	\$14.55

Total Fees and Disbursements: \$12,097.89

**GARAN
LUCOW
MILLER P.C.**

GREAT LAKES LAW FIRM SERVES ALL JURISDICTIONS

1155 Brewery Park Blvd, Ste 200
Detroit, Michigan 48207
313-446-1530
Tax I.D. 38-1879991

Invoice 499314

August 9, 2018

Erik Tungate
City of Oak Park
14000 Oak Park Blvd.
Oak Park, MI 48327

*Re: Judy Kish and Joyce Bannon, et al v City of
Oak Park*

*Client 7406
Matter 31*

Statement for City Attorney Legal Services

For Legal Services Rendered Through Tuesday, July 31, 2018

\$3,675.50

Fee Total

Costs Advanced:

Date	Description	Amount
07/03/18	Electronic Filing Fee via MiFile - Defendant's Motion to Adjourn Trial	20.60
07/23/18	Reproduction Charges 81 @ 0.15	12.15
	Total Costs Advanced	\$32.75

Total Fees and Disbursements: \$3,708.25

*Invoices for legal services are due upon receipt. To ensure proper application of your payment,
Please indicate our invoice number and client/matter number on your remittance.*

**GARAN
LUCOW
MILLER P.C.**

GREAT LAKES LAW FIRM SERVING CLIENTS NATIONALLY

1155 Brewery Park Blvd, Ste 200
Detroit, Michigan 48207
313-446-1530
Tax I.D. 38-1879991

Invoice 499315

August 9, 2018

Erik Tungate
City of Oak Park
14000 Oak Park Blvd.
Oak Park, MI 48327

*Re: Tina Polk and Richard Newton v City of Oak
Park, County of Oakland, et al.*

*Client 7406
Matter 24*

Statement for City Attorney Legal Services

For Legal Services Rendered Through Tuesday, July 31, 2018

\$994.00

Fee Total

Costs Advanced:

Date	Description	Amount
07/06/18	Travel to and from Pontiac for Status Conference. 28 @ 0.54	15.12
	Total Costs Advanced	\$15.12

Total Fees and Disbursements: \$1,009.12

*Invoices for legal services are due upon receipt. To ensure proper application of your payment,
Please indicate our invoice number and client/matter number on your remittance.*



BUSINESS OF THE CITY COUNCIL, OAK PARK, MICHIGAN

AGENDA OF: August 20, 2018

AGENDA #

SUBJECT: Report on bids for the 2018-2019 Catch Basin Line Replacement Project, M-687.

DEPARTMENT: Technical & Planning/DPW – Engineering *KJY / GWS*

SUMMARY: At the July 16, 2018 regular meeting of the Oak Park City Council, the request to bid the 2018-2019 Catch Basin Line Replacement Project, M-687 was approved (CM-07-260-18). The project was advertised and 35 contractors viewed the documents. On August 9, 2018, four (4) bids were received and opened. The low bidder, Lacaria Concrete Construction of Detroit, MI. submitted a bid of \$205,220.00. References were checked and all had positive responses.

FINANCIAL STATEMENT: Funding is available in the FY 2018-2019 budget in the Water & Sewer Fund.

RECOMMENDED ACTION: It is recommended that City Council award the bid for the 2018-2019 Catch Basin Line Replacement Project, M-687 to Lacaria Concrete Construction of Detroit, MI for a total amount of \$205,220.00. Funding is available in the Water & Sewer Fund 592-18-550-970 for this project.

APPROVALS:

City Manager: _____

Department Director: _____

Director of Finance: _____

Budgeted: ☒ _____

EXHIBITS: Bid Tabulation, Project Area Map

BID TABULATION

2018 CATCH BASIN LINE REPLACEMENT PROJECT, M-687
 BID OPENING DATE THURSDAY AUGUST 9, 2018 10:00 AM

LACARIA CONCRETE CONST.
 3720 CENTRAL
 DETROIT, MI 48100
 313-843-3865

BIDIGARE CONSTRUCTION INC.
 939 S. MILL STREET
 PLYMOUTH, MI 48170
 248-735-1113

MACOMB PIPELINE & UTILITIES CO.
 44444 MOUND RD. STE 640
 STERLING HGTS, MI 48314
 586-726-7552

ITEM	DESCRIPTION	QUANT.	U/M	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1	REMOVE CONCRETE PAVEMENT MODIFIED	678	SYD	\$ 30.00	\$ 20,340.00	\$ 26.00	\$ 17,628.00	\$ 25.00	\$ 16,950.00
2	CONCRETE PAVEMENT W/INT CURB AND GUTTER 9" CONC. MODIFIED	615	SYD	\$ 90.00	\$ 55,350.00	\$ 65.00	\$ 39,975.00	\$ 102.00	\$ 62,730.00
3	SIDEWALK CONC. NON-REINFORCED 6" SIDEWALK/DRIVE APP MODIFIED	479	SFT	\$ 9.00	\$ 4,311.00	\$ 9.00	\$ 4,311.00	\$ 12.00	\$ 5,748.00
4	SIDEWALK CONC. NON-REINFORCED 4" SIDEWALK/DRIVE APP MODIFIED	100	SFT	\$ 9.00	\$ 900.00	\$ 7.00	\$ 700.00	\$ 9.00	\$ 900.00
5	ADJUSTING DRAINAGE STRUCTURES	5	EA	\$ 650.00	\$ 3,250.00	\$ 435.00	\$ 2,175.00	\$ 650.00	\$ 3,250.00
6	24" CURB AND GUTTER SECTION 7" CONCRETE NON REINFORCED	42	LFT	\$ 50.00	\$ 2,100.00	\$ 36.00	\$ 1,512.00	\$ 60.00	\$ 2,520.00
7	SEWER REMOVE LESS THAN 24"	512	LFT	\$ 45.00	\$ 23,040.00	\$ 20.00	\$ 10,240.00	\$ 25.00	\$ 12,800.00
8	SEWER 10" SCHEDULE 40 PVC PIPE TRENCH DETAIL B	466	LFT	\$ 39.00	\$ 18,174.00	\$ 150.00	\$ 69,900.00	\$ 110.00	\$ 51,260.00
9	SEWER 12" SCHEDULE 40 PVC PIPE TRENCH DETAIL B	26	LFT	\$ 45.00	\$ 1,170.00	\$ 186.00	\$ 4,836.00	\$ 125.00	\$ 3,250.00
10	AGGREGATE BASE UNDER 9" CONCRETE (6" 21AA CR. LIMESTONE)	615	SYD	\$ 13.00	\$ 7,995.00	\$ 13.00	\$ 7,995.00	\$ 12.00	\$ 7,380.00
11	DRAINAGE STRUCTURE REMOVING MODIFIED	2	EA	\$ 790.00	\$ 1,580.00	\$ 461.00	\$ 922.00	\$ 350.00	\$ 700.00
12	DRAINAGE STRUCTURE, 24" INLET MODIFIED	2	EA	\$ 3,200.00	\$ 6,400.00	\$ 3,550.00	\$ 7,100.00	\$ 1,100.00	\$ 2,200.00
13	DRAINAGE STRUCTURE, 48" DIAMETER MODIFIED	2	EA	\$ 6,000.00	\$ 12,000.00	\$ 4,670.00	\$ 9,340.00	\$ 3,000.00	\$ 6,000.00
14	DRAINAGE STRUCTURE COVER	760	LBS	\$ 3.00	\$ 2,280.00	\$ 1.50	\$ 1,140.00	\$ 2.25	\$ 1,710.00
15	SEWER TRAP, 12" AND UNDER	12	EA	\$ 300.00	\$ 3,600.00	\$ 500.00	\$ 6,000.00	\$ 750.00	\$ 9,000.00
16	SEWER TAP, 12" AND UNDER	5	EA	\$ 300.00	\$ 1,500.00	\$ 751.00	\$ 3,755.00	\$ 650.00	\$ 3,250.00
17	4" OR 6" PVC PIPE WITH BACKFILL	20	LFT	\$ 50.00	\$ 1,000.00	\$ 64.00	\$ 1,280.00	\$ 20.00	\$ 400.00
18	TUCK POINT DRAINAGE STRUCTURE	5	EA	\$ 300.00	\$ 1,500.00	\$ 420.00	\$ 2,100.00	\$ 1,100.00	\$ 5,500.00
19	CLASS A SODDING	105	SYD	\$ 10.00	\$ 1,050.00	\$ 16.00	\$ 1,680.00	\$ 10.00	\$ 1,050.00
20	CAST IN PLACE DETECTABLE/TACTILE WARNING SURFACE	20	SFT	\$ 300.00	\$ 6,000.00	\$ 21.00	\$ 420.00	\$ 50.00	\$ 1,000.00
21	MOBILIZATION, 5% MAX	1	LSUM	\$ 8,000.00	\$ 8,000.00	\$ 12,000.00	\$ 12,000.00	\$ 10,000.00	\$ 10,000.00
22	MINOR TRAFFIC DEVICES, 5% MAX	1	LSUM	\$ 8,000.00	\$ 8,000.00	\$ 10,000.00	\$ 10,000.00	\$ 5,000.00	\$ 5,000.00
23	PROJECT CLEAN UP, 5% MAX	1	LSUM	\$ 8,000.00	\$ 8,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
24	INSPECTION CREW DAYS	320	DAY	\$ 24	\$ 7,680.00	\$ 15	\$ 4,800.00	\$ 30	\$ 9,600.00

TOTAL COST \$ 205,220.00

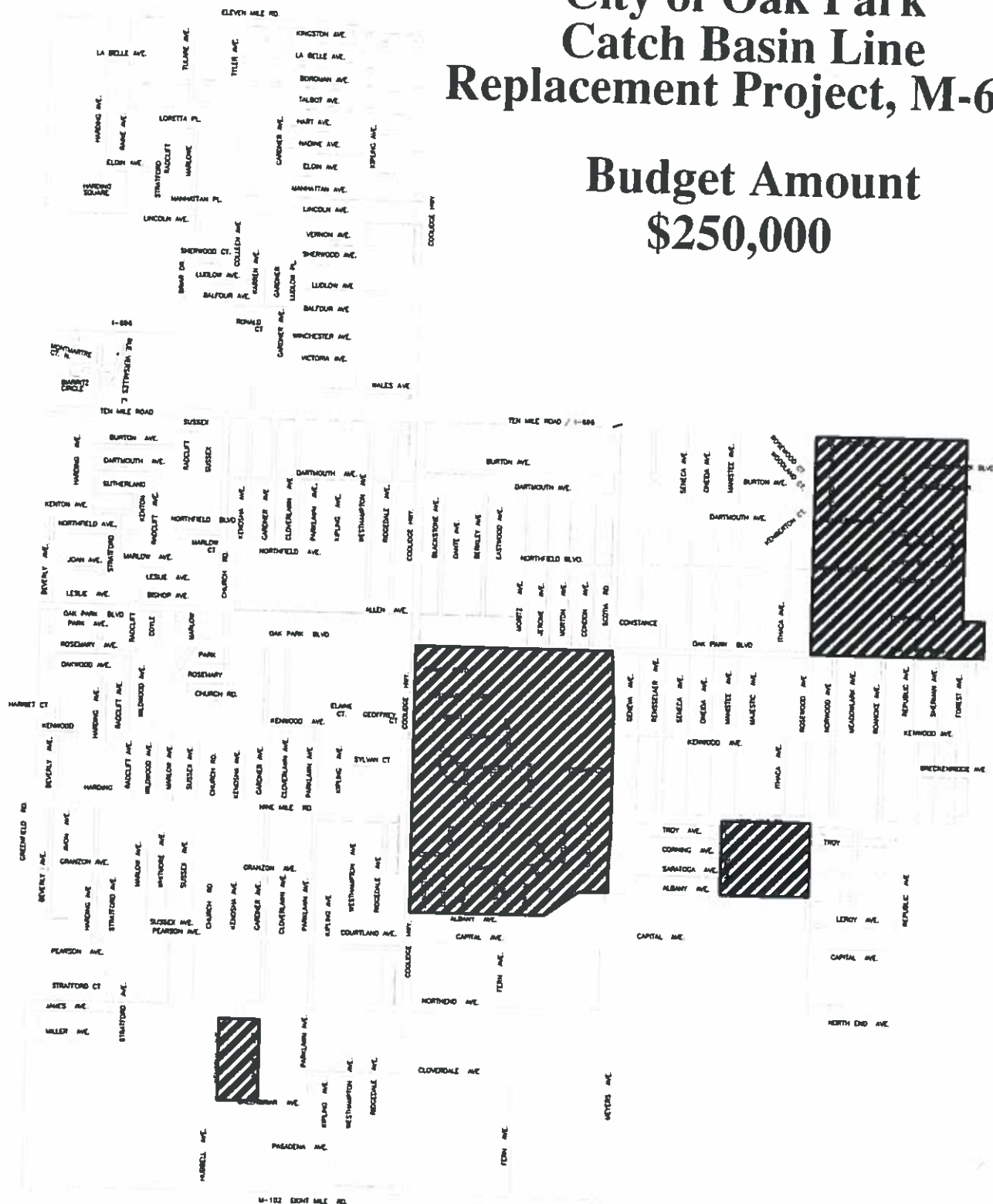
\$ 229,809.00

\$ 232,198.00

OTHER BIDDERS
 AUDIA CONCRETE CONSTRUCTION

\$264,844.00

Budget Amount
\$250,000



**CITY OF OAK PARK
OAKLAND COUNTY, MICHIGAN**

**RESOLUTION AUTHORIZING THE TEMPORARY MOVE OF ONE POLLING LOCATION
FOR THE NOVEMBER 6, 2018 GENERAL ELECTION**

At a Regular Meeting of the City Council of the City of Oak Park, Oakland County, Michigan, held at Oak Park City Hall located at 14000 Oak Park Boulevard on the 20th day of August, 2018, at 7:00 p.m.

The meeting was called to order by Mayor Marian McClellan

Present:

Absent:

The following Resolution was offered by Council Member _____ and seconded by Council Member _____.

WHEREAS, Avery Elementary School, in the Berkley School District, is the polling location for Precinct 1 for the City of Oak Park; and

WHEREAS, Avery Elementary School is will be unavailable for use as a polling location on November 6, 2018; and

WHEREAS, the Berkley School District has Norup International School available to accommodate Precinct 1 for the November 6, 2018 General Election.

NOW THEREFORE BE IT RESOLVED, that the City of Oak Park City Council hereby agrees to temporarily move Precinct 1 for the November 6, 2018 General Election to Norup International School, 14450 Manhattan, Oak Park, MI; and

BE IT FURTHER RESOLVED, that the City Clerk of the City of Oak Park is directed to notify the voters in Precinct 1 that the Precinct is moved to Norup International School for the November 6, 2018 General Election.

RESOLUTION DECLARED ADOPTED

I, T. Edwin Norris, City Clerk, do hereby certify that the forgoing constitutes a true, complete and original copy of a resolution adopted by the City Council of the City of Oak Park, County of Oakland, State of Michigan, at a regular meeting held on August 20, 2018 and that said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267 of the Public Acts of 1976, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.

T. Edwin Norris, City Clerk



BUSINESS OF THE CITY COUNCIL, OAK PARK, MICHIGAN

AGENDA OF: August 20, 2018

SUBJECT: Calendar Year 2019 Regular Meeting Schedule of the City Council.

DEPARTMENT: City Clerk

SUMMARY: The Charter in Chapter 7 captioned The Council: Procedure and Miscellaneous Powers and Duties in Section 7.1 entitled Regular meetings, specifies that the council shall provide by resolution for the time and place of its regular meetings and shall hold at least two regular meetings each month. The City Council Rules of Procedure, in Section 2 captioned City Council Meetings, Subsection A entitled Regular Meetings specifies that before the end of the year, the Council will approve by resolution the Regular meeting schedule for the following calendar year, including exceptions to the first and third Monday meetings.

FINANCIAL STATEMENT: N/A

RECOMMENDED ACTION: The City Council adopt a Resolution scheduling the Calendar Year 2019 Regular Meetings.

This item is being submitted for the City Council's consideration at this time with the expectation that if favorable action is taken, the dates as outlined above can be included in the Oak Park 2019 Calendar.

APPROVALS:

City Manager: _____

Director: _____

Finance Director: _____

Budgeted _____

EXHIBITS: Resolution Adopting the 2019 Regular Meeting Schedule of the Oak Park City Council.

**A RESOLUTION ADOPTING THE 2019 REGULAR MEETING
SCHEDULE OF THE OAK PARK CITY COUNCIL**

WHEREAS, the **Home Rule Charter for the City of Oak Park, Michigan** in **Chapter 7** captioned **The Council: Procedure and Miscellaneous Powers and Duties** in **Section 7.1** entitled **Regular meetings**, specifies that the council shall provide by resolution for the time and place of its regular meetings and shall hold at least two regular meetings each month.

WHEREAS, the City of Oak Park City Council Rules of Procedure, in Section 2 captioned City Council Meetings, Subsection A entitled Regular Meetings specifies that the Regular meetings of the City Council will be held on the first and third Mondays of each month, unless that day is a holiday or holiday eve.

WHEREAS, the City of Oak Park City Council Rules of Procedure, in Section 2 captioned City Council Meetings, Subsection A entitled Regular Meetings further specifies that before the end of the year, the Council will approve by resolution the Regular meeting schedule for the following calendar year, including exceptions to the first and third Monday meetings.

WHEREAS, the Michigan **“Open Meetings Act”** (MCL 15.261 et. seq.) in **Section 5, Subsection (2)** provides that for regular meetings of a public body, there shall be posted within 10 days after the first meeting of the public body in each calendar or fiscal year a public notice stating the dates, times, and places of its regular meetings.

NOW, THEREFORE, BE IT RESOLVED that the regular meetings of the Oak Park City Council for calendar year 2019 shall be held in the Council Chambers at the Oak Park City Hall, 14000 Oak Park Boulevard, Oak Park, Michigan, telephone number (248) 691-7544, at 7:00 P.M. on the following dates:

January 7 and 22 (Monday, January 21, 2019 City Offices are closed in observance of Martin Luther King Jr. Day)

February 4 and 18

March 4 and 18

April 1 and 15

May 6 and 20

June 3 and 17

July 1 and 15

August 5 and 19

September 3 (Monday, September 2, 2019 City Offices are closed in observance of Labor Day) and **16**

October 7 and 23 (Monday, October 21, 2019 – Religious Holiday)

November 4 and 18

November 11 (Organizational Meeting)

December 2 and 16

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Clerk be and is hereby directed to give public notice of the forgoing regular dates and times for City Council meetings and the place at which meetings are to be held consistent with the requirements of **Section 5, Subsection (2)** of the **“Open Meetings Act”**.

I hereby certify that the forgoing constitutes a true and complete copy of a resolution adopted by the City Council of the City of Oak Park, County of Oakland, State of Michigan, at a regular meeting held on August 20, 2018, and that said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the **Open Meetings Act, being Act 267 of the Public Acts of 1976**, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.

T. Edwin Norris, City Clerk

**BUSINESS OF THE CITY COUNCIL, OAK PARK, MICHIGAN****AGENDA OF: August 20, 2018****SUBJECT: Adoption of Oakland County Hazard Mitigation****DEPARTMENT: Public Safety**

SUMMARY: Every 5 years FEMA (Federal Emergency Management Agency) requires local governments to develop and adopt a hazard mitigation plan as a condition for receiving both pre-disaster assistance as well as post-disaster funds. In 2017 the Oakland County Homeland Security Division in conjunction with Integrated Solutions Inc., the Local Emergency Planning Committee and representatives from each community drafted a new Plan which is submitted to FEMA. Oakland County has received conditional approval of the plan pending adoption by all local governments.

FINANCIAL STATEMENT: Not Applicable

RECOMMENDED ACTION: Council to approve the adoption of the Oakland County Hazard Mitigation Plan in the form of a resolution.

APPROVALS:

City Manager: _____

Department Director: _____

Director of Finance: _____

Budgeted: ☐ _____

EXHIBITS: Sample resolution, Oakland County Hazard Mitigation Plan Table of Contents attached (The entire plan which consists of several hundred pages can be viewed on the county website oakgov.com/homelandsecurity)

SAMPLE Resolution No. _____

ADOPTION OF THE OAKLAND COUNTY HAZARD MITIGATION PLAN

WHEREAS, the mission of (insert community name here) includes the charge to protect the health, safety, and general welfare of the people of (insert name of community here); and

WHEREAS, (insert community name), Michigan is subject to flooding, tornadoes, winter storms, and other natural, technological, and human hazards; and

WHEREAS, the Oakland County Homeland Security Division and the Oakland County Local Emergency Planning Committee, comprised of representatives from the County, municipalities, and stakeholder organizations, have prepared a recommended Hazard Mitigation Plan that reviews the options to protect people and reduce damage from these hazards; and

WHEREAS, (insert community name) has participated in the planning process for development of this Plan, providing information specific to local hazard priorities, encouraging public participation, identifying desired hazard mitigation strategies, and reviewing the draft Plan; and

WHEREAS, the Oakland County Homeland Security Division (HSD), with the Oakland County Local Emergency Planning Committee (LEPC), has developed the OAKLAND COUNTY HAZARD MITIGATION PLAN (the "Plan") as an official document of the County and establishing a County Hazard Mitigation Coordinating Committee, pursuant to the Disaster Mitigation Act of 2000 (PL-106-390) and associated regulations (44 CFR 210.6); and

WHEREAS, the Plan has been widely circulated for review by the County's residents, municipal officials, and state, federal, and local review agencies and has been revised to reflect their concerns; and

NOW THEREFORE BE IT RESOLVED by the (insert community name and governing body here) that:

1. The Oakland County Hazard Mitigation Plan (or section(s) of the Plan specific to the affected community) is/are hereby adopted as an official plan of (insert Community name here).
2. The (insert name of position) is charged with supervising the implementation of the Plan's recommendations, as they pertain to (insert community name here) and within the funding limitations as provided by the (insert community governing body) or other sources.

Passed by the (insert community name and governing body here) on (insert date).

Signature

Signature

Vote:

Yes _____

No _____

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2.39 City of Oak Park

Published 11/13/2017 08:31 by Leah Kahn

2017 Hazard Mitigation Plan Update: Representative(s) and Point(s) of Contact

Name	Title/Position	Phone Number	E-mail	Role in Mitigation Plan Development
Steve Cooper	PS Director	(248) 691-7520	scooper@ci.oak-park.mi.us	
Devin Benson	Community Relations Officer	(248) 691-7504		

2017 Plan Participation and Involvement

2.39.1 Community Profile and Description

Published 7/26/2017 12:49 by Kim Pleva-Berka

The City of Oak Park was first settled by European Americans in 1840. The Village of Oak Park incorporated as a city on October 29, 1945 following the end of World War II. As of the 2016 U.S. Census Population and Housing Unit Estimates, the population is 26,645. The total area of the City of Oak Park is 5.16 square miles.

2.39.2 Hazards

Published 11/27/2017 10:30 by Leah Kahn

Hazards such as structure fires, thunderstorms, and tornadoes are a concern for the City of Oak Park.

At particular risk, during any one of these occurrences, are the multi-story residential apartment buildings, including a senior citizen high rise.

Transportation related hazards are a concern due to the highly traveled trunk lines in Oak Park including I-696 and Eight Mile Road.

Please fill out the form to submit a New Hazard Description. Be sure to click "Submit" at the bottom of the form. All hazards can be described on this single form. If you have any problems accessing this form on this webpage, please use this link Instead: [New Hazard Description Form](#)

By refreshing this webpage, a new form will appear. Upon submitting the form, you will receive an e-mail of your submission for your records. For assistance, please contact Daiko Abe at (208) 390-2021 or e-mail daiko.abe@i-s-consulting.com.

Please fill out the form to submit a New Hazard Description. Be sure to click "Submit" at the bottom of the form. All hazards can be described on this single form. If you have any problems accessing this form on this webpage, please use this link instead: [New Hazard Description Form](#)

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2.39.3 Mitigation Strategies and Actions

Published 6/23/2017 12:22 by Daiko Abe

Mitigation Strategies 2005

1. Provide a regional supply of water tankers to be shared with neighboring communities when there is no water or when water pressure is low due to power failures and/or failures of the Detroit Water and Sewerage Department.
 - Hazard(s) Addressed: Fire - Structural, Infrastructure Failure - Electrical System, Infrastructure Failure - Water System
 - Progress: COMPLETED - Tanker task force in place through MABAS
2. Replace the older backup generators at the City's public safety department.
 - Hazard(s) Addressed: Infrastructure Failure - Communications, Infrastructure Failure Electrical System
 - Progress: COMPLETED
3. Provide backup electrical power for the community center to provide shelter during power failures and other emergency sheltering needs.
 - Hazard(s) Addressed: Extreme Temperatures - Extreme Cold, Extreme Temperatures - Extreme Heat, High Winds and Tornadoes, Infrastructure Failure - Electrical System, Winter Hazards
 - Progress: COMPLETED - Portable generators are now available, but would prefer automatic/dedicated generator.
4. Provide a new aerial ladder for firefighting due to the age of existing equipment and the acquisition of new properties containing multi-story residences.
 - Hazard(s) Addressed: Fire -Structural
 - Progress: COMPLETED

Mitigation Strategies 2012

1. The City of Oak Park is starting construction of a new public safety/city hall building. Currently they share the building with the 45-B District Court. Upon completion, they will move to their own building and many of their security issues will be decreased due to the traffic of the court offices. The new building will also have automatic/dedicated generator backup for continuity of services during a power outage.
 - Hazard(s) Addressed: Civil Disturbance, Infrastructure Failure - Electrical System, Infrastructure Failure - Communications
2. The City's community center is also due for renovation that will improve the services available to Oak Park residents during power outages or times of extreme temperatures.
 - Hazard(s) Addressed: Extreme Temperatures - Extreme Cold, Extreme Temperatures - Extreme Heat, High Winds and Tornadoes, Infrastructure Failure - Electrical System, Winter Hazards

2.39.3.1 New Mitigation Actions

Published 9/22/2017 16:25 by Leah Kahn

Please fill out the form to submit a New Mitigation Action/Project. Be sure to click "Submit" at the bottom of the form. Multiple projects can be submitted by refreshing this webpage. If you have any problems accessing this form on this webpage, please use this link instead: [New Mitigation Form](#)

By refreshing this webpage, a new form will appear. Upon submitting the form, you will receive an e-mail of your submission for your records. For assistance, please contact Daiko Abe at (208) 390-2021 or e-mail daiko.abe@i-s-consulting.com.

Please fill out the form to submit a New Mitigation Action/Project. Multiple projects can be submitted by refreshing this webpage or by accessing this link: [New Mitigation Form](#)

By refreshing this webpage, a new form will appear. Upon submitting the form, you will receive an e-mail of your submission for your records. For assistance, please contact Daiko Abe at (208) 390-2021 or e-mail daiko.abe@i-s-consulting.com.

2.39.3.1.1 LED Street Light Installation

Published 1/4/2018 16:20 by Nathaniel Mallette

1.	LED Street Light Installation	
The City is currently replacing all street lights to LED lighting. This project looks to increase safety and reduce accidents along the roadways.		
Year Initiated		
Applicable Jurisdiction		City of Oak Park
Lead Agency/ Organization		DTE, Department of Public Works. Assistant City Manager
Supporting Agencies/ Organizations		
Applicable Goal(s)		Protection of public health and safety and prevention and reduction of loss of life and injury.
Potential Funding Source		City Fund
Estimated Cost		\$625,000
Benefits (Loss Avoided)		Increased road safety, decreased road accidents
Projected Completion Date		End of 2017, early 2018
Actual Completion Date		TBD
Priority		High
Status	2017	Initiated. As of December 2017, funds have been secured and the project is underway
	2018	
	2019	
	2020	
	2021	
Applicable Hazards		Transportation Accidents, Highway
Is technically feasible		Strongly Agree
Is cost effective		Strongly Agree
Can be easily accomplished, funded, measured, and sustained		Strongly Agree
Protects critical resources and property		Strongly Agree
Will be accepted by the community and public		Strongly Agree
Is environmentally sound		Strongly Agree

2.39.3.2 Ongoing Mitigation Actions

Published 6/23/2017 09:40 by Darko Abe

2.39.3.3 Completed Mitigation Actions

Published 6/23/2017 09:40 by Daiko Abe

2.39.3.3.1 Regional Study of Water Tankers

Published 1/4/2018 16:22 by Nathaniel Marlette

1.	Regional Study of Water Tankers
<i>Provide a regional supply of water tankers to be shared with neighboring communities when there is no water or when water pressure is low due to power failures and/or failures of the Detroit Water and Sewerage Department.</i>	
Year Initiated	2005
Applicable Jurisdiction	City of Oak Park
Lead Agency/ Organization	
Supporting Agencies/ Organizations	
Applicable Goal(s)	• Improve and support public and private organizational response capabilities
Potential Funding Source	
Estimated Cost	N/A
Benefits (Loss Avoided)	
Projected Completion Date	N/A
Actual Completion Date	Complete, date unknown
Priority	Medium
Applicable Hazards	Infrastructure Failure, Electrical System Failure Incident, Infrastructure Failure, Water System Failure Incident, Structural Fire

2.39.3.3.2 Replace Older Backup Generators

Published 1/4/2018 16:23 by Nathaniel Marlette

2.	Replace Older Backup Generators
<i>Replace the older backup generators at the City's public safety department.</i>	
Year Initiated	2005
Applicable Jurisdiction	City of Oak Park
Lead Agency/ Organization	
Supporting Agencies/ Organizations	
Applicable Goal(s)	Protection of critical assets, including, but not limited to hospitals, nursing homes, and schools
Potential Funding Source	Internal (Local/County) Funds, State and Federal Grants
Estimated Cost	N/A
Benefits (Loss Avoided)	
Projected Completion Date	N/A
Actual Completion Date	Complete, date unknown
Priority	Medium
Applicable Hazards	Infrastructure Failure, Communication System Failure Incident, Infrastructure Failure, Electrical System Failure Incident

2.39.3.3.3 Provide Backup Electrical Power for Community Center

Published 1/4/2018 16:28 by Nathaniel Marlette

3.	Provide Backup Electrical Power for Community Center
<i>Provide backup electrical power for the community center to provide shelter during power failures and other emergency sheltering needs.</i>	
Year Initiated	2005
Applicable Jurisdiction	City of Oak Park
Lead Agency/ Organization	
Supporting Agencies/ Organizations	
Applicable Goal(s)	• Protection of critical assets, including but not limited to hospitals, nursing homes, and schools
Potential Funding Source	Internal (Local/County) Funds, State and Federal Grants
Estimated Cost	N/A
Benefits (Loss Avoided)	
Projected Completion Date	N/A
Actual Completion Date	Complete, date unknown
Priority	Medium
Applicable Hazards	Extreme Cold, Extreme Heat, High Winds/Severe Winds, Tornadoes, Winter Storm and Blizzards, Infrastructure Failure, Electrical System Failure Incident

2.39.3.3.4 Provide New Aerial Ladder for Firefighting

Published 1/4/2018 16:28 by Nathaniel Marlette

4.	Provide New Aerial Ladder for Firefighting
<i>Provide a new aerial ladder for firefighting due to the age of existing equipment and the acquisition of new properties containing multi-story residences.</i>	
Year Initiated	2005
Applicable Jurisdiction	City of Oak Park
Lead Agency/ Organization	
Supporting Agencies/ Organizations	
Applicable Goal(s)	• Improve and support public and private organizational response capabilities
Potential Funding Source	Internal (Local/County) Funds, State and Federal Grants
Estimated Cost	N/A
Benefits (Loss Avoided)	
Projected Completion Date	N/A
Actual Completion Date	Complete, date unknown
Priority	Medium
Applicable Hazards	Structural Fire

2.39.3.3.5 Construction of New Public Safety/City Hall Building

Published 1/4/2018 16:31 by Nathaniel Marlette

5.	Construction of New Public Safety/City Hall Building
<i>The City of Oak Park is starting construction of a new public safety/city hall building. Currently they share the building with the 45-B District Court. Upon completion, they will move to their own building and many of their security issues will be decreased due to the traffic of the court offices. The new building will also have automatic/dedicated generator backup for continuity of services during a power outage.</i>	
Year Initiated	2012
Applicable Jurisdiction	City of Oak Park
Lead Agency/ Organization	
Supporting Agencies/ Organizations	
Applicable Goal(s)	Protection of public health and safety and prevention and reduction of loss of life and injury due to all hazards
Potential Funding Source	Internal (Local/County) Funds, State and Federal Grants
Estimated Cost	N/A
Benefits (Loss Avoided)	
Projected Completion Date	N/A
Actual Completion Date	Complete, date unknown. The new building is complete and currently being occupied by the Public Safety Department. The generator is installed and operating properly.
Priority	Low
Applicable Hazards	Infrastructure Failure: Communication System Failure Incident, Infrastructure Failure: Electrical System Failure Incident, Civil Disturbances

2.39.3.3.6 Community Center Renovation

Published 1/4/2018 16:34 by Nathaniel Marlette

6.	Community Center Renovation
<i>The City's community center is also due for renovation that will improve the services available to Oak Park residents during power outages or times of extreme temperatures.</i>	
Year Initiated	2012
Applicable Jurisdiction	City of Oak Park
Lead Agency/ Organization	
Supporting Agencies/ Organizations	
Applicable Goal(s)	Protection of public health and safety and prevention and reduction of loss of life and injury due to all hazards
Potential Funding Source	Internal (Local/County) Funds, State and Federal Grants
Estimated Cost	N/A
Benefits (Loss Avoided)	
Projected Completion Date	N/A
Actual Completion Date	Complete date unknown. The renovations in the Community Center are complete.
Priority	Low
Applicable Hazards	Extreme Cold, Extreme Heat, High Winds/Severe Winds, Tornadoes, Winter Storm and Blizzards, Infrastructure Failure, Electrical System Failure Incident



BUSINESS OF THE CITY COUNCIL, OAK PARK, MICHIGAN

AGENDA OF: August 20, 2018

AGENDA #

SUBJECT: City of Oak Park Complete Streets Plan

DEPARTMENT: Economic Development & Communications

SUMMARY: The purpose of creating a Complete Streets Plan is to present ideas and guidance on how to address all forms of transportation when planning for infrastructure and transportation improvements. The creation of a Complete Streets Plan was first identified as an action item in the Strategic Economic Development Plan, the City Master Plan and was also part of the Redevelopment Ready Certification Process. MDOT also requires municipalities to adopt a complete streets ordinance which this council did several months ago to continue receiving funding for non-motorized activities. The policies, programs, and design guidelines for facility improvements in this plan should guide the City for years to come and was adopted on August 13, 2018. No action is necessary from council.

FINANCIAL STATEMENT: N/A

RECOMMENDED ACTION: None

APPROVALS:

City Manager: _____

Director: *Kim Manone*

Finance Director: *AC*

EXHIBITS: Complete Streets Plan, memo



CITY OF OAK PARK

DEPARTMENT OF ECONOMIC DEVELOPMENT AND COMMUNICATIONS

Mayor
Marian McClellan
Mayor Pro Tem
Solomon Radner
Council Members
Carolyn Burns
Ken Rich
Regina Weiss
City Manager
Erik Tungate

Date: August 15, 2018

To: Members of the Planning Commission

From: Colton Dale, Management Analyst

Re: Complete Streets Plan

The purpose of this document is to provide a general background on the issues of non-motorized transportation and Complete Streets, as well as to present ideas and guidance on how to address these issues through policies, programs, and design guidelines for facility improvements.

Non-motorized transportation, also known as active transportation or human-powered transportation, includes walking, bicycling, other small-wheeled transportation methods, and wheelchair travel. Complete Streets are what you get when you have transportation routes that account for pedestrians and bicyclists just as equally as they account for automobiles and mass public transit.

This plan is intended to be a supplement of, not a replacement for, documents such as the City's Master Plan, the City's Strategic Economic Development Plan, and any other relevant local, state, or federal document. Further, given the evolving nature of non-motorized transportation, this plan should be periodically reevaluated to determine its relevance and appropriateness.

It is my hope that this document will be used for reference for decades to come when current and future City officials are planning for infrastructure and transportation improvements. If the members of the Planning Commission find this document to be thorough and sound, it would be appropriate for it to be officially adopted.

Colton Dale, Management Analyst



City of Oak Park COMPLETE STREETS PLAN



Summer 2018

Department of Economic Development and Communications

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Acknowledgements

City of Oak Park Complete Streets Plan Contributors

Kim Marrone, Director of Economic Development and Communications
Kevin Rulkowski, City Planner
Colton Dale, Management Analyst

City Council

Mayor Marian McClellan
Mayor Pro Tem Solomon Radner
Council Member Carolyn Burns
Council Member Ken Rich
Council Member Regina Weiss

Planning Commission

Chairperson Gary Torgow
Vice Chairperson Joe Brown
Secretary Michael Eizelman
Michael Seligson
Howard Tkatch
Marie Walters-Gill
Mayor Marian McClellan
Council Member Carolyn Burns
City Manager Erik Tungate

City Administration

City Manager Erik Tungate
Assistant City Manager Kevin Yee
City Attorney Ebony Duff



And a big thanks to the residents and business owners who contributed to the Complete Streets Plan by completing the associated survey.

Introduction

Introduction

Founded in 1945 as a commuter community, the City of Oak Park has a rich history of being an integral inner-ring suburb of Detroit. With approximately 30,000 residents in 5.16 square miles, the City has been making great strides to build a brand for itself, modernize its functioning capacity, and upgrade its structural foundation over the last several years.

The City has many tremendous opportunities to expand its transportation infrastructure to work towards Complete Streets. A sizeable number of residents, business owners, and visitors currently use non-motorized transportation to get to, from, and around the City – and that number only seems to be increasing. A strong commitment from elected officials and administrators towards advancing the City's non-motorized transportation infrastructure can lead to better overall transportation outcomes for all users and can further propel Oak Park into being a progressive and proactive trailblazer in the Metro Detroit region.

This document is intended to help guide the City of Oak Park and its agents in implementing various Complete Streets strategies as just one more way that the City is working towards becoming a more exciting and vibrant place to live, work, and play in.

Guiding Principles

Vision

The City of Oak Park will lead the region as the most dynamic city in Metropolitan Detroit, serving as a destination for vibrant, cutting-edge community life.

Mission

The City of Oak Park strives to provide the highest quality of life for its residents. The City prides itself on the richness of its cultural diversity and its safe and secure neighborhoods. The City actively encourages residential and business growth by being business-minded and family-centered.

Values

- Prioritizing residents' well-being first
- Operating with integrity and maintaining the trust of Oak Park residents
- Providing the highest quality programs and services
- Serving as good stewards of the City's financial and physical resources
- Delivering honest, responsive government
- Attracting innovation, community development, and business enterprise

What is non-motorized transportation?

Non-motorized transportation, also known as active transportation or human-powered transportation, includes walking, bicycling, other small-wheeled transportation methods, and wheelchair travel. These modes of travel can provide both recreation and alternative transportation for their users. Non-motorized transportation improvements may come in the form of traffic calming, streetscape improvements, bicycle parking, and much more.

What are Complete Streets?

Complete Streets are what you get when you have transportation routes that account for pedestrians and bicyclists just as equally as they account for automobiles and mass public transit. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. There is no singular design prescription for Complete Streets – each one is unique and responds to its community context. Complete Streets may include bike lanes, median islands, pedestrian signage and signals, and much more.

Why are non-motorized transportation systems and Complete Streets important?

Non-motorized transportation systems and Complete Streets can offer many benefits in all communities, regardless of size or location. A non-motorized transportation system that works towards Complete Streets and better transportation outcomes for all users can be beneficial to the health, safety, and general welfare of citizens within the entire region the system is based in.

Well-planned, well-funded, and well-implemented Complete Streets will:

1. Provide viable transportation alternatives for individuals who are capable of independent travel yet do not hold driver's licenses or have reliable access to motor vehicles
2. Improve access for the 20% of Americans who have some type of disability and the 10% of Americans who have a serious disability
3. Improve the economic viability of a community by creating an attractive place to locate a business
4. Bolster economic growth and stability by providing accessible and efficient connections between residences, schools, parks, public transportation, offices, and retail destinations
5. Reduce automobile and other transportation accidents by improving safety conditions and traffic flow for all users
6. Improve the aesthetics of transportation routes and the community as a whole by adding landscaping and medians that improve pedestrian environments and safety

7. Create a stronger social fabric by fostering the personal interaction that takes place while on foot or on bicycle
8. Encourage healthy lifestyles by promoting active travel and living
9. Reduce the air and noise pollution associated with automobile use by shifting local trips from automobiles to walking or bicycling
10. Reduce dependence on and use of fossil fuels, resulting in a positive impact on the environment

Where are we now?

It is obvious that up until very recently, public investment in transportation and other large infrastructure has mainly been geared towards the automobile. The design of everything from homes, neighborhoods, shopping centers, schools, workplaces, and churches have been profoundly shaped around the automobile. This is because for decades, the automobile was the main driver of economic and societal growth, as it was the only mode of transportation that was reliable, affordable, and able to bring people together from a wide variety of distances.

The long history of public investment in automobile transportation above all other modes of transportation has resulted in some negative externalities. Such direct and indirect consequences include:

1. A lack of emphasis on physical activity, which has resulted in Americans generally not participating in enough of it
 - People of all ages experiencing health problems that arise from physical inactivity
2. The habit of using automobile transportation even for short-distance travel when other modes of transportation would be more beneficial
3. Poor road conditions due to high volumes of automobile traffic on them
 - High rates of insurance and taxes related to poor road conditions
4. High amounts of personal income being spent on automobile expenses in comparison to other modes of transportation
5. Poor effects on the environment and climate
 - Air and noise pollution

As times have changed and people have generally moved closer together, the country's transportation needs have changed. Nowadays, it is a widely-recognized consensus that America's major cities and suburbs are in the midst of a transportation transformation, moving away from the automobile and moving towards walking, bicycling, and other forms of non-motorized transportation. Therefore, government entities of all sizes are now weighing the costs and benefits of modernizing their transportation systems to make way for these new trends.

With this Complete Streets Plan, the City of Oak Park hopes to be a regional leader in the effort to reassess how governments view transportation. It is important to the City's elected officials and administrators that Oak Park modernize itself to prepare for the future needs of its community members, while maintaining the historical integrity that Oak Park has as a commuter community of Metro Detroit.

This plan aims to strike a balance between old and new, modern and historic, in order to provide the City and its agents with a clear cut direction on how to tackle the 21st Century trends of non-motorized infrastructure and travel.

Intentions of the Plan

The purpose of this plan is to provide a general background on the issues of non-motorized transportation and Complete Streets, as well as to present ideas and guidance on how to address these issues through policies, programs, and design guidelines for facility improvements. This plan is intended to be a supplement of, not a replacement for, documents such as the City's Master Plan, the City's Strategic Economic Development Plan, and any other relevant local, state, or federal document. Further, given the evolving nature of non-motorized transportation, this plan should be periodically reevaluated to determine its relevance and appropriateness.

Executive Summary

At one time, the City of Oak Park was named the “fastest growing city” in the United States. Swiftly developed in the 1950s, Oak Park became an optimally located municipality in southeastern Oakland County with easy access to several major highways and freeways. Though it has seen its various economic ups and downs, unforeseen demographic shifts, and fair share of political obstacles, Oak Park is ready for redevelopment and revitalization.

Nowadays, there is certainly a lot going on in Oak Park when it comes to redevelopment and revitalization, but there are still several areas that Oak Park must work harder on, including transportation. With amazing transportation-related projects already being planned or in the pipeline in Oak Park, such as the Nine Mile Redesign and a regional bike share system, the City has already begun its transportation transformation, setting the stage for many more initiatives to come. But, let it be known that there is still a long way to go to make sure that non-motorized transportation users are fully accommodated in Oak Park and that the City has a fully-developed non-motorized transportation network.

Originally built as a commuter community that catered to the automobile, Oak Park has an extensive network of roads that make it easy for residents and visitors to go to and from the City. Still, in this rapidly changing society, Oak Park must do a lot more to get with the trends and move into the 21st century as it relates to transportation. This means developing streets that accommodate all users of the road equally, specifically pedestrians and cyclists, and improving overall transportation outcomes for those travelling through the City.

Oak Park is fortunate to be a municipality that is situated within a large metropolitan area. It already has the foundation necessary to create Complete Streets and a more contemporary transportation system. It has an extensive network of streets, an even more extensive network of sidewalks, over 60 bus stops, and much more. Oak Park is also lucky to be near to some outstanding neighboring communities like Ferndale and Royal Oak that have led the charge towards developing Complete Streets and non-motorized transportation facilities. Oak Park can look to these communities for guidance and support in developing its own future non-motorized transportation plans. Further, Oak Park is ripe for these kinds of improvements in that it is home to and close to some exceptional local and regional destinations, healthy and growing residential neighborhoods, and vibrant business corridors.

In an effort to begin thinking more long-term about Complete Streets and non-motorized transportation in Oak Park, City staff first started with gathering public input. It was a major goal of this plan to hear from residents – both their

suggestions and their concerns. What was found through various public input channels was that there was an overwhelming amount of support among residents for making non-motorized transportation improvements in the City. This information helped the developers of this plan determine the priorities and goals for non-motorized transportation going forward.

Top priority routes for developing Complete Streets and constructing non-motorized facilities are the main thoroughfares in the City, including Nine Mile Road and Coolidge Highway. These roads are simply the most ideal for making these transportation improvements. In terms of determining the goals of this plan, public input, best practices, and carefully-considered design guidelines were all very prudently weighed. In short, the overarching goals of this document are to develop a non-motorized transportation network, improve the health and safety of transportation users, stimulate the local economy through these efforts, educate users and stakeholders on these initiatives, and lastly, analyze the results. To bring it all together and develop a cohesive and regionally-connected non-motorized transportation system in Oak Park, it will take a great amount of coordination, cooperation, and funding from a variety of players and stakeholders.

Lastly, the purpose of this plan is to provide a general background on the issues of non-motorized transportation and Complete Streets, as well as to present ideas and guidance on how to address these issues through policies, programs, and design guidelines for facility improvements. This plan is intended to be a supplement of, not a replacement for, relevant local, state, and federal documents.

It is the hope of the developers of this plan that this document will be referenced by staff members and elected officials at the City of Oak Park for decades to come when considering and planning for major transportation improvements.

Respectfully,

City of Oak Park Complete Streets Plan Contributors

Community Profile

Regional Setting

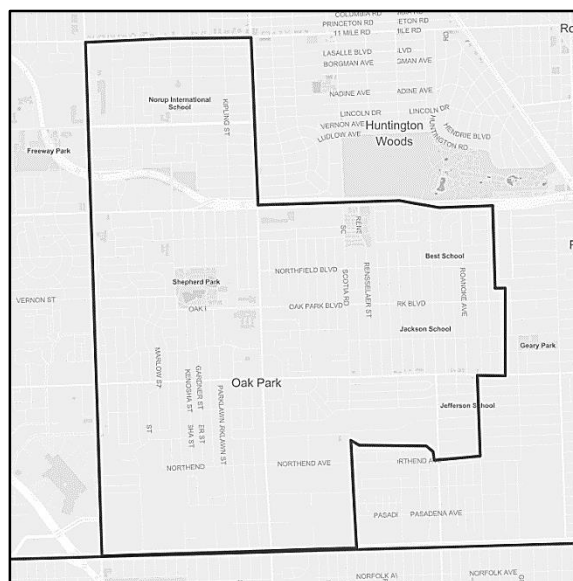
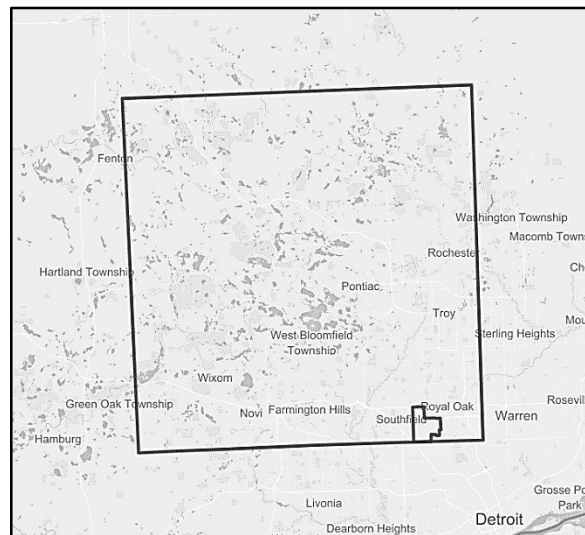
The City of Oak Park was named the “fastest growing city” in the country in the late 1950s. It is optimally located in southeastern Oakland County, with easy access to several major highways and freeways. Its northernmost border is the City of Berkley. Across its western border is the City of Southfield, and across its eastern borders are the municipalities of Huntington Woods, Pleasant Ridge, Ferndale, and Royal Oak Township.

The Basics

State: Michigan

County: Oakland

Zip Code: 48237



Population Characteristics

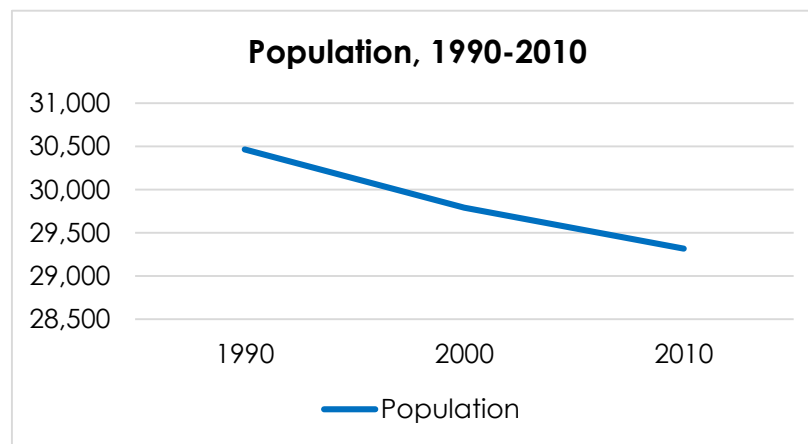
The following population characteristics help paint a portrait of the City by using a variety of information from the both the United States Census Bureau and the Southeast Michigan Council of Governments (SEMCOG).

The Basics

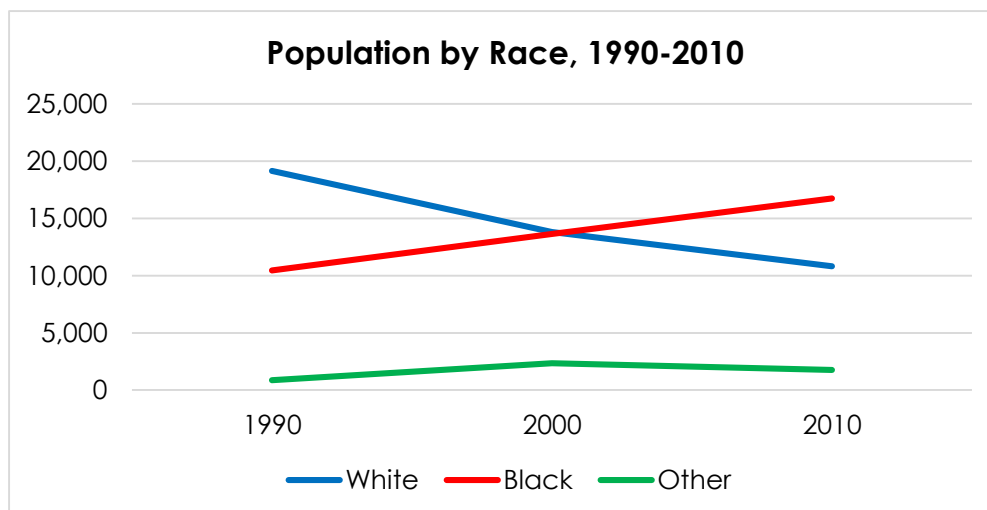
Population: 29,645 residents (2018 Estimate)

Population Density: 5,745 residents per square mile (2018 Estimate)

Since the rapid growth of the 1940s and 1950s, the City of Oak Park, and Metro Detroit as a whole, has experienced a steady decline in population. This is due to the relentless deterioration of the region's once-strong manufacturing sector. This trend can be seen in the graph below.

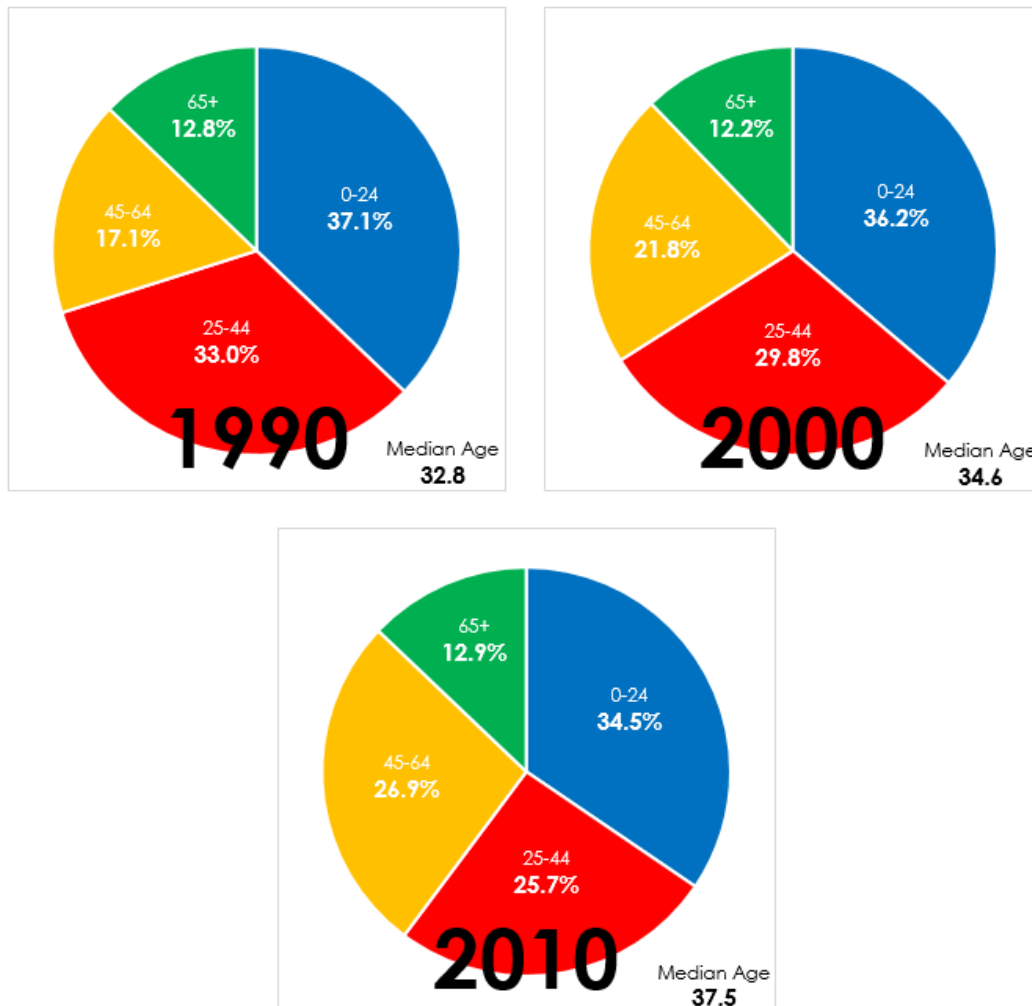


Further, the racial composition of the City has shifted drastically over the past few decades. This diversity, which has always been an important aspect of Oak Park's identity, is illustrated below.



From 1990 to 2010, the age composition of the City has also changed. The trends seen below are in line with trends being seen all across the country. That is, as Baby Boomers continue to age and Millennials have fewer kids than previous generations, the general makeup of the City gets older.

Age Composition, 1990-2010



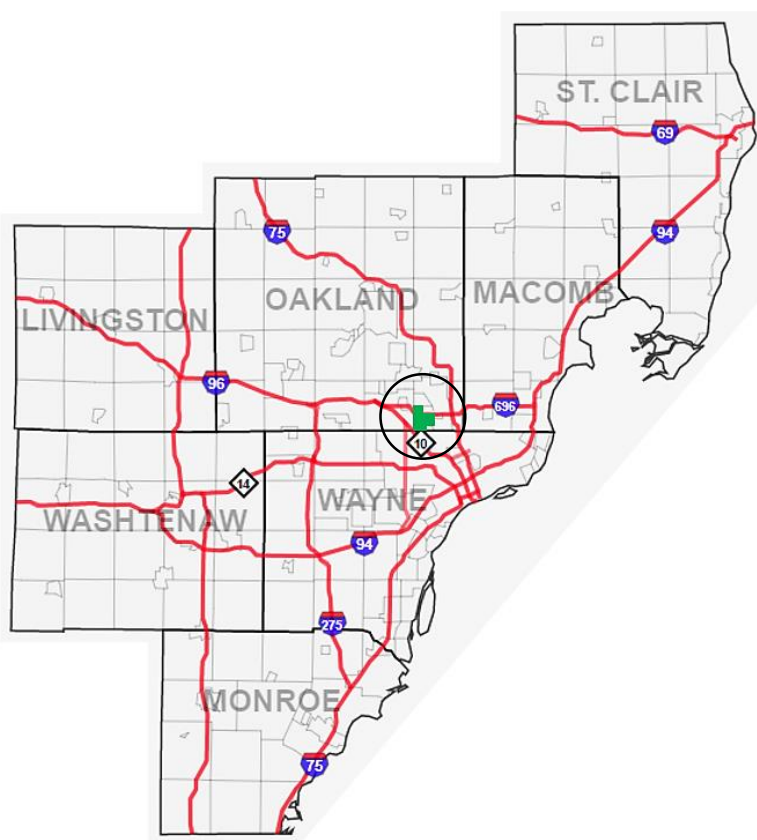
Further, it can be seen that as these population trends take hold, average household size is declining.

Average Household Size, 1990-2010



Commuting

As can be seen in the map below, the City of Oak Park is centrally located within the three core counties – Wayne, Macomb, and Oakland – that make up Metro Detroit. Further, it has an abundance of major thoroughfares running in close proximity to it. For instance, I-696 runs east to west right through the City, and major roadways like M-1, M-10, and I-75 are all within very close range to the City's neighborhoods. Its close proximity these major roadways as well as to the City of Detroit is what makes it so easy to get around Metro Detroit from, which in turn is what helped propel its rapid population growth in the past.



In terms of the commuters themselves, information from SEMCOG says that there are many more Oak Park residents that commute to other municipalities than the other way around. This is typical of suburb communities. Most remarkable about these numbers, though, is the fact that a great portion of commuters travel just within a 5-mile radius or so of the City, signifying that there may be great potential for short-distance non-motorized transportation improvements.

The Basics

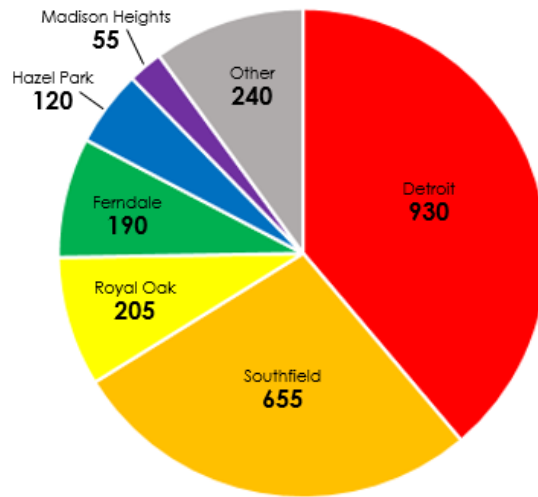
Commuters to Oak Park: 7,070 (2010)

Commuters from Oak Park: 11,318 (2010)

People Who Live and Work in Oak Park: 1,226 (2010)

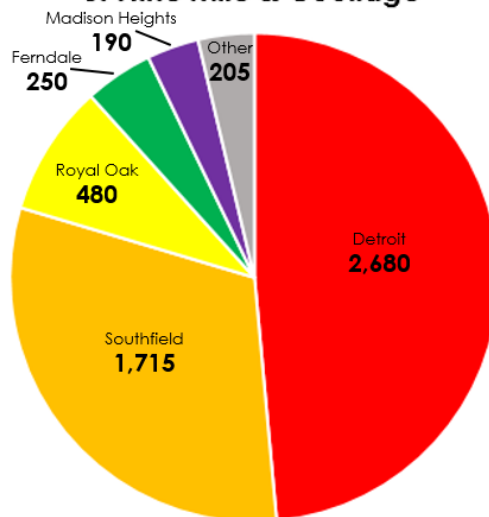
According to the United States Census, there were approximately 7,070 people who commuted into Oak Park in 2010. Of those 7,070 people, about 33.9% commuted from municipalities that were within a 5-mile radius of Oak Park's city center at Nine Mile Road and Coolidge Highway.

**Commuters into Oak Park from
Municipalities Within a 5-Mile Radius
of Nine Mile & Coolidge**



In addition, there were approximately 11,318 people who commuted out of Oak Park in 2010. Of those 11,318 people, about 48.8% commuted to municipalities that were within a 5-mile radius of Oak Park's city center at Nine Mile Road and Coolidge Highway.

**Commuters out of Oak Park to
Municipalities Within a 5-Mile Radius
of Nine Mile & Coolidge**



Existing Conditions

Inventories

Road Inventory

Roads for motor vehicles are the glue that keeps transportation systems together. It is crucial to the health and well-being of an entire transportation system that its roads are well-kept, and also that they employ modern technologies and trends in this era of transportation transformation.

Oak Park, being that it was built as a commuter community, has an extensive network of roads that make it easy for residents and visitors to go to and from the City. The major Mile Roads that run through the City, such as Nine Mile Road and Eleven Mile Road, make it easy to go east to west, while Greenfield Road, Coolidge Highway, and others offer routes from north to south. Further, several regional freeways run through or are in close proximity to Oak Park, such as I-696, I-75, and M-10. These major thoroughfares, coupled with the fact that Oak Park is situated right in the middle of Metro Detroit, make it a great place to live, work, and play in.

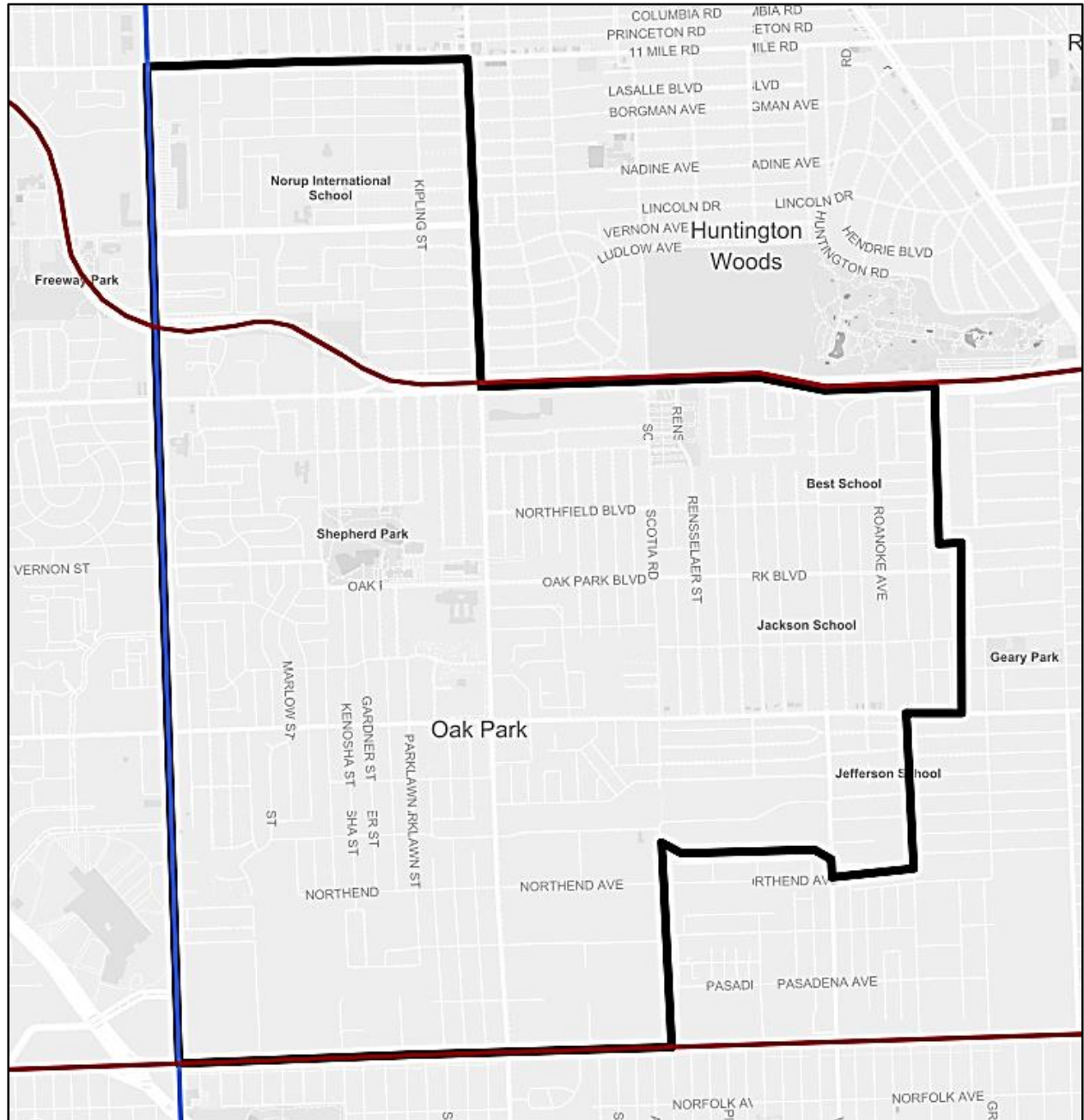
As in all cities in Michigan, all roads in Oak Park fall into one of three categories of road designation:

1. *State Highway or Freeway* – Maintained by the Michigan Department of Transportation (MDOT)
2. *County Road* – Maintained by the Road Commission for Oakland County (RCOC)
3. *Local Street* – Maintained by the City of Oak Park

These various road jurisdictions mean that a strong partnership between various government agencies is necessary to maintaining a healthy and integrated road system.

On the next page is a map that details all roads in the City of Oak Park, outlining which designation each road has.

Map of All Roads in Oak Park



Traffic Counts of Major Roads

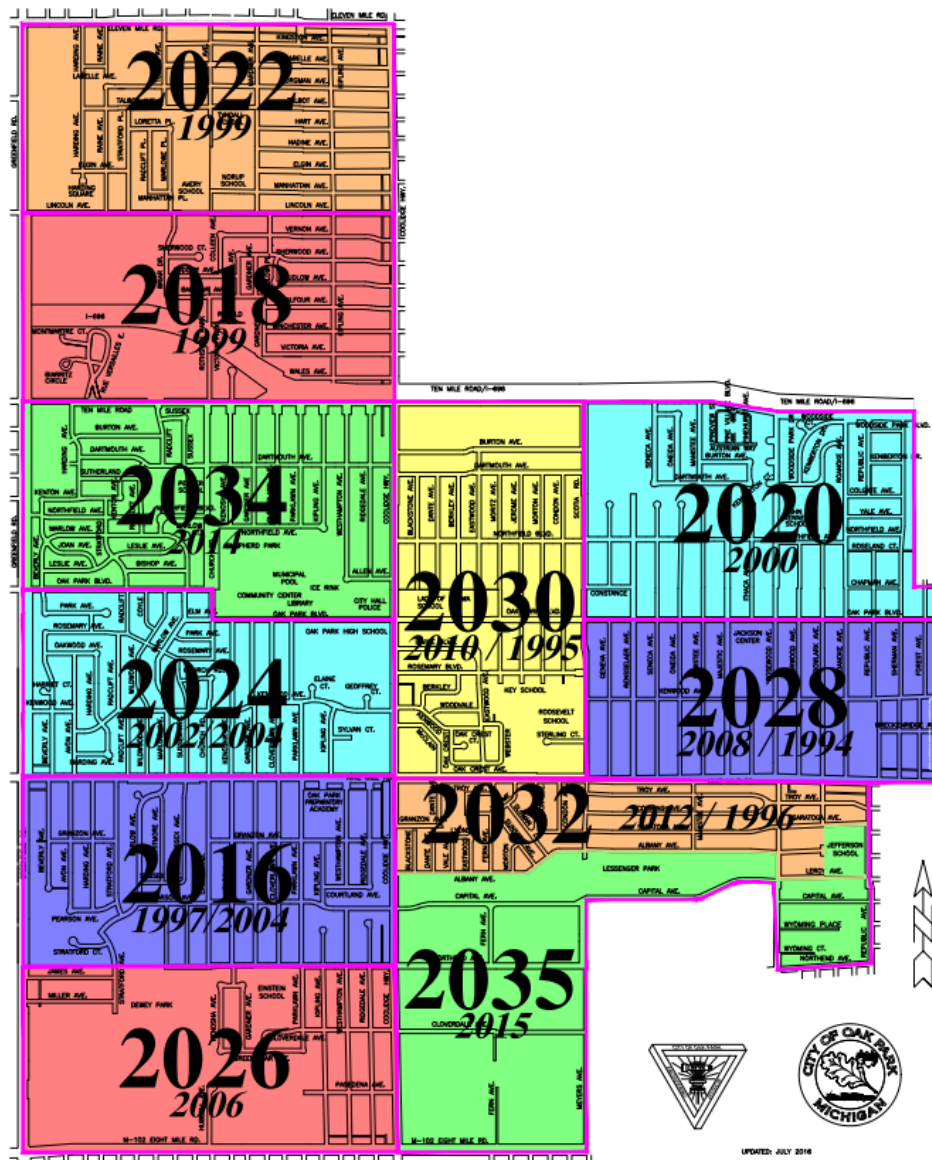
It is important to have an idea of how heavily a certain road is used by motor vehicles. Traffic counts help us determine this. If a road is too heavily-trafficked, it might not be a good idea to implement a new Complete Streets initiative such as a road diet. On the other hand, if a road is too sparsely-trafficked, such as a residential street, it might not make sense to spend resources on Complete Streets initiatives there. The chart below outlines SEMCOG's traffic counts for several major roads in Oak Park, as measured by annual average daily traffic (AADT).

Road Name	Location	Direction	AADT	Year
Eight Mile	E of Greenfield	WB	33,930	2004
Nine Mile	E of Greenfield	WB	7,840	2016
Nine Mile	E of Coolidge	EB	7,577	2016
Nine Mile	E of Coolidge	WB	15,178	2016
Ten Mile	E of Greenfield	WB	6,830	2012
Ten Mile	Greenfield to I-696	WB	6,580	2012
Ten Mile	W of Coolidge	EB	6,330	2014
Ten Mile	Coolidge to I-696	EB	6,500	2012
Ten Mile	Coolidge to I-696	WB	6,230	2012
Ten Mile	Coolidge to Scotia	EB	6,660	2012
Eleven Mile	E of Greenfield	WB	5,850	2016
Oak Park Blvd	E of Scotia	EB	1,096	2015
Oak Park Blvd	E of Scotia	WB	1,101	2015
Greenfield	N of Eight Mile	SB	17,010	2012
Greenfield	N of Miller	SB	18,350	2010
Greenfield	N of J L Hudson	SB	16,850	2010
Greenfield	N of Providence	SB	18,310	2010
Greenfield	N of Oak Park Blvd	SB	15,010	2016
Greenfield	N of Northfield	SB	17,820	2010
Greenfield	S of Eleven Mile	NB	13,920	2010
Greenfield	S of Lincoln	NB	17,140	2016
Greenfield	S of Oak Park Blvd	NB	19,310	2011
Greenfield	Eight Mile to Nine Mile	NB	15,130	2012
Greenfield	Eight Mile to Nine Mile	SB	15,130	2012
Greenfield	Nine Mile to Ten Mile	NB	16,900	2012
Greenfield	Ten Mile to Eleven Mile	NB	20,210	2012
Coolidge	N of Eight Mile	NB	6,833	1999
Coolidge	N of Eight Mile	SB	5,276	1999
Coolidge	Eight Mile to Nine Mile	NB	10,430	2015
Coolidge	Eight Mile to Nine Mile	SB	10,990	2015
Coolidge	S of Ten Mile	NB	11,870	2014
Scotia	S of Ten Mile	NB	2,150	2016

Sidewalks

Sidewalks are the most important part of the transportation system for pedestrians. Oak Park is proud to have an outstanding sidewalk system, in which every residential street and business district, including the light industrial districts, have them.

Maintaining safe and secure sidewalks is imperative to having a complete non-motorized transportation system. This means that sidewalks and other pedestrian paths should be free from cracks and bumps, and well-lit when possible. The City prides itself on its proactive Sidewalk Replacement Program, which helps maintain sidewalks so that residents and visitors can safely and easily use them. The map below details this program, pointing out the years that certain neighborhoods can expect their distressed sidewalk sections to be replaced in.



Bus Stop Inventory

In order to fully accommodate commuters who use public transit, it is imperative that the City keep in mind its bus stops. Both the Suburban Mobility Authority for Regional Transportation (SMART) and the Detroit Department of Transportation (DDOT) have routes that run through Oak Park. The following charts provide inventories for both systems' bus stops.

SMART Bus Stops in Oak Park

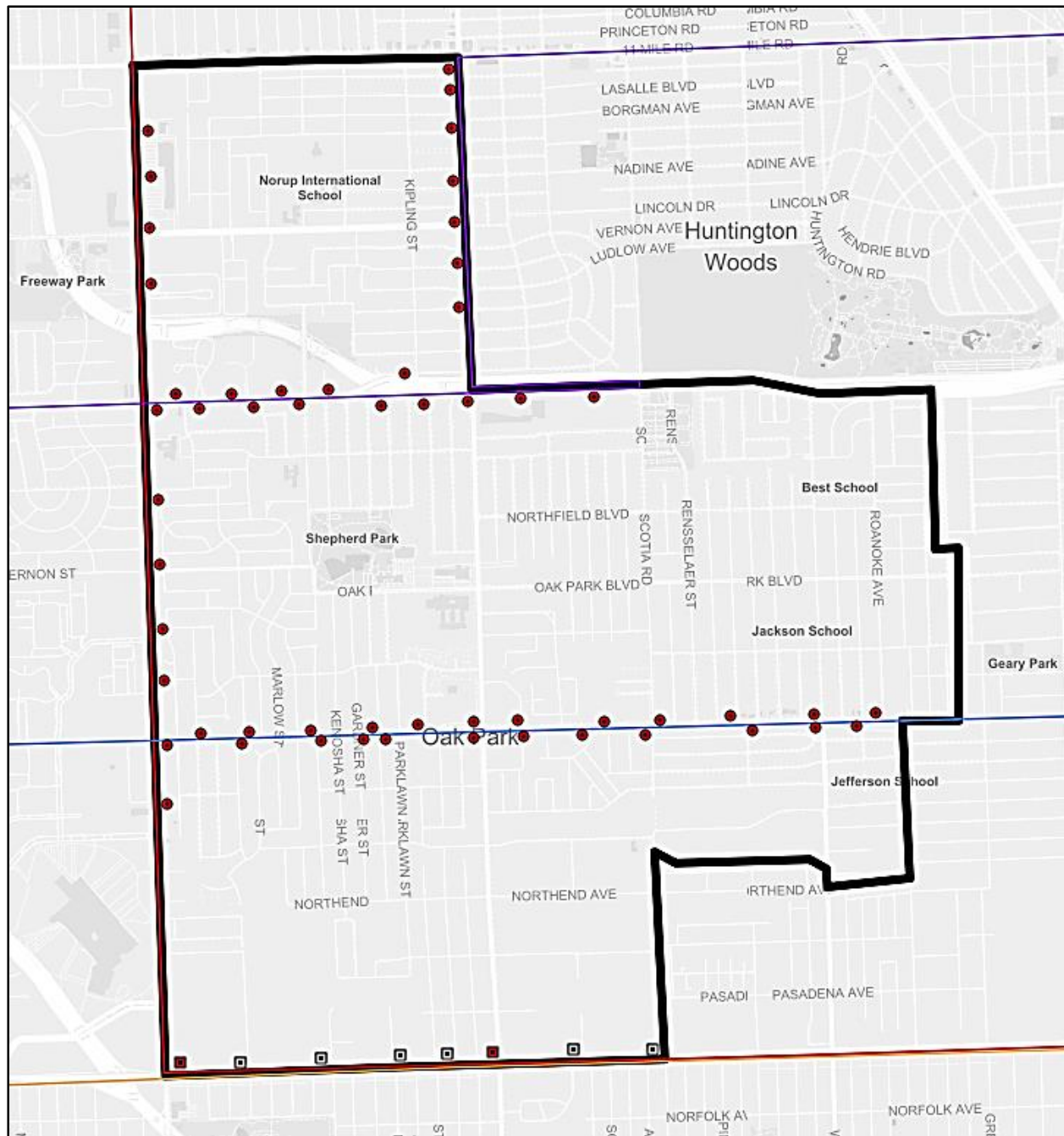
Name	Number	Route	Direction
Eight Mile Rd & Coolidge	625	415	NB
Eight Mile Rd & Greenfield NS	10377	415	NB
Greenfield @ Foster Winter	19868	415	NB
Greenfield & Nine Mile	653	415	NB
Greenfield & Kenwood	23402	415	NB
Greenfield & Providence DR	19871	415	NB
Greenfield @ Oak Park Blvd	19872	415	NB
Greenfield @ Northfield Ave	19873	415	NB
Greenfield & Ten Mile Rd NE	654	415	NB
Greenfield @ Providence Green Apts	19875	415	NB
Greenfield @ Lincoln Dr	19876	415	NB
Greenfield @ Kmart	19877	415	NB
Greenfield @ Meadowood	19878	415	NB
Coolidge & Balfour	18857	730	WB
Coolidge @ Sherwood	19856	730	WB
Coolidge @ Lincoln	19855	730	WB
Coolidge @ NS Elgin	19854	730	WB
Coolidge @ Talbot	19853	730	WB
Coolidge @ Labelle	22936	730	WB
Coolidge @ Eleven Mile	1131	730	WB
Nine Mile Rd & Greenfield	1092	710	EB
Nine Mile Rd @ Stratford	19884	710	EB
Nine Mile Rd @ Church	19829	710	EB
Nine Mile Rd @ Gardner	19830	710	EB
Nine Mile Rd @ Cloverlawn SE	23434	710	EB
Nine Mile Rd @ Coolidge	19825	710	EB
Nine Mile Rd @ Dante	19831	710	EB
Nine Mile Rd @ Jerome	19832	710	EB
Nine Mile Rd @ Scotia	1093	710	EB
Nine Mile Rd @ Maristee	11583	710	EB
Nine Mile Rd @ Rosewood	19834	710	EB
Nine Mile Rd @ Meadowlark	19835	710	EB
Nine Mile Rd @ Avon NS	11585	710	WB
Nine Mile Rd @ Radcliff	19847	710	WB
Nine Mile Rd @ Church	19887	710	WB
Nine Mile Rd @ Cloverlawn	19845	710	WB
Nine Mile Rd @ Kipling	19844	710	WB

Nine Mile Rd @ Coolidge	19886	710	WB
Nine Mile Rd @ McClain	19843	710	WB
Nine Mile Rd & Morton	23395	710	WB
Nine Mile Rd & Scotia	11112	710	WB
Nine Mile Rd & Oneida	19841	710	WB
Nine Mile Rd & Rosewood	19839	710	WB
Nine Mile Rd & Roanoke	19838	710	WB
Ten Mile Rd & Greenfield SE	1138	730	EB
Ten Mile Rd @ Rue Versailles	19848	730	EB
Ten Mile Rd @ Radcliff	19849	730	EB
Ten Mile Rd @ Church	19850	730	EB
Ten Mile Rd @ Parklawn	23177	730	EB
Ten Mile Rd @ Westhampton	11586	730	EB
Ten Mile Rd & Coolidge SE	1088	730	EB
Ten Mile Rd @ Parkwood Plaza	19860	730	EB
Ten Mile Rd @ Residential Stop	22385	730	EB
Ten Mile Rd @ Greenfield NE	20397	730	WB
Ten Mile Rd @ Rue Versailles	19863	730	WB
Ten Mile Rd @ Radcliff	10378	730	WB
Ten Mile Rd @ Church	19862	730	WB
Ten Mile Rd @ Kipling	19861	730	WB

DDOT Bus Stops in Oak Park

Name	Number	Route	Direction
Eight Mile Rd & Meyers	9569	17	WB
Eight Mile Rd & Fern	8665	17	WB
Eight Mile Rd & Coolidge	251	17	WB
Eight Mile Rd & Westhampton	8667	17	WB
Eight Mile Rd & Ardmore	8668	17	WB
Eight Mile Rd & Hubbell	8670	17	WB
Eight Mile Rd & Oxley	3541	17	WB

Map of All Bus Routes and Bus Stops in Oak Park



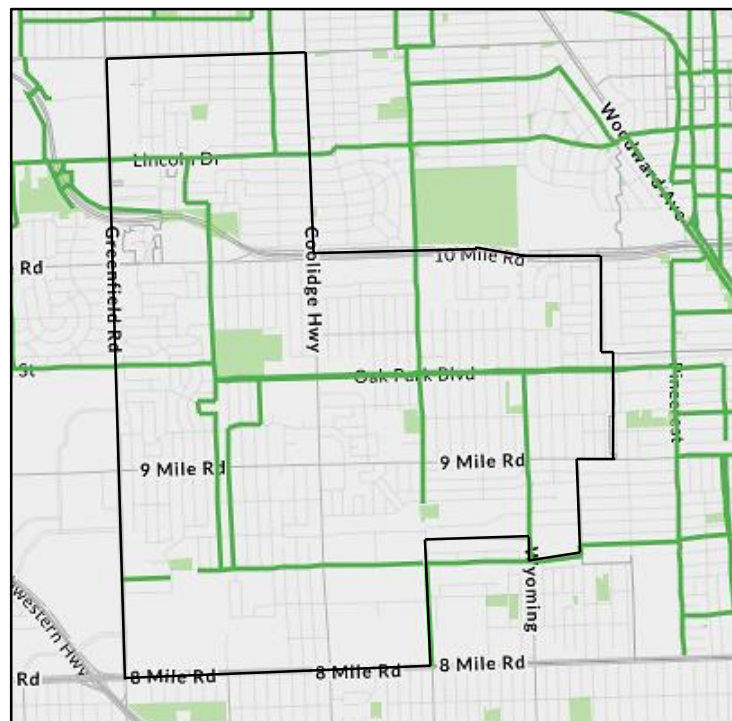
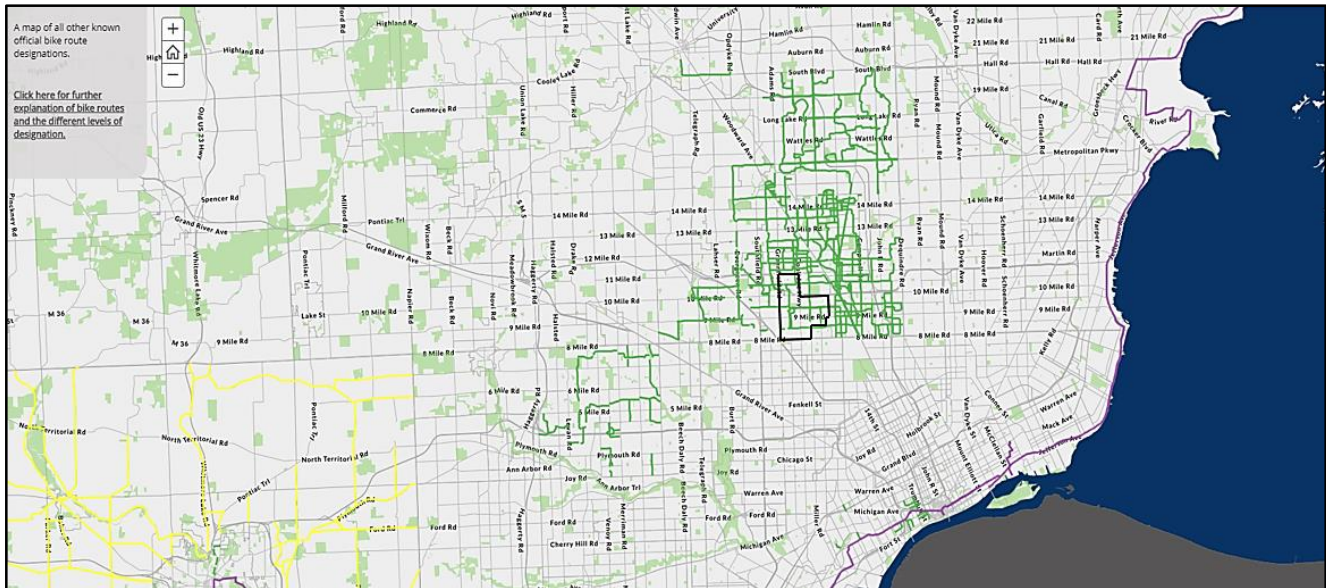
Key

- | | |
|---|--|
| — SMART Route 415 | ● SMART Bus Stop |
| — SMART Route 710 | ■ DDOT Bus Stop |
| — SMART Route 730 | ■ Shared Bus Stop |
| — DDOT Route 17 | |

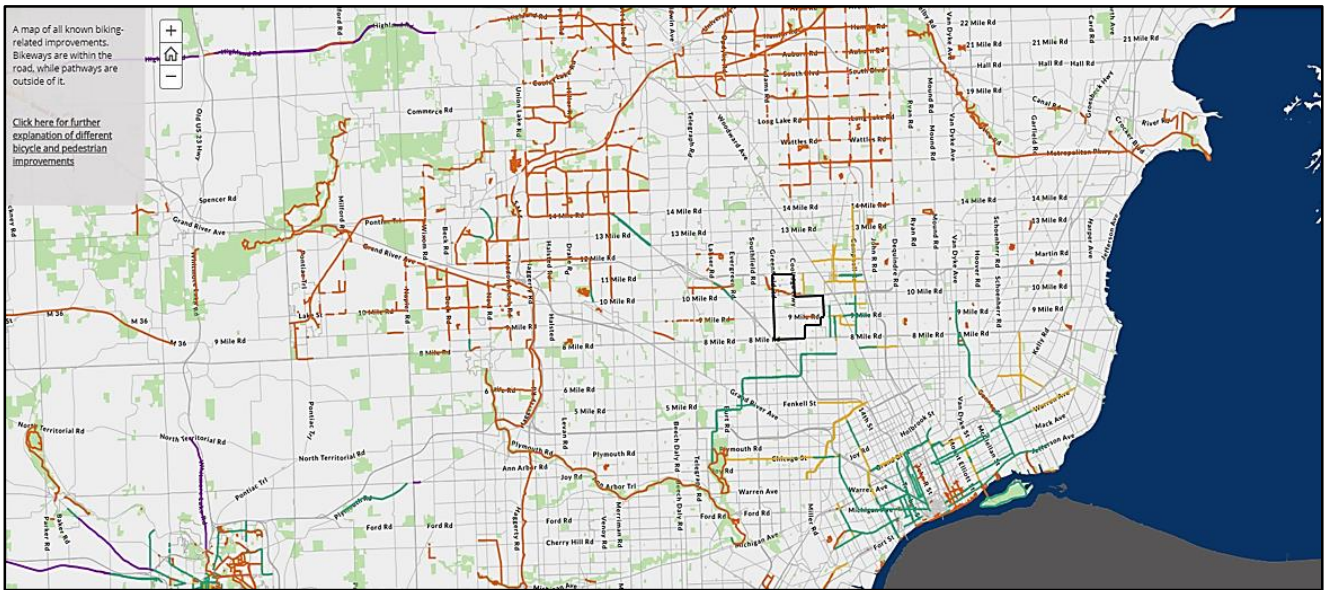
Bicycle Networks

Communities across Southeast Michigan have been making bicycling-related improvements and designations to their roadways and parks that have begun to create a cohesive bicycling network for a safer and more enjoyable biking experience. The following maps outline the initiatives that have been pursued by municipalities in the region as it pertains to improving bicycle routes and facilities.

State and Local Routes



Bikeways and Pathways



Other Facilities

Other existing conditions include things such as bridge decks, green belts, and walking trails. These facilities have great possibilities beyond the state of their current use, and can potentially become a major part of Oak Park's Complete Streets network.

Bridge Decks

The bridge decks seen over I-696 that house Victoria Park and Rothstein Park have potential to become major thoroughfares for non-motorized transportation users.



Bridge Decks over I-696

Green Belts

Oak Park has a few green belts that buffer residential areas of town with other zones. They are underdeveloped areas of grass and greenery, and therefore offer a great opportunity for non-motorized transportation facility developments.

Walking Trails

There are well-defined pedestrian walking trails at both Shepherd Park and Rothstein Park. These trails set the groundwork for further developments in pedestrian travel.

Destinations

There are various destinations within and outside of the City of Oak Park that would be ideal for non-motorized travel and which would be made easier to get to with Complete Streets. Spotlighting some distinguished and important destinations and attractions in the area should help guide future Complete Streets initiatives. Further, for residents, visitors, and business owners who might view this document, it will help highlight some great nearby community gems that can be reached on foot or by bicycle.

Inside Oak Park

City of Oak Park Campus

Included in the City of Oak Park Campus is City Hall, the Municipal Services Building, the Library, and various recreation facilities.



City Hall



Library



Municipal Services Building



Pool



Ice Arena



Shepherd Park

Schools

There are three public school districts that serve the residents of Oak Park: Oak Park Public Schools, Berkley School District, and Ferndale Public Schools. There are a total of 12 public schools within Oak Park, and a total of 26 schools in those districts overall. Further, there are approximately eight private education institutions within the City.



Oak Park High School



Key Elementary School

Residence Complexes

There are a wide variety of large residence complexes in the City of Oak Park, many of which whose residents would benefit greatly from improved non-motorized transportation facilities.



The Loop on Greenfield

Public Parks

Including Shepherd Park at the City of Oak Park Campus, the City has a total of 10 public parks.



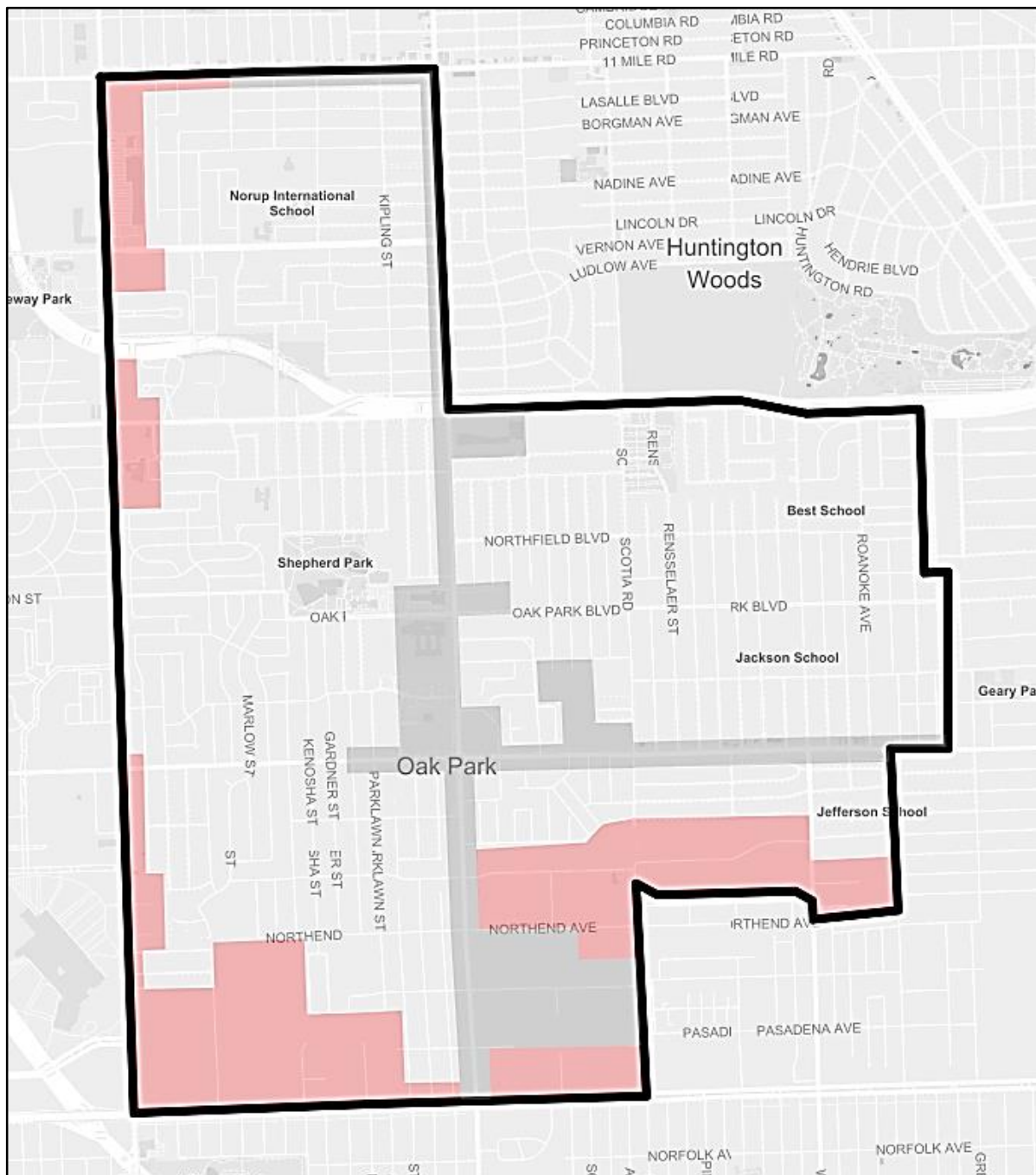
Victoria Park



Rothstein Park

Business Districts

The bulk of Oak Park's businesses are on three main corridors: Coolidge Highway, Nine Mile Road, and Eleven Mile Road. Together, these three corridors make up the Corridor Improvement Authority (CIA) District. Further, the City has a substantial amount of land zoned (Appendix A) for business and industrial uses that fall outside of the CIA District. Together, these areas supply the vast majority of jobs in Oak Park, making them highly-trafficked areas ripe for transportation improvements. These zones are mapped below, with the grey area being the CIA district, and the red areas being business and industrial districts that fall outside of the CIA district.



Large Employers

Oak Park boasts a wide variety of large employers, many of which who have employees that live in Oak Park or very close by.

As of 2016, these are the top 10 largest employers in Oak Park:

- Barton Malow (795)
- Oak Park Public Schools (592)
- EJS USA, Inc. (500)
- Easter Seals of Michigan (400)
- Home Depot Measurement Service (375)
- City of Oak Park (249)
- Berkley School District (201)
- Hewson Van Hellemont PC (130)
- Ringside Creative LLC (111)
- FedEx (100+)
- PCI, Inc. (83)



Outside Oak Park

Nearby Cities

The City of Oak Park is fortunate to have several nearby and neighboring cities that have bustling commercial corridors. These cities can be seen as partners on regional transportation improvement initiatives moving forward.



Berkley



Ferndale



Royal Oak



Southfield

Nearby Regional Institutions

There are several major institutions in close proximity to Oak Park that have regional influence.



Providence Hospital



Detroit Zoo



Lawrence Technological University

Current Policies and Programs

Michigan Public Act 135 of 2010

In 2010, Michigan became the 14th state to pass legislation that requires state and local governments to plan for the safety and convenience of bike and foot traffic when building roads. The legislation defines Complete Streets as “roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle” (Appendix B).

Oak Park Complete Streets Resolution

In February of 2018, the City of Oak Park passed a resolution in support of Complete Streets (Appendix C). The resolution outlines the City's own definition for Complete Streets, as well as the endorsement and encouragement of such policies and programs.

Relevant Pedestrian Ordinances

There are many ordinances within the City of Oak Park that are related to pedestrian travel. They are designed to protect both the pedestrian and users of other modes of transportation. Most are found in Chapter 74 (Traffic and Vehicles), Article XII (Pedestrians) of the general code, while there are others that reference the pedestrian that can be found in various other areas of the general code.

Relevant Bicycle Ordinances

Further, there are several bicycle-related ordinances within the City of Oak Park that have to do with bicyclist safety, motor vehicle safety, and operation standards. They were put in place in an effort to affect how bicyclists interact with other modes of transportation and the environments around them. Most are found in Chapter 74 (Traffic and Vehicles), Article XIII (Motorcycles, Mopeds, and Bicycles) of the general code, while others can be found in various other sections of the general code.

Bicycle Parking Requirements

A vital part of ensuring that bicyclists are fully accommodated on roadways and pathways is to make sure that there are ample opportunities for them to park and lock up their bicycles. To guarantee that such accommodations will be met, the City of Oak Park recently adopted a set of bicycle parking standards for various zoning uses. Those bicycle parking standards can be seen below.

Sec. 1726 – Off-street parking and loading.

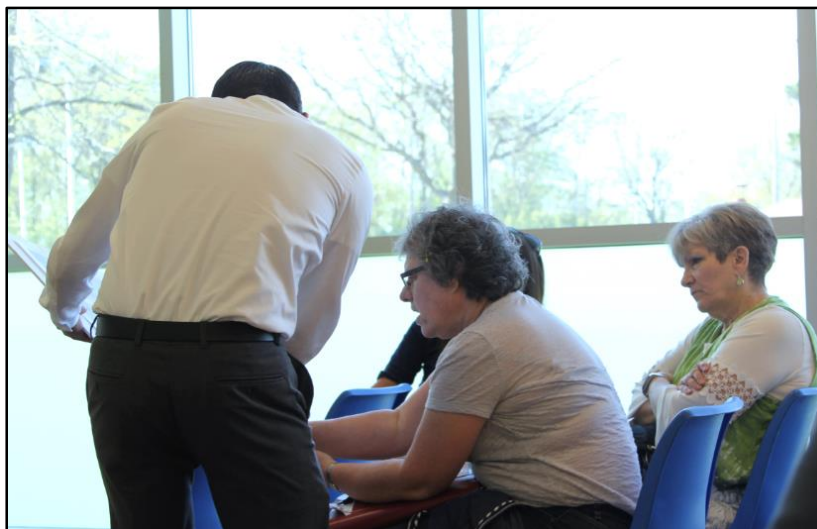
The amount of provided bicycle parking shall be determined in accordance with the following table:

Use	Minimum Number of Bicycle Parking Spaces or Bicycle Facilities per Indicated Area or Unit of Measure
Multiple-Family Residential Uses	One space for each 5 units.
Commercial Uses	One space for each 2,000 square feet of gross floor area For shopping centers, one space for each 10,000 square feet of gross floor area
Office Uses	One space for each 4,000 square feet of gross floor area
Industrial Uses	One space for each 10,000 square feet of gross floor area

Public Input

In order to understand the wants and needs of Oak Park residents as it pertains to Complete Streets and non-motorized transportation, the Department of Economic Development and Communications conducted what it called its Complete Streets Survey (Appendix D). The survey consisted of 10 simple questions related to demographics, current transportation uses, and future transportation wants and needs. It was administered from Tuesday, May 1st to Friday, May 18th, 2018.

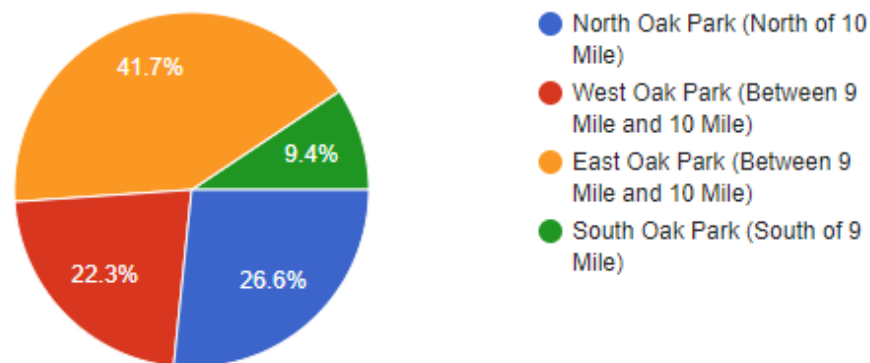
A hard copy of the survey was distributed in a variety of ways. First, it was mailed to all City of Oak Park Board and Commission members. Board and Commission members represent their community in a variety of advisory capacities, and are often looked at as a sample of the City as a whole. Next, hard copies of the survey were left at information kiosks at City Hall, the Library, the Economic Development and Communications Department, and the Recreation Department. Residents and business owners had the option of filling out the survey there and handing it right back in, or taking it home and returning it at a later date. And lastly, an online version of the survey was created and posted on two of the City's Facebook pages: the "City of Oak Park" main page and the "Oak Park's 9 Mile Redesign" page. It is via the online channels that the City received the most survey submissions. Further, the Department of Economic Development and Communications held an informational open house event that was open to the public to receive information and ask questions about Complete Streets.



In all, there were 139 survey responses. The results of the survey were mostly encouraging, as residents seemed to generally have a desire for more non-motorized transportation initiatives and facilities. The full results of the survey can be found on the next few pages.

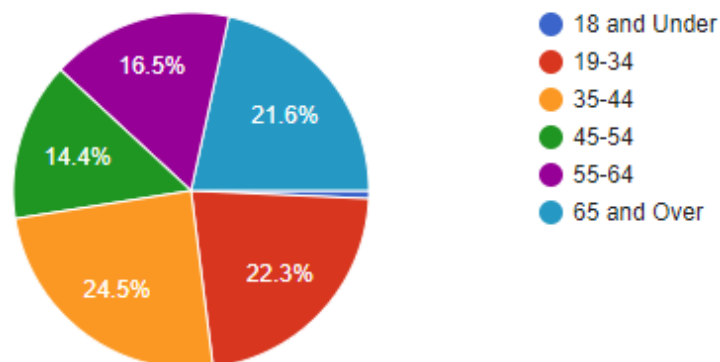
For demographic purposes, what general area of Oak Park do you live in?

139 responses



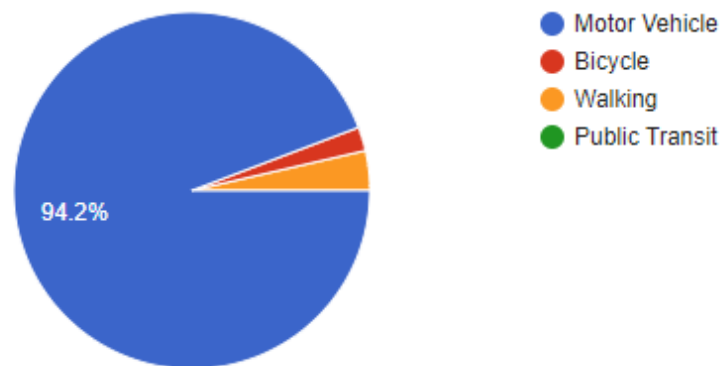
For demographic purposes, what is your age category?

139 responses



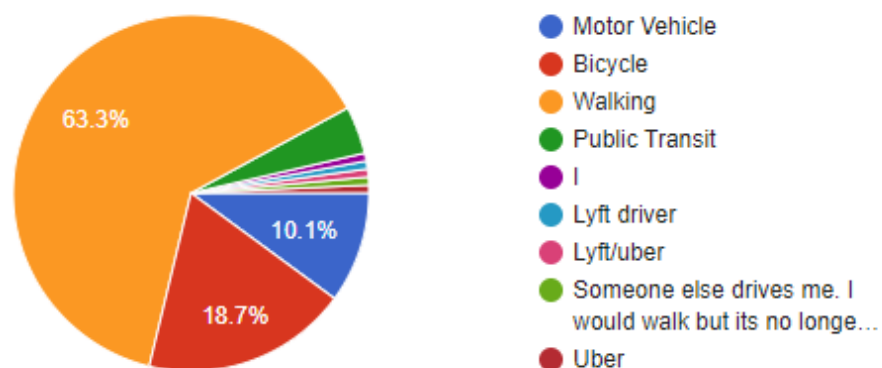
What is your most common mode of transportation?

139 responses



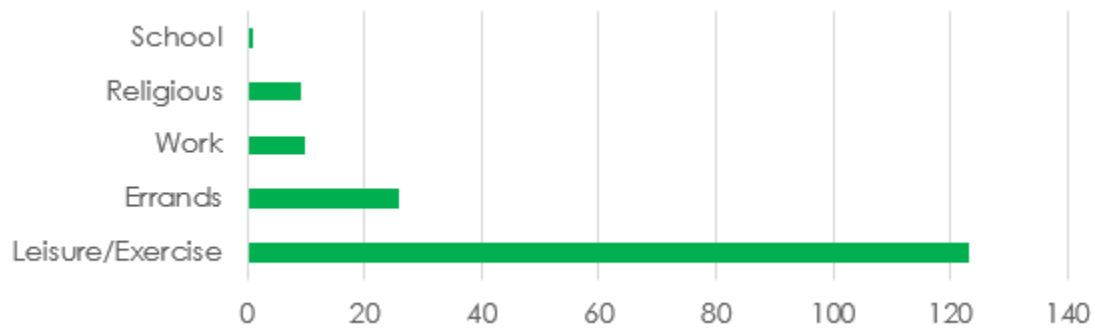
What is your second most common mode of transportation?

139 responses



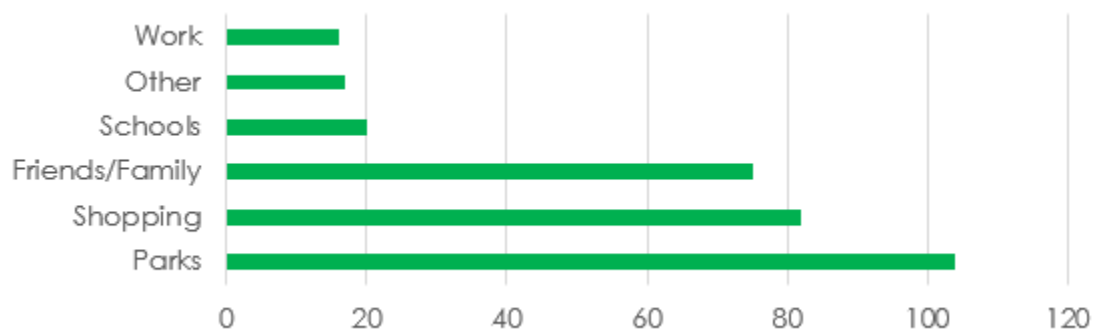
Typically, what is the nature of your non-motorized travel?

139 responses



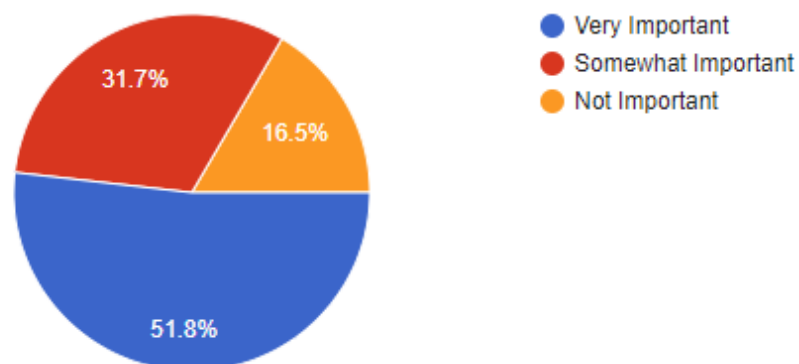
What kinds of destinations would you like to use non-motorized transportation to get to?

139 responses



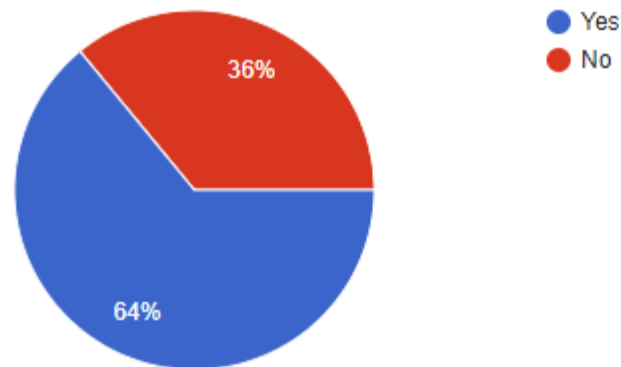
How important is it to you that the City modernize its transportation infrastructure?

139 responses



Would you bicycle more often if the City had better bicycling facilities such as bicycle lanes, bicycle parking, and bicycle repair stations?

139 responses



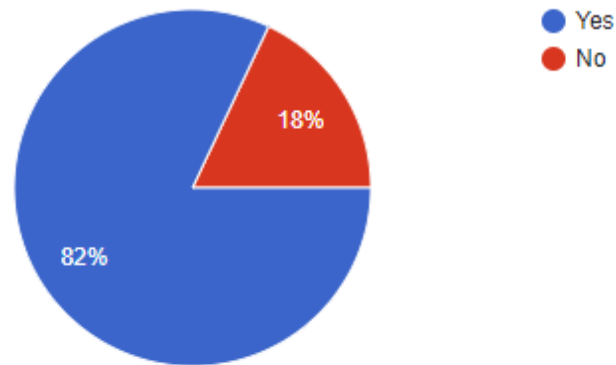
What suggestions do you have for the improvement of bicycling facilities?

53 responses



Would you walk more often if the City had better pedestrian facilities such as well-lit walkways, benches, and public art displays?

139 responses



What suggestions do you have for the improvement of pedestrian facilities?

49 responses



Determining Priorities

In order to ensure that the City moves forward with its non-motorized transportation initiatives in the most efficient and effective way, it is helpful to lay out what the City's priorities should be going forward. Conventional wisdom tells us that doing so will help such projects and initiatives come to fruition. Further, it will be easier in the future for City officials to view and understand what certain priorities should be and to use this document as a guide.

With this document and the City's desire to bring Complete Streets and non-motorized facilities to the community, the City hopes to get with the trends as well as build upon the current transportation system in Oak Park so that residents and visitors of the City have facilities available to them that specifically cater to their wants and needs. In determining and defining these non-motorized transportation priorities, a clear vision for the future is aimed to be outlined.

The City hopes that the transportation network that it builds will have a balance between motorized routes and facilities and non-motorized routes and facilities. There is a certain equilibrium that should be met among all transportation users within the type of transportation network the City hopes to build. Still, the function of this plan and the function of many transportation initiatives going forward will be specifically geared towards ensuring that pedestrians and cyclists can more easily and safely share the road with motorists.

Priorities

In terms of specific non-motorized transportation routes, this plan encourages facilities along main corridors in the City. The City hopes to turn these corridors into vibrant thoroughfares for all types of transportation users. We also hope that building out these main corridors will spur transportation development along secondary corridors in the City like Lincoln Street and Scotia Road. And lastly, we hope that the development of Complete Streets and a non-motorized transportation network in Oak Park will help spur comparable initiatives in neighboring communities so that our communities can be better connected, users can more easily go from one city to the next, and we can all have a more cohesive transportation system overall.

The top priority corridors for non-motorized transportation improvements are Nine Mile Road, Eleven Mile Road, Greenfield Road, and Coolidge Highway. All four of these roads have a substantial amount of commercial zoning adjacent to them and serve as main thoroughfares for residents, visitors, and people commuting through Oak Park. They make for highly desirable routes for non-motorized transit users because they are wide, highly trafficked, and serve as main routes for getting around town.

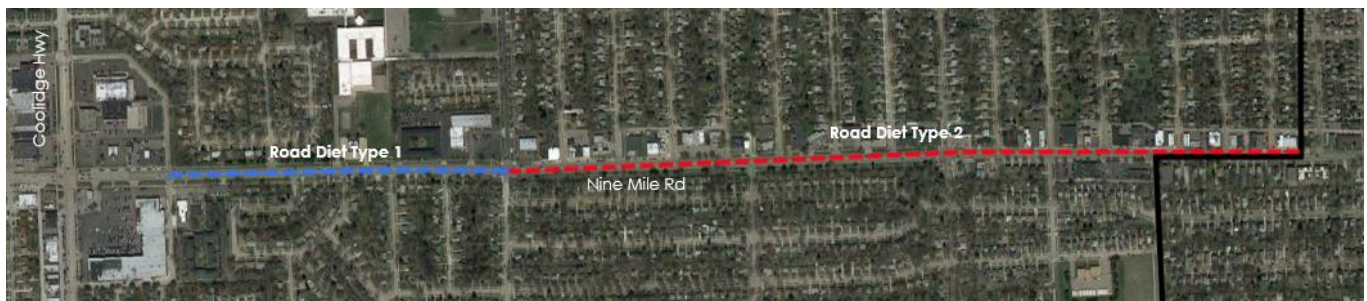
Lastly, instituting a regional bike share program in Oak Park that connects users to neighboring and nearby cities is a top priority as well. A bike share program, like that of MoGo in Detroit, can offer its users a new alternative for getting around town and can further the regional cohesiveness and connectivity of the transportation system.

1) Nine Mile Road

The number one priority location in Oak Park for Complete Streets development and non-motorized transportation facilities is Nine Mile Road. The main reasons for this are that it cuts right through the center of the City from east to west, and it connects Oak Park to the City to Southfield (to the west) and the City of Ferndale (to the east). Luckily for Oak Park, Nine Mile Road has already served as a catalyst for Complete Streets development. First, just to the east, Ferndale has implemented Complete Streets initiatives with on-road bike lanes, bike routes, better crosswalks, and accompanying signage. Their efforts have served as a guide and facilitator for such initiatives in Oak Park. Now, in the summer of 2018, Oak Park is slated to begin its own Complete Streets initiative on Nine Mile Road in an effort to connect to Ferndale's facilities. This project has been dubbed the Nine Mile Redesign, and it is one of historic proportions for Oak Park.

The Nine Mile Redesign is to be done in three phases, the first of which is the one being done in the summer of 2018. This grant-funded project will bring some amazing new facilities and amenities to the eastside of the City, including dedicated bike lanes, back-in angle vehicle parking, a trailhead, better crosswalks, and accompanying pocket parks. This huge project for the City is expected to transform and revitalize the Nine Mile corridor.

Map of Nine Mile Redesign Phase One



Since phase one of this project is already scheduled to take place, the priority along Nine Mile Road is to ensure that phase two, which covers the intersection at Nine Mile Road and Coolidge Highway, and phase three, which covers the rest of Nine Mile Road heading west to the border of Southfield, actually happen so that the immense amount of progress on Nine Mile can be continued and fully realized.

2) Eleven Mile Road

Almost equally as important as having non-motorized facilities on Nine Mile Road is doing the same thing on Eleven Mile Road. Eleven Mile serves as another important connector for the City, running east to west, with it also serving as a border with the City of Berkley just to the north. The stretch of Eleven Mile that is within the City of Oak Park is small, but significant, as it holds a great amount of commercial and light industrial space. It is home to businesses young and old, and to buildings big and small.

What also makes Eleven Mile unique and ripe for Complete Streets development is the fact that a substantial portion of it was recently rezoned into a mixed-use zone – the first of its kind in Oak Park. This was done in hope of and in preparation for a revitalization of that corridor from being a bland light industrial area to one that is vibrant and full of unique retail businesses and restaurants with the potential of residential uses on above-ground levels. It is the hope of City officials that with these expected transformations, the corridor will become a place that is newly attractive to the types of younger Americans that are more likely to utilize non-motorized transportation.

3) Greenfield Road

Greenfield Road has also been identified as an ideal location for Complete Streets development. With Greenfield Road running north to south along the western-most part of the City, it borders the City of Southfield and has direct linkages to some significant regional institutions, such as Providence Hospital in Southfield and Oakland Community College's Southfield Campus. This means that bike routes and facilities like a bike share program would likely get a considerable amount of usage along this corridor.

One particular challenge to implementing Complete Streets initiatives on Greenfield Road is that it is under the jurisdiction of the Oakland County Road Commission (RCOC). Because it is under county jurisdiction, it is the county government that would have to be the main facilitator of any such initiatives. This can certainly stall or halt any progress on Greenfield Road, which is currently in pretty bad shape, but it also can serve as an opportunity for the cities of Oak Park and Southfield to work with county officials to come up with solutions for improving Greenfield.

4) Coolidge Highway

Last but not least for identified major routes is Coolidge Highway. Coolidge Highway is the most notable north-south thoroughfare of Oak Park, as it runs right through the middle of the City. It serves as a highly-trafficked commuter road for both those going to work and those going to school. It also holds a substantial amount of commercial zoning and boasts a great number of small, local, and unique businesses. Further, it serves as a border to the City of Huntington Woods along its northern third.

For the reasons listed above, Coolidge Highway could very effectively be used as a non-motorized transportation route, complete with bike routes and accompanying facilities. It is a wide enough road to be transformed into a thoroughfare with on-road bike lanes, and it already offers residents and visitors a great amount of destinations for eating, recreation, and shopping.

The role Coolidge Highway has in the Nine Mile Redesign is worth mentioning as well. As noted, phase two includes implementing non-motorized facilities and beautifying the very important and very popular intersection at Nine Mile and Coolidge, which is often referred to as the City's center. After phase two and the rest of the Nine Mile Redesign are complete, it would be almost natural that further improvements on Coolidge would be next.

5) Bike Share System

Lastly, as mentioned, a regional bike share system in Oak Park that connects users to Detroit and to other nearby municipalities is also a main priority of the City as it relates to improving the community's transportation system.

MoGo, the bike share system currently being utilized in the City of Detroit, has had great success since first launching in May of 2017. Designed for quick trips around town, MoGo is a fun, flexible, and convenient way for users to get around. With 430 bikes at 43 stations across 10 Detroit neighborhoods, MoGo has exceeded expectations and is already looking to expand. It is believed that a system similar to this one in Oak Park and neighboring communities would find similar success, being that there are countless nearby regional destinations.



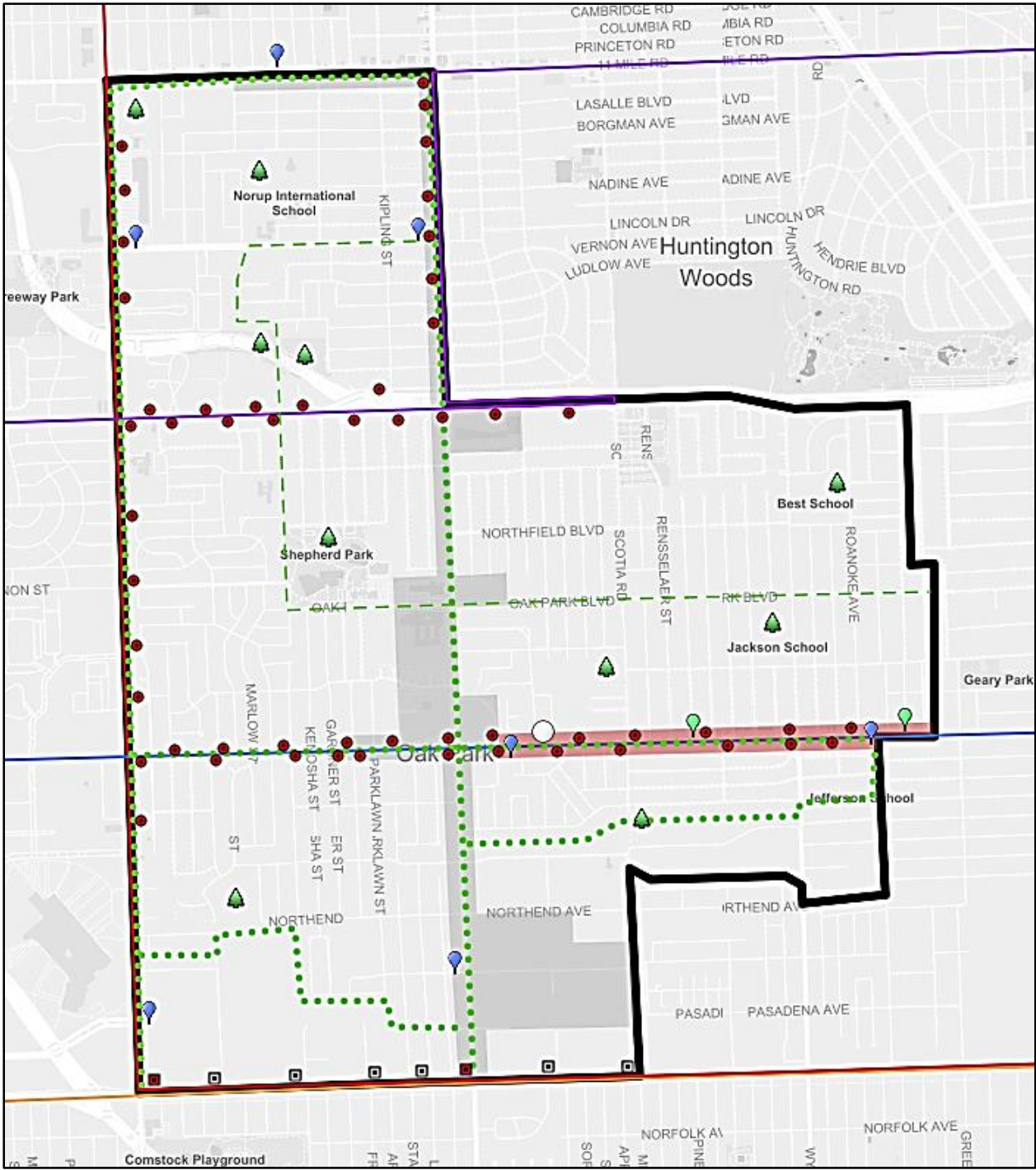
Seeing the success of MoGo and realizing the necessity to expand bike share into the suburbs, Oak Park and other local partners hope to follow in Detroit's footsteps and soon implement such a program. In fact, Oak Park and 4 other nearby municipalities are currently in the preliminary stages of a process to bring a bike share system to the area. Cities like Ferndale and Royal Oak are part of the joint effort to attain and utilize grant funding to cover the upfront costs of such a project. If this project were to come to fruition, it would be a tremendous catalyst for other non-motorized transportation improvements in the region.

In planning and designing what this sort of program would look like in Oak Park, a map outlining ideal locations for bike share stations was drafted:

Map of Proposed Bike Share Stations



Non-Motorized Transportation System Framework Map



Key

— SMART Route 415

— SMART Route 710

— SMART Route 730

— DDOT Route 17

■ CIA District

● SMART Bus Stop

□ DDOT Bus Stop

■ Shared Bus Stop

— Current Bike Routes

⋯ Proposed Bike Routes

■ Nine Mile Redesign (Phase 1)

○ Trailhead

🌳 Public Parks

📍 New Pocket Parks

📍 Proposed MoGo Stations

Regional Connectivity

The City of Oak Park plays an important role in the regional transportation system of Metropolitan Detroit. It is a significant piece of the puzzle because it is in very close proximity to several major thoroughfares, such as I-696 and I-75, and it is largely regarded as being smack dab in the middle of the metropolitan area. Over the past decade or more, Oak Park had fallen behind some of its neighbors when it came to getting on board with modern transportation trends. Nearby cities such as Royal Oak and Ferndale had been taking the lead on such improvements to the transportation system, specifically as it relates to Complete Streets and non-motorized facilities. But now, Oak Park is ready to join that small group of cities in working toward greater transportation routes and better overall connectivity within the system.

Regional connectivity is important because without it, the vast array of routes and facilities that make up the entire network can be seen as incomplete. This is the current state of the Metro Detroit transportation system – incomplete. There is a hodgepodge of non-motorized transportation routes and facilities in this city and that city, but much more often than not, they fail to adequately connect together. This means that someone commuting to work via their bicycle through Royal Oak gets to Madison Heights or Berkley, and is suddenly faced with a road or other type of thoroughfare that does not adequately accommodate them. Regional connectivity within the transportation system is about connecting people and making sure that they are accommodated wherever they go on whatever mode of transportation they're using. Further, when there are more routes and facilities and the system is more connected, that will encourage more users to utilize non-motorized transportation methods.

Some ways that transportation agencies and officials can increase regional connectivity within their transportation systems include the following:

- Integrating transportation and land use planning to locate major commercial and institutional activity centers in highly accessible areas, such as public transportation hubs and central business districts
- Reducing distances between key destinations required to satisfy daily needs so that walking or bicycling are attractive and practical options for frequent trips that take place close to home
- Improving local pedestrian and bicycle infrastructure and parking, particularly at key access points to neighborhood destinations. This might include pedestrian crossings on busy main roads, public transportation stops and stations, sidewalks throughout shopping centers, and paths that provide safe access to schools
- Managing the transportation system to reduce travel times to destinations through measures such as improved incident response, public transportation signal prioritization, and congestion management

Through Oak Park's efforts, it is hoped that other municipalities will begin to implement their own non-motorized transportation initiatives. From this, it is hoped that eventually, likely decades down the line, that a fully connected transportation system that accommodates all types of users will be realized in the Metro Detroit region.

Certainly, connecting Oak Park and Ferndale on Nine Mile Road via the Nine Mile Redesign project is a great start, as well as the potential for a new regional bike share program. Still, there is much more that can be done to further the effort for regional connectivity. For one, since a well-connected non-motorized transportation network will transcend multiple disciplines, agencies, and jurisdictions, it is vital for partnerships and collaborations to be developed so that they are ready to be utilized when the times comes. Whether it is a single community, or the entire Southeast Michigan region, the network will require cooperation and participation by a cross-section of actors. Partnerships make sense on much more than just the construction phase of the process, too. Such other activities include data analysis, planning, funding, education, and user encouragement. Partnerships on these sorts of things can benefit everyone involved, including the transit users themselves. Other than municipal government agencies, potential partners for initiating regional connectivity include road commissions, non-profit organizations, Downtown Development Authorities, Corridor Improvement Authorities, and stakeholders in the private sector.

Goals & Objectives

Goals

A crucial step towards instituting a successful transportation system that utilizes Complete Streets concepts and non-motorized facilities is outlining concrete goals and objectives for that system. The creation of the overarching goals was done internally by the Complete Streets Plan contributors, listed in the Acknowledgements section. This was done in accordance to standard goals seen in similar transportation plans, while keeping in mind various Complete Streets best practices. The corresponding objectives were generated mainly by the various channels of public input that were used to formulate this document, as well as by previous channels of public input such as that of the Master Plan and the Strategic Economic Development Plan. These goals and objectives should provide concrete guidance to present and future City officials as it pertains to developing a comprehensive transportation network.



Objectives

Goal 1: Develop a Comprehensive Transportation Network

This goal is the core tenet of the Complete Streets movement, just as it is the core tenet of this document. The long-term goal for the City of Oak Park, as well as for Southeast Michigan as a whole, should be to develop a transportation network that is comprehensive, well-connected, and accommodates pedestrians, cyclists, and other travelers just as much as motorists.

Objective 1.1: Consider Complete Streets concepts in all future planning and designing of transportation infrastructure policies, programs, and initiatives.

- Identify changes that can be made to City planning processes and policies that will further Complete Streets and non-motorized transportation.
- Encourage and provide a framework for coordination between the City of Oak Park, other municipalities, and various other stakeholders.
- Keep in mind the need for improved transportation facilities for religious reasons (i.e. the Orthodox Jewish community walking to synagogue).

Objective 1.2: Integrate Complete Streets concepts and non-motorized transportation facilities into existing transportation infrastructure.

- Work to modify current transportation routes and facilities into more comprehensive routes and facilities while keeping efforts and costs low.

Objective 1.3: Construct pedestrian transportation facilities throughout the City.

- Safety and security facilities such as lighting and signage.
- Leisure facilities such as benches, shelters, and drinking fountains.

Objective 1.4: Construct cyclist transportation facilities throughout the City.

- Safety and security facilities such as bike lanes, bike parking, and signage.
- Supplementary facilities such as repair stations and recreational paths.

Objective 1.5: Support public transportation systems like SMART and DDOT.

- Work with such agencies as to make sure that all facilities are complimentary to each other.
- Encourage higher quality public transit facilities.

Objective 1.6 Support regional connectivity among various transportation improvement initiatives.

- Provide non-motorized transportation connections between destinations in every part the community and region, including to neighboring cities.

Did you know?

The Complete Streets movement supports not only changes to community streets, but also a shift in decision-making processes and policies.

Goal 2: Improve Health and Safety for Residents and Users

Another goal of this document and of Complete Streets concepts overall is to increase safety and security for users of the transportation system, as well as to boost the health and well-being of the residents of the community as a whole. After all, what is an updated and modernized transportation system if it is not safer and more secure for those who use it?

Objective 2.1: Make current transportation routes safer.

- Work with other agencies to fix and maintain all roadways in the City.
- Consider putting up additional signage along routes that make pedestrians and cyclists feel safer, such as "Share the Road" or "Bike Route".
- Consider updating the lighting of highly-trafficked transportation routes.

Objective 2.2: Improve the safety and security of transportation users who are most likely to use non-motorized modes of travel, such as children and seniors.

- Consider the wants and needs of children and their parents when designing streets and pedestrian pathways.
- Consider the wants and needs of senior citizens and those who use wheelchairs when designing streets and pedestrian pathways.

Objective 2.3: Reduce the number of motor vehicle accidents and crashes.

- Reduce the amount of motor vehicle travel by offering alternative modes of transportation with Complete Streets.
- Create transportation routes that better accommodate all users, thus making all users safer.

Objective 2.4: Use Complete Streets and non-motorized facilities as a means to encourage healthier lifestyles.

- Encourage pedestrian and bicycle travel not only as a cost-saving measure, but also as a means of getting exercise.

Objective 2.5: Reduce local air, water, and noise pollution from automobile use.

- Reduce dependence on fossil fuels by decreasing the amount of overall automobile use.

Objective 2.6: Help create a stronger social fabric by fostering the social interaction that naturally takes place when people bike and walk instead of drives their cars.

Did you know?

Studies have shown that bicyclist injuries and collisions with automobiles can be reduced by up to 50% by the creation of marked, on-road bike lanes.

Goal 3: Stimulate the Local Economy

Making it easier for residents and visitors to take public transit, walk, or bike to their destinations can help stimulate the local economy. Not only do people save money when using those modes of transportation, thus freeing up more disposable income, but they are also simply more likely to shop in areas that are safe and easily walkable.

Objective 3.1: Make Oak Park's Corridor Improvement Authority District an attractive, vibrant, and easy place to visit and do business in.

- Use non-motorized transportation facilities as a means to increase business activity.
- Couple Complete Streets projects with beautification projects.

Objective 3.2: Find local business partners to help with the planning, designing, and implementation of Complete Streets initiatives.

- Work with local bike shops in the planning and designing of bicycle facilities.
- Work with local businesses to encourage employees to walk or ride their bikes to work.

Objective 3.3: Use Complete Streets initiatives as a catalyst for spurring more retail shopping activity.

- Encourage bikers and pedestrians to stop and shop instead of just travelling right through the City.

Objective 3.4: Use the City's Complete Streets initiatives as a catalyst for private investment and business growth.

- Help business community and developers realize the economic benefits of Complete Streets.
- Encourage current business owners in the community to be champions of the transportation changes.

Objective 3.5: Increase workers' access to job sites and increase the size of the local employment pool.

- Connect major transportation routes to the Corridor Improvement Authority District and the Industrial District.
- Keep in mind the last mile needs of commuters.

Objective 3.6: Work towards sustaining and increasing property values.

- Partner Complete Streets initiatives with public parks and recreation initiatives near residential neighborhoods.

Did you know?

The investment that communities make in implementing Complete Streets policies can stimulate far greater private investment, especially in retail districts and downtowns.

Goal 4: Educate Users and Stakeholders

It is imperative that the City educate residents, business owners, and other community stakeholders of any and all proposed changes to the transportation system if those changes are to be successful.

Objective 4.1: Educate the general public, local schools, business owners, developers, and other stakeholders on the benefits of non-motorized travel.

- Encourage non-motorized travel as an alternative form of transportation that will save users money, promote community health, and help reduce automobile traffic and related safety concerns.

Objective 4.2: Educate the general public, local schools, business owners, developers, and other stakeholders on current non-motorized facilities within and immediately outside of the City.

- Offer resources that map out current local and regional routes and facilities.

Objective 4.3: Educate the general public, local schools, business owners, developers, and other stakeholders on any and all future Complete Streets or non-motorized transportation initiatives.

- Disperse information via regular outreach channels.
- Hold informational meetings or events when necessary.

Objective 4.4: Develop strategies to educate all transportation users (motorists, cyclists, pedestrians, etc.) on key safety issues related to integrating walking, bicycling, and motor vehicle travel to create an atmosphere of respect among all travelers.

- Provide information for new cyclists to help them identify where bike routes are and the ideal routes for them.
- Educate cyclists and motor vehicle drivers on bicycle traffic laws through enforcement, information packets, and awareness activities.

Objective 4.5: Utilize local and regional partners in education efforts.

- Partner with neighboring communities like Ferndale and Royal Oak who are a couple steps ahead of Oak Park on non-motorized transportation for educational and recreational events.
- Utilize organizations with knowledge and experience with Complete Streets initiatives like SEMCOG.
- Encourage Council Members and community leaders to champion Complete Streets initiatives and educate their peers.

Did you know?

A major component of implementing Complete Streets is educating the public about current and future changes to their transportation routes.

Goal 5: Analyze the Results of the Initiatives

In order to determine whether any Complete Streets or non-motorized transportation initiatives have been successful, the City will have to analyze their results. These results can be used to help the City plan for future programs and projects, or determine that certain initiatives are not worth continuing.

Objective 5.1: Analyze the impact that Complete Streets initiatives have had on the overall safety of the transportation system.

- Measure motor vehicle accidents and crashes before and after such initiatives to determine if there has been any change.
- Measure crime statistics before and after such initiatives.
- Conduct traffic counts before and after Complete Streets initiatives, especially with bike lanes and other bike-related facilities.

Objective 5.2: Measure the use of new non-motorized transportation routes and facilities.

- Track the behavior of the users of the non-motorized facilities (i.e. number of people walking and number of people biking).
- Count the number of new and repaired non-motorized facilities each year.
- Conduct project before and after studies.

Objective 5.3: Study secondary measurements to determine the impacts that such initiatives have had on other matters.

- Determine if Complete Streets initiatives have had an impact on business growth, economic development, or retail shopping patterns.
- Determine if Complete Streets initiatives have caused increases in property values.

Objective 5.4: Utilize organizations like SEMCOG for data collection and analyzation purposes.

Objective 5.5: Share results with partners, stakeholders, residents, and neighboring communities.

- Support efforts by neighboring communities to become more pedestrian-friendly and bike-friendly by sharing expertise and lesson learned, and facilitating joint projects.

Did you know?

Analyzing and studying the results of Complete Streets initiatives can help both the original city out as well as any other cities who wish to implement such programs.

Design Guidelines & Facility Options

It is important to have a set of design guidelines when considering modernizing a transportation system to include Complete Streets elements. Further, it is important to know and understand the vast array of facility options for pedestrians, cyclists, and others that can be integrated into such a Complete Streets system. This section outlines such guidelines and facilities in an effort to provide guidance and direction to current and future City officials who might be involved in the planning, designing, and implementation of Complete Streets initiatives.

Worth noting is that just because certain design guidelines or facility options are mentioned or displayed in this document, that does not necessarily mean that they are currently being considered for adoption. This section aims to simply display a portion of the design guidelines and facility options that are relevant to Oak Park and could be utilized in the effort to modernize the City's transportation infrastructure. This is a non-exhaustive portrayal of Complete Streets design guidelines and facility options that should be used as a reference, not as a mandate.

Also worth noting is that one might find that there is quite a bit of overlap and redundancy between the wants, needs, and key factors of pedestrians and bicyclists. This is a well-documented notion, as those two groups of travelers tend to naturally utilize similar routes and facilities.

Design Guidelines

Planning and designing Complete Streets and comprehensive non-motorized transportation systems requires a fundamentally different design approach than conventional, automobile-centered transportation systems. It requires both an understanding of existing land uses and transportation patterns, and an understanding of how different design treatments influence peoples' choices regarding how and where they travel. It is vital to the health and well-being of a transportation network that it continually get upgraded and modernized as to keep in mind the context of new transformation trends, yet also it is important to keep in mind the history of transportation and the many societal and economic constraints that hinder its improvements. This context-based approach recognizes that Complete Streets are not "one size fits all", and ensures the most efficient and inclusive application of Complete Streets designs that are relevant to the community they are to be situated in.



Considerations

When a Complete Streets system is being developed and designed, there are many factors that should be considered in order to make sure that the City puts together the most comprehensive system possible.

1. *State and Local Laws:* Prior to officially implementing any Complete Streets initiatives, it is always a best practice to check state and local laws to ensure that the execution of such initiatives is consistent and complimentary to them.
2. *Motor Vehicle Transportation:* Always keep in mind that despite any efforts to alter or modernize a transportation system, one must still remember that the vast majority of people still use motor vehicles for the vast majority of their travel. This means that designing and planning Complete Streets initiatives should keep in mind the space that motor vehicles need, as well as the traffic volume they create and the speeds they use.
3. *Skill Levels of Non-Motorized Transportation Users:* It is helpful to identify the skill levels of expected users of non-motorized transportation facilities. In a community like Oak Park, things like biking on the road via a bike lane would be a very new practice to many citizens, and therefore it can likely be assumed that the skill level of most non-motorized users would be low. This can help the City identify what types of designs and facilities it should deploy.
4. *Accessibility:* Accessibility is among the most important factors of a Complete Streets system. It is crucial to keep in mind the accessibility needs of both non-motorized transportation users and motor vehicles alike, especially emergency and service vehicles.

5. *Directness*: Complete Streets routes and facilities should connect traffic generators to each other and should be located along major thoroughfares in order to make travelling along those routes as efficient as possible for those users.
6. *Personal Safety and Security*: The safety of all transportation users, especially pedestrians and cyclists, is a core principle of Complete Streets. It is paramount to consider how a harmonious transportation system can be created where all users can be safe and secure while traveling together on the same routes.
7. *Conflicts*: Consider where conflicts might happen between the different types of transportation users, such as at busy intersections, and work towards minimizing those conflict points.
8. *Costs and Funding*: As in all projects, costs and funding must be considered in very high regard. After all, the cost-prohibitive nature of large infrastructure projects is the biggest obstacle towards implementing them. The City must work towards making large alterations to its transportation infrastructure, while at the same time being realistic about what it can achieve with the resources it has and being efficient with the dollars it spends.
9. *Maintenance*: It is crucial to keep in mind the money and effort that will have to be spent to maintain and repair each Complete Streets facility, and to develop a maintenance program for them when they are implemented.
10. *Aesthetics*: The overall aesthetics of the City and its main transportation routes must be maintained or improved with the implementation of Complete Streets initiatives.

The U.S. Department of Transportation (DOT) recognizes that safe and convenient walking and bicycling facilities may look different depending on the context. Appropriate facilities in a rural community may be different from a dense, urban area. However, regardless of regional, climate, and population density differences, it is important that pedestrian and bicycle facilities be integrated into transportation systems.

While the DOT leads the effort to provide safe and convenient accommodations for pedestrians and bicyclists, success will ultimately depend on transportation agencies across the country embracing and implementing these policies.

Ray LaHood
Former U.S. Secretary of Transportation

Context

The design of a practical, functioning street depends on a clear understanding of the application of the context-based approach in designing Complete Streets in a particular setting. Once the context for an area is analyzed and understood, the function of each street can be established and design parameters can be selected to achieve a balance between land use, street design, and various types of transportation facilities. The relationship between these three factors deeply affects the character of the street. Character is reflected not only in the travel lanes but also in the overall dimensions and design treatments from building face to building face along the street. The manner in which certain elements are applied to streets creates its formal character and consists of qualities such as shapes, materials, colors, textures, patterns, and the overall compilation of the street's elements.

Land Use Context

In defining the context of a Complete Street, an initial step is to identify the existing and future land use contexts where the street is located. Elements of land use context include the pattern, use, and density of development, both current and future. Complete Streets designs should be based on a collaborative discussion about local needs and the role of the street in the region's transportation network. The network should be planned to support the transportation needs generated by the planned or anticipated land uses while being compatible with characteristics of the surrounding neighborhoods and communities. The structure of the network, the ability of the streets to serve traffic and provide mobility for non-motorized travelers, the spatial relationship of the street elements, and other elements of the right-of-way should encourage and support the development pattern, land use, and development intensity in accordance with the community's vision. The total street network should improve the integration of land use and transportation by avoiding mismatches between land uses and streets, and by creating the right combination of land uses and streets to facilitate the anticipated growth.

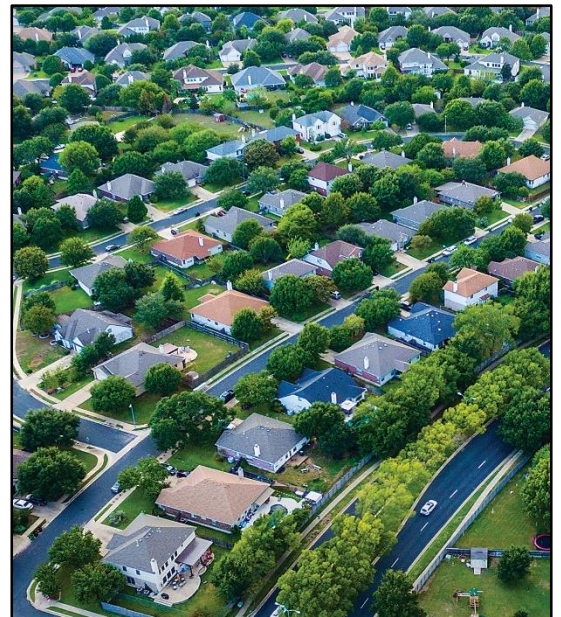
Area Type Context

Within a state or region, there are three broad categories of area type that exist: Urban, suburban, and rural. In the development of a non-motorized transportation network, one should always keep in mind what type of area the routes or facilities are to be situated in. A Complete Street in rural western Michigan will look and feel much different than a Complete Street in downtown Detroit. The City of Oak Park, being that it is a bordering, inner-ring suburb of Detroit, blends elements of both urban and suburban areas types.

Urban areas usually represent a heavy mix of commercial, residential, and civic activity for a region. The urban area most relevant to Oak Park is the City of Detroit. In urban areas, development is typically most intense in terms of the density, height, and mix of uses. Within urban areas, the intensity of land use often decreases with the distance from the urban core. Open areas exist but are generally limited to parks, school playgrounds, or large lawns or wooded areas associated with institutional sites. Common elements include a high level of pedestrian interaction, as many buildings front directly onto a sidewalk. There is transit availability, bicycle activity, and grid or modified grid street patterns.



Suburban areas are usually found at the periphery of an urbanized area, as seen with the City of Oak Park, and are characterized by pockets of development that are sometimes disconnected and contain structures that are generally consistent in height and aesthetics. Suburban areas can vary widely in character, appearing more rural in areas further removed from the metropolitan core and more urban in areas with denser populations and development. Suburban areas offer different challenges than urban areas, but still present great necessity and opportunity for providing more non-motorized facilities and Complete Streets designs, such as within their commercial corridors.



Because of Oak Park's unique blend of urban and suburban, and the former development patterns seen within the City, it does not currently have an easily identifiable downtown. Rather, it has commercial corridors. These differ from downtowns because they are more sprawling, typically have faster traffic, and do not have the same sort of intimacy that a downtown can offer. Further, the Complete Streets facilities able to be used in a commercial corridor like that of 9 Mile Road or Coolidge Highway are very different than what you might use in a compact, urban downtown. This fact by itself is a huge contributing factor in determining the types of Complete Streets designs and facilities that should be utilized by the City.

Choosing Streets

Deciding which streets should be used to develop Complete Streets and accommodate non-motorized transportation users can be a very tedious task, but is incredibly important to the longevity of the plan. By defining and implementing Complete Streets designs that meet the intent of different street types and a variety of land use contexts, the City of Oak Park can better accommodate the different users of its streets.

Functional Classification

There are many different types of roads, streets, and highways that make up a transportation network. They all have very different rules, uses, and facilities, and are maintained by different units of government. It is important to understand that there are stark differences between certain streets, and that those differences can help determine the relevance of Complete Streets initiatives on that street, as well as the types of facilities that might be used. For instance, the necessity for non-motorized transportation facilities and the types chosen will differ drastically between a major commercial corridor and a residential street.



Commercial Corridor



Residential Street

Once the appropriate streets and street types are identified for Complete Streets development, those involved in the projects can refer to the three functional criteria of streets to begin to further plan and design the project. The three functional criteria include target speed, traffic volume, and access density, defined below:

1. *Target Speed*: Target speed refers to the preferred travel speed on the street. Speed is a critical component in improving motorist, bicyclist, and pedestrian safety on a street, and the target speeds for Complete Streets are typically lower than streets without non-motorized transportation facilities.

2. *Traffic Volume*: Traffic volume represents the amount of motor vehicle traffic on a street, with ranges for low, moderate, and high. These ranges for traffic volume overlap to allow flexibility in the number of lanes required based on area type, land use, and street type. The general range for application is:

- Low: Less than 8,000 vehicles per day
- Moderate: Between 6,000 and 24,000 vehicles per day
- High: More than 20,000 vehicles per day

3. *Access Density*: Access density provides a relative measure of the amount of development and interaction along a street. Generally, more dense spacing of access is a reflection of the need for lower speeds in a corridor. However, there can be exceptions on roads with heavy access management. Denser access spacing also generally provides more network flexibility for pedestrians, bicyclists, transit users, and motorists.

Pedestrian Facility Options

Approximately one third of the population of the United States does not hold a driver's license. Statistically speaking, these people are most likely to walk as a mode of transportation. Further, there are sectors of the population that are highly likely to use their feet to get around simply due to their age – that is children under the age of 16 and senior citizens who don't have the ability to drive anymore. Clearly, there is a substantial need for units of government of all sizes all over the country to pay attention to the wants and needs of pedestrian travelers.

There is a vast array of facilities that could be implemented within the City of Oak Park that would make pedestrian transportation better and more efficient. Some are expensive, while others are not. Some can be seen as a safety measure, while others are more for leisure. Under careful review, officials from the City should be able to determine which facilities are appropriate for which locations, or if they make sense to implement at all.

Understanding Pedestrian Travel

To understand pedestrian travel and the importance of it, one must understand the three types of pedestrians. (These three types also apply to cyclists.) First are the “utilitarian pedestrians”, who are using their feet as a means to get around out of necessity or practicality. They typically are travelling to work, running errands, or performing some other essential activity. Next are the “recreational pedestrians” who are walking for fun. They are walking their dogs, walking to the park, or walking to get some fresh air. They typically do not travel far from their homes. Last are the “athletic pedestrians” who are likely jogging or running as a means of exercise or training. Though there are many similarities between these three types of pedestrians, there are also stark differences between them, and those differences must be studied and considered.

Key Factors

Time of travel, effort of travel, and continuity of travel paths are key factors that influence the likelihood of a person attempting a trip of foot, versus in a car, via public transit, or on a bike. In efforts to modernize and upgrade pedestrian travel, the City should always work to decrease travel time for pedestrians, alleviate some of the effort associated with walking, and make sure that highly-trafficked walkways and pathways are connected with each other. Further, safety is always a number one concern for pedestrians and those who are involved in implementing and maintaining pedestrian facilities. When deciding on facility enhancements, all of these factors should be considered.

Benches

Benches can offer passers-by a place to sit and rest during their journey. They can be placed in parks, along pedestrian paths, or in shopping or business districts.

Implemented correctly, they can complement the aesthetic of a neighborhood or district very well, while using space efficiently and being fairly low-cost.



Drinking Fountains

There are various types of public drinking fountains that the City could operate – ones that cater to adults, to children, to pets, or even to all of the above.

The advantages of having public drinking fountains for pedestrians to utilize are great. They encourage walking as a means of transportation, and are seen as an inclusive and accessible public good for all residents to benefit from.



Lighting

Well-lit walkways, sidewalks, pathways, and pedestrian crossings are essential to a non-motorized transportation network. This is because the lighting of such facilities is crucial to creating a safe and secure environment for pedestrians to use.

Lighting can be plain and simple, or decorative and artsy to help build out the aesthetic of an area.



Shelters and Shaded Areas

Shelters and shaded areas offer pedestrians another place to sit, rest, and enjoy their surroundings. The main difference between benches and these facilities, though, is that they also can offer shelter from the rain as well. They are typically furnished with seating and sometimes tables.

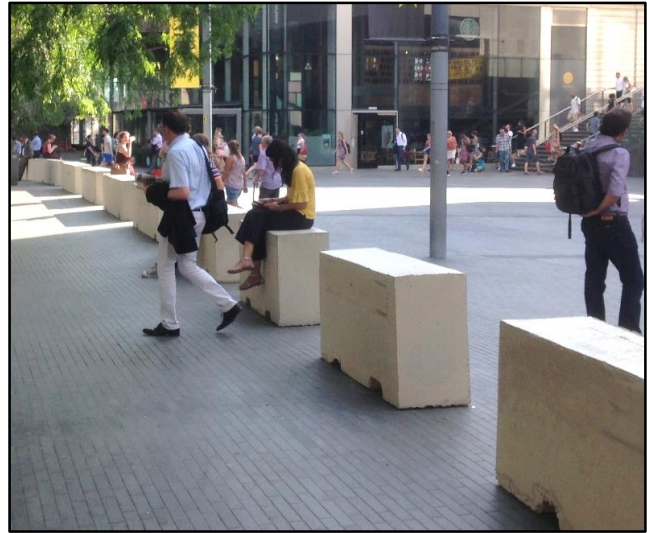
If large enough, they can potentially be utilized as recreational activity areas for events and such.



Separation Walls and Borders

Creating an easily distinguishable separation between pedestrian pathways and roads for motorized transportation can drastically increase safety and security for all parties involved.

These separations and borders can be done in a wide variety of ways.



Sidewalks

Sidewalks are the keystone of a quality pedestrian transportation system. The City should try to implement sidewalks everywhere possible, including determining where decorative sidewalks might be useful.

More than simply having them, though, the City should continue to do its best to make sure that they are clean, well-maintained, and free from trip hazards.



Recreational Walking Paths

Recreational walking paths through parks and greenspace can take pedestrians off of busy roadways to offer them a safer and quieter place to walk.



Crosswalks

Crosswalks can connect commercial districts to other commercial districts, neighborhoods to other neighborhoods, and cities to other cities. It is imperative that they be safe and be designed with the pedestrian in the forefront.

Crosswalks can potentially be decorative, and can utilize an array of technology and signage.



Well-Maintained Concrete

Well-maintained concrete throughout all avenues where a pedestrian might walk is crucial to the health and well-being of a transportation network. This involves a partnership between public and private entities to make sure that all sidewalks and pathways are taken care of.



Signage

Signage is important for both the safety and practicality of use for pedestrian pathways. Signage can let motorists know that a certain area is frequented by pedestrians, or it can serve as a wayfinding mechanism for those who are walking to their destinations.



Cyclist Facility Options

Bicycle travel is one of the most controversial topics in the vast realm of transportation. Should cyclists travel on the road or off of the road? Should they behave as regular members of traffic, or be subject to a different set of rules? These are important questions that will have different answers depending on the environment of potential cyclist initiatives, the City where the facilities will be located, and the expected skill levels of users. Regardless of these variables, the fact is that bicycle travel is increasing all over the country, and cities need to start planning for and accommodating cyclists in their transportation infrastructure improvement initiatives.

In the City of Oak Park, there is a vast assortment of facility options available that could be implemented that would make bicycle transportation better and more efficient. Some are expensive, while others are not. Some can be seen as a safety or security measure, while others are more for leisure. Under careful review, City officials should be able to determine which cyclist facilities are appropriate for which routes, or if they make sense to implement at all.

Understanding Cyclist Travel

To understand cyclist travel and the importance of it, one must understand the three types of cyclists. (These three types also apply to pedestrians.) First are the “utilitarian cyclists”, who are using their bicycles as a means to get around out of necessity or practicality. They typically are biking to work, running up to the grocery store, or performing some other essential activity. Next are the “recreational cyclists” who are biking for fun. They are biking with their friends, biking to the park, or biking to get some fresh air. They typically do not travel too far from their homes. Last are the “athletic cyclists” who are likely biking as a means of exercise or training. Though there are many similarities between these three types of cyclists, there are also stark differences between them, and those differences must be studied and considered.

Key Factors

Similar to pedestrians, cyclists find that time of travel, effort of travel, and continuity of travel paths are key factors that influence the likelihood of them choosing to use their bicycle or hop in the car. In efforts to modernize and upgrade cyclist travel, the City should always work to decrease travel time for cyclists, alleviate some of the effort associated with biking, and make sure that highly-trafficked bike paths and bike routes are connected with each other. Further, safety is always a number one concern for cyclists and those who are involved in implementing and maintaining cyclist facilities. When deciding on facility enhancements, all of these factors should be considered.

Bicycle Repair Stations

These repair stations can help cyclists fill up their tires, fix their chains, and tighten up any loose nuts and bolts. The stations are designed to handle all types of bicycles and benefit all types of riders.

They are ideal for highly trafficked cycling areas like commercial corridors, main roads, and any streets with bike lanes.



Bicycle Parking

Bicycle parking is essential for cyclists. They need somewhere to park and lock up their bicycles when they're permanently or temporarily done using them.

Outside of businesses, they can promote cyclists stopping by and shopping there, thus creating more economic activity.



On-Road Lanes

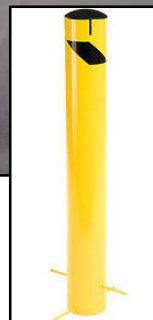
On-road bicycle lanes give cyclists a path to stay in when riding on main roads. They keep cyclists on the road, thus making them a participant of regular street traffic.

There are differences between buffered bike lanes that provide cyclists a separated lane from motorists, and shared bike lanes that make cyclists share the road with motorists. Both have great benefits for cyclists.



Bollards

Separation bollards can be complimentary to various bicycle facilities, especially on-road bike lanes. They can further distinguish space to be used for cyclists from space to be used for motorists.



Conflict Point Paint

Conflict point paint, typically green for bike lanes, is another way that the City can distinguish cyclist space from motorist space. They make it very easy for motorists to see where cyclists are riding, which can increase safety and security for all.



Bicycle Tracks

Bicycle tracks are similar, yet very different from on-road bicycle lanes. They share road space with regular motor vehicle roads, yet function as a completely separate thoroughfare for cyclists, with both directions being joined together on one side of the motor vehicle road. They typically utilize bollards to be further separated from the motor vehicle road and to increase safety.



Off-Road Paths

Off-road bicycle paths, be them pavement, dirt, or gravel, can offer cyclists an alternative route so that they can get off of the regular motor vehicle roads. They are often used for leisure and exercise, and can be integrated into parks and greenspace.



Bike Share Programs

A bike share program is a system of bicycles and bicycle stations that make those bicycles available for rent to the public. They are typically used for short rides, either for commute or for leisure. When implemented, they can offer transportation alternatives to the public and greatly increase bike ridership.



Well-Maintained Concrete

Well-maintained concrete throughout all roadways and bicyclist pathways is crucial to the health and well-being of a transportation network. This involves a partnership between public and private entities to make sure that all roadways and pathways are taken care of.



Signage

Signage is important for both the safety and practicality of use for cyclist pathways. Signage can let motorists know that a certain area is frequented by cyclists, or it can serve as a wayfinding mechanism for those who are biking to their destinations.



Other Facility Considerations

There are certain facility considerations that should always be thought of that benefit much more than just pedestrians or bicyclists. These are facilities that make sure that all transportation users are able to safely enjoy their travel, regardless of mode, skill level, or destination. Some of those facility considerations are listed on the subsequent pages.

Further, there are other travelers that need to be accounted for when planning and designing a comprehensive transportation network. These other travelers include anything from semi-truck drivers, public transit drivers and users, roller skaters, wheelchair users, and blind persons who need special facilities to navigate around town. A high-quality and well thought out transportation system that utilizes Complete Streets ideas will always make sure to include these travelers as well. Some of the facility considerations that would specifically benefit these unique travelers are also listed in this section.

Storm Water Management

A strong and diverse storm water management system that utilizes green infrastructure can ensure that motor vehicle roadways and pedestrian and cyclist pathways are clean and clear from water and debris, and can even add some aesthetic value to the transportation system as a whole.



Public Parks

Public parks offer residents and visitors alike a destination in the City to get to with non-motorized transportation. Public parks and non-motorized transportation networks should complement each other.



Public Art and Landscaping

Public art and decorative landscaping along roadways and pathways can greatly increase the use of those routes by offering a more pleasant atmosphere to drive, ride, or walk in.

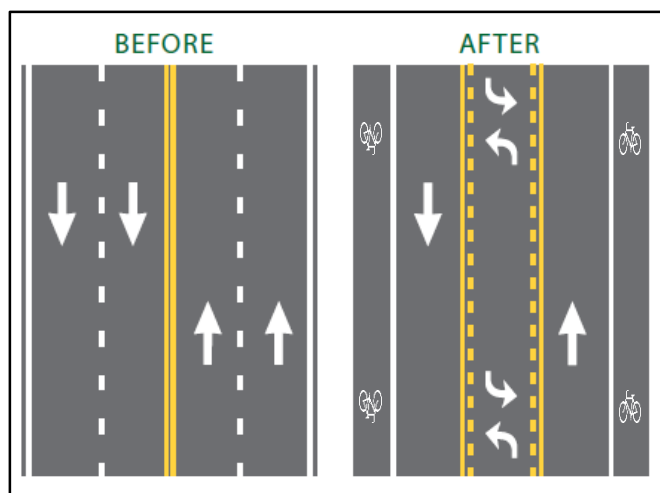
These types of beautification initiatives should be included in all Complete Streets plans and designs.



Road Diets

Road diets are often a major part of modernizing transportation infrastructure and instituting Complete Streets programs.

A road diet includes decreasing the amount of motor vehicle traffic lanes to make way for on-road bike lanes and sometimes parking as well.



Bus Stops and Shelters

Simple bus stops designated by a sign or more prominent covered bus shelters can help public transit riders identify where they should be to catch the bus and where the bus routes are. They can be decorative and artsy, or plain and simple in design. Either way, they should be considered when planning and designing Complete Streets.



Bus Pads

Bus pads denote where the public transit busses should stop to pick up and drop off riders. The designation, often done with red paint, helps other motorists know that they should not park, stop, or stand in this area, thus reducing blockages and keeping traffic flow moving.



Bus Lanes

Bus lanes ensure that public transit busses have their own lane on a larger roadway, so that those lanes can remain clear from obstructions like other motorists. This will then make the public transit system faster and more reliable for its users.



Roundabouts

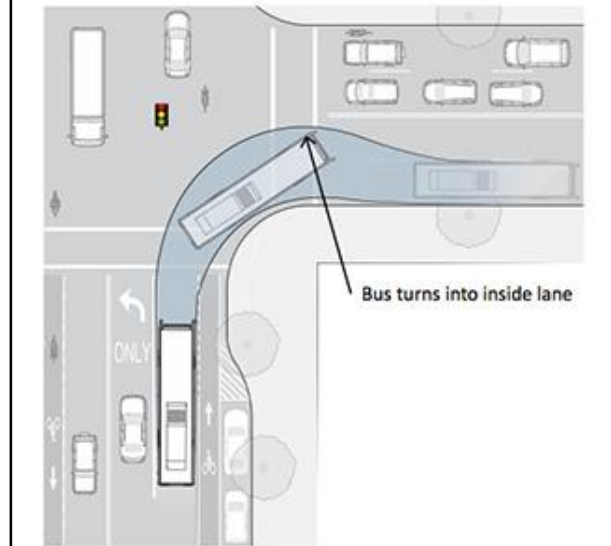
Roundabouts, or traffic circles, are circular intersections that are known for keeping traffic flow moving while increasing safety for motorists. These should be considered in transportation infrastructure improvement initiatives, as they can bring about both modernization, beautification, and integration among motorists and other forms of transportation.



Wide Intersection Curbs

Cutting curbs in a wide manner at intersections can help busses and semi-trucks navigate their turns, thus reducing crashes and accidents.

4-lane Signalized Intersection



ADA-Compliant Facilities

It is vital that City officials always keep in mind the needs of those with physical disabilities. ADA-compliant facilities, such as bumpy sidewalk approaches, can make disabled residents feel safe and secure in a built environment that can often feel daunting to them.



Implementation & Funding

The challenge that begins following the adoption of Complete Streets principles and ideas is the implementation of such related initiatives. While the majority of this document offers more general direction and guidance, this section outlines specific information and advice to help make Complete Streets a reality in Oak Park.

The effort to implement Complete Streets initiatives and work towards building a cohesive non-motorized transportation network in Oak Park and Southeast Michigan as a whole will take many years, even decades, to complete. It will take a great amount of **coordination, cooperation, and funding** from many stakeholders, organizations, and agencies to fully accomplish. For these reasons, the implementation stage of these various principles and ideas will be the most difficult part.

Coordination

Various entities internal to the City of Oak Park will have to work together to plan, design, and budget for Complete Streets initiatives.

Staff

Management – Members of the management team of the City, including the City Manager, the Assistant City Manager, and the Director of Strategic Planning and Special Projects, act as leaders in developing plans for major initiatives within the City. This is often where broad ideas and planning considerations take place. It is also where direction is given from the top of the hierarchical structure of the City down to the various departments.

Economic Development and Communications Department – The Department of Economic Development and Communications is responsible for receiving input from residents, business owners, and other stakeholders of the City of Oak Park, and then taking that input, utilizing various economic development tools, and ultimately helping to make the City of Oak Park a more vibrant and livable community. This department has spearheaded many Complete Streets and other transportation initiatives.

Technical and Planning Department – This department helps develop and maintain the City's comprehensive master plans, and serves to facilitate the linkage between land use and non-motorized planning. The engineers within this department design, administer, and supervise infrastructure improvement projects within the City.

Code Enforcement Division – The staff members within this division monitor overall maintenance and conditions of transportation facilities and enforce snow removal by private property owners along transportation routes. The City has adopted regulations governing the terms of private maintenance, and the code enforcement officers assure that all pathways and thoroughfares are maintained to city standards.

Recreation Department – The Recreation staff oversees all City parks, like those that would be directly tied to the non-motorized transportation network, such as the proposed pocket parks along the Nine Mile Redesign. They also program community events and activities at these parks.

Community Engagement and Public Information Department – This department assists other departments by ensuring that the community at large is informed and involved in plan development and project activities. Additionally, this department is crucial for educating residents, visitors, and business owners about how to use new non-motorized transportation routes and facilities.

City Council

Members of the Oak Park City Council, including the Mayor, are a hugely important part of furthering Complete Streets initiatives. They must take the lead on such initiatives in order for them to be successful, especially if they have anything to do with major transportation infrastructure improvements.

Boards and Commissions

Various advisory boards and commissions, made up of Oak Park residents and business owners, can play a role in implementing Complete Streets. Members can help advise City Council and City staff when making decisions, as well as actively take part in planning and designing conversations. Further, depending on the board or commission, members may play a role in the maintenance and longevity of non-motorized transportation improvements. Boards and commissions that are relevant to Complete Streets initiatives are listed below:

- Planning Commission
- Corridor Improvement Authority Board
- Economic Development Corporation
- Beautification Advisory Commission
- Parks and Recreation Commission

Cooperation

The City of Oak Park and its agents will have to work alongside various other organizations and work within an array of boundaries and constraints to build an efficient and effective non-motorized transportation system.

Local

It will be crucial for the City of Oak Park to get support and buy-in from its neighboring communities if it hopes to develop a cohesive non-motorized transportation network. These communities can help with the planning, designing, and implementation of connected transportation routes.

Ferndale – The City of Ferndale has been a leader on non-motorized transportation and has served as a reference point for many of the initiatives that Oak Park hopes to take on. Not only does Ferndale border Oak Park, but also their leadership and staff have conveyed a willingness and eagerness to work together to further Complete Streets principles, such as with the Nine Mile Redesign. Ferndale should be seen as a major partner going forward.

Southfield – The City of Southfield has also made a fair share of transportation improvements over the last decade or so. From instituting their own bike share program to working towards revitalizing some of their main commercial corridors, Southfield can also be seen as a potential major partner in furthering a cohesive non-motorized transportation network.

Detroit – With Detroit being the largest municipality in Southeast Michigan and serving as a regional leader on non-motorized transportation improvements, they should be looked at as a massive partner going forward. From the rapid growth of on-road bike lanes, to the recent installation of their bike share program, MoGo, Detroit has already accomplished a great deal to improve transportation outcomes for its residents and visitors.

Others – There are various other neighboring and nearby municipalities, such as Berkley, Royal Oak, and Huntington Woods, that Oak Park should hope to partner and cooperate with in order to build a cohesive transportation network.

State

The City will have to work with agencies and partners within the jurisdiction of the State of Michigan to make sure that any and all infrastructure plans meet state guidelines and are complementary to initiatives that the state wishes to take on.

Michigan Department of Transportation – The Michigan Department of Transportation (MDOT) is responsible for Michigan's 9,669-mile state highway system, comprised of all M, I, and US routes. They also administer other state and federal transportation programs for intercity passenger services, local public transit services, the Transportation Economic Development Fund (TEDF), and more. A strong partnership with MDOT on future non-motorized transportation infrastructure improvements would be crucial for ensuring that the City is following state protocol.

Other

Other external partners that could play a role in the implementation and success of new non-motorized transportation improvements are members of the business community, members of the non-profit and philanthropy communities, local elected representatives both at the county and state levels, and prominent community members. Getting buy-in from these stakeholders could help with funding, planning, and education efforts as it relates to such initiatives.

Funding

In order to implement Complete Streets projects, they have to be adequately funded. Since many non-motorized facilities can be expensive, this will require contributions from a variety of sources. Funding contributions can come from the city or cities in which the project will be constructed, crowdfunding campaigns, and various types of grants.

City Funds

It will be crucial for the City to self-fund projects in order to make sure that they come to fruition. City funds can be used to entirely fund small projects, and can be used to partially fund larger projects. Further, it is important that Oak Park enlist funding help from neighboring cities if those cities are to benefit from the project.

General Fund – A community's general fund dollars have no restriction placed on them preventing them from being used for non-motorized improvements. The improvements do, however, need to be approved by a community's governing body, such as the City Council.

Millage – A millage is a tax on property owners based on the value of their home. Millages are use-specific and approved by a vote of the residents. They can potentially be used to raise funds for large, long-term infrastructure improvements.

Special Assessment – A special assessment is a special kind of tax on a subset of a community. Special assessments, such as for fence or sidewalk repairs, are placed on those adjacent land owners who will receive the greatest benefit from a project to be funded using a special assessment. These can potentially be used when making some transportation infrastructure improvements.

Crowdfunding

Crowdfunding campaigns can potentially be initiated by the City itself or even by residents or community groups within the City. Websites such as Kickstarter.com and Patronicity.com can offer unique and efficient alternatives for raising money for City projects.

Grants

Grants can be a huge help when trying to fund any type of project. There are seemingly countless grants available in the United States, and they can be large or small. City leaders need to make sure that they consider grant funding when planning infrastructure projects, so therefore they need to ensure that one or more staff members keeps an eye on all grant opportunities.

Moving Ahead for Progress in the 21st Century Act – This federal law, signed in 2012, is the most recent federal transportation funding law. It consolidates transportation funding programs that were available under the previous funding law including the Transportation Enhancement program, the Safe Routes to School program, and the Recreation Trails program into a program called Transportation Alternatives Program (TAP). TAP activities are projects that “expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure.” Since this legislation, Transportation Enhancement and Safe Routes to School funds are now distributed through a partnership between the Southeast Michigan Council of Governments (SEMCOG) and the Michigan Department of Transportation (MDOT). Each project is jointly evaluated by SEMCOG and MDOT staff to determine eligibility and consistency with TAP program requirements.

Michigan Natural Resources Trust Fund – State grants are available to local units of government for acquisition and development of land and facilities for outdoor recreation such as shared-use paths. Recent priorities have been trails, natural corridors, and projects located within urban areas. The Michigan Natural Resources Trust Fund (MNRTF) provides funding for the purchase and development of land for natural resource based preservation and recreation. Goals of the program are to protect natural resources, improve recreation opportunities for Michiganders, and stimulate Michigan's economy through recreation. With non-motorized transportation and recreation being so closely linked, grant opportunities through the MNRTF should be seriously considered for future Complete Streets projects.

Other Grants – Lastly, there are countless other grants, both large and small, which are available for the City of Oak Park to apply to that may help the City fund non-motorized transportation improvements. Websites such as GrantFinder.com can aid in finding such grants.

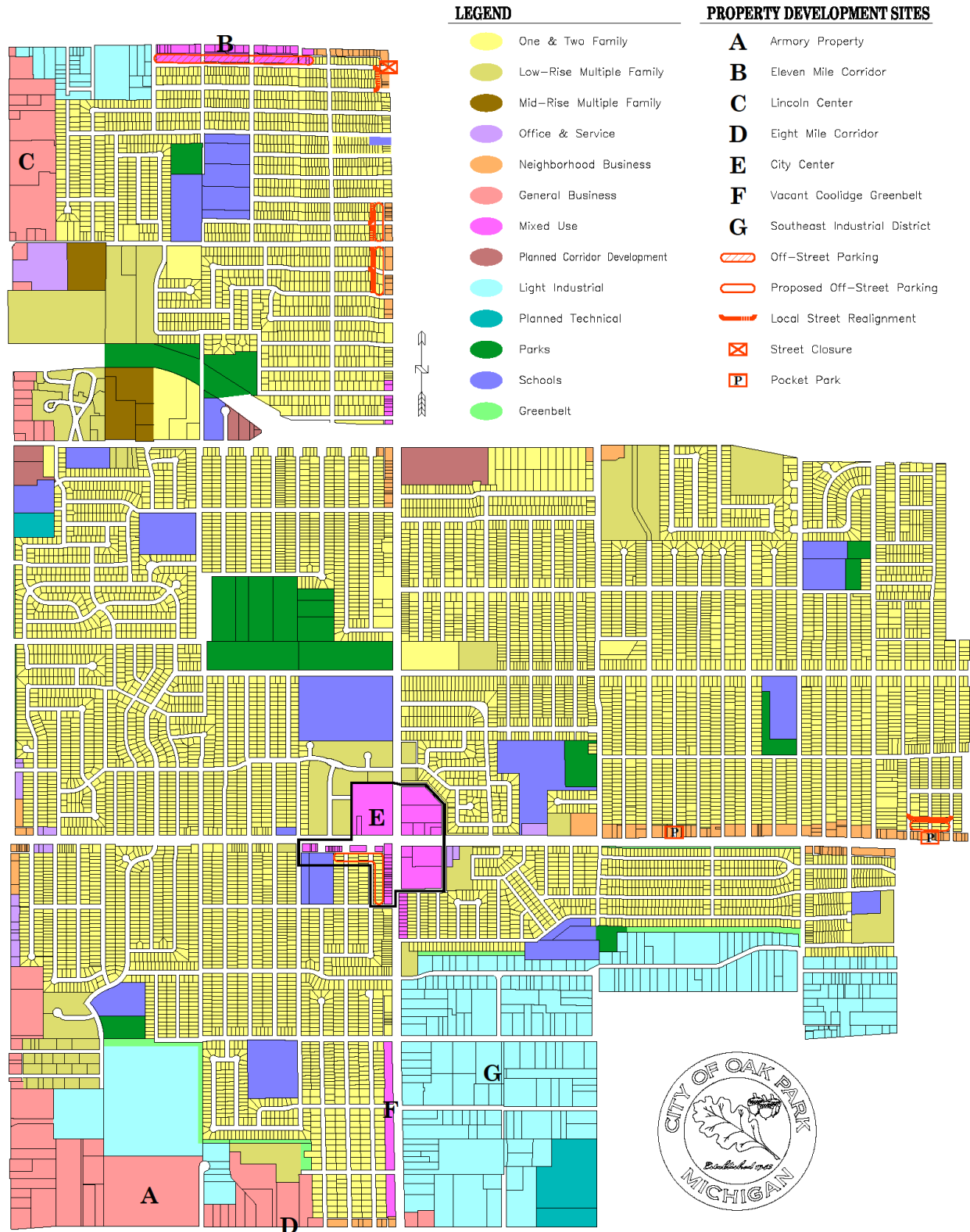
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APPENDIX A.

Oak Park Future Land Use Plan

CITY OF OAK PARK FUTURE LAND USE PLAN



APPENDIX B.

Michigan Public Act 135 of 2010

Act No. 135
Public Acts of 2010
Approved by the Governor
August 1, 2010
Filed with the Secretary of State
August 2, 2010
EFFECTIVE DATE: August 2, 2010

**STATE OF MICHIGAN
95TH LEGISLATURE
REGULAR SESSION OF 2010**

**Introduced by Reps. Switalski, Byrnes, Leland, Liss, Bledsoe, Wayne Schmidt, Donigan, Lisa Brown,
Tlaib, Gonzales, Young, Robert Jones and Roberts**

ENROLLED HOUSE BILL No. 6151

AN ACT to amend 1951 PA 51, entitled "An act to provide for the classification of all public roads, streets, and highways in this state, and for the revision of that classification and for additions to and deletions from each classification; to set up and establish the Michigan transportation fund; to provide for the deposits in the Michigan transportation fund of specific taxes on motor vehicles and motor vehicle fuels; to provide for the allocation of funds from the Michigan transportation fund and the use and administration of the fund for transportation purposes; to set up and establish the truck safety fund; to provide for the allocation of funds from the truck safety fund and administration of the fund for truck safety purposes; to set up and establish the Michigan truck safety commission; to establish certain standards for road contracts for certain businesses; to provide for the continuing review of transportation needs within the state; to authorize the state transportation commission, counties, cities, and villages to borrow money, issue bonds, and make pledges of funds for transportation purposes; to authorize counties to advance funds for the payment of deficiencies necessary for the payment of bonds issued under this act; to provide for the limitations, payment, retirement, and security of the bonds and pledges; to provide for appropriations and tax levies by counties and townships for county roads; to authorize contributions by townships for county roads; to provide for the establishment and administration of the state trunk line fund, local bridge fund, comprehensive transportation fund, and certain other funds; to provide for the deposits in the state trunk line fund, critical bridge fund, comprehensive transportation fund, and certain other funds of money raised by specific taxes and fees; to provide for definitions of public transportation functions and criteria; to define the purposes for which Michigan transportation funds may be allocated; to provide for Michigan transportation fund grants; to provide for review and approval of transportation programs; to provide for submission of annual legislative requests and reports; to provide for the establishment and functions of certain advisory entities; to provide for conditions for grants; to provide for the issuance of bonds and notes for transportation purposes; to provide for the powers and duties of certain state and local agencies and officials; to provide for the making of loans for transportation purposes by the state transportation department and for the receipt and repayment by local units and agencies of those loans from certain specified sources; and to repeal acts and parts of acts," by amending the title and section 10k (MCL 247.660k), the title as amended by 2004 PA 384 and section 10k as amended by 2006 PA 82, and by adding section 10p.

The People of the State of Michigan enact:

TITLE

An act to provide for the classification of all public roads, streets, and highways in this state, and for the revision of that classification and for additions to and deletions from each classification; to set up and establish the Michigan transportation fund; to provide for the deposits in the Michigan transportation fund of specific taxes on motor vehicles and motor vehicle fuels; to provide for the allocation of funds from the Michigan transportation fund and the use and administration of the fund for transportation purposes; to promote safe and efficient travel for motor vehicle drivers, bicyclists, pedestrians, and other legal users of roads, streets, and highways; to set up and establish the truck safety

(79)

fund; to provide for the allocation of funds from the truck safety fund and administration of the fund for truck safety purposes; to set up and establish the Michigan truck safety commission; to establish certain standards for road contracts for certain businesses; to provide for the continuing review of transportation needs within the state; to authorize the state transportation commission, counties, cities, and villages to borrow money, issue bonds, and make pledges of funds for transportation purposes; to authorize counties to advance funds for the payment of deficiencies necessary for the payment of bonds issued under this act; to provide for the limitations, payment, retirement, and security of the bonds and pledges; to provide for appropriations and tax levies by counties and townships for county roads; to authorize contributions by townships for county roads; to provide for the establishment and administration of the state trunk line fund, local bridge fund, comprehensive transportation fund, and certain other funds; to provide for the deposits in the state trunk line fund, critical bridge fund, comprehensive transportation fund, and certain other funds of money raised by specific taxes and fees; to provide for definitions of public transportation functions and criteria; to define the purposes for which Michigan transportation funds may be allocated; to provide for Michigan transportation fund grants; to provide for review and approval of transportation programs; to provide for submission of annual legislative requests and reports; to provide for the establishment and functions of certain advisory entities; to provide for conditions for grants; to provide for the issuance of bonds and notes for transportation purposes; to provide for the powers and duties of certain state and local agencies and officials; to provide for the making of loans for transportation purposes by the state transportation department and for the receipt and repayment by local units and agencies of those loans from certain specified sources; and to repeal acts and parts of acts.

Sec. 10k. (1) Transportation purposes as provided in this act include provisions for facilities and services for nonmotorized transportation.

(2) Of the funds allocated from the Michigan transportation fund to the state trunk line fund and to the counties, cities, and villages, a reasonable amount, but not less than 1% of those funds shall be expended for construction or improvement of nonmotorized transportation services and facilities.

(3) An improvement in a road, street, or highway that meets accepted practices or established best practices and facilitates nonmotorized transportation such as the paving of unpaved road shoulders, the widening of lanes, the addition or improvement of a sidewalk in a city or village, or any other appropriate measure shall be considered to be a qualified nonmotorized facility for the purposes of this section.

(4) Units of government need not meet the provisions of this section annually, if the requirements are met as an average over a reasonable period of years, not to exceed 10.

(5) The state transportation department or a county, city, or village receiving money from the Michigan transportation fund annually shall prepare a 5-year program for the improvement of qualified nonmotorized facilities which when implemented would result in the expenditure of an amount equal to at least 1% of the amount distributed to the state transportation department or the county, city, or village, whichever is appropriate, from the Michigan transportation fund in the previous calendar year, multiplied by 10, less the accumulated total expenditures by the state transportation department or the county, city, or village for qualified nonmotorized facilities in the immediately preceding 5 calendar years. A county shall notify the state transportation department and each municipality in the county when the county completes preparation of its 5-year program under this subsection. A city or village shall notify the state transportation department and the county where the city or village is located when the city or village completes preparation of its 5-year program under this subsection. The department shall notify each affected county, city, or village when the department completes preparation of its 5-year program. A city or village receiving money from the Michigan transportation fund shall consult with the state transportation department or county in the city's or village's preparation of the 5-year program under this subsection when planning a nonmotorized project affecting a facility under the jurisdiction of the state transportation department or county. A county receiving money from the Michigan transportation fund shall consult with the state transportation department or a city or village when planning a nonmotorized project affecting a transportation facility under the jurisdiction of the state transportation department or the city or village. The department shall consult with a county, city, or village when planning a nonmotorized project affecting a transportation facility within the county, city, or village.

(6) Facilities for nonmotorized transportation including those that contribute to complete streets as defined in section 10p may be established in conjunction with or separate from already existing highways, roads, and streets and shall be established when a highway, road, or street is being constructed, reconstructed, or relocated, unless:

- (a) The cost of establishing the facilities would be disproportionate to the need or probable use.
- (b) The establishment of the facilities would be contrary to public safety or state or federal law.
- (c) Adequate facilities for nonmotorized transportation already exist in the area.

(d) The previous expenditures and projected expenditures for nonmotorized transportation facilities for the fiscal year exceed 1% of that unit's share of the Michigan transportation fund, in which case additional expenditures shall be discretionary.

(7) The state transportation department may provide information and assistance to county road commissions, cities, and villages on the planning, design, and construction of nonmotorized transportation facilities and services.

Sec. 10p. (1) As used in this section:

(a) "Complete streets" means roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle.

(b) "Complete streets policy" means a document that provides guidance for the planning, design, and construction of roadways or an interconnected network of transportation facilities being constructed or reconstructed and designated for a transportation purpose that promotes complete streets and meets all of the following requirements:

(i) Is sensitive to the local context and recognizes that needs vary according to urban, suburban, and rural settings.

(ii) Considers the functional class of the roadway and project costs and allows for appropriate exemptions.

(iii) Considers the varying mobility needs of all legal users of the roadway, of all ages and abilities.

(c) "Department" means the state transportation department.

(d) "Local road agency" means that term as defined in section 9a.

(e) "Municipality" means a city, village, or township.

(2) The state transportation commission shall do both of the following by not later than 2 years after the effective date of the amendatory act that added this section:

(a) Adopt a complete streets policy for the department.

(b) Develop a model complete streets policy or policies to be made available for use by municipalities and counties.

(3) Before a municipality approves any project in its multiyear capital program that affects a roadway or transportation facility under the jurisdiction of the state transportation department or within or under the jurisdiction of a county or another municipality, it shall consult with the affected agency and agree on how to address the respective complete streets policies, subject to each agency's powers and duties. Before the department submits its multiyear capital plan to the commission or a county road agency approves its multiyear capital plan, for any project that affects a roadway or transportation facility within or under the jurisdiction of a municipality, the department or county road agency shall consult with the municipality and agree on how to address the respective complete streets policies, subject to each agency's powers and duties. Failure to come to an agreement shall not prevent the department from submitting its multiyear capital plan to the commission. This subsection does not apply under any of the following circumstances:

(a) If neither the agency proposing the project nor the affected agency has a complete streets policy.

(b) If the project was included in a municipality's multiyear capital program or the department's or a county's multiyear capital plan on July 1, 2010.

(4) The department may provide assistance to and coordinate with local agencies in developing and implementing complete streets policies. The department shall share expertise in nonmotorized and multimodal transportation planning in the development of trunk line projects within municipal boundaries.

(5) The department, local road agencies, and municipalities may enter into agreements with each other providing for maintenance of transportation facilities constructed to implement a complete streets policy.

(6) A complete streets advisory council is created within the department. The advisory council shall consist of the following members appointed by the governor:

(a) The director of the state transportation department or his or her designee.

(b) The director of the department of community health or his or her designee.

(c) The director of the department of state police or his or her designee.

(d) One individual representing the state transportation commission.

(e) One individual representing environmental organizations.

(f) One individual representing planning organizations.

(g) One individual representing organizations of disabled persons.

(h) One individual representing road commission organizations.

(i) One individual representing public transit users organizations.

(j) One licensed professional engineer or traffic engineer.

(k) One individual representing the Michigan municipal league.

(l) One individual representing the AARP.

(m) One individual representing the league of Michigan bicyclists.

(n) One individual representing a pedestrian organization.

(o) One individual representing the Michigan public transit association.

(p) One individual representing the Michigan townships association.

(q) As nonvoting members, the director of the department of natural resources and environment or his or her designee, the executive director of the Michigan state housing development authority or his or her designee, and the heads of such other state departments and agencies, as the governor considers appropriate, or their designees.

(7) The members first appointed to the advisory council shall be appointed within 60 days after the effective date of this section. Members of the advisory council shall serve for terms of 3 years or until a successor is appointed, whichever is later, except that of the members first appointed 3 shall serve for 1 year, 3 shall serve for 2 years, and 3 shall serve for 3 years. If a vacancy occurs on the advisory council, the governor shall make an appointment for the unexpired term in the same manner as the original appointment. The governor may remove a member of the advisory council for incompetency, dereliction of duty, malfeasance, misfeasance, or nonfeasance in office, or any other good cause.

(8) The first meeting of the advisory council shall be called by the director of the state transportation department. At the first meeting, the advisory council shall elect from among its members a chairperson, vice-chairperson, secretary, and other officers as it considers necessary or appropriate. After the first meeting and before 2018, the advisory council shall meet at least quarterly, or more frequently at the call of the chairperson or if requested by 3 or more members. A majority of the members of the advisory council constitute a quorum for the transaction of business at a meeting of the advisory council. The affirmative vote of a majority of the members are required for official action of the advisory council.

(9) The business that the advisory council may perform shall be conducted at a public meeting of the advisory council held in compliance with the open meetings act, 1976 PA 267, MCL 15.261 to 15.275. A writing prepared, owned, used, in the possession of, or retained by the advisory council in the performance of an official function is subject to the freedom of information act, 1976 PA 442, MCL 15.231 to 15.246.

(10) Members of the advisory council shall serve without compensation. However, members of the advisory council may be reimbursed for their actual and necessary expenses incurred in the performance of their official duties as members of the advisory council.

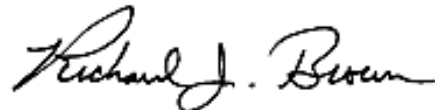
(11) The advisory council shall do all of the following:

(a) Provide education and advice to the state transportation commission, county road commissions, municipalities, interest groups, and the public on the development, implementation, and coordination of complete streets policies.

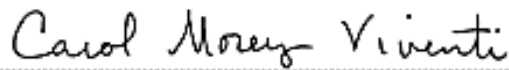
(b) By December 30, 2011, and each calendar year thereafter, report to the governor, the state transportation commission, and the legislature on the status of complete streets policies in this state. The report shall contain a summary of the advisory council's proceedings, a statement of instances in which the department and a municipality were unable to agree under subsection (3) on a department project affecting a roadway or transportation facility within or under the jurisdiction of the municipality, and any other necessary or useful information and any additional information that may be requested by the governor.

(c) Advise the state transportation commission on the adoption of model policies under subsection (2).

This act is ordered to take immediate effect.



.....
Clerk of the House of Representatives



.....
Secretary of the Senate

Approved

.....
Governor

APPENDIX C.

Oak Park Complete Streets Resolution

**(AGENDA ITEM #151) RESOLUTIONS SUPPORTING
“COMPLETE STREETS” POLICIES – APPROVED**

Motion by Weiss, seconded by Burns, CARRIED, to adopt the following resolution supporting “Complete Streets” policies:

**CITY OF OAK PARK
OAKLAND COUNTY, MICHIGAN**

RESOLUTION IN SUPPORT OF A COMPLETE STREETS POLICY IN OAK PARK

WHEREAS, “Complete Streets” are defined as streets that safely accommodate all legal users of the right-of-way, including pedestrians, people requiring mobility aids, bicyclists, and drivers and passengers of transit vehicles, trucks, automobiles, and motorcycles; and

WHEREAS, such “Complete Streets” increase active transportation, improve public health, promote economic development, create a cleaner environment, enhance community connections, and generally improve City residents’ standard of living; and

WHEREAS, such “Complete Streets” are achieved when all public street projects in the City are designed and developed to safely accommodate all legal users of the right-of-way; and

WHEREAS, the design and development of such “Complete Streets” offer long-term cost savings and opportunities to create safe and convenient non-motorized transportation travel; and The City of Oak Park supports the acceptance of a grant from Oakland County with partial funding of the project; and

WHEREAS, all public street projects are developed in cooperation with the Michigan Legislature’s “Complete Streets” legislation, as seen in Public Acts 134 and 134, that requires the Michigan Department of Transportation to consider all users in transportation-related projects and to work with local units of government to include planning for “Complete Streets” in their transportation programming;

NOW, THEREFORE, BE IT RESOLVED, the Council of the City of Oak Park hereby declares its support of “Complete Streets” policies.

Roll Call Vote:	Yes:	McClellan, Radner, Burns, Weiss
	No:	Rich
	Absent:	None

APPENDIX D.

Oak Park Complete Streets Survey

Our Vision:

The City of Oak Park will lead the region as the most dynamic city in Metropolitan Detroit, serving as a destination for vibrant, cutting-edge community life.

Our Mission:

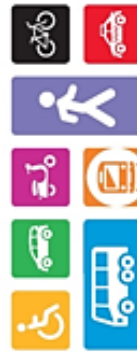
In the City of Oak Park, we strive to provide the highest quality of life for our residents in everything we do. We pride ourselves on the richness of our cultural diversity and our safe and secure neighborhoods. We actively encourage residential and business growth. We are business-minded and family-centered.

Our Values:

As City Council and Administration for the City of Oak Park, we are committed to the following:

- Prioritizing our public's well-being first
- Operating with integrity and maintaining the trust of our residents
- Providing the highest quality programs and services
- Serving as good stewards of our financial and physical resources
- Delivering honest, responsive government
- Attracting innovation, community development, and business enterprise

Complete Streets Plan Survey



Type Here



Community, Culture, Commerce

City of Oak Park
Economic Development and Communications
14300 Oak Park Blvd
Oak Park, MI 48237

As the City of Oak Park makes necessary improvements to its transportation infrastructure, it must take into consideration the needs of all transportation users.

The idea behind modernizing the City's transportation infrastructure is to have "Complete Streets", or streets that provide for all transportation users equally – motorists, bicyclists, and pedestrians alike.

Please help the City of Oak Park determine its future transportation needs by filling out this survey. After filling it out, please drop it off or mail it to the Department of Economic Development and Communications at 14300 Oak Park Blvd, Oak Park, MI 48237 by 05/18/2018. Thank you for your participation.

1. For demographic purposes, what general area of Oak Park do you live in?
☐ North Oak Park (North of 10 Mile)
☐ West Oak Park (West of Coolidge, between 9 Mile and 10 Mile)
☐ East Oak Park (East of Coolidge, between 9 Mile and 10 Mile)
☐ South Oak Park (South of 9 Mile)

2. For demographic purposes, what is your age category?
☐ 18 and Under
☐ 19-34
☐ 35-44
☐ 45-54
☐ 55-64
☐ 65 and Over

3. What is your most common mode of transportation?
☐ Motor Vehicle
☐ Bicycle
☐ Walking
☐ Public Transit
☐ Other _____

- ☐ Motor Vehicle
- ☐ Bicycle
- ☐ Walking
- ☐ Public Transit
- ☐ Other _____

4. What is your second most common mode of transportation?
☐ Motor Vehicle
☐ Bicycle
☐ Walking
☐ Public Transit
☐ Other _____

- ☐ Motor Vehicle
- ☐ Bicycle
- ☐ Walking
- ☐ Public Transit
- ☐ Other _____

5. Typically, what is the nature of your non-motorized travel?
☐ Leisure/Exercise
☐ Work
☐ School
☐ Errands
☐ Other _____

- ☐ Leisure/Exercise
- ☐ Work
- ☐ School
- ☐ Errands
- ☐ Other _____

6. What kinds of destinations would you like to use non-motorized transportation to get to?
☐ Schools
☐ Parks
☐ Shopping
☐ Work
☐ Friends/Family
☐ Other _____

- ☐ Schools
- ☐ Parks
- ☐ Shopping
- ☐ Work
- ☐ Friends/Family
- ☐ Other _____

7. How important is it to you that the City modernize its transportation infrastructure?
☐ Very Important
☐ Somewhat Important
☐ Not Important

- ☐ Very Important
- ☐ Somewhat Important
- ☐ Not Important

8. Would you bicycle more often if the City had better bicycling facilities such as bicycle lanes, bicycle parking, and bicycle repair stations?
☐ Yes
☐ No

- ☐ Yes
- ☐ No

- 8.a. What suggestions do you have for the improvement of bicycling facilities?

9. Would you walk more often if the City had better pedestrian facilities such as well-lit walkways, benches, and public art displays?
☐ Yes
☐ No

- ☐ Yes
- ☐ No

- 9.a. What suggestions do you have for the improvement of pedestrian facilities?

10. Additional comments:

Please fold, tape, and return to the Department of Economic Development and Communications at 14300 Oak Park Blvd, Oak Park, MI 48237 by 05/18/2018.

**BUSINESS OF THE CITY COUNCIL, OAK PARK, MICHIGAN**

AGENDA OF: August 20, 2018 **AGENDA #**

SUBJECT: Authorize to approve Amendment No. 3 for the City's water service contract with the Great Lakes Water Authority.

DEPARTMENT: DPW/Technical & Planning – Engineering *KJY*

SUMMARY: Attached is a copy of Amendment No. 3 to the Water Service Contract between the Great Lakes Water Authority and the City of Oak Park. This amendment clarifies some contract language as well as revises our annual volume. Overall these revisions will not change our base wholesale water rates.

RECOMMENDED ACTION: It is recommended that City Council approve this Amendment No. 3 with the Great Lakes Water Authority and authorize the Mayor, City Manager, and City Clerk to sign the contract on behalf of the City upon final approval from the City Attorney's Office.

APPROVALS:

City Manager: _____

Department Director: _____

Finance Director: _____

EXHIBITS: GLWA Amendment No. 3

**AMENDMENT NO. 3 TO WATER SERVICE CONTRACT
BETWEEN
GREAT LAKES WATER AUTHORITY
AND
CITY OF OAK PARK**

This Amendment Agreement No. 3 ("Amendment") is made between the Great Lakes Water Authority, a municipal authority and public body corporate ("GLWA"), and the City of Oak Park, a municipal corporation ("Customer"). GLWA and Customer are collectively referred to as the "Parties".

RECITALS

- a. GLWA leases, operates and maintains the public water supply system owned by the City of Detroit ("System"); and
- b. On March 17, 2009, the Parties entered into a Water Service Contract ("Contract") reflecting the terms and conditions governing the delivery and purchase of potable water, as subsequently amended and assigned; and
- c. Article 15 of the Contract permits the Parties to amend the Contract by mutual agreement; and
- d. Through the One Water Partnership, GLWA customer members requested that GLWA undertake an effort to place all customers on the same periodic contract review schedule ("Reopener Schedule") to assist in reducing, as much as practicable, volatility in customer charges; and
- e. GLWA agreed to devise a contract alignment process ("CAP") which would result in all model contracts being reopened on a four-year schedule beginning in calendar year 2022 and every four years thereafter; and
- f. The CAP requires that, regardless of Customer's current Reopener Schedule, that Customer's Contract be amended in calendar year 2018; and
- g. In consideration of the mutual undertakings of the Parties and for the benefit of the public, it is the mutual desire of the Parties to enter into this Amendment to amend the Contract as set out in detail in the following sections; and

ACCORDINGLY, THE PARTIES AGREE AS FOLLOWS:

- 1. Section 5.07 of the Contract is deleted in its entirety and replaced with the following:

5.07 Periodic Review and Reopener. For Customer and System planning purposes and, regarding the Minimum Annual Volume, enforcement of the provisions of Article 3, Maximum Flow Rates, Pressure Ranges, Projected Annual Volumes and Minimum Annual Volumes (collectively, "Values") shall be established by mutual agreement for the Contract Term. As of calendar year 2018, the Parties shall review the Values in calendar year 2022 and every four years thereafter for the Contract Term and any renewal terms (each review year a "Reopener Year", and collectively the Reopener Years comprising the "Reopener

Schedule"). However, if Customer executes the Contract more than two years before the next Reopener Year, then the Reopener Schedule set forth in bold type in Exhibit B, Table 2, shall be modified and shown to permit one additional Reopener Year prior to the next Reopener Year in the Reopener Schedule. The Values shall be contractually binding between each Reopener Year. If the Parties do not negotiate Values according to the Reopener Schedule, then the Values established for planning purposes (as shown in italicized type in Exhibit B) shall become contractually binding until the next Reopener Year.

2. Exhibit A of the Contract is amended by deleting in its entirety the existing Exhibit A and substituting the attached Exhibit A in its place.
3. Exhibit B of the Contract is amended by deleting in its entirety the existing Exhibit B and substituting the attached Exhibit B in its place.
4. With the exception of the provisions of the Contract specifically contained in this Amendment, all other terms, conditions and covenants contained in the Contract shall remain in full force and effect and as set forth in the Contract.
5. This Amendment to the Contract shall be effective and binding upon the Parties when it is signed and acknowledged by the duly authorized representatives of both Parties, and is approved by Customer's governing body and the GLWA Board of Directors.

(Signatures appear on next page)

Accordingly, GLWA and Customer, by and through their duly authorized officers and representatives, have executed this Amendment.

City of Oak Park:

By: _____
Marian McClellan
Mayor

By: _____
Erik Tungate
City Manager

By: _____
T. Edwin Norris
City Clerk

APPROVED AS TO FORM BY
OAK PARK CITY ATTORNEY ON:

City Attorney Date

APPROVED BY
OAK PARK CITY COUNCIL ON:

Date

Great Lakes Water Authority:

By: _____
Sue F. McCormick
Chief Executive Officer

APPROVED BY
GLWA BOARD OF DIRECTORS ON:

Date

APPROVED AS TO FORM BY
GLWA GENERAL COUNSEL ON:

General Counsel Date

EXHIBIT A

Customer's Water Distribution Points

This Exhibit contains the following information:

1. The corporate limits of Customer;
2. The agreed upon water Service Area of Customer which (a) may or may not be entirely within the corporate limits of Customer and (b) which may or may not include the entire area within the Customer's corporate limits;
3. The specific location of the Water Distribution Points, including any Board approved emergency connections;
4. The designation of appurtenances to be maintained by Customer and those to be maintained by the Board; and
5. A list of any closed meter locations.

Exhibit A

Oak Park Emergency Connections:

Connection to City of Berkley (SOCWA)

12" GV&W at the Intersection of Eleven Mile and Tulare

Connection to Ferndale

12" GV&W at the Intersection of Hyland and Nine Mile Road

Oak Park Water Customers Outside Corporate Limits:

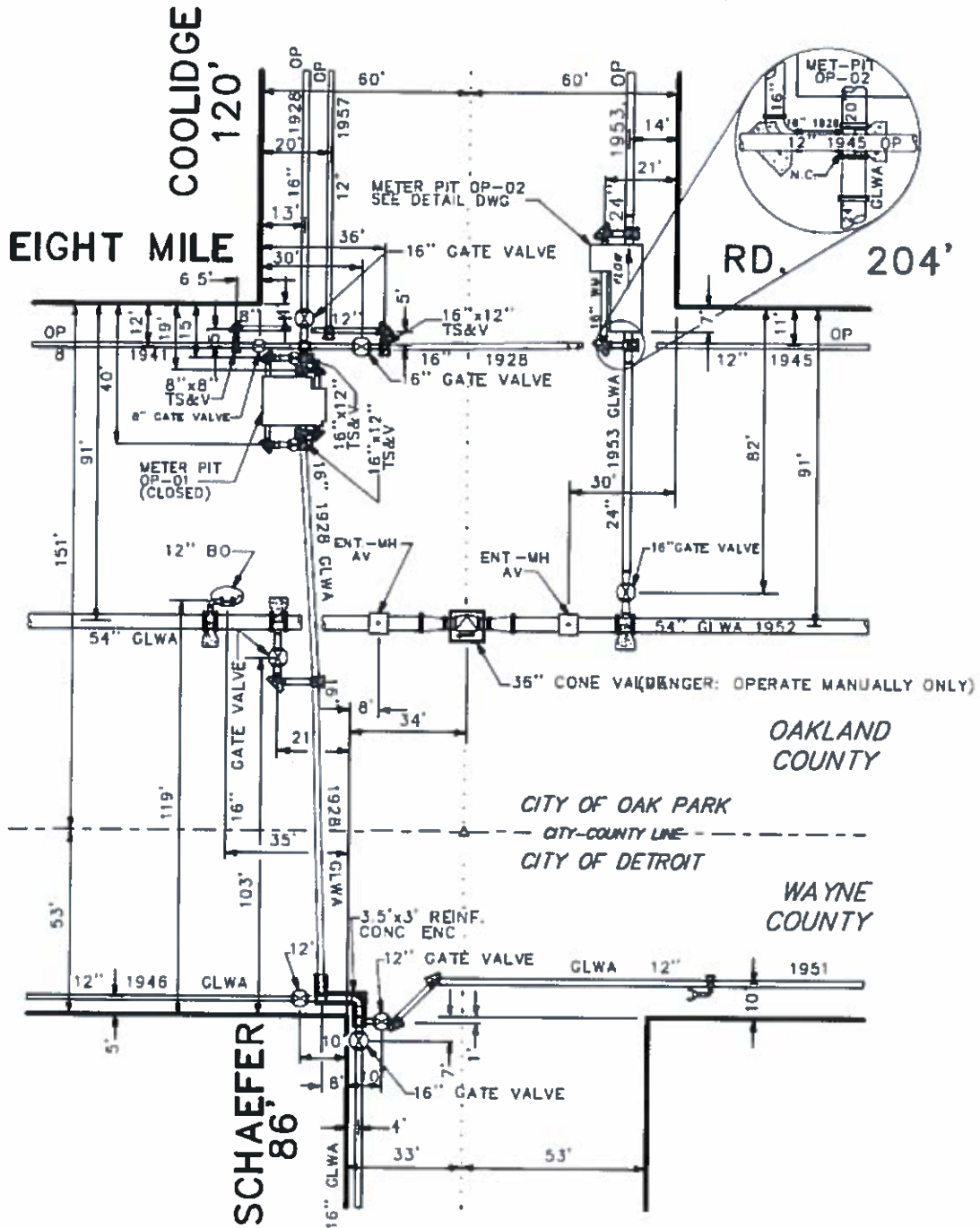
None.

Oak Park Master Meter Not In Service:

OP-1.

EXHIBIT-A OP-02

EIGHT MILE RD. NORTH ON COOLIDGE EAST SIDE
CITY OF OAK PARK



OP-OAK PARK OWNERSHIP
AND MAINTENANCE

GLWA - GREAT LAKES WATER AUTHORITY
OPERATION AND MAINTENANCE
(CITY OF DETROIT OWNERSHIP)

SITE PLAN
N.T.S.

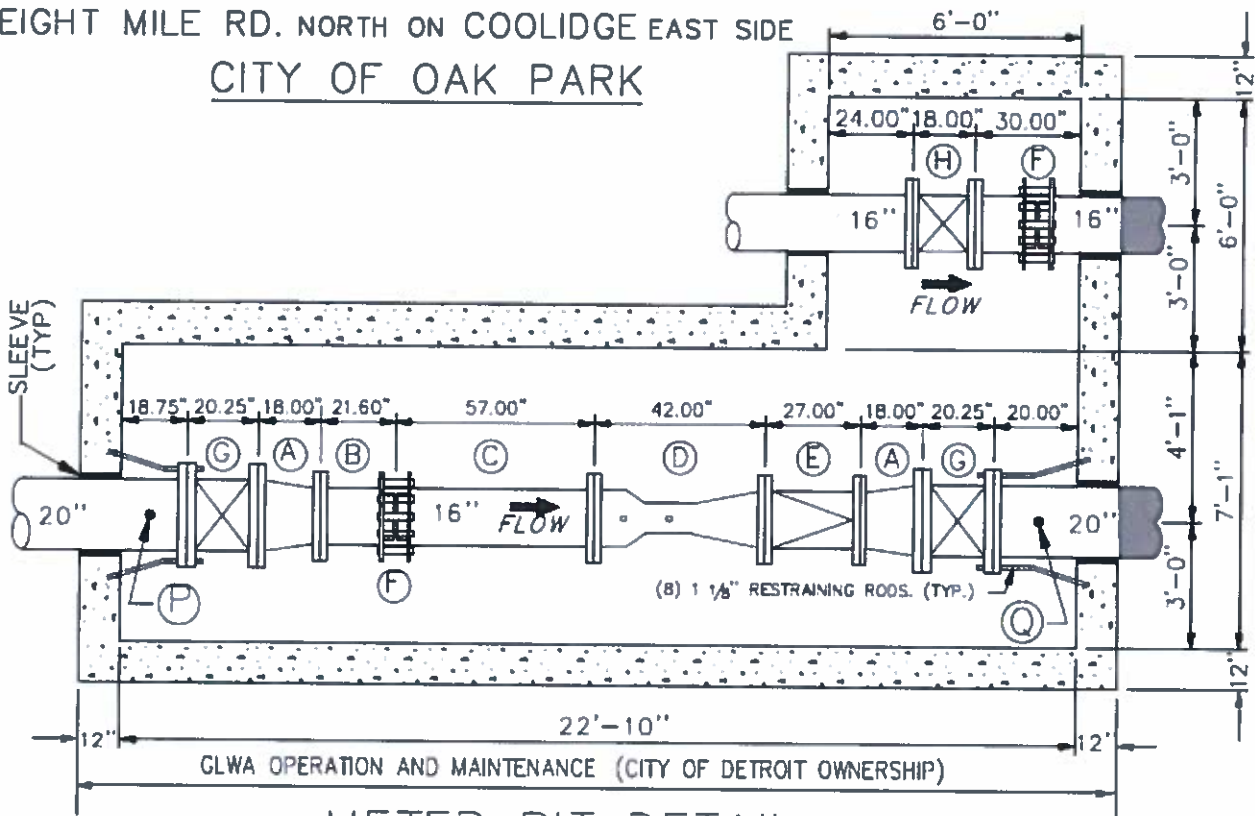
LOCATIONS SUBJECT
TO VERIFICATION IN
THE FIELD.



OP
02

EXHIBIT-A OP-02

EIGHT MILE RD. NORTH ON COOLIDGE EAST SIDE
CITY OF OAK PARK



METER PIT DETAIL
N.T.S.

OAK PARK OWNERSHIP
AND MAINTENANCE

TYPICAL PRESSURE LOSS THRU METER	
METER TYPE	P.S.I. LOSS
VENTURI	1 TO 2
MAC	0
TURBINE	4 - 6

LEGEND			
TAG	QTY.	DESCRIPTION	SIZE
A	2	DUCTILE IRON CONCENTRIC REDUCER	20" x 16"
B	1	F x PE DUCTILE IRON SPOOL PIECE	16" x 21.60"
C	1	F x PE DUCTILE IRON SPOOL PIECE	16" x 57"
D	1	VENTURI TUBE - 11.6" THROAT	16"
E	1	TILTED DISC CHECK VALVE	16"
F	2	'DRESSER STYLE' 38 COUPLING	16"
G	2	GATE VALVE	20"
H	1	GATE VALVE	16"

Ⓟ-UPSTREAM PRESSURE TRANSMITTER,
G.L.W.A. OPERATION & MAINTENANCE
(CITY OF DETROIT OWNERSHIP)

Ⓣ-DOWNSTREAM PRESSURE TRANSMITTER,
G.L.W.A. OPERATION & MAINTENANCE
(CITY OF DETROIT OWNERSHIP)

ADDRESS _____ 13501 EIGHT MILE ROAD
FEED TO _____ CITY OF OAK PARK
FEED FROM _____ 54" GLWA WATER MAIN
TYPE OF METER _____ VENTURI
SIZE OF METER _____ 16" x 11.6"
METER NUMBER _____ 95-041F2-16-01
DATE OF METER SET _____ 7/12/1995
METER PIT SIZE & CONST. _____ 22'-10" x 13'-1" ID REINF. CONCRETE
GATE BOOK NO. _____ N-63
REMARKS _____ EAST SIDE OF STREET

OP
02

EXHIBIT B

Projected Annual Volume and Minimum Annual Volume (Table 1)
Pressure Range and Maximum Flow Rate (Table 2)
Flow Split Assumptions (Table 3)
Addresses for Notice (Table 4)

Table 1 and Table 2 set forth the agreed upon Projected Annual Volumes, Minimum Annual Volumes, Pressure Ranges and Maximum Flow Rates for the term of this Contract provided that figures in bold type face are immediately enforceable pursuant to the terms of Section 5.07 and italicized figures are contained for planning purposes only but will become effective absent the negotiated replacements anticipated in Section 5.07.

The approximate rate of flow by individual meter set forth in Table 3 is the assumption upon which the Pressure Range commitments established in Table 2 have been devised. Should Customer deviate from these assumptions at any meter(s), the Board may be unable to meet the stated Pressure Range commitments in this Contract or in the contract of another customer of the Board and Section 5.08 of this Contract may be invoked.

EXHIBIT B

Table 1
Projected Annual Volume and Minimum Annual Volume

Fiscal Year Ending June 30	Projected Annual Volume (Mcf)	Minimum Annual Volume (Mcf)
2009	140,000	70,000
2010	140,000	70,000
2011	117,000	58,500
2012	117,000	58,500
2013	117,000	58,500
2014	117,000	58,500
2015	117,000	58,500
2016	117,000	58,500
2017	117,000	58,500
2018	117,000	58,500
2019	117,000	58,500
2020	97,000	48,500
2021	97,000	48,500
2022	97,000	48,500
2023	97,000	48,500
2024	97,000	48,500
2025	97,000	48,500
2026	97,000	48,500
2027	97,000	48,500
2028	97,000	48,500
2029	97,000	48,500
2030	97,000	48,500
2031	97,000	48,500
2032	97,000	48,500
2033	97,000	48,500
2034	97,000	48,500
2035	97,000	48,500
2036	97,000	48,500
2037	97,000	48,500
2038	97,000	48,500
2039	97,000	48,500

EXHIBIT B

Table 2
Pressure Range and Maximum Flow Rate

Calendar Year (Reopener Schedule in bold type)	Pressure Range (psi)		Maximum Flow Rate (mgd)	
	Meter OP-02		<u>Max Day</u>	<u>Peak Hour</u>
	<u>Min</u>	<u>Max</u>		
2009	30	60	4.91	5.89
2010	30	60	4.91	5.40
2011	35	60	4.10	4.10
2012	35	60	4.10	4.10
2013	35	60	4.10	4.10
2014	40	60	3.95	4.10
2015	40	60	3.95	3.95
2016	40	60	3.90	3.90
2017	40	60	3.90	3.90
2018	40	60	3.90	3.90
2019	40	60	3.90	3.90
2020	40	60	3.90	3.90
2021	40	60	3.90	3.90
2022	40	60	3.90	3.90
2023	40	60	3.90	3.90
2024	40	60	3.90	3.90
2025	40	60	3.90	3.90
2026	40	60	3.90	3.90
2027	40	60	3.90	3.90
2028	40	60	3.90	3.90
2029	40	60	3.90	3.90
2030	40	60	3.90	3.90
2031	40	60	3.90	3.90
2032	40	60	3.90	3.90
2033	40	60	3.90	3.90
2034	40	60	3.90	3.90
2035	40	60	3.90	3.90
2036	40	60	3.90	3.90
2037	40	60	3.90	3.90
2038	40	60	3.90	3.90

EXHIBIT B

Table 3
Flow Split Assumptions

Meter	Assumed Flow Split (2019-2022)
OP-02	100%

Table 4
Addresses for Notice

If to the Board:	If to Customer:
General Counsel Great Lakes Water Authority 735 Randolph, Suite 1901 Detroit, Michigan 48226	City Manager City of Oak Park 14000 Oak Park Boulevard Oak Park, Michigan 48237 Cc: Director of Public Works