



Plymouth City Commission

Regular Meeting Agenda

Monday, January 6, 2025 7:00 p.m.
Plymouth City Hall & Online Zoom Webinar

City of Plymouth
201 S. Main St.
Plymouth, Michigan 48170-1637

www.plymouthmi.gov
Phone 734-453-1234
Fax 734-455-1892

Join Zoom Webinar: Jan 6 <https://us02web.zoom.us/j/89260989216>

Passcode: 634610 Webinar ID: 892 6098 9216

- 1. CALL TO ORDER**
 - a. Pledge of Allegiance
 - b. Roll Call

- 2. APPROVAL OF MINUTES**
 - a. December 16, 2024 City Commission Regular Meeting Minutes

- 3. APPROVAL OF THE AGENDA**

- 4. ENACTMENT OF THE CONSENT AGENDA**

- 5. CITIZEN COMMENTS**

- 6. COMMISSION COMMENTS**

- 7. OLD BUSINESS**
 - a. Final Reading of Ordinance Changes for Police Department

- 8. NEW BUSINESS**
 - a. Ordinance Amendment Chapter 14 Animals
 - b. Ann Arbor Trail Pedestrian Improvements at Hamilton Street
 - c. Waste & Recycling Rate Increase

- 9. REPORTS AND CORRESPONDENCE**
 - a. Liaison Reports
 - b. Appointments/Reappointments

- 10. ADJOURNMENT**

Consent Agenda- The items on the Consent Agenda will be approved by one motion as Agenda Item #4. There will be no separate discussion of these items unless a Commissioner or citizen so requests, in which case that item will then be placed on the regular agenda.

Citizen Comments - This section of the agenda allows up to 3 minutes to present information or raise issues for items not on the agenda. Upon arising to address the Commission, speakers should first identify themselves by clearly stating their name and address. Comments must be limited to the subject of the item.

Meetings of the City of Plymouth are open to all without regard to race, sex, color, age, national origin, religion, height, weight, marital status, disability, or any other trait protected under applicable law. Any individual planning to attend the meeting who has need of special assistance under the Americans with Disabilities Act (ADA) should submit a request to the ADA Coordinator at 734-453-1234 ext. 234 at least two working days in advance of the meeting so an attempt can be made to make reasonable accommodations. The request may also be submitted via mail at 201 S. Main St. Plymouth, MI 48170, or email to clerk@plymouthmi.gov.

City of Plymouth Strategic Plan 2022-2026

GOAL AREA ONE - SUSTAINABLE INFRASTRUCTURE

OBJECTIVES

1. Identify and establish sustainable financial model(s) for major capital projects, Old Village business district, 35th District Court, recreation department, and public safety
2. Incorporate eco-friendly, sustainable practices into city assets, services, and policies; including more environmentally friendly surfaces, reduced impervious surfaces, expanded recycling and composting services, prioritizing native and pollinator-friendly plants, encouraging rain gardens, and growing a mature tree canopy
3. Partner with or become members of additional environmentally aware organizations
4. Increase technology infrastructure into city assets, services, and policies
5. Continue sustainable infrastructure improvement for utilities, facilities, and fleet
6. Address changing vehicular habits, including paid parking system /parking deck replacement plan, electric vehicle (EV) charging stations, and one-way street options

GOAL AREA TWO – STAFF DEVELOPMENT, TRAINING, AND SUCCESSION

OBJECTIVES

1. Create a 5-year staffing projection
2. Review current recruitment strategies and identify additional resources
3. Identify/establish flex scheduling positions and procedures
4. Develop a plan for an internship program
5. Review potential department collaborations
6. Hire an additional recreation professional
7. Review current diversity, equity, and inclusion training opportunities
8. Seek out training opportunities for serving diverse communities

GOAL AREA THREE - COMMUNITY CONNECTIVITY

OBJECTIVES

1. Engage in partnerships with public, private and non-profit entities
2. Increase residential/business education programs for active citizen engagement
3. Robust diversity, equity, and inclusion programs
4. Actively participate with multi-governmental lobbies (Michigan Municipal League, Conference of Western Wayne, etc.)

GOAL AREA FOUR - ATTRACTIVE, LIVABLE COMMUNITY

OBJECTIVES

1. Create vibrant commercial districts by seeking appropriate mixed-use development, marketing transitional properties, and implementing Redevelopment Ready Communities (RRC) practices
2. Improve existing and pursue additional recreational and public green space opportunities and facilities for all ages
3. Develop multi-modal transportation plan which prioritizes pedestrian and biker safety
4. Improve link between Hines Park, Old Village, Downtown Plymouth, Plymouth Township, and other regional destinations
5. Maintain safe, well-lit neighborhoods with diverse housing stock that maximizes resident livability and satisfaction
6. Modernize and update zoning ordinance to reflect community vision
7. Implement Kellogg Park master plan

“The government in this community is small and accessible to all concerned.”

-Plymouth Mayor Joe Bida
November 1977



City of Plymouth
City Commission Regular Meeting Minutes
Monday, December 16, 2024, 7:00 p.m.
Plymouth City Hall 201 S. Main Street

City of Plymouth
201 S. Main St.
Plymouth, Michigan 48170-1637

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Phone 734-453-1234
Fax 734-455-1892

1. CALL TO ORDER

- a. Mayor Suzi Deal called the meeting to order at 7:00 p.m. and led the Pledge of Allegiance.
- b. Roll Call

Present: Mayor Suzi Deal, Commissioners Linda Filipczak, Jennifer Kehoe, Alanna Maguire, Brock Minton, Nick Moroz

Excused: Mayor ProTem Kelly O'Donnell

Also present: City Manager Paul Sincock, City Attorney Bob Marzano, and various members of the city administration

2. APPROVAL OF MINUTES

Filipczak offered a motion, seconded by Kehoe to approve the December 2, 2024 City Commission Regular Meeting minutes.

There was a voice vote.

MOTION PASSED UNANIMOUSLY

3. APPROVAL OF THE AGENDA

Filipczak offered a motion, seconded by Moroz to approve the agenda for the December 16, 2024 meeting.

There was a voice vote.

MOTION PASSED UNANIMOUSLY

4. ENACTMENT OF THE CONSENT AGENDA

- a. Approval of November 2024 Bills
- b. Special Event: Hanukkah Candle Lighting and Celebration – December 26, 2024

Kehoe offered a motion, seconded by Minton to approve the consent agenda for December 16, 2024.

There was a voice vote.

MOTION PASSED UNANIMOUSLY

5. CITIZEN COMMENTS

None

6. COMMISSION COMMENTS

Kehoe- Attended in the Christmas in Plymouth event on Friday. Was a great event.

Moroz- Thanked Kehoe for leadership on the Hanakkah event that was approved. Also, thanked the Administration on all the communications on snowfall and road conditions.

Deal thanked Administration for all their extra efforts. She also read a resignation letter from Mayor ProTem O'Donnell, who is stepping down from the City Commission, effective immediately after the January 6, 2025 City Commission meeting.

7. OLD BUSINESS

None

8. NEW BUSINESS

a. First Reading of Ordinance Changes for Police Department

The following motion was offered by Filipczak and seconded by Maguire:

RESOLUTION 2024-101

WHEREAS The City of Plymouth has a Code of Ordinances and from time to time it is necessary to update the Ordinance due to changes in law or technology.

NOW THEREFORE BE IT RESOLVED THAT the City Commission of the City of Plymouth does hereby amend the following sections of City Ordinances at their first reading:

- Section 54-76 – Public Intoxication
- Section 54-78 – Trespass at night
- Section 54-233 – Malicious Use of Service Provided by Telecommunications Service Providers
- Section 54-276 – General Prohibition
- Section 54-278 – Paraphernalia
- Section 54-327 – Minors under 18 Years of Age
- Section 54-328 – Aiding, Abetting Prohibited
- Section 54-361 – Use or Possession of Tobacco Products by Minors
- Section 54-362 – Sale of Tobacco Products, Vapor Product or Alternative Nicotine Products to Persons Under 21 Years of Age
- Section 14-14 – Running at Large
- Section 14-15 – Offenses by Dogs

BE IT FURTHER RESOLVED THAT The City Commission adds the following sections to the Code of Ordinances at their First Reading.

- Section 54-9 – Violations of State Law
- Section 54-209 – Replica or facsimile of firearms
- Section 54-281 – Controlled substances to be kept in original package
- Section 54-329 – Spray Paint

There was a voice vote.

MOTION PASSED UNANIMOUSLY

b. Police Training Contract Authorization

The following motion was offered by Maguire and seconded by Filipczak:

RESOLUTION 2024-102

WHEREAS The City of Plymouth maintains a police department in accordance with the City Charter to help protect the public health, safety and welfare; and

WHEREAS There is a need for on-going training of our police officers there are certain standards established by the Michigan Commission on Law Enforcement (MCOLES); and

WHEREAS The Police Chief has recommended that the City join with other municipalities to engage in a partnership with the Michigan Law Enforcement Training Associates (MLETA).

NOW THEREFORE BE IT RESOLVED THAT the City Commission of the City of Plymouth does hereby authorize a contract with MLETA in the amount of \$9,800.00 to help meet the new training requirements of MCOLES. Funding for this purchase is authorized from the Police Department Budget.

There was a voice vote.

MOTION PASSED UNANIMOUSLY

c. Annual State Highway Permit - 2025

The following motion was offered by Kehoe and seconded by Minton:

RESOLUTION 2024-103

**PERFORMANCE RESOLUTION FOR
MUNICIPALITIES**

This Performance Resolution (Resolution) is required by the Michigan Department of Transportation for purposes of issuing to a Municipality an "Individual Permit for Use of State Highway Right of Way", and/or an "Annual Application and Permit for Miscellaneous Operations within State Highway Right of Way".

RESOLVED WHEREAS, the CITY OF PLYMOUTH
(County, City, Village, Township, etc.)

hereinafter referred to as the "MUNICIPALITY," periodically applies to the Michigan Department of Transportation, hereinafter referred to as the "DEPARTMENT," for permits, referred to as "PERMIT," to construct, operate, use and/or maintain utilities or other facilities, or to conduct other activities, on, over, and under State Highway Right of Way at various locations within and adjacent to its corporate limits;

NOW THEREFORE, in consideration of the DEPARTMENT granting such PERMIT, the MUNICIPALITY agrees that:

1. Each party to this *Resolution* shall remain responsible for any claims arising out of their own acts and/or omissions during the performance of this *Resolution*, as provided by law. This *Resolution* is not intended to increase either party's liability for, or immunity from, tort claims, nor shall it be interpreted, as giving either party hereto a right of indemnification, either by Agreement or at law, for claims arising out of the performance of this Agreement.
2. If any of the work performed for the MUNICIPALITY is performed by a contractor, the MUNICIPALITY shall require its contractor to hold harmless, indemnify and defend in litigation, the State of Michigan, the DEPARTMENT and their agents and employee's, against any claims for damages to public or private property and for injuries to person arising out of the performance of the work, except for claims that result from the sole negligence or willful acts of the DEPARTMENT, until the contractor achieves final acceptance of the MUNICIPALITY. Failure of the MUNICIPALITY to require its contractor to indemnify the DEPARTMENT, as set forth above, shall be considered a breach of its duties to the DEPARTMENT.
3. Any work performed for the MUNICIPALITY by a contractor or subcontractor will be solely as a contractor for the MUNICIPALITY and not as a contractor or agent of the DEPARTMENT. The DEPARTMENT shall not be subject to any obligations or liabilities by vendors and contractors of the MUNICIPALITY, or their subcontractors or any other person not a party to the PERMIT without the DEPARTMENT'S specific prior written consent and notwithstanding the issuance of the PERMIT. Any claims by any contractor or subcontractor will be the sole responsibility of the MUNICIPALITY.
4. The MUNICIPALITY shall take no unlawful action or conduct, which arises either directly or indirectly out of its obligations, responsibilities, and duties under the PERMIT which results in claims being asserted against or judgment being imposed against the State of Michigan, the Michigan Transportation Commission, the DEPARTMENT, and all officers, agents and employees thereof and those contracting governmental bodies performing permit activities for the DEPARTMENT and all officers, agents, and employees thereof, pursuant to a maintenance contract. In the event that the same occurs, for the purposes of the PERMIT, it will be considered as a breach of the PERMIT thereby giving the State of Michigan, the DEPARTMENT, and/or the Michigan Transportation Commission a right to seek and obtain any necessary relief or remedy, including, but not by way of limitation, a judgment for money damages.
5. The MUNICIPALITY will, by its own volition and/or request by the DEPARTMENT, promptly restore and/or correct physical or operating damages to any State Highway Right of Way resulting from the installation construction, operation and/or maintenance of the MUNICIPALITY'S facilities according to a PERMIT issued by the DEPARTMENT.

- 6. With respect to any activities authorized by a PERMIT, when the MUNICIPALITY requires insurance on its own or its contractor's behalf it shall also require that such policy include as named insured the State of Michigan, the Transportation Commission, the DEPARTMENT, and all officers, agents, and employees thereof and those governmental bodies performing permit activities for the DEPARTMENT and all officers, agents, and employees thereof, pursuant to a maintenance contract.
- 7. The incorporation by the DEPARTMENT of this Resolution as part of a PERMIT does not prevent the DEPARTMENT from requiring additional performance security or insurance before issuance of a PERMIT.
- 8. This Resolution shall continue in force from this date until cancelled by the MUNICIPALITY or the DEPARTMENT with no less than thirty (30) days prior written notice provided to the other party. It will not be cancelled or otherwise terminated by the MUNICIPALITY with regard to any PERMIT which has already been issued or activity which has already been undertaken.

BE IT FURTHER RESOLVED that the following position(s) are authorized to apply to the DEPARTMENT for the necessary permit to work within State Highway Right of Way on behalf of the MUNICIPALITY.

Title and/or Name:

Chris Porman	and/or	Director of Municipal Services
Nick Johns	and/or	Operations Foreman
Adam Gerlach	and/or	Assistant Director Municipal Services
Al Cox	and/or	Director of Public Safety
Paul Sincock	and/or	City Manager

I HEREBY CERTIFY that the foregoing is a true copy of a resolution adopted by the

PLYMOUTH CITY COMMISSION

(Name of Board, etc.)

of the CITY OF PLYMOUTH

of WAYNE

(Name of MUNICIPALITY)

(County)

at a CITY COMMISSION

meeting held on the 16TH day

of DECEMBER

A.D. 2024



Signed

CITY CLERK

Title

MAUREEN A. BRODIE

Print Signed Name

There was a voice vote.
MOTION PASSED UNANIMOUSLY

9. REPORTS AND CORRESPONDENCE

a. Required Receiving and Posting Pension/OPEB Reports

The City Commission received the reports.

b. Liaison Reports

Kehoe: Reported on the Planning Commission meeting and the OVA.

Filipczak: Reported on the Historic District Commission meeting.

c. Appointments – None

10. ADJOURNMENT

*The next regular City Commission meeting is 7:00 pm on Monday January 6 at Plymouth City Hall.

Minton offered a motion, seconded by Kehoe to adjourn the meeting at 7:21 p.m.

There was a voice vote.

MOTION PASSED UNANIMOUSLY

SUZI DEAL
MAYOR

MAUREEN A. BRODIE, CMC, MiPMC
CITY CLERK

DRAFT



Administrative Recommendation

City of Plymouth
201 S. Main
Plymouth, Michigan 48170-1637

www.plymouthmi.gov
Phone 734-453-1234
Fax 734-455-1892

To: Mayor & City Commission
From: Paul J. Sincock, City Manager
CC: S:\Manager\Sincock Files\Memorandum - Final Reading of Ordinance Changes for Police Department - 01-06-25.docx
Date: December 31, 2024
RE: Final Reading of Ordinance Changes Police Department

Background

From time to time, it is necessary to update our City Ordinances to address changes in State or Federal law or even changes in technology can impact our Ordinances. Police Chief and Director of Public Safety Al Cox has proposed a number of changes to our ordinances. If we had Ordinances on the books that are "dated" it becomes much more difficult to prosecute. Ordinances that conflict with State or Federal law are impossible to enforce and prosecute.

We are proposing changes in 15 sections of our Ordinances and Director Al Cox has provided a very detailed outline of the proposed changes. These changes in our Ordinances will require two readings before the City Commission, the first reading occurred on December 16, 2024, and this will be the second and final reading. If the City Commission adopts these changes, they will go into effect after publication.

There is a memorandum attached from Police Chief Director of Public Safety Al Cox which further outlines all of the proposed changes.

Recommendation

The City Administration recommends that the City Commission approve and adopt at the Final Reading, the 15 changes in our Ordinances that the Police Department is requesting. Many of these changes are being made to match changes in state law and technology or to make the Ordinance more specific.

We have attached a proposed Resolution for the City Commission to consider regarding this matter. If you have any questions in advance of the meeting, please feel free to contact either Al Cox or myself.

Proposed Resolution on Page 4.
Followed by Ordinance Changes

PLYMOUTH POLICE DEPARTMENT MEMORANDUM

TO: PAUL SINCOCK, CITY MANAGER
FROM: A.L. COX, DIRECTOR OF PUBLIC SAFETY *A.L. Cox*
SUBJECT: PROPOSED ORDINANCE AMENDMENTS & ADDITIONS
DATE: 11/15/2024

BACKGROUND

Like policy and procedure, it is important to periodically review and sometimes update City Ordinance language. Changes in State or Federal law, as well as changes in technology, can negatively impact enforcement, and therefore require these language changes. Over the course of the last several months, with the help of the local prosecutor, we have identified the following ordinances that require amendments and/or would simply make prosecution easier when a violation results in a trial or formal hearing:

Sec. 54-76: Public Intoxication- changed to match the language of the MLCC standard for on premise licensee

Sec. 54-78: Trespass at Night- time of the trespass was made more specific

Sec. 54-233: Malicious Use of Service Provided by Telecommunications Service Providers- changed to include more than simply use of a telephone

Sec. 54-276: General Prohibition- removed marijuana from our *Controlled Substances* division

Sec. 54-278: Paraphernalia- expanded the list of controlled substances for which the paraphernalia is intended and removed marijuana from the list

Sec. 54-327: Minors Under 18 Years of Age- changed to reflect State law change defining an adult

Sec. 54-328: Aiding, Abetting Prohibited.- changed to reflect State law change defining an adult

Sec. 54-361: Use or Possession of Tobacco Products by Minors.- changed to reflect State law changes

Sec. 54-362: Sale of Tobacco Products, Vapor Product or Alternative Nicotine Products to Persons Under 21 Years of Age.- changed to reflect State law changes

Sec. 14-14: Running at Large.- remove last sentence regarding Civil Infraction language (see Sec. 14-15)

Sec. 14-15: Offenses by Dogs.- changed to include:

- dogs left unattended or tied up in public

- permits private citizen complainant to sign misdemeanor violation or officer to issue civil infraction

In addition to the above amendments, we would like to add the following Ordinances to our Code of Ordinances:

Sec. 54-9: Violations of State Law.- will allow local enforcement/prosecution all State law misdemeanors (with imprisonment for 93 days or less) and all State civil infractions

Sec. 54-210: Replica or facsimile of firearms.- makes it unlawful to use a fake gun to frighten, threaten, harass, etc.

54-281: Controlled Substances to be kept in Original Package.- self-explanatory

54-329: Spray Paint.- makes it unlawful for a person under 18 years of age to purchase or possess cans of spray paint for an unlawful purpose

RECOMMENDATION

Ordinances with outdated language can be very difficult to prosecute, and ordinances that outright contradict State law changes are impossible to enforce and prosecute. In these situations, officers are left to charge everything under State law. This can become very cumbersome when relying on the County Prosecutor's office for minor charges that are better suited for a local prosecutor that lives in, works in, and better understands our community. For these reasons, I respectfully request that the City Commission review and approve the recommended changes and additions to our Code of Ordinances (attachment). It should be noted that City Attorney, Bob Marzano, has reviewed and approved the language of the requested amendments and additions found within the attachment to this memorandum.

If you have any questions or concerns, please let me know. Thank you for your time and attention.

alc
Attachment

RESOLUTION

The following Resolution was offered by _____ and seconded by _____

WHEREAS the City of Plymouth has a Code of Ordinances and from time to time it is Necessary to update the Ordinance due to changes in law or technology.

NOW THEREFORE BE IT RESOLVED THAT the City Commission of the City of Plymouth does hereby amend the following sections of City Ordinances at their second and Final Reading as attached:

- Section 54-76 – Public Intoxication
- Section 54-78 – Trespass at night
- Section 54-233 – Malicious Use of Service Provided by Telecommunications Service Providers
- Section 54-276 – General Prohibition
- Section 54-278 – Paraphernalia
- Section 54-327 – Minors under 18 Years of Age
- Section 54-328 – Aiding, Abetting Prohibited
- Section 54-361 – Use or Possession of Tobacco Products by Minors
- Section 54-362 – Sale of Tobacco Products, Vapor Product or Alternative Nicotine Products to Persons Under 21 Years of Age
- Section 14-14 – Running at Large
- Section 14-15 – Offenses by Dogs

BE IT FURTHER RESOLVED THAT The City Commission adds the following sections to the Code of Ordinances at their First Reading.

- Section 54-9 – Violations of State Law
- Section 54-209 – Replica or facsimile of firearms
- Section 54-281 – Controlled substances to be kept in original package
- Section 54-329 – Spray Paint

ATTACHMENT

Proposed Ordinance Updates/Additions-December 2024

54-76

Any person who is visibly intoxicated in a public place or a private place open to the public, or who shall because of intoxication be a threat to the safety of themselves or other persons or property, or is acting in a manner that unreasonably creates a public disturbance shall be guilty of public intoxication which shall be deemed a misdemeanor.

(Ord. No. 92-4, § 3(9.122(19)), 2-18-92)

Sec. 54-78. - Trespass at night.

No person shall knowingly prowl about premises owned or leased by another ~~in the nighttime~~, during hours of darkness, without the express or implied consent of that person.

(Ord. No. 92-4, § 3(9.122(38)), 2-18-92)

Sec. 54-233. - ~~Threatening by telephone.~~ Malicious Use of Service Provided by Telecommunications Service Providers

~~No person shall telephone any other person or cause any person to be telephoned for the purpose of harassing or molesting or threatening any person or his family, or their property, whether or not conversation ensues, except for telephone calls made for legitimate business purposes.~~

No person shall use any service provided by a telecommunications service provider with the intent to terrorize, frighten, intimidate, threaten, harass, molest, or annoy another person, or to disturb the peace and quiet of another person by any of the following:

- (g) Threatening physical harm or damage to any person or property in the course of a conversation or message through the use of a telecommunications service or device,
- (h) Falsely and deliberately calling or reporting by message through the use of a telecommunications service or device that a person has been injured, has suddenly taken ill, has suffered death, or has been the victim of a crime or an accident.
- (i) Deliberately refusing or failing to disengage a connection between a telecommunications device and another telecommunications device or between a telecommunications device and other equipment provided for the transmission of messages through the use of a telecommunications service or device.
- (j) Using vulgar, indecent, obscene, or offensive language or suggesting any lewd or lascivious act in the course of a conversation or message through the use of a telecommunications service or device.
- (k) Repeatedly initiating a communication or call without speaking, deliberately hanging up or breaking the telecommunication connections or call after the call is answered.

ATTACHMENT
Proposed Ordinance Updates/Additions-December 2024

(l) Repeatedly initiating a call or telecommunication connections using a telecommunications device so as to disrupt the peace of another.

(Ord. No. 92-4, § 3(9.122(4)), 2-18-92; Ord. No. 2006-06, § 1, 12-18-06)

Sec. 54-276. - General prohibition.

It is unlawful for any person to use, or knowingly or intentionally to possess, lysergic acid diethylamide, peyote, mescaline, dimethyltryptamine, psilocyn or marijuana (Cannabis Sativa L.) or such other substances as defined in Schedules 1-5 of Act No. 368 of the Public Acts of Michigan of 1978 (MCL 333.1101 et seq., MSA 14.15(1101) et seq.), as amended, of the state, unless the substance was obtained directly from, or pursuant to, a valid prescription or order of a practitioner, ('practitioner' being defined as in MCL 333.7109, MSA 14.15(7109), while acting in the course of his professional practice, or except as otherwise authorized by this section.

(Code 1982, § 9.361)

Sec. 54-278. - Paraphernalia.

~~It shall be unlawful for any person to have, possess, sell, offer to sell, dispense or give away any pipe, device or contrivance adapted for the use of smoking or inhaling marijuana (Cannabis Sativa L.), hashish or opium; provided, however, that such pipe, device or contrivance has been used for the purpose of smoking or inhaling marijuana, hashish or opium.~~

A person shall not possess drug paraphernalia as defined by section 7451 of Public Act No. 368 of 1978 (MCL 333.7451) knowing that the drug paraphernalia will be used to plant, propagate, cultivate, grow, harvest, manufacture, compound, convert, produce, process, prepare, test, analyze, pack, repack, store, contain, conceal, inject, ingest, inhale, or otherwise introduce into the human body a controlled substance as defined by part 71 of Public Act No. 368 of 1978 (MCL 333.7101 et seq.).

(Code 1982, § 9.363)

Sec. 54-327. - Minors under ~~17~~ 18 years of age.

No person under the age of ~~17~~ 18 years shall loiter, idle or congregate in or on any public street, highway, alley or park between the hours of 12:00 midnight and 6:00 a.m., except where the minor is accompanied by a parent or guardian, or some adult over the age of 18 years delegated by the parent or guardian to accompany the minor child, or where the minor is upon an errand or other legitimate business directed by his parent or guardian.

(Code 1982, § 9.342)

ATTACHMENT
Proposed Ordinance Updates/Additions-December 2024

Sec. 54-328. - Aiding, abetting prohibited.

No person of the age of ~~17~~ 18 years or over shall assist, aid, abet, allow, permit or encourage any person under the age of ~~17~~ 18 years to violate the provisions of this division.

(Code 1982, § 9.343)

Sec. 54-361. - Use or possession of tobacco products by minors.

~~(a) No person under the age of 18 shall purchase, offer or attempt to purchase, have in possession or use any product which is used for the formation of a smoking device, tobacco, tobacco snuff, chewing tobacco or tobacco in any other form.~~

~~(b) A person who violates this section is guilty of a misdemeanor, punishable by a fine of not more than \$50.00 for each offense.~~

(h) Definitions. As used in this section, the following definitions shall apply:

Chewing tobacco means loose tobacco or a flat, compressed cake of tobacco which is inserted into the mouth to be chewed or sucked.

Minor means an individual who is less than 21 years of age.

Person who sells vapor products or alternative nicotine products at retail means a person whose ordinary course of business consists, in whole or in part, of the retail sale of vapor products or alternative nicotine products.

Person who sells tobacco products at retail means a person whose ordinary course of business consists, in whole or in part, of the retail sale of tobacco products subject to state sales tax.

Public place means a public street, sidewalk, or park or any area open to the general public in a publicly owned or operated building or public place of business.

Tobacco product means a product that contains tobacco and is intended for human consumption, including, but not limited to, a cigarette, non-cigarette smoking tobacco, or smokeless tobacco, as those terms are defined in section 2 of the Tobacco Products Tax Act, 1993 PA 327, MCL 205.422, and a cigar.

Tobacco snuff means shredded, powdered or pulverized tobacco which may be inhaled through the nostrils, chewed or placed against the gums.

Vapor Product or Alternative Nicotine Products means a noncombustible product containing nicotine or not that employs a heating element, power source, electronic circuit, or other electronic, chemical, or mechanical means regardless of shape or size, which can be used to produce vapor from nicotine or not in a solution or other form. Vapor Product includes an electronic cigarette, electronic cigar, electronic cigarillo, electronic pipe, or similar product or device and a vapor cartridge or other container of nicotine in a solution or other form than is intended to be used with or in an electronic cigarette, electronic cigar, electronic cigarillo, electronic pipe, or similar product or device. Vapor Product does not include a product regulated as a drug or device by the United States Food and Drug Administration ("FDA") under subchapter V of the Federal Food, Drug, and Cosmetic Act, 21 USC 351 to 360FFF-7.

ATTACHMENT

Proposed Ordinance Updates/Additions-December 2024

- (i) Possession or use in public place prohibited. A person under 21 years of age shall not possess or smoke cigarettes or cigars, or possess or chew, suck, or inhale chewing tobacco or tobacco snuff, or possess or use tobacco in any other form, or possess or smoke vapor product or alternative nicotine products on a public highway, street, alley, park, or other lands used for public purposes, or in a public place of business or amusement, or present or offer to an individual a purported proof of age that is false, fraudulent, or not actually his or her own proof of age for the purpose of purchasing, attempting to purchase, possessing, or attempting to possess a tobacco product.
- (j) Penalty. A person who violates subsection (b) of this section shall be responsible for a state civil infraction or misdemeanor, punishable by a fine of not more than \$50.00 for each offense. Pursuant to a probation order, the court may require a person who violates subsection (b) of this section to participate in a health promotion and risk reduction assessment program, if available. A probationer who is ordered to participate in a health promotion and risk reduction assessment program under this section is responsible for the cost of participating in the program. In addition, a person who violates this section is subject to the following:
 - 1. For the first violation the court may order the person to do one of the following:
 - a. Perform not more than 16 hours of community service in a hospice, nursing home or long-term care facility.
 - b. Participate in a health promotion and risk reduction program, as described in this subsection.
 - 2. For a second violation, in addition to participation in a health promotion and risk reduction program, the court may order the person to perform not more than 32 hours of community service in a hospice, nursing home, or long-term care facility.
 - 3. For a third or subsequent violation, in addition to participation in a health promotion and risk reduction program, the court may order the person to perform not more than 48 hours of community service in a hospice, nursing home or long-term care facility.
- (k) A person who is ordered to participate in a health promotion and risk reduction assessment program under subsection (c) is responsible for the costs of participating in the program.
- (l) Subsections (b) and (c) do not apply to a minor participating in any of the following:
 - 1. An undercover operation in which the minor purchases or receives a tobacco product, vapor product, or alternative nicotine product under the direction of the minor's employer and with the prior approval of the local prosecutor's office as part of an employer-sponsored internal enforcement action.
 - 2. An undercover operation in which the minor purchases or receives a tobacco product, vapor product, or alternative nicotine product under the direction of the state police or a local police agency as part of an enforcement action, unless the initial or contemporaneous purchase or receipt of the tobacco product, vapor product, or alternative nicotine product by the minor was not under the direction of the state police or the local police agency and was not part of the undercover operation.
- (m) Compliance checks in which the minor attempts to purchase tobacco products for the purpose of satisfying federal substance abuse block grant youth tobacco access requirements, if the compliance checks are conducted under the direction of a substance use disorder coordinating agency and with the prior approval of the state police or a local police agency.

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Proposed Ordinance Updates/Additions-December 2024

(n) This section does not prohibit an individual from being charged with, convicted of, or sentenced for any other violation of law that arises out of the violation of subsection (b) or (c).

(Ord. No. 98-4, 9-3-98)

Sec. 54-362. - Sale of tobacco products, ~~to minors; penalty; affirmative defense.~~ **vapor product or alternative nicotine products to persons under 21 years of age.**

~~(a) No person shall sell, furnish, give or deliver any product which is used for the formation of a smoking device, tobacco, tobacco snuff, chewing tobacco or tobacco in any other form, to any person under the age of 18.~~

~~(b) A person who violates this section is guilty of a misdemeanor, punishable by a fine of not more than \$50.00 for each offense.~~

(g) A person shall not sell, give or furnish any cigarette, cigar, chewing tobacco, tobacco snuff or tobacco in any form or vapor products or alternative nicotine products to a person under 21 years of age including but not limited to, through a vending machine. A person who violates this subsection or subsection (h) of this Ordinance is guilty of a misdemeanor punishable by a fine as follows:

1. For a first offense, not more than \$100.00.
2. For a second or subsequent offense, not more than \$500.00.

(h) A person who sells tobacco products, vapor products, or alternative nicotine products at retail shall post a sign as required by section 1 of Public Act No. 31 of 1915 (MCL 722.641), furnished by the state department of public health, that includes the following statement:

The purchase of tobacco products or vapor products or alternative nicotine products by a minor under 21 years of age and the provision of tobacco products or vapor products or alternative nicotine products to a minor are prohibited by law. A minor who unlawfully purchases or uses a tobacco product, vapor product or alternative nicotine product is subject to criminal penalties.

(i) It is an affirmative defense to a charge pursuant to subsection (a) of this section that the defendant had in force at the time of arrest and continues to have in force a written policy to prevent the sale of cigarettes, cigars, chewing tobacco, tobacco snuff, and other tobacco products, vapor products or alternative nicotine products, as applicable, to persons under 21 years of age, and that the defendant enforced and continues to enforce the policy. A defendant which proposes to offer evidence of the affirmative defense described in this subsection shall file and serve notice of the defense, in writing, upon the court and the township attorney. The notice shall be served not less than 14 days before the date set for trial.

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Proposed Ordinance Updates/Additions-December 2024

- (j) A prosecuting attorney who proposes to offer testimony to rebut the affirmative defense described in subsection (c) of this section shall file and serve a notice of rebuttal, in writing, upon the court and the defendant. The notice shall be served not less than seven days before the date set for trial, and shall contain the name and address of each rebuttal witness.
- (k) Subsection (a) does not apply to the handling or transportation of a tobacco product, vapor product, or alternative nicotine product by a minor under the terms of the minor's employment.
- (l) Before selling, offering for sale, giving, or furnishing a tobacco product, vapor product, or alternative nicotine product to an individual, a person shall verify that the individual is at least 21 years of age by doing one of the following:
 - 1. If the person appears to be under 27 years of age, examining a government-issued photographic identification that establishes that the individual is at least 21 years of age.
 - 2. For sales made by the internet or other remote sales method, performing an age verification through an independent, third-party age verification service that compares information available from a commercially available database, or aggregate of databases, that are regularly used by government agencies and businesses for the purpose of age and identity verification to the personal information entered by the individual during the ordering process that establishes that the individual is 21 years of age or older.

(Ord. No. 98-4, 9-3-98)

Sec. 14-14. - Running at large.

No person owning, possessing, or harboring any dog shall allow such dog to run at large at any time. The chief of police or any authorized representative of the police department may destroy any stray dog, any apparent dangerous dog, or any dog not held by a leash found in any street, alley, commons, public space within the city, open space within the city, or in any persons yard other than that of the owner of the dog. The chief of police or any authorized representative of the police department should first make a reasonable effort to catch and impound any dog in violation of this section before destroying said dog unless doing so would place the police officer and/or the public in any apparent danger. ~~Violation of this section shall be a civil infraction subject to a fine of not more than \$500.00 plus costs of prosecution.~~

(Ord. No. 2008-02, 4-7-08; Ord. No. 16-07, 9-6-16)

Sec. 14-15. - Offenses by dogs.

~~It shall be unlawful within the city to:~~

- ~~(b) Harbor or keep any dog, which, by loud and/or frequent or habitual barking, yelping, or howling, shall cause serious annoyance to the neighborhood or to people passing by on the streets of the city;~~

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Proposed Ordinance Updates/Additions-December 2024

~~(b) Harbor or keep any dog which has been deemed to be a dangerous dog as set forth and described within this article, unless the dog is kept in a manner consistent with the requirements of this article.~~

~~(c) Permit a dog to run at large as defined within this article.~~

~~(d) Harbor or keep any dog that is not licensed pursuant to the requirements of this article.~~

It shall be unlawful within the city to:

- (f) Harbor or keep any dog, which, by loud and/or frequent or habitual barking, yelping, or howling, shall cause serious annoyance to the neighborhood;
- (g) Leave any dog unattended or tied up in a public place unattended;
- (h) Harbor or keep any dog which is found to be a dangerous dog as set forth and described within this article, unless the dog is kept in a manner consistent with the requirements of this article;
- (i) Permit a dog to run at large as defined within this article;
- (j) Harbor or keep any dog that is not licensed pursuant to the requirements of this article.

Any officer is authorized to either have a private citizen sign a misdemeanor ticket upon a violation of this article or the officer may issue a civil infraction and have the prosecuting attorney review and authorize said civil infraction consistent with MCL 600.8707.

(Ord. No. 2008-02, 4-7-08)

Sec. 54-9. – Violations of State Law

- (a) Every act prohibited by state law as a misdemeanor punishable by not more than 90-, 92-, or 93-days imprisonment is hereby prohibited, and whoever violates a provision of this section within the city shall, upon conviction thereof, be punished by the same penalty provided by state law, except that the penalty shall not exceed a fine of \$500.00 or imprisonment not more than 90 days, or both.
- (b) Every act prohibited by state law as a civil infraction is hereby prohibited and whoever violates the provisions of that section is responsible for a civil infraction punishable as provided in that section of the state law.

Sec. 54-210. - Replica or facsimile of firearm.

- (c) Definition. "Replica or facsimile of firearm" means any device or object made of plastic, wood, metal or any other material which is a replica, facsimile, imitation or toy version of any firearm including but not limited to, a replica, facsimile or toy version of a pistol, revolver, shotgun, sawed-off shotgun, rifle, machine gun, assault weapon, starter pistol, machine gun, rocket launcher, air gun, BB gun inoperative firearms, or other firearm. As used in this article, "replica or facsimile firearm" shall include, but is not limited to toy guns, theatrical production props models, or any other device or object which might reasonably be perceived to be real firearms.
- (d) Unlawful use of replica or facsimile of firearm

ATTACHMENT

Proposed Ordinance Updates/Additions-December 2024

1. Unlawful display of replica, toy or imitation gun. It shall be unlawful for any person to carry, possess, brandish, aim, point, exhibit or display to any other person a replica or facsimile of a firearm in such a manner as to frighten, threaten, harass, panic or annoy any other person.
2. Unlawful to carry or possess imitation gun in motor vehicle. It shall be unlawful for any person to carry or possess, whether concealed or displayed, in a motor vehicle in an area of the vehicle accessible to the occupants thereof, a replica or a facsimile of a firearm with intent to brandish, use, aim or point such firearm to frighten, panic, threaten, harass or annoy any other person. Carrying or concealing of any such replica or facsimile firearm under or near the driver's seat, glove box or dashboard shall be a prima facie rebuttable inference of such intent.
3. Unlawful to brandish replica or facsimile of firearm in presence of police officer, firefighter or emergency medical technician. No person shall draw, exhibit or brandish a replica or facsimile of a firearm in the presence of a police officer, firefighter, medical emergency technician or paramedic who is engaged in the performance of his duties and the person committing such brandishing knows or has reason to know that such police officer, firefighter, medical emergency technician or paramedic is engaged in the performance of his duties.

Sec. 54-281. – Controlled substances to be kept in original package.

It shall be unlawful for any person to knowingly possess any controlled substance as defined in MCL § 333.7212, MCL § 333.7214, MCL § 333.7216, MCL § 333.7218 and MCL § 333.7220, and as amended, commonly referred to Schedule 1 through Schedule 5 controlled substances, unless it is kept in the original package or container in which they were received from a person who may lawfully prescribe or dispense controlled substances; provided, that this subsection shall not be construed to apply to any duly licensed medical doctor, osteopathic physician, dentist, veterinarian, or chiropracist, or to any authorized person acting directly under their supervision or control.

Sec. 54-329. – Spray Paint.

- (c) For the purposes of this section, the term "spray paint" shall mean any cans or similar containers of paint, varnish, lacquer, stain, pigment or similar solvent or substance commonly used in painting and applied by a spraying method, atomizer or similar technique.
- (d) No person under 18 years of age shall purchase or possess any cans of spray paint, nor shall any person sell or transfer possession of any cans of spray paint to any person under 18 years of age for an unlawful purpose.



Administrative Recommendation

City of Plymouth
201 S. Main
Plymouth, Michigan 48170-1637

www.plymouthmi.gov
Phone 734-453-1234
Fax 734-455-1892

To: Mayor & City Commission
From: Paul J. Sincock, City Manager
CC: S:\Manager\Sincock Files\Memorandum - Ordinance Change - Vermin Ordinance Section 14-2 Animals - 1st Reading - 01-06-25 .docx
Date: December 23, 2024
RE: Ordinance Amendment Chapter 14 Animals

Background

The City Commission is aware that a citizen has corresponded with them, the Planning Commission and the City Administration related to updating ordinances related "ground feeding" or placing of feed (food) on the ground for animals. Placing of feed on the ground tends to provide a food source for vermin.

The proposed language will ban the intentional ground feeding of animals, and it requires bird feeders to be at least four feet off the ground. The language further authorizes a neighbor who has witnessed the violation of the ordinance to sign a misdemeanor ticket. This will mean that the resident who signed the ticket will have to appear in court to testify. Obviously, in the case of a bird feeder there may be some spillage caused by the birds or squirrels onto the ground, this ordinance change is for the intentional placement of food on the ground.

Recommendation

Based on the input that the City Commission has received directly from a resident, the City Administration would recommend that the City Commission review the proposed changes to the Ordinance and adopt these changes at their first reading.

It will take two readings of the changes before the City Commission. We anticipate that the second reading will take place on Tuesday, January 21, 2025.

Should you have any questions in advance of the meeting, please feel free to contact John Buzuvis or myself.



Administrative Recommendation

City of Plymouth
201 S. Main
Plymouth, Michigan 48170-1637

www.plymouthmi.gov
Phone 734-453-1234
Fax 734-455-1892

To: Paul Sincock, City Manager

From: John Buzuvis, Economic Development Director 

Greta Bolhuis, Community Development & Planning Director

CC: C:\Users\jwb\Desktop\Chapter 14 Animal Ordinance Language Amendment 24-25

Date: December 26, 2024

RE: First Reading-Proposed Amendment to Code of Ordinances Chapter 14 Article I Sec. 14-2

Background:

As you are aware a member of the community has corresponded with the City Commission, Planning Commission, and various members of the administration related to updating ordinances for ground feeding, leading to rodent harborage. Although the city has other ordinances such as nuisance, and the International Property Maintenance Code, to address these issues when they arise, the community member has requested language be implemented to address ground feeding specifically.

The mayor requested the administration review this matter and recommend simple and enforceable language to address this issue. The administration has reviewed ordinance language from and spoken to ordinance officers in several nearby communities to come up with clear, concise, and enforceable language to address the issue. Each community approached this issue differently and feedback varied from this type of ordinance language "increases neighbor wars" to the language can be useful but often the communities use the nuisance ordinance or Property Maintenance Code to address these issues. The administration has incorporated the feedback and provided the enclosed draft language/amendment, which we believe helps achieve the stated objective, for the City Commission to review. The City Attorney has reviewed and approved this draft language.

In summary, the proposed language/amendment does two things 1) bans intentional ground feeding of animals and 2) requires bird feeders to be at least four feet above the ground. Additionally, the language authorizes a private citizen to sign a misdemeanor ticket upon witnessing a violation of the ordinance, or a police officer to issue a civil infraction if they witness a violation of the ordinance. The opportunity for violations of the ordinance to be prosecuted as a misdemeanor, with citizen signature, or a civil infraction, provides the flexibility needed to address these issues efficiently and effectively when they arise even if the administration have not directly witnessed, or have plain view of the ordinance violations.

To amend an ordinance, the City Commission will need to complete two separate readings of the ordinance and approve the proposed amendments after each reading.

Recommendation

The administration recommends that the City Commission review the enclosed amended ordinance language at a first reading. If the City Commission adopts the proposed amended language after the first reading a second reading would be scheduled for their next regular meeting.

PART II - CODE OF ORDINANCES
Chapter 14 - ANIMALS
ARTICLE I. IN GENERAL

ARTICLE I. IN GENERAL

Sec. 14-1. Cruelty to animals.

No person shall cruelly treat or abuse any animal or bird.

(Ord. No. 99-9, 6-21-99)

Sec. 14-2. ~~Poisoning~~ Feeding animals.

(a) No person shall throw or deposit any poisonous substance on any exposed public or private place where it endangers, or is likely to endanger, any animal or bird except for the purpose of eliminating pest or rodent infestations through approved processes.

(b) Intentional ground feeding is prohibited. The scattering of food, animal feed, or food scraps on/in any public, or private, ground, waterway, or stream, by an individual shall be prima facie evidence that the individual intended to provide the food, feed, or food scraps for the ground feeding of animals

(c) No person shall feed wild birds other than in bird feed containers that are at least 48 inches above ground level

(d) Any officer is authorized to either have a private citizen sign a misdemeanor ticket upon a violation of this article or the officer may issue a civil infraction and have the prosecuting attorney review and authorize said civil infraction consistent with MCL 600.8707.

(Ord. No. 99-9, 6-21-99)

Sec. 14-3. Birds and birds' nests.

No person, except a public officer acting in his official capacity, shall molest, injure, kill or capture any wild bird, or molest or disturb any wild bird's nest or the contents thereof.

(Ord. No. 99-9, 6-21-99)

Sec. 14-4. Domestic animals and fowl.

No person shall keep or house any animals or domestic fowl within the city except dogs, cats, birds, fowl or animals commonly classified as pets.

(Ord. No. 99-9, 6-21-99)

STRIKETHROUGH VERSION

PART II - CODE OF ORDINANCES
Chapter 14 - ANIMALS
ARTICLE I. IN GENERAL

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- (c) No person shall feed wild birds other than in bird feed containers that are at least 48 inches above ground level
- (d) Any officer is authorized to either have a private citizen sign a misdemeanor ticket upon a violation of this article or the officer may issue a civil infraction and have the prosecuting attorney review and authorize said civil infraction consistent with MCL 600.8707.

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(Ord. No. 99-9, 6-21-99)

CLEAN VERSION

Sample Resolution

The following resolution was offered by Commissoiner _____ and seconded by Commissoiner _____.

WHERAS The City of Plymouth City Commission has been contacted by a concerned community member who has requested the city amend ordinances to specifically prohibit ground feeding leading to rodent harborage, and

WHEREAS the City of Plymouth City Commission have requested the administration to develop ordinance language to address the issue raised by the community member, and

WHEREAS, the City of Plymouth City Commission have held a first reading of the proposed language to address these issues in Chapter 14, Article I Section 14.2 of the City of Plymouth Code of Ordinances, and

NOW, THEREFORE BE IT RESOLVED that the City of Plymouth does hereby approve the draft ordinance amendments and schedules a second and final reading of the same for the next regularly scheduled meeting.



Administrative Recommendation

City of Plymouth
201 S. Main
Plymouth, Michigan 48170-1637

www.plymouthmi.gov
Phone 734-453-1234
Fax 734-455-1892

To: Mayor & City Commission
From: Paul J. Sincock, City Manager
CC: S:\Manager\Sincock Files\Memorandum - Ann Arbor Trail Pedestrian Improvements - 01-06-25.docx
Date: December 23, 2024
RE: Ann Arbor Trail Pedestrian Improvements at Hamilton Street

Background

The City Commission will recall that last October you authorized the City Engineer to complete a Pedestrian Study on Ann Arbor Trail in the area of Hamilton and Fairground streets. This authorization was a result of a few residents in the area in and around Ann Arbor Trail and Hamilton and Ann Arbor Trail and Fairground who communicated directly with the City Commission about the possibilities of stop signs, or at a minimum of pedestrian crossing enhancements.

This is a great example of our residents communicating directly with the City Commission outside of a Commission meeting and then the city taking that input and acting on it.

On October 21, 2024, the City Commission authorized a contract in the amount of \$7,500 to evaluate the need, location, and type of treatment(s) that could be installed to improve nonmotorized (pedestrian) travel across Ann Arbor Trail. The attached report is from the Traffic Engineers at Wade Trim and it is extremely detailed.

The report does make a recommendation for a crosswalk installation at the Hamilton and Ann Arbor Trail intersection. This would include upgraded ADA ramps, pavement markings and other related installations. Further, a proactive recommendation would be for the installation of a Rectangular Rapid Flashing Beacons (RRFB or "blinky lights").

Based on this report from the traffic safety engineers, City Administration would like to include these intersection improvements in the 2025 Infrastructure Program. We currently estimate that these improvements would cost somewhere in the \$75,000 range.

Recommendation

The City Administration recommends that the City Commission direct the City Engineer to include intersection improvements for Ann Arbor Trail and Hamilton as recommended by the traffic study dated December 5, 2024. These improvements would include the proactive installation of the RRFB and the recommended improvements to the crosswalks and street markings.

We have attached a proposed Resolution for the City Commission to consider regarding this matter. Our very preliminary estimates put construction costs in the \$75,000 range and the costs would be covered by the Road Bond proceeds.

Should you have any questions in advance of the meeting, please feel free to contact me.

TECHNICAL MEMORANDUM

TO: Chris Porman, Director of Municipal Services

FROM: Kristy Thullen, EIT/Wade Trim
Lori Pawlik, PE/Wade Trim

DATE: December 5, 2024

RE: Ann Arbor Trail Pedestrian Study

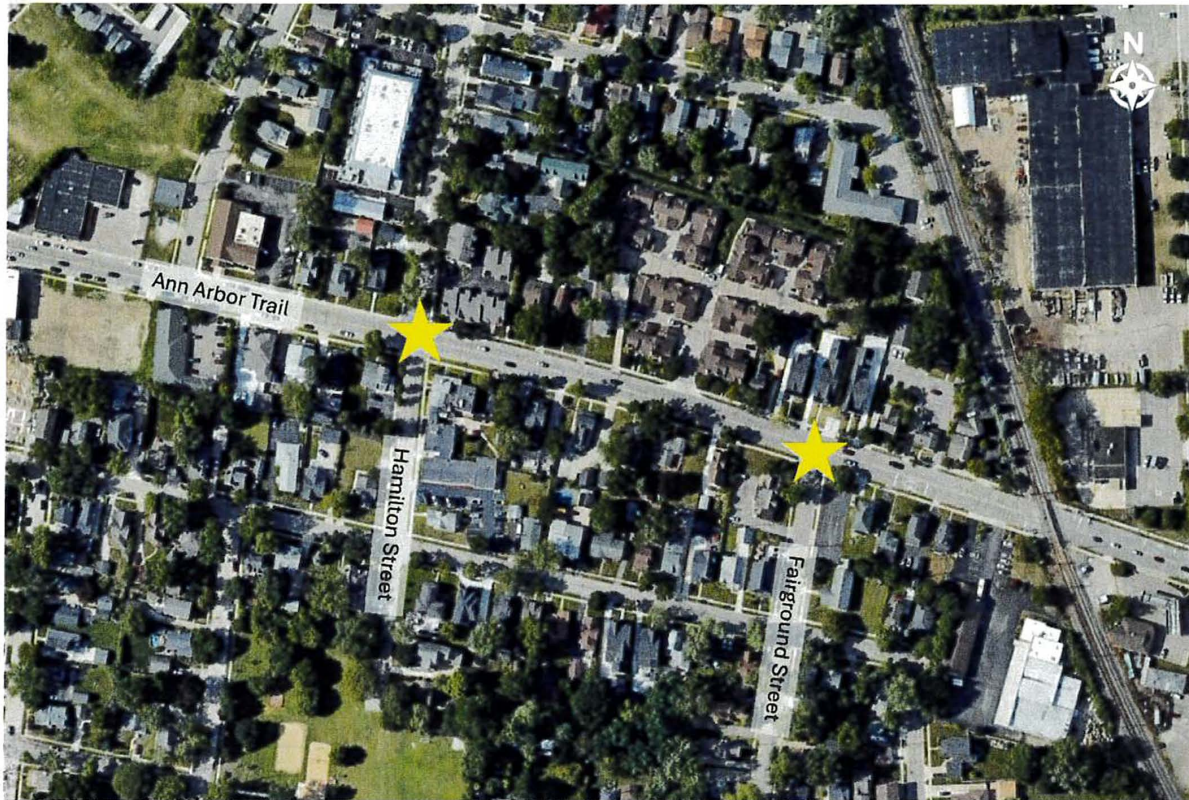
PLY2125

1.0 INTRODUCTION

The purpose of this study is to evaluate the need, location, and type of treatment(s) that should be installed for nonmotorized travel across Ann Arbor Trail at or near the Hamilton Street and Fairground Street intersections. The evaluation ensures that the nonmotorized accommodations are planned in accordance with current standards, appropriately addresses the needs of users, and provides for the safe and efficient movement of vehicles and nonmotorized traffic.

The scope of the study involved obtaining intersection traffic counts using the MioVision Scout Plus video-based data collection device for two 12-hour periods in October 2024 (October 30th and October 31st). The data was collected between 7 am and 7 pm. The intersections are shown in the figure below.

Figure 1-1 Count locations within the study area.



Source: Google Earth

1.1 Existing Conditions

Ann Arbor Trail runs east/west through the city of Plymouth, Wayne County, Michigan. This section of Ann Arbor Trail is residential, east of the mixed-use downtown area surrounding Main Street. The cross section is a 43-foot-wide undivided roadway with one lane in each direction and on-street parking permitted on both sides. Ann Arbor Trail is considered a major street in the City of Plymouth roadway network. East of Fairground Street, on-street parking is prohibited, and the cross section changes to two lanes in each direction. The two minor streets within the study area (Hamilton and Fairground) are stop-controlled at both intersections. The posted speed limit on Ann Arbor Trail is 25 mph. Taken from the MDOT Traffic Count Database System (TCDS), the most recent Annual Average Daily Traffic (AADT) volume for two-way traffic on Ann Arbor Trail, measured west of Union Street, was 6,054 (2021).

The Hamilton Street intersection has four legs with stop-control at the northbound and southbound approaches. There are curb ramp openings for crossing Hamilton Street, but no marked crosswalks.

The Fairground Street intersection has three legs with a driveway opposite the northbound Fairground Street approach. Sidewalk ramps and crosswalk pavement markings are at the minor approach only.

2.0 ANALYSIS

The scope of the analysis included performing a review of Ann Arbor Trail between Hamilton Street and Fairground Street for potential crosswalk treatments as well as a potential Multi-Way Stop Control Warrant Analysis for both intersections. Crossing Ann Arbor Trail within this area currently occurs at uncontrolled and unmarked locations. Pedestrian and bicycle accommodations should be prioritized as they are the most vulnerable users.

Potential treatments include formal crosswalk installation, enhanced crosswalk treatments such as lighting, pavement markings, and advanced signing, and active countermeasure such as Rectangular Rapid-Flashing Beacons (RRFB), or Pedestrian Hybrid Beacons (PHB).

RRFBs and PHBs have been shown to increase driver awareness and pedestrian visibility and are recommended for installation when meeting criteria set by federal and local guidance. RRFBs are pedestrian-actuated flashing lights that supplement the W11-2 (Pedestrian), S1-1 (School), or W11-15 (Trail) warning signs placed in advance or at an uncontrolled crosswalk. PHBs (also referred to as HAWK Signals) are pedestrian-actuated traffic signals that provide a protected walk movement and remain dormant when not in use. PHBs can be used when a full traffic signal is not warranted but are still enforceable by law.

To determine appropriate pedestrian crossing treatments, engineering judgement was used with guidance from the following references:

- Federal Highway Administration (FHWA) *Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations*
- *Michigan Manual on Uniform Traffic Control Devices (MMUTCD)*, 2019 Edition
- National Cooperative Highway Research Program (NCHRP) Report 562 *Improving Pedestrian Safety at Unsignalized Crossings*
- Michigan Department of Transportation (MDOT) *Electronic Traffic Control Device Guidelines*
- Michigan Department of Transportation (MDOT) *Guidance for Installation of Pedestrian Crosswalks on Michigan State Trunkline Highways*

2.1 Data Collection and Procedure

Traffic turning movement counts were collected on Ann Arbor Trail at the Hamilton Street and Fairground Street intersections using MioVision Scout Plus devices (see Appendix A). These devices collect video data that is processed for traffic counts and turning movements broken down by vehicle class, including pedestrians and bicycles. Counts were collected for two weekday 12-hour periods,

7:00 AM to 7:00 PM, on October 30, 2024, and October 31, 2024. Holidays and major events are not typically used in analyses, but the additional data was collected for anecdotal purposes.

The highest volume of nonmotorized travel was observed to occur on Wednesday, October 30, 2024, at the Hamilton Street intersection, with 96 pedestrians and 3 bicyclists crossing Ann Arbor Trail during the 12-hour period. At the Fairground Street intersection, 21 pedestrians crossed Ann Arbor Trail and there were no bicyclists reported during the study period. Totals, hourly averages and the peak hour total are shown in the table below. Data from the October 31 collection period was reviewed and found that nonmotorized activity was lower than the previous day's counts.

Mode	Hamilton Street			Fairground Street		
	12-Hour Total	Per Hour Average	Peak Hour Total	12-Hour Total	Per Hour Average	Peak Hour Total
Pedestrian	96	8.0	20	21	1.8	7
Bicycle	3	<1	0	0	0.0	0
Total	99	8.3	20	21	1.8	7

Source: Wade Trim

The manuals and resources noted above were used to evaluate potential crossing treatment measures. Each reference uses slightly different criteria to provide recommendations. For example, the FHWA guidance relies on roadway configuration, posted speed limit, and roadway AADT to provide recommendations, while the NCHRP worksheet utilizes pedestrian count data in addition to vehicular volume data, and average walking speed. MDOT guidance focuses on peak hour vehicle volumes, pedestrian volumes, speed limit, and crossing distance.

Crash data were obtained from the Transportation Improvement Association Traffic Crash Analysis Tool (TCAT) website for Ann Arbor Trail between Hamilton Street and Fairground Street, with a 150-foot radius at each intersection. Using this and the count data provided by MioVision, the NCHRP 562 Guidelines for Pedestrian Crossing Treatments worksheet was completed for each intersection (see Appendix B). Based on the NCHRP 562 worksheet guidelines, a formal crosswalk is recommended at the Hamilton Street intersection. The pedestrian volumes at the Fairground intersection fall below the threshold for crosswalk treatments and the intersection was recommended for traffic calming measures only (curb extensions, raised medians, etc.). Based on NCHRP guidelines, there would need to be significant increases to peak hour pedestrian counts (more than 400 percent) to meet the threshold for enhanced crosswalk treatments at either intersection.

Utilizing the FHWA countermeasure selection table (see Figure 2-1), this guide shows that for Ann Arbor Trail’s roadway features, highlighted in red, crosswalk enhancements are the priority countermeasure to be considered. This includes high-visibility pavement markings, parking restrictions, adequate lighting, and crosswalk warning signs. The AADT volume would need to significantly increase (more than 200 percent from the AADT taken in 2021) to fall into the category that includes active countermeasures such as RRFBs and PHBs.

Figure 2-1 Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	1 2 4 5 6	1 7 9	1 7 9	1 4 5 6	1 7 9	1 7 9	1 4 5 6	1 7 9	1 4 5 6
3 lanes with raised median (1 lane in each direction)	1 2 3 4 5	1 3 5 7	1 3 5 7	1 3 4 5	1 3 5 7	1 3 5 7	1 3 4 5	1 3 5 7	1 3 5 7
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	1 2 3 4 5 6 7 9	1 3 5 6 7 9	1 3 5 6 7 9	1 3 4 5 6 7 9	1 3 5 6 7 9	1 3 5 6 7 9	1 3 4 5 6 7 9	1 3 5 6 7 9	1 3 5 6 7 9
4+ lanes with raised median (2 or more lanes in each direction)	1 3 5 7 8 9	1 3 5 7 8 9	1 3 5 8 9	1 3 5 7 8 9	1 3 5 7 8 9	1 3 5 7 8 9	1 3 5 7 8 9	1 3 5 7 8 9	1 3 5 7 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	1 3 5 6 7 8 9	1 3 5 6 7 8 9	1 3 5 6 8 9	1 3 5 6 7 8 9	1 3 5 6 7 8 9	1 3 5 6 7 8 9	1 3 5 6 7 8 9	1 3 5 6 7 8 9	1 3 5 6 7 8 9

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)**
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)**

*Refer to Chapter 4, "Using Table 1 and Table 2 to Select Countermeasures," for more information about using multiple countermeasures.

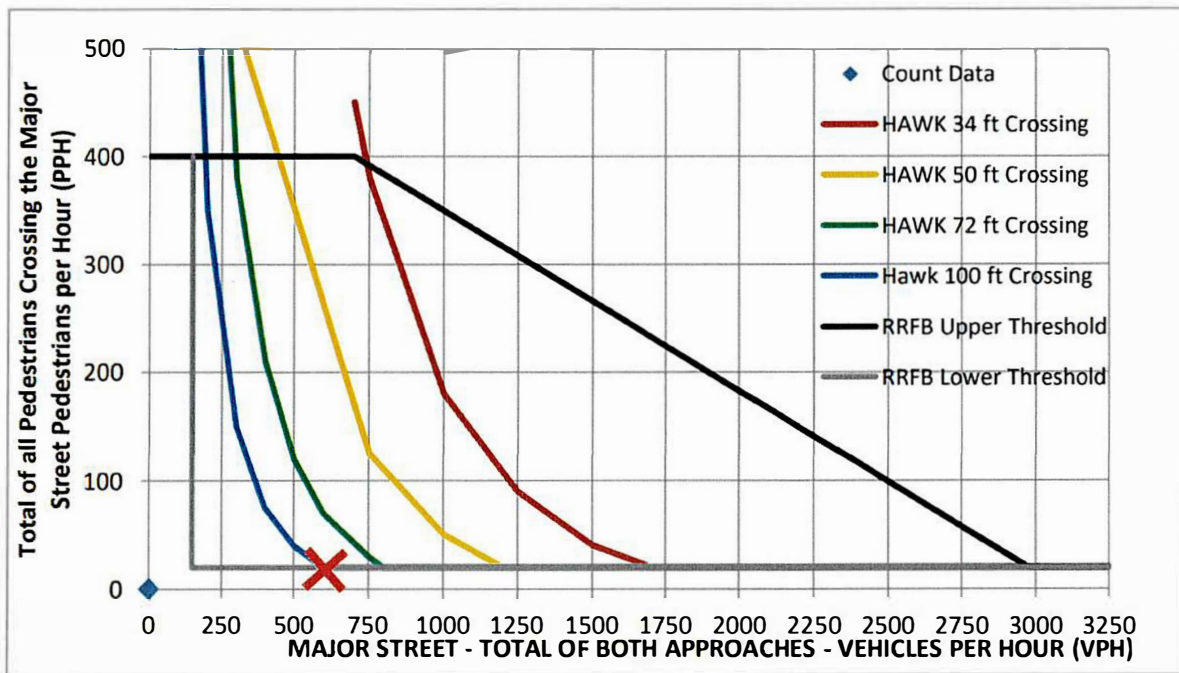
**It should be noted that the PHB and RRFB are not both installed at the same crossing location.

This table was developed using information from: Zegeer, C.V., J.R. Stewart, H.H. Huang, P.A. Lagerwey, J. Fecoganes, and B.J. Campbell. (2005). Safety effects of marked versus unmarked crosswalks at uncontrolled locations. Final report and recommended guidelines. FHWA, No. FHWA-HR-104-100. Washington, D.C.: FHWA. Manual on Uniform Traffic Control Devices, 2009 Edition. (revised 2012). Chapter 11, Pedestrian Hybrid Beacons. FHWA, Washington, D.C.: FHWA. Cross Modification Factors (CMF) Clearinghouse. <http://www.cmfclearinghouse.org/>. FHWA. Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE). <http://www.pedbikeinfo.org/PEDSAFE/>. Zegeer, C., R. Shivdasan, B. Lan, D. Carter, S. Smith, C. Sindstrom, N.J. Thirk, J. Zegeer, C. Lyon, E. Ferguson, and R. VanHoulen. (2017). NCHRP Report 841 - Development of Cross Modification Factors for Uncontrolled Pedestrian Crossing Treatments. Transportation Research Board, Washington, D.C.; Thomas, Thirk, and Zegeer. (2016). NCHRP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways. Transportation Research Board, Washington, D.C., and personal interviews with selected pedestrian safety practitioners.

Source: FHWA Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations

The MDOT *Guidance for Installation of Pedestrian Crosswalks on Michigan State Trunkline Highways* provides countermeasure selection tables based on the posted speed limit of the roadway, the vehicles per hour (VPH) of the major street (both approaches), and total pedestrians crossing the major road per hour (PPH). Count data that falls within the grey and black boundaries can be considered for an RRFB. Additionally, count data that falls above any of the blue, green, yellow, or red boundary lines may be considered for a PHB or HAWK signal based on the length of road crossing. Marked with a red "X," Figure 2-2 shows the current vehicles per hour (VPH) and pedestrians per hour (PPH) at the Hamilton Street intersection crossing Ann Arbor Trail may conservatively meet the lower threshold for an RRFB installation, using the peak hour counts. The current data for the Fairground Street intersection does not meet any threshold.

Figure 2-2 Installation of Pedestrian Hybrid Beacon (PHB) or Rectangular Rapid Flashing Beacon (RRFB) Signs on Low Speed Roadways (≤ 35 mph).



Source: MDOT *Guidance for Installation of Pedestrian Crosswalks on Michigan State Trunkline Highways*

2.2 Multi-Way Stop Control Warrant Analysis

There were six crashes that occurred within the study area for the five-year period of January 1, 2019, through December 31, 2023. A summary of the crash characteristics is in the table below.

There were no pedestrian or bicycle-related crashes. Two of these crashes were Rear End collisions due to vehicles slowing on Ann Arbor Trail to turn onto a side street. One occurred eastbound at the Hamilton Street intersection and the other eastbound at the Fairground Street intersection. A Multi-

Way Stop Control Warrant Analysis was conducted for each intersection to determine whether this type of traffic control treatment was appropriate within the study area.

Table 2-2 5-Year Crash Summary for Ann Arbor Trail between Hamilton Street & Fairground Street

Crash Characteristic	No. of Crashes	Yearly Average
Crash Type		
Single Motor Vehicle	1	0.2
Rear End	3	0.6
Backing	1	0.2
Sideswipe - Same Direction	1	0.2
Total	6	1.2
Severity		
Injury/Fatal	0	0.0
Property Damage Only	6	1.2
Location		
Hamilton Street Intersection	3	0.6
Midblock	1	0.2
Fairground Street Intersection	2	0.4

Source: Transportation Improvement Association Traffic Crash Analysis Tool

The Multi-Way Stop Control Warrant Analysis was conducted following the *Michigan Manual on Uniform Traffic Control Devices* (MMUTCD) guidance in Section 2B.07 of the 2019 Edition. In addition to the warrant criteria, engineering judgement was also applied to determine whether a signal is an appropriate traffic control treatment for the intersection.

The following MMUTCD criteria was considered in the engineering study for a multi-way stop sign installation:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any eight hours of an average day; and
 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same eight-hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
 3. If the 85th percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. When no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

2.2.1 Ann Arbor Trail and Hamilton Street

A review of the crash history indicates that less than one crash per year occurred within 150 feet of the intersection during the last ten years. During the overall peak hour, 4:00 PM – 5:00 PM, there were 617 vehicles at the intersection.

Based on traffic volume data and engineering judgement, a traffic signal is not warranted at this intersection, therefore, Criteria A of the MMUTCD Multi-Way Stop Control was not met.

As stated in the crash summary above, Criteria B is not met.

During an eight-hour period, the major street averages 358 vehicles per hour. However, the combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages 41 units per hour for the same eight hours. This was true for any eight-hour period within the 12-hour period counted. Therefore, Criteria C is not met.

Since none of the multi-way stop signal installation criteria were met, it is recommended to maintain the existing stop control on the minor street.

2.2.2 Ann Arbor Trail and Fairground Street

A review of the crash history indicates that less than one crash per year occurred within 150 feet of the intersection during the last ten years. During the overall peak hour, 3:00 PM – 4:00 PM, there were 636 vehicles at the intersection.

Based on traffic volume data and engineering judgement, a traffic signal is not warranted at this intersection, therefore, Criteria A of the MMUTCD Multi-Way Stop Control was not met.

As stated in the crash summary above, Criteria B is not met.

During an eight-hour period, the major street averages 362 vehicles per hour. However, the combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages 26 units per hour for the same eight hours. This was true for any eight-hour period within the 12-hour period counted. Therefore, Criteria C is not met.

Since none of the multi-way stop signal installation criteria were met, it is recommended to maintain the existing stop control on the minor street.

3.0 CONCLUSION

The result of this study indicates more users are crossing Ann Arbor Trail at the Hamilton Street intersection. Based on data collected and evaluation, neither intersection met the criteria for multi-way Stop control, and current traffic volumes do not warrant regulatory traffic control. Due to the low number of nonmotorized activity observed crossing Ann Arbor Trail at the Fairground Street intersection, and its proximity to the Hamilton Street Intersection, no treatments are currently recommended at Fairground Street. However, crosswalk installation is recommended at the Hamilton Street intersection. This includes ADA-compliant ramps, pavement markings, adequate street lighting and parking restrictions. Considering the land uses and nonmotorized traffic activity in the study area, this nonmotorized treatment can provide a safe connection from the north side of Ann Arbor Trail to the south side that encourages users to cross at a centralized location.

A proactive recommendation for Rectangular Rapid Flashing Beacons (RRFB) at the Hamilton Street intersection should be considered, in addition to the recommendations above, should the community anticipate any of the following changes to the area or existing concerns:

- Increase in Annual Average Daily Traffic (AADT) volumes
- Increase in nonmotorized volumes crossing Ann Arbor Trail within the study area
- Changes in land use
- Speeding concerns



**Appendix A.
MioVision Traffic Counts**

Ann Arbor Trail & Fairground Street - TMC

Wed Oct 30, 2024

Full Length (7 AM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1242757, Location: 42.368554, -83.462504

Provided by: Wadetrim

25251 Northline Rd,

Taylor, MI, US

Leg Direction Time	Ann Arbor Trail Westbound					Fairground Street Northbound					Ann Arbor Trail Eastbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2024-10-30 7:00AM	21	0	0	21	0	0	1	0	1	0	2	19	0	21	0	43
7:15AM	20	3	0	23	0	2	4	0	6	1	2	9	0	11	0	40
7:30AM	61	1	0	62	0	7	1	0	8	0	8	24	0	32	0	102
7:45AM	59	0	0	59	0	5	4	0	9	0	0	28	0	28	1	96
Hourly Total	161	4	0	165	0	14	10	0	24	1	12	80	0	92	1	281
8:00AM	48	3	0	51	0	10	2	0	12	2	0	55	0	55	2	118
8:15AM	59	4	0	63	0	6	2	0	8	0	0	45	0	45	1	116
8:30AM	50	3	0	53	0	2	6	0	8	0	4	33	0	37	1	98
8:45AM	51	2	0	53	0	6	6	0	12	2	2	33	0	35	0	100
Hourly Total	208	12	0	220	0	24	16	0	40	4	6	166	0	172	4	432
9:00AM	46	3	0	49	0	2	2	0	4	2	0	37	0	37	0	90
9:15AM	42	2	0	44	0	2	2	0	4	2	0	27	0	27	0	75
9:30AM	51	0	0	51	0	2	3	0	5	4	0	33	0	33	1	89
9:45AM	47	1	0	48	0	2	1	0	3	1	1	31	0	32	0	83
Hourly Total	186	6	0	192	0	8	8	0	16	9	1	128	0	129	1	337
10:00AM	43	1	0	44	0	1	1	0	2	0	1	18	0	19	2	65
10:15AM	44	0	0	44	0	2	1	0	3	2	0	40	0	40	0	87
10:30AM	35	3	0	38	0	3	0	0	3	2	3	42	0	45	0	86
10:45AM	45	0	0	45	0	4	0	0	4	1	3	48	0	51	2	100
Hourly Total	167	4	0	171	0	10	2	0	12	5	7	148	0	155	4	338
11:00AM	46	4	0	50	0	3	0	0	3	6	2	49	0	51	0	104
11:15AM	59	0	0	59	0	3	2	0	5	1	0	38	0	38	0	102
11:30AM	49	1	0	50	0	4	1	0	5	0	0	52	0	52	0	107
11:45AM	57	1	0	58	0	2	1	0	3	1	0	51	0	51	1	112
Hourly Total	211	6	0	217	0	12	4	0	16	8	2	190	0	192	1	425
12:00PM	55	1	0	56	0	0	4	0	4	1	1	65	0	66	0	126
12:15PM	46	1	0	47	0	3	0	0	3	0	2	58	0	60	0	110
12:30PM	60	2	0	62	0	4	5	0	9	4	1	49	0	50	1	121
12:45PM	43	0	0	43	0	0	1	0	1	3	3	48	0	51	1	95
Hourly Total	204	4	0	208	0	7	10	0	17	8	7	220	0	227	2	452
1:00PM	51	1	0	52	0	3	2	0	5	0	1	56	0	57	0	114
1:15PM	53	1	0	54	0	5	1	0	6	5	1	56	0	57	0	117
1:30PM	34	0	0	34	0	2	3	0	5	0	1	39	0	40	0	79
1:45PM	58	4	0	62	0	2	1	0	3	1	3	50	0	53	0	118
Hourly Total	196	6	0	202	0	12	7	0	19	6	6	201	0	207	0	428
2:00PM	48	2	0	50	0	2	2	0	4	2	3	48	0	51	0	105
2:15PM	58	2	0	60	1	1	0	0	1	2	1	50	0	51	0	112
2:30PM	50	3	0	53	1	3	1	0	4	1	0	58	0	58	1	115
2:45PM	7	0	0	7	0	1	11	0	12	0	4	12	2	18	0	37
Hourly Total	163	7	0	170	2	7	14	0	21	5	8	168	2	178	1	369
3:00PM	79	5	0	84	0	7	4	0	11	2	1	87	0	88	1	183
3:15PM	73	1	0	74	0	6	2	0	8	2	3	71	0	74	0	156
3:30PM	58	8	0	66	0	2	3	0	5	2	4	71	0	75	0	146
3:45PM	67	1	0	68	0	3	4	0	7	0	2	74	0	76	0	151
Hourly Total	277	15	0	292	0	18	13	0	31	6	10	303	0	313	1	636
4:00PM	77	1	0	78	0	2	2	0	4	3	0	83	0	83	0	165
4:15PM	58	2	0	60	0	3	2	0	5	5	3	66	0	69	1	134
4:30PM	71	3	0	74	0	3	2	0	5	2	1	81	0	82	0	161
4:45PM	78	4	0	82	0	3	4	0	7	0	3	73	0	76	0	165
Hourly Total	284	10	0	294	0	11	10	0	21	10	7	303	0	310	1	625
5:00PM	55	5	0	60	0	3	1	0	4	1	2	104	0	106	1	170
5:15PM	55	4	0	59	0	5	2	0	7	3	1	71	0	72	0	138
5:30PM	75	5	0	80	0	1	2	0	3	0	2	68	0	70	2	153

Leg Direction	Ann Arbor Trail Westbound					Fairground Street Northbound					Ann Arbor Trail Eastbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
5:45PM	59	2	0	61	0	1	3	0	4	1	4	65	0	69	0	134
Hourly Total	244	16	0	260	0	10	8	0	18	5	9	308	0	317	3	595
6:00PM	70	3	0	73	0	6	3	0	9	3	3	67	0	70	0	152
6:15PM	63	2	0	65	0	4	4	0	8	0	1	52	1	54	0	127
6:30PM	54	3	0	57	0	5	2	0	7	1	5	67	0	72	0	136
6:45PM	62	2	0	64	0	1	1	0	2	0	0	64	0	64	0	130
Hourly Total	249	10	0	259	0	16	10	0	26	4	9	250	1	260	0	545
Total	2550	100	0	2650	2	149	112	0	261	71	84	2465	3	2552	19	5463
% Approach	96.2%	3.8%	0%	-	-	57.1%	42.9%	0%	-	-	3.3%	96.6%	0.1%	-	-	-
% Total	46.7%	1.8%	0%	48.5%	-	2.7%	2.1%	0%	4.8%	-	1.5%	45.1%	0.1%	46.7%	-	-
Lights	2508	100	0	2608	-	146	110	0	256	-	82	2411	3	2496	-	5360
% Lights	98.4%	100%	0%	98.4%	-	98.0%	98.2%	0%	98.1%	-	97.6%	97.8%	100%	97.8%	-	98.1%
Articulated Trucks	6	0	0	6	-	0	1	0	1	-	0	9	0	9	-	16
% Articulated Trucks	0.2%	0%	0%	0.2%	-	0%	0.9%	0%	0.4%	-	0%	0.4%	0%	0.4%	-	0.3%
Buses and Single-Unit Trucks	36	0	0	36	-	3	1	0	4	-	2	45	0	47	-	87
% Buses and Single-Unit Trucks	1.4%	0%	0%	1.4%	-	2.0%	0.9%	0%	1.5%	-	2.4%	1.8%	0%	1.8%	-	1.6%
Pedestrians	-	-	-	-	2	-	-	-	-	57	-	-	-	-	19	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	80.3%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	14	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	19.7%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ann Arbor Trail & Fairground Street - TMC

Wed Oct 30, 2024

Full Length (7 AM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

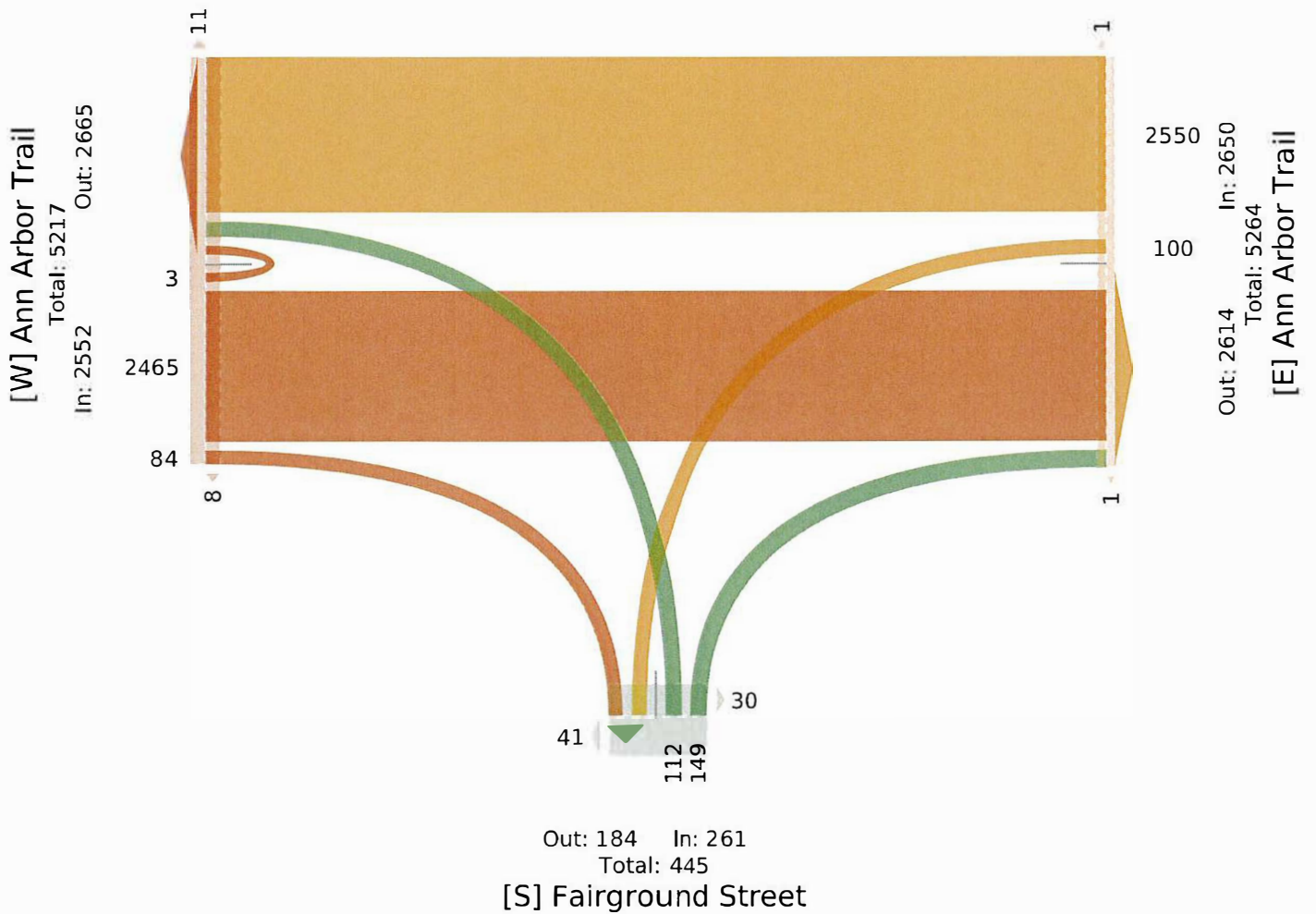
All Movements

ID: 1242757, Location: 42.368554, -83.462504

Provided by: Wadetrin

25251 Northline Rd,

Taylor, MI, US



Ann Arbor Trail & Fairground Street - TMC

Wed Oct 30, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1242757, Location: 42.368554, -83.462504

Provided by: Wadetrim

25251 Northline Rd,

Taylor, MI, US

Leg Direction	Ann Arbor Trail Westbound					Fairground Street Northbound					Ann Arbor Trail Eastbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2024-10-30 7:30AM	61	1	0	62	0	7	1	0	8	0	8	24	0	32	0	102
7:45AM	59	0	0	59	0	5	4	0	9	0	0	28	0	28	1	96
8:00AM	48	3	0	51	0	10	2	0	12	2	0	55	0	55	2	118
8:15AM	59	4	0	63	0	6	2	0	8	0	0	45	0	45	1	116
Total	227	8	0	235	0	28	9	0	37	2	8	152	0	160	4	432
% Approach	96.6%	3.4%	0%	-	-	75.7%	24.3%	0%	-	-	5.0%	95.0%	0%	-	-	-
% Total	52.5%	1.9%	0%	54.4%	-	6.5%	2.1%	0%	8.6%	-	1.9%	35.2%	0%	37.0%	-	-
PHF	0.930	0.500	-	0.933	-	0.700	0.563	-	0.771	-	0.250	0.691	-	0.727	-	0.915
Lights	222	8	0	230	-	28	9	0	37	-	8	144	0	152	-	419
% Lights	97.8%	100%	0%	97.9%	-	100%	100%	0%	100%	-	100%	94.7%	0%	95.0%	-	97.0%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	5	0	0	5	-	0	0	0	0	-	0	8	0	8	-	13
% Buses and Single-Unit Trucks	2.2%	0%	0%	2.1%	-	0%	0%	0%	0%	-	0%	5.3%	0%	5.0%	-	3.0%
Pedestrians	-	-	-	-	0	-	-	-	-	1	-	-	-	-	-	4
% Pedestrians	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	1	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ann Arbor Trail & Fairground Street - TMC

Wed Oct 30, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

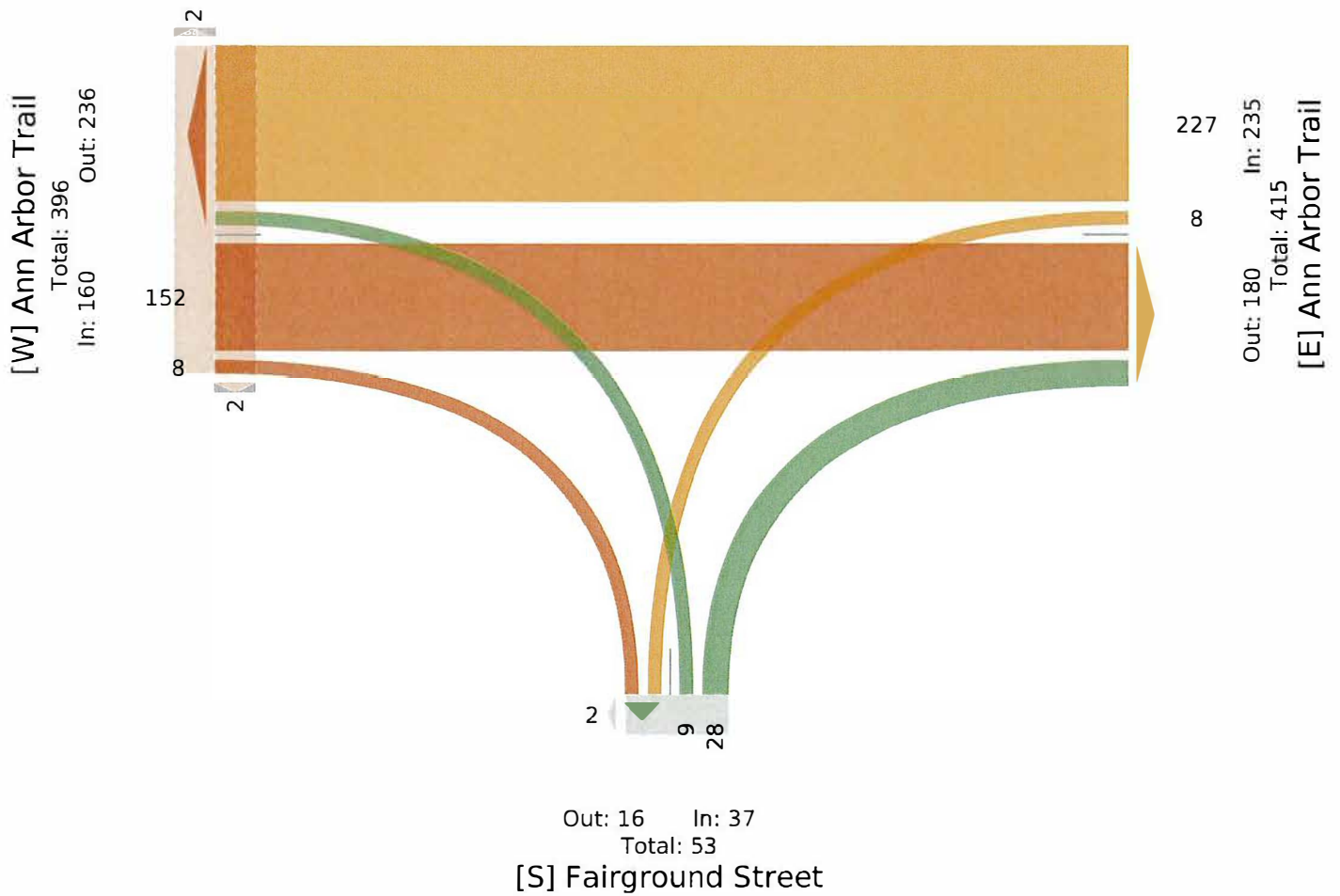
All Movements

ID: 1242757, Location: 42.368554, -83.462504

Provided by: Wadetrin

25251 Northline Rd,

Taylor, MI, US



Ann Arbor Trail & Fairground Street - TMC

Wed Oct 30, 2024

PM Peak (3 PM - 4 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1242757, Location: 42.368554, -83.462504

Provided by: Wadetrim

25251 Northline Rd,

Taylor, MI, US

Leg Direction	Ann Arbor Trail Westbound					Fairground Street Northbound					Ann Arbor Trail Eastbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2024-10-30 3:00PM	79	5	0	84	0	7	4	0	11	2	1	87	0	88	1	183
3:15PM	73	1	0	74	0	6	2	0	8	2	3	71	0	74	0	156
3:30PM	58	8	0	66	0	2	3	0	5	2	4	71	0	75	0	146
3:45PM	67	1	0	68	0	3	4	0	7	0	2	74	0	76	0	151
Total	277	15	0	292	0	18	13	0	31	6	10	303	0	313	1	636
% Approach	94.9%	5.1%	0%	-	-	58.1%	41.9%	0%	-	-	3.2%	96.8%	0%	-	-	-
% Total	43.6%	2.4%	0%	45.9%	-	2.8%	2.0%	0%	4.9%	-	1.6%	47.6%	0%	49.2%	-	-
PHF	0.877	0.469	-	0.869	-	0.643	0.813	-	0.705	-	0.625	0.871	-	0.889	-	0.869
Lights	274	15	0	289	-	18	13	0	31	-	10	297	0	307	-	627
% Lights	98.9%	100%	0%	99.0%	-	100%	100%	0%	100%	-	100%	98.0%	0%	98.1%	-	98.6%
Articulated Trucks	1	0	0	1	-	0	0	0	0	-	0	1	0	1	-	2
% Articulated Trucks	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	-	0%	0.3%	0%	0.3%	-	0.3%
Buses and Single-Unit Trucks	2	0	0	2	-	0	0	0	0	-	0	5	0	5	-	7
% Buses and Single-Unit Trucks	0.7%	0%	0%	0.7%	-	0%	0%	0%	0%	-	0%	1.7%	0%	1.6%	-	1.1%
Pedestrians	-	-	-	-	0	-	-	-	-	3	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	3	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ann Arbor Trail & Fairground Street - TMC

Wed Oct 30, 2024

PM Peak (3 PM - 4 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

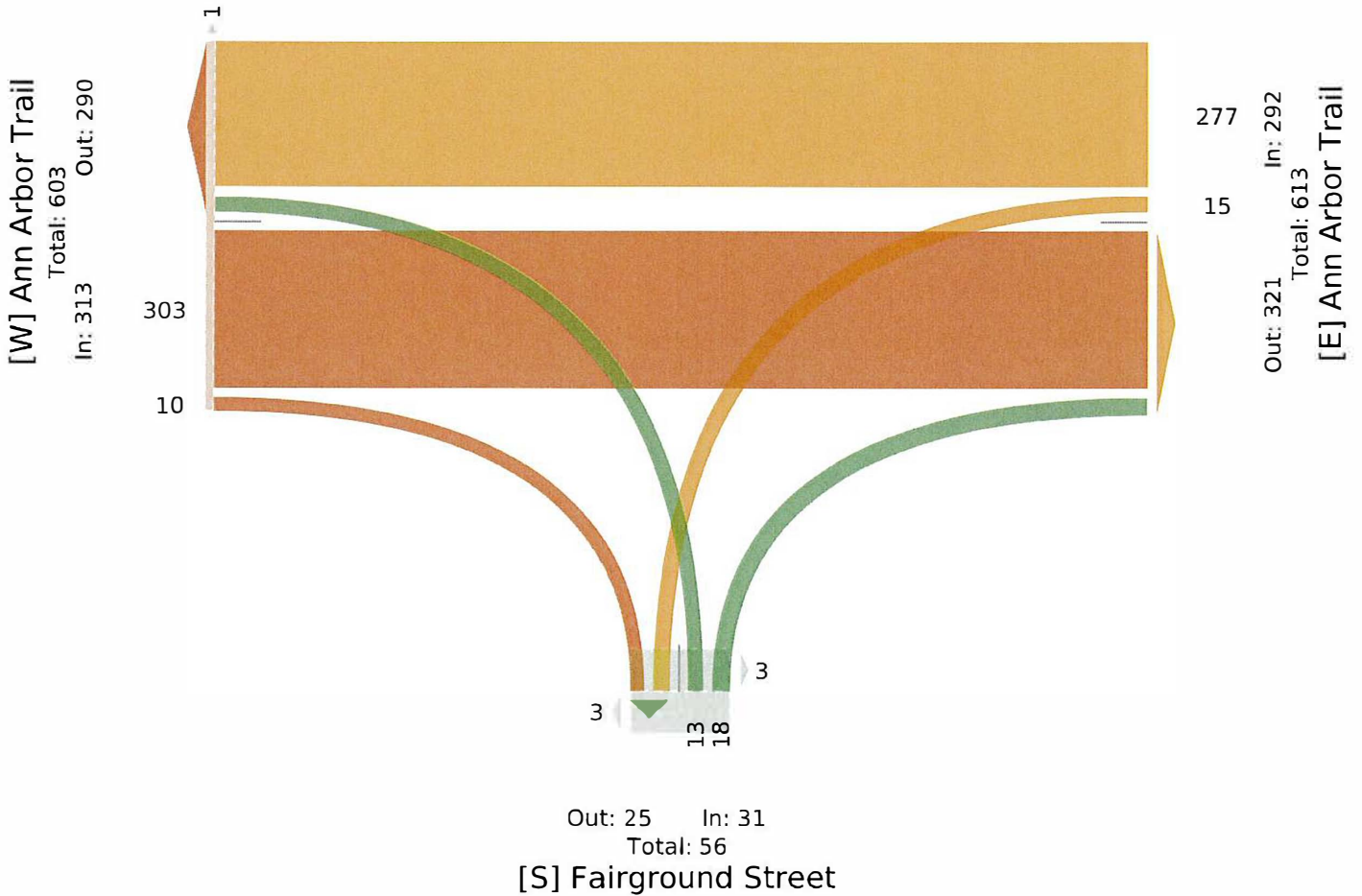
All Movements

ID: 1242757, Location: 42.368554, -83.462504

Provided by: Wadetrin

25251 Northline Rd,

Taylor, MI, US



Ann Arbor Trail & Fairground Street - TMC

Thu Oct 31, 2024

Full Length (7 AM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1242759, Location: 42.368554, -83.462504

Provided by: Wadetrim

25251 Northline Rd,

Taylor, MI, US

Leg Direction Time	Ann Arbor Trail Westbound					Fairground Street Northbound					Ann Arbor Trail Eastbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2024-10-31 7:00AM	18	0	0	18	0	2	0	0	2	0	1	9	0	10	1	30
7:15AM	41	2	0	43	0	3	3	0	6	0	1	17	0	18	0	67
7:30AM	36	2	0	38	0	3	5	0	8	0	3	21	0	24	0	70
7:45AM	66	1	0	67	0	3	5	0	8	3	4	35	0	39	0	114
Hourly Total	161	5	0	166	0	11	13	0	24	3	9	82	0	91	1	281
8:00AM	47	1	0	48	0	7	3	0	10	1	2	51	0	53	0	111
8:15AM	47	3	0	50	0	1	0	0	1	1	0	43	0	43	0	94
8:30AM	38	2	0	40	0	4	4	0	8	2	1	29	0	30	0	78
8:45AM	65	5	0	70	1	3	1	0	4	1	1	30	0	31	0	105
Hourly Total	197	11	0	208	1	15	8	0	23	5	4	153	0	157	0	388
9:00AM	38	3	0	41	0	3	1	0	4	4	1	37	0	38	1	83
9:15AM	39	0	0	39	2	1	2	0	3	0	0	32	0	32	0	74
9:30AM	45	1	0	46	0	2	1	0	3	0	1	28	0	29	2	78
9:45AM	45	2	0	47	0	1	1	0	2	0	2	22	0	24	0	73
Hourly Total	167	6	0	173	2	7	5	0	12	4	4	119	0	123	3	308
10:00AM	36	0	0	36	0	2	4	0	6	5	1	28	0	29	1	71
10:15AM	30	0	0	30	0	2	1	0	3	2	1	35	0	36	0	69
10:30AM	35	2	0	37	1	2	0	0	2	3	1	41	0	42	0	81
10:45AM	44	1	0	45	0	1	3	0	4	2	0	19	0	19	1	68
Hourly Total	145	3	0	148	1	7	8	0	15	12	3	123	0	126	2	289
11:00AM	38	2	0	40	0	1	5	0	6	3	3	41	0	44	0	90
11:15AM	55	2	0	57	0	3	3	0	6	0	0	42	0	42	0	105
11:30AM	60	1	0	61	0	3	2	0	5	0	2	40	0	42	0	108
11:45AM	37	0	0	37	0	1	3	0	4	1	3	44	0	47	0	88
Hourly Total	190	5	0	195	0	8	13	0	21	4	8	167	0	175	0	391
12:00PM	79	0	0	79	0	6	1	0	7	4	2	61	0	63	0	149
12:15PM	37	2	0	39	0	1	1	0	2	1	0	58	0	58	1	99
12:30PM	53	1	0	54	0	1	2	0	3	0	1	61	0	62	0	119
12:45PM	57	2	0	59	0	2	2	0	4	3	3	45	0	48	0	111
Hourly Total	226	5	0	231	0	10	6	0	16	8	6	225	0	231	1	478
1:00PM	51	3	0	54	0	2	1	0	3	1	0	40	0	40	3	97
1:15PM	48	2	0	50	0	2	2	0	4	0	3	55	0	58	0	112
1:30PM	31	5	0	36	0	2	2	0	4	0	0	60	0	60	0	100
1:45PM	43	1	0	44	0	5	2	0	7	1	1	56	0	57	0	108
Hourly Total	173	11	0	184	0	11	7	0	18	2	4	211	0	215	3	417
2:00PM	45	1	0	46	0	3	3	0	6	1	2	42	0	44	0	96
2:15PM	45	1	0	46	0	4	1	0	5	0	1	55	0	56	0	107
2:30PM	37	3	0	40	0	6	1	0	7	0	1	53	0	54	0	101
2:45PM	57	1	0	58	0	4	3	0	7	0	2	50	0	52	0	117
Hourly Total	184	6	0	190	0	17	8	0	25	1	6	200	0	206	0	421
3:00PM	51	2	0	53	0	3	2	0	5	0	0	64	0	64	0	122
3:15PM	58	2	0	60	0	8	4	0	12	0	1	65	0	66	0	138
3:30PM	59	2	0	61	0	1	1	0	2	1	3	94	0	97	0	160
3:45PM	60	4	0	64	0	2	7	0	9	0	10	60	0	70	1	143
Hourly Total	228	10	0	238	0	14	14	0	28	1	14	283	0	297	1	563
4:00PM	13	4	0	17	0	3	3	0	34	0	44	20	2	66	0	117
4:15PM	80	10	0	90	0	5	4	0	9	0	10	77	0	87	0	186
4:30PM	70	5	0	75	0	8	2	0	10	1	4	72	0	76	0	161
4:45PM	62	5	0	67	0	2	2	0	4	1	8	60	0	68	0	139
Hourly Total	225	24	0	249	0	18	39	0	57	2	66	229	2	297	0	603
5:00PM	54	3	0	57	0	3	1	0	4	1	3	77	0	80	0	141
5:15PM	73	10	0	83	0	2	4	0	6	0	2	67	0	69	0	158
5:30PM	47	3	0	50	0	3	10	0	13	1	2	46	0	48	1	111

Leg Direction	Ann Arbor Trail Westbound					Fairground Street Northbound					Ann Arbor Trail Eastbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
5:45PM	45	3	0	48	0	4	1	0	5	1	1	55	0	56	0	109
Hourly Total	219	19	0	238	0	12	16	0	28	3	8	245	0	253	1	519
6:00PM	54	1	0	55	0	1	3	0	4	0	1	40	0	41	0	100
6:15PM	36	2	0	38	0	1	1	0	2	0	1	38	0	39	2	79
6:30PM	31	1	0	32	0	1	1	0	2	0	1	34	0	35	0	69
6:45PM	27	3	0	30	0	4	1	0	5	0	2	43	0	45	2	80
Hourly Total	148	7	0	155	0	7	6	0	13	0	5	155	0	160	4	328
Total	2263	112	0	2375	4	137	143	0	280	45	137	2192	2	2331	16	4986
% Approach	95.3%	4.7%	0%	-	-	48.9%	51.1%	0%	-	-	5.9%	94.0%	0.1%	-	-	-
% Total	45.4%	2.2%	0%	47.6%	-	2.7%	2.9%	0%	5.6%	-	2.7%	44.0%	0%	46.8%	-	-
Lights	2238	111	0	2349	-	134	141	0	275	-	130	2160	2	2292	-	4916
% Lights	98.9%	99.1%	0%	98.9%	-	97.8%	98.6%	0%	98.2%	-	94.9%	98.5%	100%	98.3%	-	98.6%
Articulated Trucks	3	0	0	3	-	1	0	0	1	-	0	2	0	2	-	6
% Articulated Trucks	0.1%	0%	0%	0.1%	-	0.7%	0%	0%	0.4%	-	0%	0.1%	0%	0.1%	-	0.1%
Buses and Single-Unit Trucks	22	1	0	23	-	2	2	0	4	-	7	30	0	37	-	64
% Buses and Single-Unit Trucks	1.0%	0.9%	0%	1.0%	-	1.5%	1.4%	0%	1.4%	-	5.1%	1.4%	0%	1.6%	-	1.3%
Pedestrians	-	-	-	-	4	-	-	-	-	34	-	-	-	-	16	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	75.6%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	11	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	24.4%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ann Arbor Trail & Fairground Street - TMC

Thu Oct 31, 2024

Full Length (7 AM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

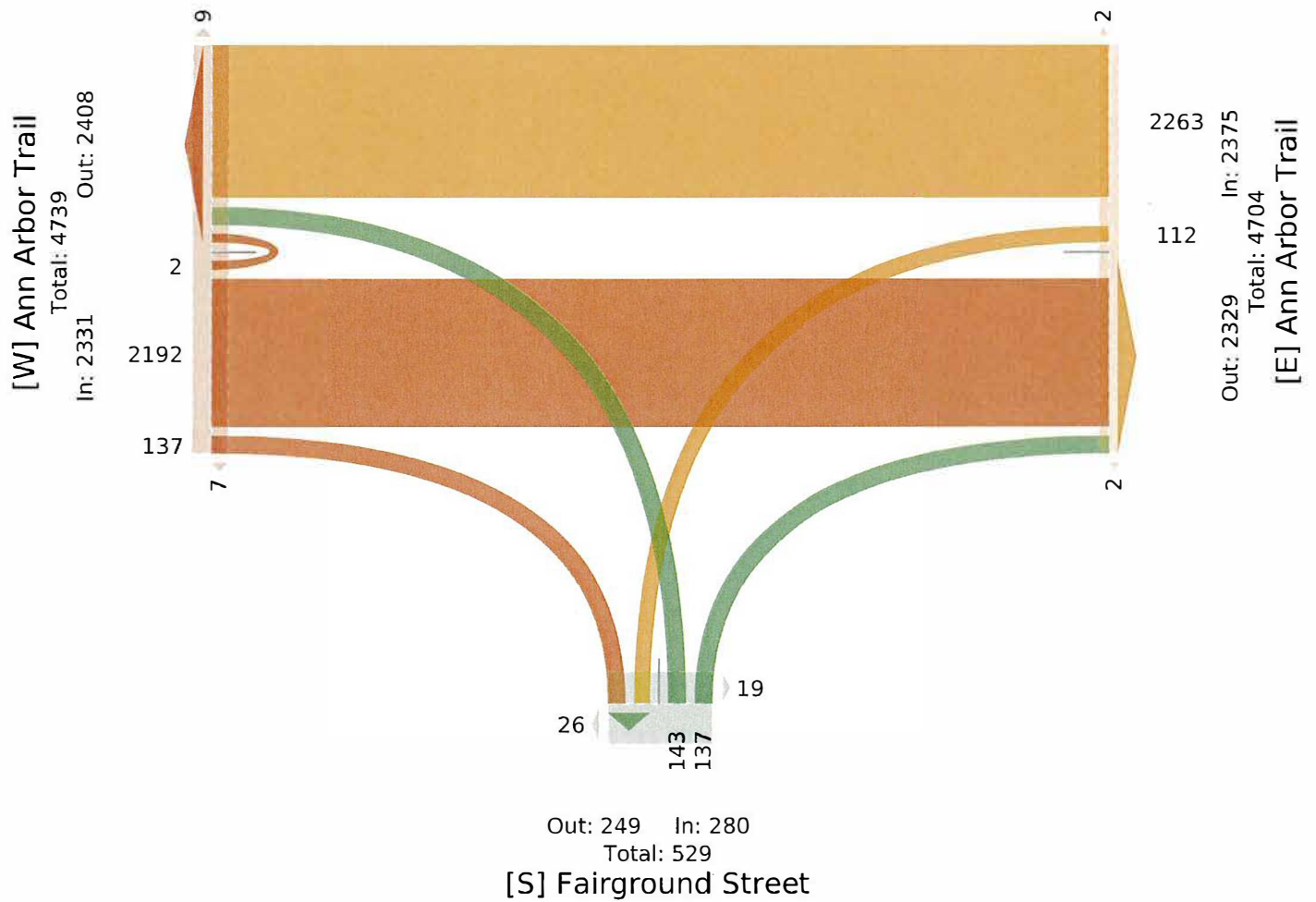
All Movements

ID: 1242759, Location: 42.368554, -83.462504

Provided by: Wadetrim

25251 Northline Rd,

Taylor, MI, US



Ann Arbor Trail & Fairground Street - TMC

Thu Oct 31, 2024

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1242759, Location: 42.368554, -83.462504

Provided by: Wadetrin

25251 Northline Rd,

Taylor, MI, US

Leg Direction	Ann Arbor Trail Westbound					Fairground Street Northbound					Ann Arbor Trail Eastbound					Tot
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2024-10-31 7:45AM	66	1	0	67	0	3	5	0	8	3	4	35	0	39	0	114
8:00AM	47	1	0	48	0	7	3	0	10	1	2	51	0	53	0	111
8:15AM	47	3	0	50	0	1	0	0	1	1	0	43	0	43	0	94
8:30AM	38	2	0	40	0	4	4	0	8	2	1	29	0	30	0	78
Total	198	7	0	205	0	15	12	0	27	7	7	158	0	165	0	397
% Approach	96.6%	3.4%	0%	-	-	55.6%	44.4%	0%	-	-	4.2%	95.8%	0%	-	-	-
% Total	49.9%	1.8%	0%	51.6%	-	3.8%	3.0%	0%	6.8%	-	1.8%	39.8%	0%	41.6%	-	-
PHF	0.750	0.583	-	0.765	-	0.536	0.600	-	0.675	-	0.438	0.775	-	0.778	-	0.871
Lights	197	7	0	204	-	15	12	0	27	-	7	153	0	160	-	391
% Lights	99.5%	100%	0%	99.5%	-	100%	100%	0%	100%	-	100%	96.8%	0%	97.0%	-	98.5%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	1	0	0	1	-	0	0	0	0	-	0	5	0	5	-	6
% Buses and Single-Unit Trucks	0.5%	0%	0%	0.5%	-	0%	0%	0%	0%	-	0%	3.2%	0%	3.0%	-	1.5%
Pedestrians	-	-	-	-	0	-	-	-	-	5	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	71.4%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	28.6%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ann Arbor Trail & Fairground Street - TMC

Thu Oct 31, 2024

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

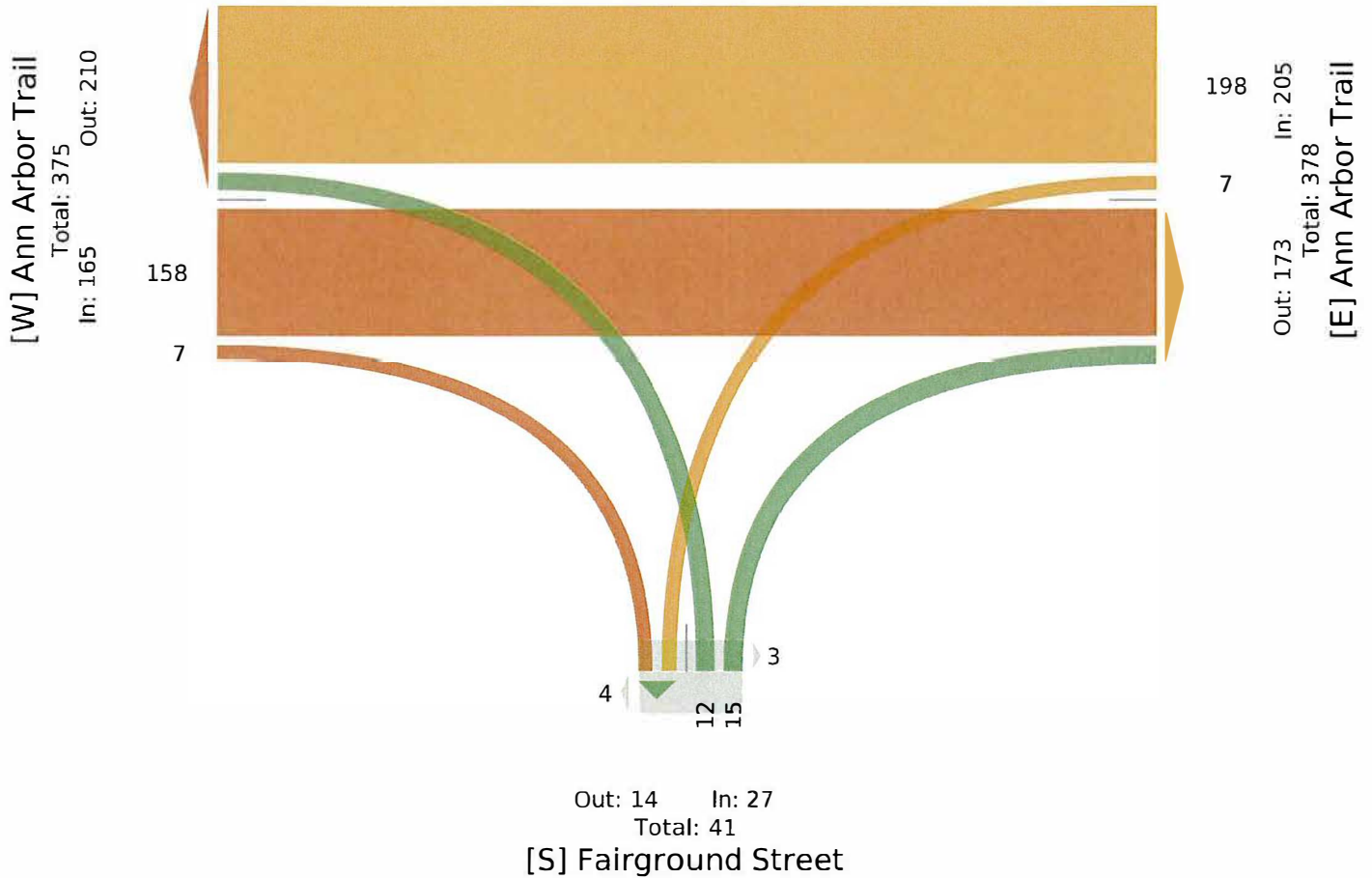
All Movements

ID: 1242759, Location: 42.368554, -83.462504

Provided by: Wadetrin

25251 Northline Rd,

Taylor, MI, US



Ann Arbor Trail & Fairground Street - TMC

Thu Oct 31, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1242759, Location: 42.368554, -83.462504

Provided by: Wadetrim

25251 Northline Rd,

Taylor, MI, US

Leg Direction	Ann Arbor Trail Westbound					Fairground Street Northbound					Ann Arbor Trail Eastbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2024-10-31 4:15PM	80	10	0	90	0	5	4	0	9	0	10	77	0	87	0	186
4:30PM	70	5	0	75	0	8	2	0	10	1	4	72	0	76	0	161
4:45PM	62	5	0	67	0	2	2	0	4	1	8	60	0	68	0	139
5:00PM	54	3	0	57	0	3	1	0	4	1	3	77	0	80	0	141
Total	266	23	0	289	0	18	9	0	27	3	25	286	0	311	0	627
% Approach	92.0%	8.0%	0%	-	-	66.7%	33.3%	0%	-	-	8.0%	92.0%	0%	-	-	-
% Total	42.4%	3.7%	0%	46.1%	-	2.9%	1.4%	0%	4.3%	-	4.0%	45.6%	0%	49.6%	-	-
PHF	0.831	0.575	-	0.803	-	0.563	0.563	-	0.675	-	0.625	0.929	-	0.894	-	0.843
Lights	266	23	0	289	-	18	9	0	27	-	25	285	0	310	-	626
% Lights	100%	100%	0%	100%	-	100%	100%	0%	100%	-	100%	99.7%	0%	99.7%	-	99.8%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	-	0	0	0	0	-	0	1	0	1	-	1
% Buses and Single-Unit Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0.3%	0%	0.3%	-	0.2%
Pedestrians	-	-	-	-	0	-	-	-	-	1	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	33.3%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	2	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	66.7%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ann Arbor Trail & Fairground Street - TMC

Thu Oct 31, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

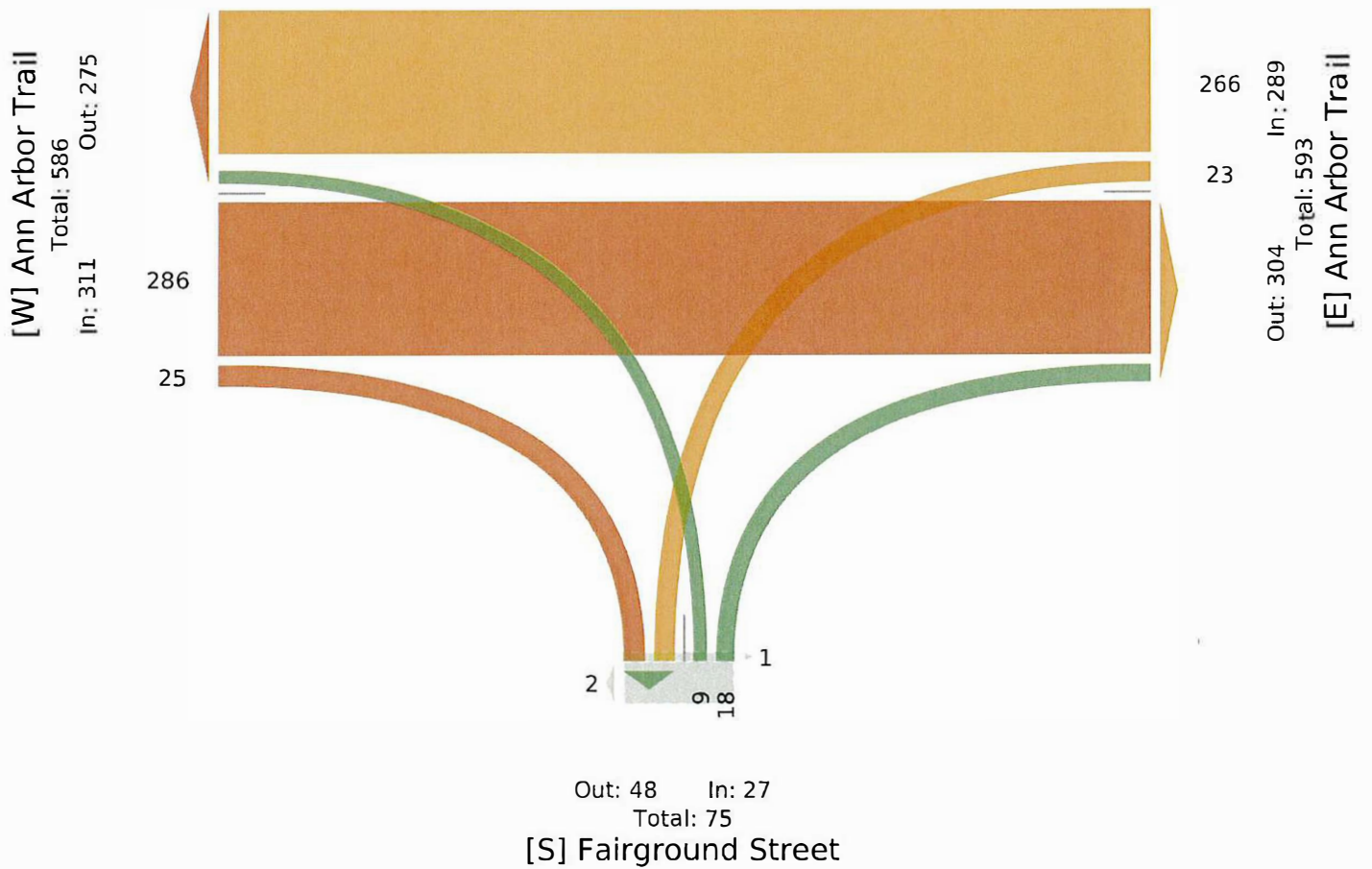
All Movements

ID: 1242759, Location: 42.368554, -83.462504

Provided by: Wadetrin

25251 Northline Rd,

Taylor, MI, US



Ann Arbor Trail & Hamilton Street - TMC

Wed Oct 30, 2024

Full Length (7 AM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1243160, Location: 42.369056, -83.464912

Provided by: Wadetrin
25251 Northline Rd, Taylor, MI, US

Leg Direction	Hamilton Street Southbound						Ann Arbor Trail Westbound						Hamilton Street Northbound						Ann Arbor Trail Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-10-30 7:00AM	0	0	2	0	2	3	1	22	0	0	23	1	1	0	0	0	1	0	0	16	0	0	16	0	42
7:15AM	0	0	1	0	1	2	2	22	0	0	24	1	1	1	0	0	2	0	0	12	0	0	12	1	39
7:30AM	0	1	3	0	4	2	1	55	2	0	58	1	1	0	1	0	2	0	0	26	1	0	27	0	91
7:45AM	1	1	5	0	7	1	4	61	1	0	66	0	2	0	1	0	3	2	2	23	0	0	25	5	101
Hourly Total	1	2	11	0	14	8	8	160	3	0	171	3	5	1	2	0	8	2	2	77	1	0	80	6	273
8:00AM	4	0	3	0	7	1	2	45	3	0	50	2	1	0	0	0	1	3	0	49	1	0	50	0	108
8:15AM	2	1	3	0	6	1	2	52	3	0	57	0	0	2	0	0	2	0	2	39	4	0	45	1	110
8:30AM	0	1	7	0	8	0	5	51	1	0	57	10	0	0	1	0	1	0	0	25	1	0	26	0	92
8:45AM	0	1	3	0	4	3	2	59	1	0	62	0	6	0	0	0	6	0	1	23	0	0	24	2	96
Hourly Total	6	3	16	0	25	5	11	207	8	0	226	12	7	2	1	0	10	3	3	136	6	0	145	3	406
9:00AM	1	0	3	0	4	0	5	43	2	0	50	0	1	0	1	0	2	1	0	34	0	0	34	1	90
9:15AM	1	0	0	0	1	3	6	41	0	0	47	2	2	0	0	0	2	1	1	26	3	0	30	0	80
9:30AM	0	0	4	0	4	4	4	53	1	0	58	0	3	0	0	0	3	1	0	24	0	0	24	2	89
9:45AM	2	0	4	0	6	0	1	48	0	0	49	1	1	0	1	0	2	2	2	29	0	0	31	1	88
Hourly Total	4	0	11	0	15	7	16	185	3	0	204	3	7	0	2	0	9	5	3	113	3	0	119	4	347
10:00AM	2	0	1	0	3	6	3	42	2	0	47	2	0	0	2	0	2	0	3	16	1	0	20	0	72
10:15AM	0	1	3	0	4	5	3	40	0	0	43	2	5	1	1	0	7	0	1	33	0	0	34	0	88
10:30AM	0	0	2	0	2	0	4	31	0	0	35	0	2	0	1	0	3	3	2	41	0	0	43	0	83
10:45AM	0	0	4	0	4	1	3	46	1	0	50	0	1	1	3	0	5	9	2	45	0	0	47	1	106
Hourly Total	2	1	10	0	13	12	13	159	3	0	175	4	8	2	7	0	17	12	8	135	1	0	144	1	349
11:00AM	2	0	3	0	5	1	0	42	1	0	43	0	1	0	0	0	1	2	2	47	1	0	50	0	99
11:15AM	1	0	2	0	3	1	1	54	0	0	55	1	1	0	0	0	1	2	1	37	0	0	38	0	97
11:30AM	0	0	0	0	0	0	1	40	2	0	43	0	2	0	2	0	4	0	2	50	0	0	52	2	99
11:45AM	1	0	3	0	4	1	3	52	2	0	57	0	2	0	0	0	2	1	0	49	0	0	49	2	112
Hourly Total	4	0	8	0	12	3	5	188	5	0	198	1	6	0	2	0	8	5	5	183	1	0	189	4	407
12:00PM	2	1	4	0	7	2	4	51	4	1	60	0	2	2	1	0	5	0	2	57	1	0	60	2	132
12:15PM	2	0	2	0	4	1	3	42	0	0	45	0	2	0	0	0	2	4	0	56	1	0	57	2	108
12:30PM	1	1	4	0	6	1	2	60	1	0	63	1	2	1	1	0	4	1	0	45	4	0	49	3	122
12:45PM	1	1	4	0	6	0	5	43	2	0	50	0	1	1	0	0	2	1	1	45	0	0	46	2	104
Hourly Total	6	3	14	0	23	4	14	196	7	1	218	1	7	4	2	0	13	6	3	203	6	0	212	9	466
1:00PM	0	0	3	0	3	1	1	52	2	0	55	0	2	1	0	0	3	3	1	51	0	0	52	0	113
1:15PM	3	0	1	0	4	2	6	46	0	0	52	0	0	0	0	0	0	1	0	53	2	0	55	1	111
1:30PM	2	0	2	0	4	1	0	34	2	0	36	1	2	0	2	0	4	0	0	39	1	0	40	2	84
1:45PM	1	0	2	0	3	0	8	49	2	0	59	0	3	1	0	0	4	0	2	51	4	0	57	0	123
Hourly Total	6	0	8	0	14	4	15	181	6	0	202	1	7	2	2	0	11	4	3	194	7	0	204	3	431
2:00PM	2	2	4	0	8	2	5	43	2	0	50	0	1	2	2	0	5	0	1	46	0	0	47	0	110
2:15PM	1	1	6	0	8	2	3	49	2	0	54	1	1	0	1	0	2	1	1	45	3	0	49	0	113
2:30PM	2	1	5	0	8	0	3	49	1	0	53	0	3	0	0	0	3	0	1	46	1	0	48	1	112
2:45PM	1	2	2	0	5	0	1	25	1	0	27	0	4	4	1	0	9	0	9	41	2	0	52	0	93
Hourly Total	6	6	17	0	29	4	12	166	6	0	184	1	9	6	4	0	19	1	12	178	6	0	196	1	428
3:00PM	3	2	2	0	7	5	5	77	6	0	88	0	5	0	1	0	6	4	1	61	0	0	62	1	163
3:15PM	2	0	1	0	3	2	4	68	5	0	77	1	4	0	0	0	4	5	0	69	2	0	71	1	155
3:30PM	1	0	2	0	3	3	2	54	1	1	58	0	6	0	0	0	6	1	1	66	1	0	68	2	135
3:45PM	0	1	3	0	4	2	4	68	1	0	73	0	3	0	0	0	3	0	2	70	2	0	74	1	154
Hourly Total	6	3	8	0	17	12	15	267	13	1	296	1	18	0	1	0	19	10	4	266	5	0	275	5	607
4:00PM	0	0	1	0	1	3	10	66	0	0	76	0	3	0	0	0	3	3	0	81	1	0	82	1	162
4:15PM	5	1	2	0	8	1	1	55	3	0	59	1	1	0	0	0	1	4	1	71	2	0	74	0	142
4:30PM	1	1	3	0	5	1	1	68	2	0	71	1	3	1	0	0	4	3	1	73	1	0	75	0	155
4:45PM	2	1	2	0	5	1	3	76	2	0	81	0	6	0	0	0	6	0	1	64	1	0	66	1	158
Hourly Total	8	3	8	0	19	6	15	265	7	0	287	2	13	1	0	0	14	10	3	289	5	0	297	2	617
5:00PM	1	1	6	0	8	2	3	47	1	0	51	1	6	1	0	0	7	3	1	90	4	0	95	5	161
5:15PM	2	2	3	0	7	1	4	50	3	0	57	1	4	3	1	0	8	3	2	68	0	0	70	1	142
5:30PM	1	0	5	0	6	5	4	68	1	0	73	4	3	1	1	0	5	1	1	63	2	0	66	3	150
5:45PM	2	0	1	0	3	9	1	58	3	0	62	0	2	1	0	0	3	4	3	68	1	0	72	1	140
Hourly Total	6	3	15	0	24	17	12	223	8	0	243	6	15	6	2	0	23	11	7	289	7	0	303	10	593
6:00PM	1	0	3	0	4	5	3	65	3	0	71	1	7	0	0	0	7	2	1	54	3	0	58	4	140
6:15PM	0	0	6	0	6	6	7	60	1	0	68	3	0	1	0	0	1	4	2	47	4	0	53	1	128
6:30PM	1	0	5	0	6	10	0	53	1	0	54	3	5	0	1	0	6	5	1	61	1	0	63	2	129
6:45PM	0	2	5	0	7	4	9	54	1	0	64	2	1	0	0	0	1	1	0	59	0	0	59	0	131
Hourly Total	2	2	19	0	23	25	19	232	6	0	257	9	13	1	1	0	15	12	4	221	8	0	233	7	528

Leg Direction	Hamilton Street Southbound						Ann Arbor Trail Westbound						Hamilton Street Northbound						Ann Arbor Trail Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
Total	57	26	145	0	228	107	155	2429	75	2	2661	44	115	25	26	0	166	81	57	2284	56	0	2397	55	5452
% Approach	25.0%	11.4%	63.6%	0%	-	-	5.8%	91.3%	2.8%	0.1%	-	-	69.3%	15.1%	15.7%	0%	-	-	2.4%	95.3%	2.3%	0%	-	-	-
% Total	1.0%	0.5%	2.7%	0%	4.2%	-	2.8%	44.6%	1.4%	0%	48.8%	-	2.1%	0.5%	0.5%	0%	3.0%	-	1.0%	41.9%	1.0%	0%	44.0%	-	-
Lights	56	25	137	0	218	-	143	2402	75	2	2622	-	114	25	26	0	165	-	55	2242	54	0	2351	-	5356
% Lights	98.2%	96.2%	94.5%	0%	95.6%	-	92.3%	98.9%	100%	100%	98.5%	-	99.1%	100%	100%	0%	99.4%	-	96.5%	98.2%	96.4%	0%	98.1%	-	98.2%
Articulated Trucks	0	0	1	0	1	-	3	4	0	0	7	-	0	0	0	0	0	-	0	7	0	0	7	-	15
% Articulated Trucks	0%	0%	0.7%	0%	0.4%	-	1.9%	0.2%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0.3%
Buses and Single-Unit Trucks	1	1	7	0	9	-	9	23	0	0	32	-	1	0	0	0	1	-	2	35	2	0	39	-	81
% Buses and Single-Unit Trucks	1.8%	3.8%	4.8%	0%	3.9%	-	5.8%	0.9%	0%	0%	1.2%	-	0.9%	0%	0%	0%	0.6%	-	3.5%	1.5%	3.6%	0%	1.6%	-	1.5%
Pedestrians	-	-	-	-	-	99	-	-	-	-	-	44	-	-	-	-	-	75	-	-	-	-	-	52	
% Pedestrians	-	-	-	-	-	92.5%	-	-	-	-	-	100%	-	-	-	-	-	92.6%	-	-	-	-	-	94.5%	-
Bicycles on Crosswalk	-	-	-	-	-	8	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	7.5%	-	-	-	-	-	0%	-	-	-	-	-	7.4%	-	-	-	-	-	5.5%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ann Arbor Trail & Hamilton Street - TMC

Wed Oct 30, 2024

Full Length (7 AM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

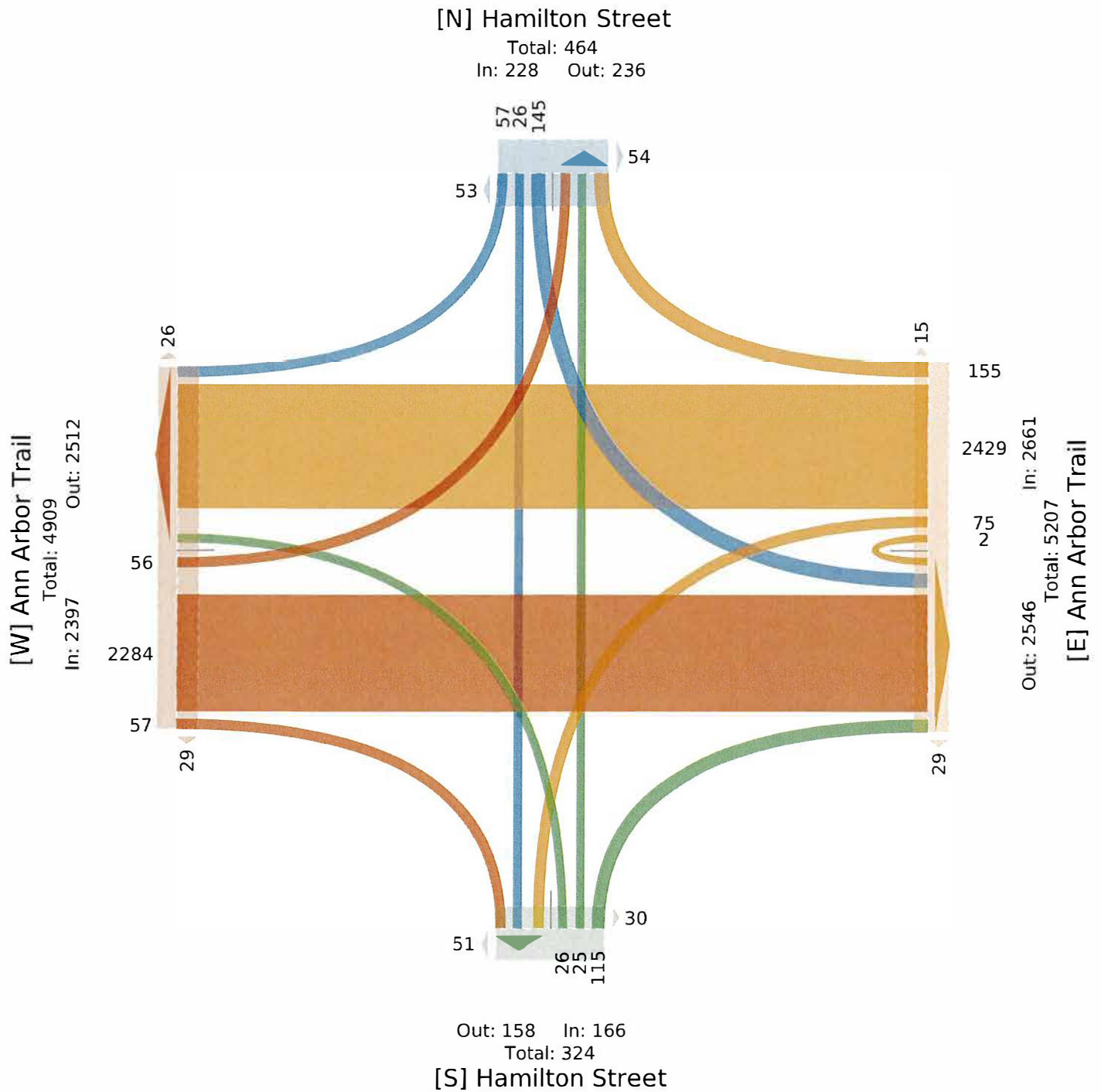
All Movements

ID: 1243160, Location: 42.369056, -83.464912

Provided by: Wadetrin

25251 Northline Rd,

Taylor, MI, US



Ann Arbor Trail & Hamilton Street - TMC

Wed Oct 30, 2024

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1243160, Location: 42.369056, -83.464912

Provided by: Wadetrin
25251 Northline Rd,
Taylor, MI, US

Leg Direction	Hamilton Street Southbound							Ann Arbor Trail Westbound							Hamilton Street Northbound							Ann Arbor Trail Eastbound							Int
	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		
2024-10-30 7:45AM	1	1	5	0	7	1		4	61	1	0	66	0		2	0	1	0	3	2		2	23	0	0	25	5		101
8:00AM	4	0	3	0	7	1		2	45	3	0	50	2		1	0	0	0	1	3		0	49	1	0	50	0		108
8:15AM	2	1	3	0	6	1		2	52	3	0	57	0		0	2	0	0	2	0		2	39	4	0	45	1		110
8:30AM	0	1	7	0	8	0		5	51	1	0	57	10		0	0	1	0	1	0		0	25	1	0	26	0		92
Total	7	3	18	0	28	3		13	209	8	0	230	12		3	2	2	0	7	5		4	136	6	0	146	6		411
% Approach	25.0%	10.7%	64.3%	0%	-	-		5.7%	90.9%	3.5%	0%	-	-		42.9%	28.6%	28.6%	0%	-	-		2.7%	93.2%	4.1%	0%	-	-		-
% Total	1.7%	0.7%	4.4%	0%	6.8%	-		3.2%	50.9%	1.9%	0%	56.0%	-		0.7%	0.5%	0.5%	0%	1.7%	-		1.0%	33.1%	1.5%	0%	35.5%	-		-
PHF	0.438	0.750	0.643	-	0.875	-		0.650	0.857	0.667	-	0.871	-		0.375	0.250	0.500	-	0.583	-		0.500	0.694	0.375	-	0.730	-		0.934
Lights	7	3	18	0	28	-		12	207	8	0	227	-		3	2	2	0	7	-		4	127	5	0	136	-		398
% Lights	100%	100%	100%	0%	100%	-		92.3%	99.0%	100%	0%	98.7%	-		100%	100%	100%	0%	100%	-		100%	93.4%	83.3%	0%	93.2%	-		96.8%
Articulated Trucks	0	0	0	0	0	-		1	0	0	0	1	-		0	0	0	0	0	-		0	0	0	0	0	-		1
% Articulated Trucks	0%	0%	0%	0%	0%	-		7.7%	0%	0%	0%	0.4%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0.2%
Buses and Single-Unit Trucks	0	0	0	0	0	-		0	2	0	0	2	-		0	0	0	0	0	-		0	9	1	0	10	-		12
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-		0%	1.0%	0%	0%	0.9%	-		0%	0%	0%	0%	0%	-		0%	6.6%	16.7%	0%	6.8%	-		2.9%
Pedestrians	-	-	-	-	-	3		-	-	-	-	-	12		-	-	-	-	-	5		-	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%		-	-	-	-	-	0%		-	-	-	-	-	0%		-	-	-	-	-	-	0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ann Arbor Trail & Hamilton Street - TMC

Wed Oct 30, 2024

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

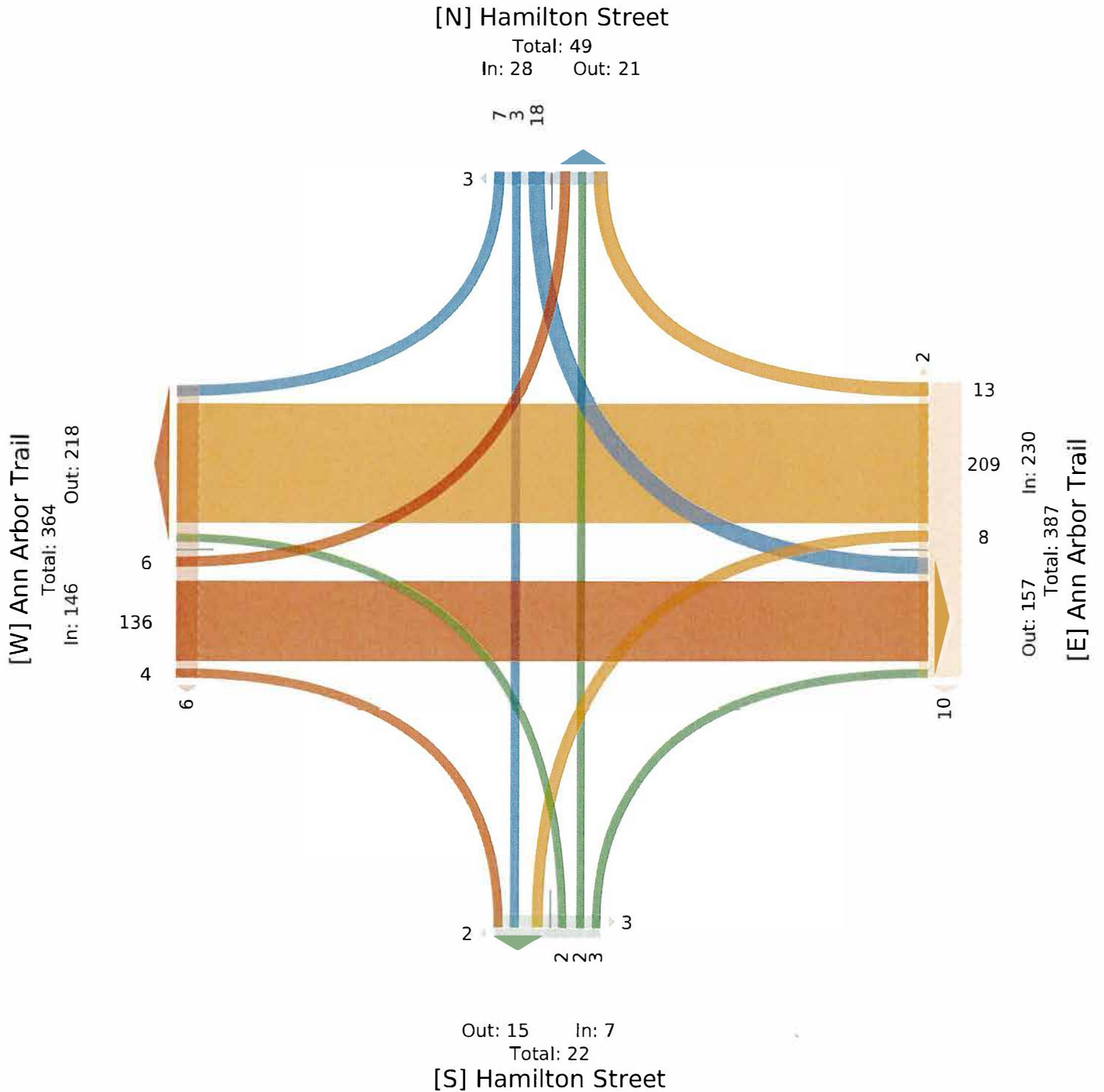
All Movements

ID: 1243160, Location: 42.369056, -83.464912

Provided by: Wadetrin

25251 Northline Rd,

Taylor, MI, US



Ann Arbor Trail & Hamilton Street - TMC

Wed Oct 30, 2024

PM Peak (4 PM - 5 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1243160, Location: 42.369056, -83.464912

Provided by: Wadetrin

25251 Northline Rd,

Taylor, MI, US

Leg Direction	Hamilton Street Southbound						Ann Arbor Trail Westbound						Hamilton Street Northbound						Ann Arbor Trail Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-10-30 4:00PM	0	0	1	0	1	3	10	66	0	0	76	0	3	0	0	0	3	3	0	81	1	0	82	1	162
4:15PM	5	1	2	0	8	1	1	55	3	0	59	1	1	0	0	0	1	4	1	71	2	0	74	0	142
4:30PM	1	1	3	0	5	1	1	68	2	0	71	1	3	1	0	0	4	3	1	73	1	0	75	0	155
4:45PM	2	1	2	0	5	1	3	76	2	0	81	0	6	0	0	0	6	0	1	64	1	0	66	1	158
Total	8	3	8	0	19	6	15	265	7	0	287	2	13	1	0	0	14	10	3	289	5	0	297	2	617
% Approach	42.1%	15.8%	42.1%	0%	-	-	5.2%	92.3%	2.4%	0%	-	-	92.9%	7.1%	0%	0%	-	-	1.0%	97.3%	1.7%	0%	-	-	-
% Total	1.3%	0.5%	1.3%	0%	3.1%	-	2.4%	42.9%	1.1%	0%	46.5%	-	2.1%	0.2%	0%	0%	2.3%	-	0.5%	46.8%	0.8%	0%	48.1%	-	-
PHF	0.400	0.750	0.667	-	0.594	-	0.375	0.872	0.583	-	0.886	-	0.542	0.250	-	-	0.583	-	0.750	0.892	0.625	-	0.905	-	0.952
Lights	8	2	8	0	18	-	15	264	7	0	286	-	13	1	0	0	14	-	3	287	5	0	295	-	613
% Lights	100%	66.7%	100%	0%	94.7%	-	100%	99.6%	100%	0%	99.7%	-	100%	100%	0%	0%	100%	-	100%	99.3%	100%	0%	99.3%	-	99.4%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0.2%
Buses and Single-Unit Trucks	0	1	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	0	1	0	0	1	-	3
% Buses and Single-Unit Trucks	0%	33.3%	0%	0%	5.3%	-	0%	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0.5%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	10	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	66.7%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	33.3%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ann Arbor Trail & Hamilton Street - TMC

Wed Oct 30, 2024

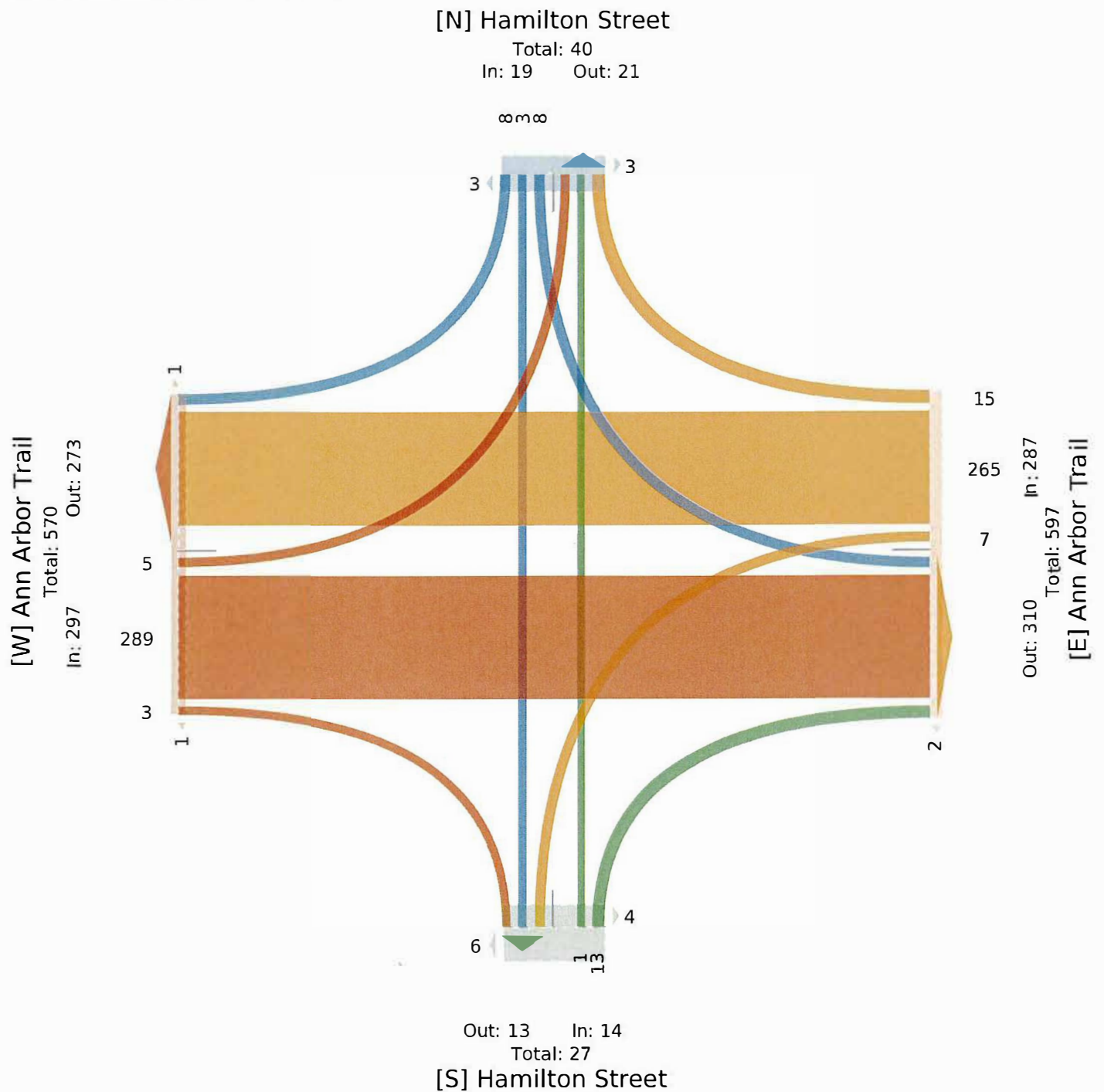
PM Peak (4 PM - 5 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1243160, Location: 42.369056, -83.464912

Provided by: Wadetrin
25251 Northline Rd,
Taylor, MI, US



Ann Arbor Trail & Hamilton Street - TMC

Thu Oct 31, 2024

Full Length (7 AM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1243163, Location: 42.369056, -83.464912

Provided by: Wadetrin
25251 Northline Rd, Taylor, MI, US

Leg Direction	Hamilton Street Southbound						Ann Arbor Trail Westbound						Hamilton Street Northbound						Ann Arbor Trail Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-10-31 7:00AM	1	0	0	0	1	2	1	18	0	0	19	1	2	0	0	0	2	0	0	0	0	9	1	31	
7:15AM	1	1	1	0	3	2	2	41	0	0	43	0	0	0	0	0	0	0	1	16	0	0	17	0	63
7:30AM	2	1	3	0	6	1	0	38	1	0	39	0	1	1	0	0	2	1	0	20	0	0	20	0	67
7:45AM	2	0	7	0	9	0	6	73	1	0	80	1	1	1	0	0	2	0	0	28	0	0	28	3	119
Hourly Total	6	2	11	0	19	5	9	170	2	0	181	2	4	2	0	0	6	1	1	73	0	0	74	4	280
8:00AM	0	1	4	0	5	2	2	46	5	0	53	2	3	0	0	0	3	0	0	47	1	0	48	0	109
8:15AM	1	1	3	0	5	2	2	39	3	0	44	0	1	2	1	0	4	2	1	41	3	0	45	0	98
8:30AM	1	0	5	0	6	5	1	42	1	0	44	2	4	1	0	0	5	2	1	21	2	0	24	0	79
8:45AM	1	1	1	0	3	6	2	68	0	0	70	0	1	0	0	0	1	0	0	31	1	0	32	1	106
Hourly Total	3	3	13	0	19	15	7	195	9	0	211	4	9	3	1	0	13	4	2	140	7	0	149	1	392
9:00AM	1	1	2	0	4	2	4	36	1	0	41	0	1	0	1	0	2	4	1	33	1	0	35	1	82
9:15AM	1	0	3	0	4	4	2	39	0	0	41	0	0	1	0	0	1	0	0	30	2	0	32	1	78
9:30AM	3	0	0	0	3	5	2	43	0	0	45	1	0	0	1	0	1	0	1	27	0	0	28	0	77
9:45AM	1	1	1	0	3	4	2	46	1	0	49	1	3	1	0	0	4	0	0	20	0	0	20	1	76
Hourly Total	6	2	6	0	14	15	10	164	2	0	176	2	4	2	2	0	8	4	2	110	3	0	115	3	313
10:00AM	0	0	0	0	0	1	2	38	0	0	40	0	3	0	1	0	4	1	1	22	0	0	23	1	67
10:15AM	3	0	2	0	5	1	2	31	0	0	33	0	0	1	0	0	1	0	0	37	2	0	39	0	78
10:30AM	2	2	2	0	6	0	4	31	1	0	36	0	2	0	0	0	2	2	2	39	0	0	41	0	85
10:45AM	1	1	2	0	4	0	2	45	1	0	48	0	0	0	1	0	1	0	0	20	0	0	20	1	73
Hourly Total	6	3	6	0	15	2	10	145	2	0	157	0	5	1	2	0	8	3	3	118	2	0	123	2	303
11:00AM	0	1	2	0	3	0	3	36	1	0	40	1	0	0	0	0	0	0	3	38	0	0	41	0	84
11:15AM	6	0	0	0	6	0	5	54	1	0	60	1	1	1	0	0	2	2	2	39	1	0	42	0	110
11:30AM	2	0	0	0	2	2	1	60	1	0	62	2	1	1	0	0	2	0	1	42	2	0	45	1	111
11:45AM	5	0	3	0	8	0	2	42	0	0	44	0	3	0	4	0	7	1	3	54	2	1	60	0	119
Hourly Total	13	1	5	0	19	2	11	192	3	0	206	4	5	2	4	0	11	3	9	173	5	1	188	1	424
12:00PM	0	1	0	0	1	2	8	68	2	1	79	0	2	0	0	0	2	1	1	46	0	0	47	0	129
12:15PM	3	0	1	0	4	3	3	38	2	0	43	0	1	0	1	0	2	1	1	59	4	0	64	2	113
12:30PM	1	0	4	0	5	0	4	48	1	0	53	0	6	0	1	0	7	0	3	53	2	0	58	1	123
12:45PM	3	1	6	0	10	0	5	57	0	0	62	0	0	0	1	0	1	4	1	42	2	0	45	0	118
Hourly Total	7	2	11	0	20	5	20	211	5	1	237	0	9	0	3	0	12	6	6	200	8	0	214	3	483
1:00PM	1	1	1	0	3	2	5	46	2	0	53	0	0	2	0	0	2	0	2	38	2	0	42	0	100
1:15PM	0	2	5	0	7	0	3	40	1	0	44	0	6	0	0	0	6	0	3	48	0	1	52	0	109
1:30PM	0	1	1	0	2	0	0	35	1	0	36	0	3	0	1	0	4	1	0	55	1	0	56	0	98
1:45PM	2	0	0	0	2	2	2	38	1	0	41	0	3	2	0	0	5	2	3	54	1	0	58	0	106
Hourly Total	3	4	7	0	14	4	10	159	5	0	174	0	12	4	1	0	17	3	8	195	4	1	208	0	413
2:00PM	3	0	3	0	6	0	2	50	2	0	54	0	0	0	0	0	0	0	0	41	2	0	43	0	103
2:15PM	2	0	4	0	6	2	3	43	3	0	49	2	2	1	3	0	6	0	1	49	2	0	52	2	113
2:30PM	3	0	4	0	7	0	4	36	2	0	42	0	3	0	0	0	3	0	2	48	4	0	54	0	106
2:45PM	0	2	3	0	5	1	4	58	0	0	62	2	0	0	1	0	1	0	1	55	1	0	57	1	125
Hourly Total	8	2	14	0	24	3	13	187	7	0	207	4	5	1	4	0	10	0	4	193	9	0	206	3	447
3:00PM	1	0	7	0	8	1	4	46	1	0	51	0	4	2	1	0	7	0	1	52	1	0	54	0	120
3:15PM	0	0	6	0	6	2	6	55	2	0	63	0	4	0	1	0	5	1	0	57	3	0	60	0	134
3:30PM	3	1	2	0	6	1	6	52	1	0	59	0	5	0	2	0	7	2	1	91	1	0	93	0	165
3:45PM	1	1	5	0	7	2	5	65	4	0	74	0	4	0	1	0	5	0	5	63	2	0	70	0	156
Hourly Total	5	2	20	0	27	6	21	218	8	0	247	0	17	2	5	0	24	3	7	263	7	0	277	0	575
4:00PM	2	7	3	0	12	3	4	49	1	0	54	0	4	2	0	0	6	1	17	69	5	1	92	0	164
4:15PM	1	1	4	0	6	1	3	77	3	0	83	1	6	2	0	0	8	0	1	76	0	0	77	0	174
4:30PM	3	0	2	0	5	0	6	63	2	0	71	1	5	2	1	0	8	1	0	67	3	0	70	1	154
4:45PM	5	1	2	0	8	1	8	47	6	0	61	0	3	0	1	0	4	1	5	64	3	0	72	1	145
Hourly Total	11	9	11	0	31	5	21	236	12	0	269	2	18	6	2	0	26	3	23	276	11	1	311	2	637
5:00PM	4	4	3	0	11	0	5	47	2	0	54	0	5	1	1	0	7	0	1	72	2	0	75	0	147
5:15PM	2	2	0	0	4	0	5	62	7	0	74	0	4	1	1	0	6	0	4	60	7	0	71	0	155
5:30PM	3	1	2	0	6	0	4	52	2	0	58	0	0	1	1	0	2	0	3	51	5	0	59	0	125
5:45PM	1	0	1	0	2	1	5	42	2	0	49	2	5	0	1	0	6	4	1	51	3	0	55	0	112
Hourly Total	10	7	6	0	23	1	19	203	13	0	235	2	14	3	4	0	21	4	9	234	17	0	260	0	539
6:00PM	0	1	3	0	4	4	7	48	1	0	56	6	1	0	2	0	3	1	1	36	1	0	38	1	101
6:15PM	2	1	1	0	4	0	2	35	2	0	39	2	1	1	1	0	3	0	1	35	2	0	38	6	84
6:30PM	1	1	1	0	3	6	1	30	0	0	31	7	1	0	0	0	1	4	1	33	0	0	34	4	69
6:45PM	0	0	2	0	2	7	1	27	0	0	28	6	3	0	0	0	3	2	0	37	1	0	38	0	71
Hourly Total	3	3	7	0	13	17	11	140	3	0	154	21	6	1	3	0	10	7	3	141	4	0	148	11	325
Total	81	40	117	0	238	80	162	2220	71	1	2454	41	108	27	31	0	166	41	77	2116	77	3	2273	30	5131

Leg Direction	Hamilton Street Southbound							Ann Arbor Trail Westbound							Hamilton Street Northbound							Ann Arbor Trail Eastbound							Int
	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		
% Approach	34.0%	16.8%	49.2%	0%	-	-		6.6%	90.5%	2.9%	0%	-	-		65.1%	16.3%	18.7%	0%	-	-		3.4%	93.1%	3.4%	0.1%	-	-		
% Total	1.6%	0.0%	2.3%	0%	4.6%	-		3.2%	43.3%	1.4%	0%	47.8%	-		2.1%	0.5%	0.6%	0%	3.2%	-		1.5%	41.2%	1.5%	0.1%	44.3%	-		
Lights	80	39	117	0	236	-		161	2197	71	1	2430	-		107	27	31	0	165	-		74	2079	75	3	2231	-	5062	
% Lights	98.8%	97.5%	100%	0%	99.2%	-		99.4%	99.0%	100%	100%	99.0%	-		99.1%	100%	100%	0%	99.4%	-		96.1%	98.3%	97.4%	100%	98.2%	-	98.7%	
Articulated Trucks	0	0	0	0	0	-		0	2	0	0	2	-		0	0	0	0	0	-		0	1	0	0	1	-	3	
% Articulated Trucks	0%	0%	0%	0%	0%	-		0%	0.1%	0%	0%	0.1%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-	0.1%	
Buses and Single-Unit Trucks	1	1	0	0	2	-		1	21	0	0	22	-		1	0	0	0	1	-		3	36	2	0	41	-	66	
% Buses and Single-Unit Trucks	1.2%	2.5%	0%	0%	0.8%	-		0.6%	0.9%	0%	0%	0.9%	-		0.9%	0%	0%	0%	0.6%	-		3.9%	1.7%	2.6%	0%	1.8%	-	1.3%	
Pedestrians	-	-	-	-	-	74		-	-	-	-	-	40		-	-	-	-	-	35		-	-	-	-	-	-	30	
% Pedestrians	-	-	-	-	-	92.5%		-	-	-	-	-	97.6%		-	-	-	-	-	85.4%		-	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	6		-	-	-	-	-	1		-	-	-	-	-	6		-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	7.5%		-	-	-	-	-	2.4%		-	-	-	-	-	14.6%		-	-	-	-	-	-	0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ann Arbor Trail & Hamilton Street - TMC

Thu Oct 31, 2024

Full Length (7 AM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1243163, Location: 42.369056, -83.464912

Provided by: Wadetrin

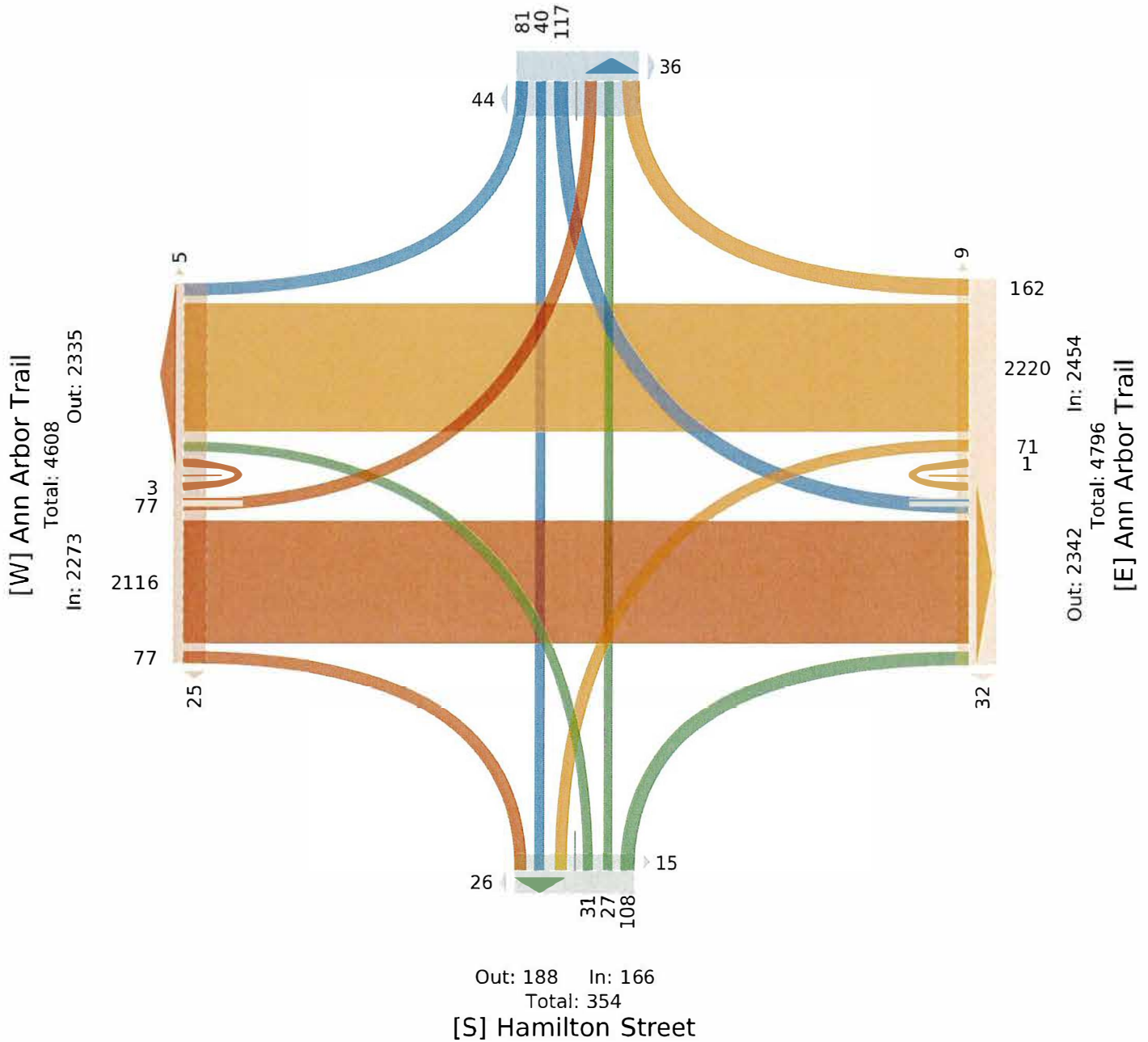
25251 Northline Rd,

Taylor, MI, US

[N] Hamilton Street

Total: 504

In: 238 Out: 266



Ann Arbor Trail & Hamilton Street - TMC

Thu Oct 31, 2024

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1243163, Location: 42.369056, -83.464912

Provided by: Wadetrin
25251 Northline Rd,
Taylor, MI, US

Leg Direction	Hamilton Street Southbound						Ann Arbor Trail Westbound						Hamilton Street Northbound						Ann Arbor Trail Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-10-31 7:45AM	2	0	7	0	9	0	6	73	1	0	80	1	1	1	0	0	2	0	0	28	0	0	28	3	119
8:00AM	0	1	4	0	5	2	2	46	5	0	53	2	3	0	0	0	3	0	0	47	1	0	48	0	109
8:15AM	1	1	3	0	5	2	2	39	3	0	44	0	1	2	1	0	4	2	1	41	3	0	45	0	98
8:30AM	1	0	5	0	6	5	1	42	1	0	44	2	4	1	0	0	5	2	1	21	2	0	24	0	79
Total	4	2	19	0	25	9	11	200	10	0	221	5	9	4	1	0	14	4	2	137	6	0	145	3	405
% Approach	16.0%	8.0%	76.0%	0%	-	-	5.0%	90.5%	4.5%	0%	-	-	64.3%	28.6%	7.1%	0%	-	-	1.4%	94.5%	4.1%	0%	-	-	-
% Total	1.0%	0.5%	4.7%	0%	6.2%	-	2.7%	49.4%	2.5%	0%	54.6%	-	2.2%	1.0%	0.2%	0%	3.5%	-	0.5%	33.8%	1.5%	0%	35.8%	-	-
PHF	0.500	0.500	0.679	-	0.694	-	0.458	0.685	0.500	-	0.691	-	0.563	0.500	0.250	-	0.700	-	0.500	0.729	0.500	-	0.755	-	0.851
Lights	4	2	19	0	25	-	11	198	10	0	219	-	9	4	1	0	14	-	2	131	5	0	138	-	396
% Lights	100%	100%	100%	0%	100%	-	100%	99.0%	100%	0%	99.1%	-	100%	100%	100%	0%	100%	-	100%	95.6%	83.3%	0%	95.2%	-	97.8%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	0	6	1	0	7	-	9
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	1.0%	0%	0%	0.9%	-	0%	0%	0%	0%	0%	-	0%	4.4%	16.7%	0%	4.8%	-	2.2%
Pedestrians	-	-	-	-	-	8	-	-	-	-	-	5	-	-	-	-	-	4	-	-	-	-	-	3	-
% Pedestrians	-	-	-	-	-	88.9%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	11.1%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ann Arbor Trail & Hamilton Street - TMC

Thu Oct 31, 2024

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

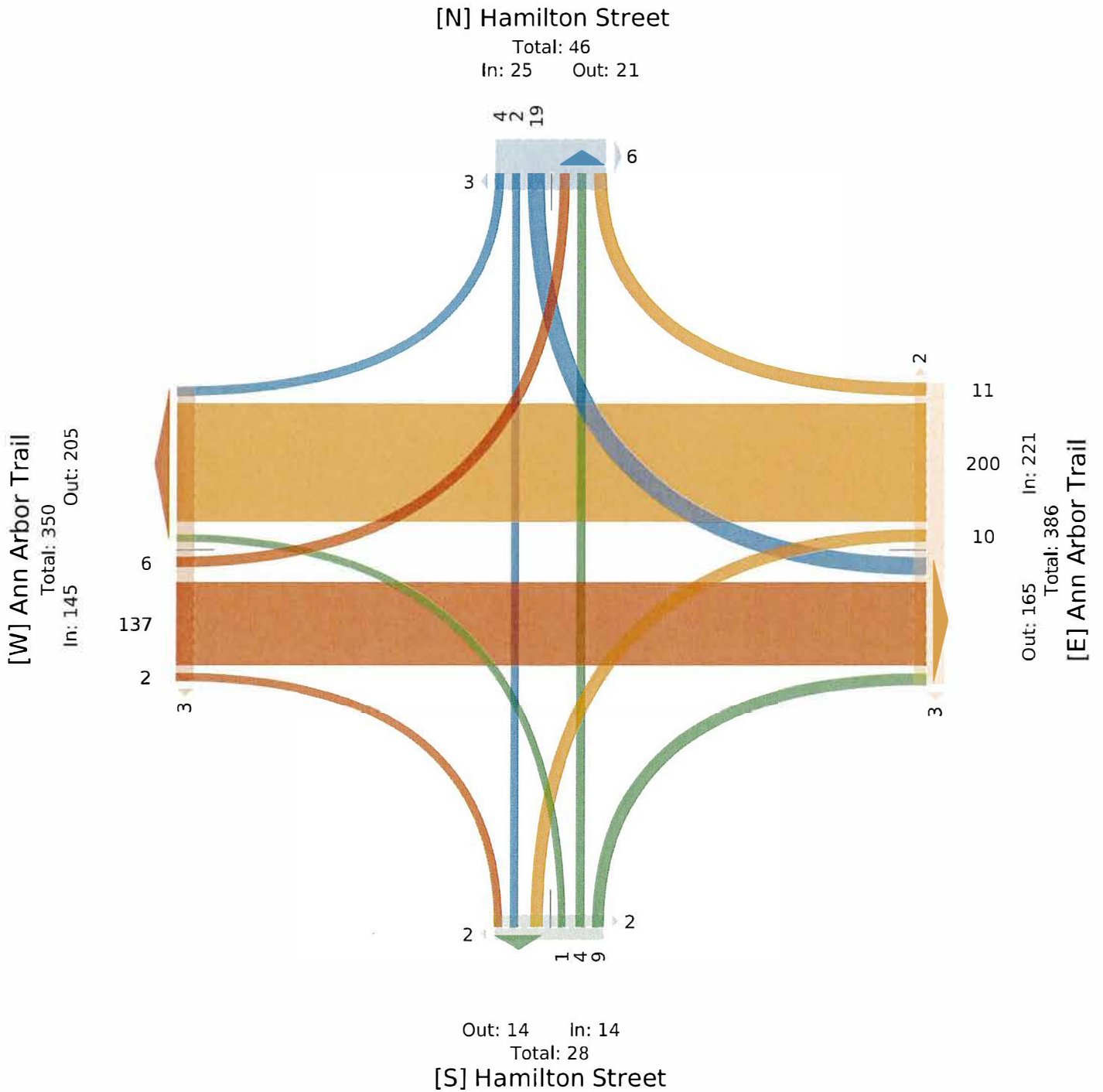
All Movements

ID: 1243163, Location: 42.369056, -83.464912

Provided by: Wadetrin

25251 Northline Rd,

Taylor, MI, US



Ann Arbor Trail & Hamilton Street - TMC

Thu Oct 31, 2024

PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1243163, Location: 42.369056, -83.464912

Provided by: Wadetrin
25251 Northline Rd, Taylor, MI, US

Leg Direction	Hamilton Street Southbound						Ann Arbor Trail Westbound						Hamilton Street Northbound						Ann Arbor Trail Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-10-31 3:30PM	3	1	2	0	6	1	6	52	1	0	59	0	5	0	2	0	7	2	1	91	1	0	93	0	165
3:45PM	1	1	5	0	7	2	5	65	4	0	74	0	4	0	1	0	5	0	5	63	2	0	70	0	156
4:00PM	2	7	3	0	12	3	4	49	1	0	54	0	4	2	0	0	6	1	17	69	5	1	92	0	164
4:15PM	1	1	4	0	6	1	3	77	3	0	83	1	6	2	0	0	8	0	1	76	0	0	77	0	174
Total	7	10	14	0	31	7	18	243	9	0	270	1	19	4	3	0	26	3	24	299	8	1	332	0	659
% Approach	22.6%	32.3%	45.2%	0%	-	-	6.7%	90.0%	3.3%	0%	-	-	73.1%	15.4%	11.5%	0%	-	-	7.2%	90.1%	2.4%	0.3%	-	-	-
% Total	1.1%	1.5%	2.1%	0%	4.7%	-	2.7%	36.9%	1.4%	0%	41.0%	-	2.9%	0.6%	0.5%	0%	3.9%	-	3.6%	45.4%	1.2%	0.2%	50.4%	-	-
PHR	0.583	0.357	0.700	-	0.646	-	0.750	0.789	0.563	-	0.813	-	0.792	0.500	0.375	-	0.813	-	0.353	0.821	0.400	0.250	0.892	-	0.947
Lights	7	10	14	0	31	-	18	243	9	0	270	-	19	4	3	0	26	-	23	296	7	1	327	-	654
% Lights	100%	100%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	95.8%	99.0%	87.5%	100%	98.5%	-	99.2%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1	3	1	0	5	-	5
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	4.2%	1.0%	12.5%	0%	1.5%	-	0.8%
Pedestrians	-	-	-	-	-	7	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	33.3%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	66.7%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ann Arbor Trail & Hamilton Street - TMC

Thu Oct 31, 2024

PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

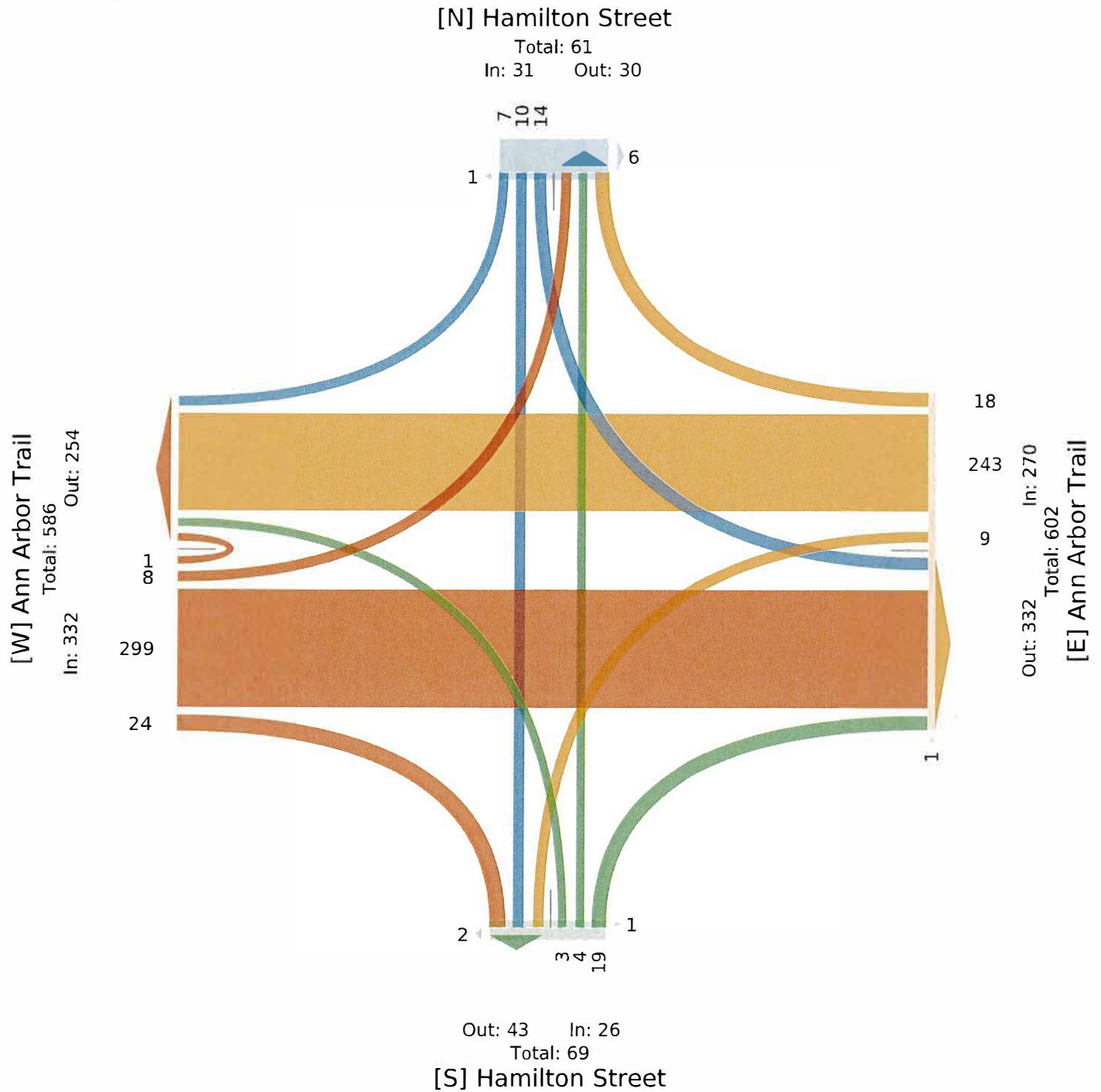
All Movements


ID: 1243163, Location: 42.369056, -83.464912

Provided by: Wadetrim

25251 Northline Rd,

Taylor, MI, US





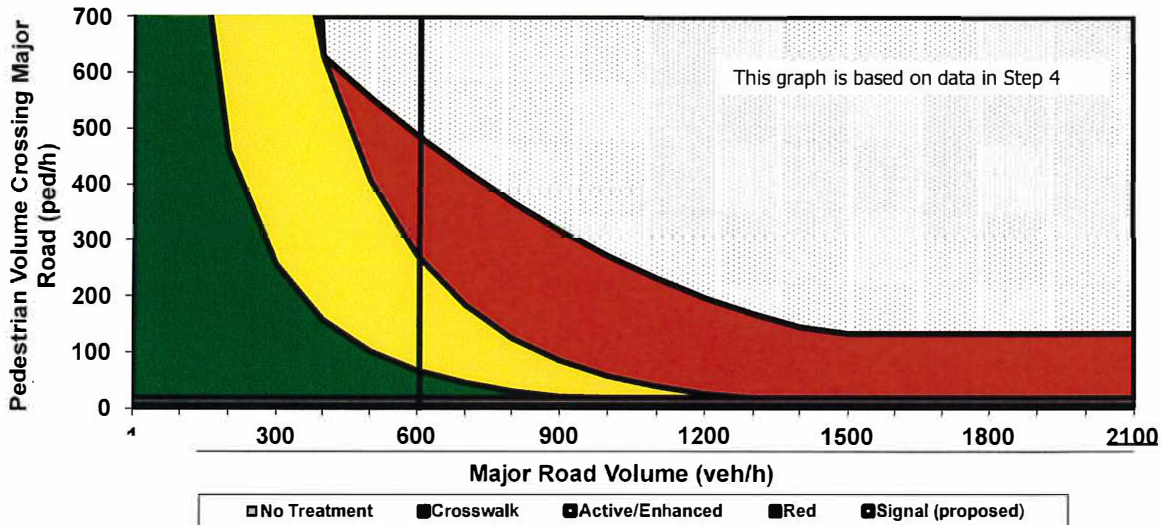
**Appendix B.
NCHRP 562 Worksheets**

GUIDELINES FOR PEDESTRIAN CROSSING TREATMENTS

This spreadsheet combines Worksheet 1 and Worksheet 2 (Appendix A, pages 69-70) of TCRP Report 112/NCHRP Report 562 (*Improving Pedestrian Safety at Unsignalized Intersections*) into an electronic format. This spreadsheet should be used in conjunction with, and not independent of, Appendix A documentation.

Key	
	Blue fields contain descriptive information.
	Green fields are required and must be completed.
	Tan fields are adjustments that are filled out only under certain conditions (follow instructions to the left of the cell).
	Gray fields are automatically calculated and should not be edited.

Analyst and Site Information		
Analyst	k.thullen	Major Street
Analysis Date	November 12, 2024	Ann Arbor Trail
Data Collection Date	October 30, 2024	Minor Street or Location
		Fairground Street
		Peak Hour
		15:00
Step 1: Select worksheet:		
Posted or statutory speed limit (or 85th percentile speed) on the major street (mph)	1a	25
Is the population of the surrounding area <10,000? (enter YES or NO)	1b	no
Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a traffic control device?		
Peak-hour pedestrian volume (ped/h), V_p	2a	7
Result: Consider raised median islands, curb extensions, traffic calming, etc. as feasible.		
Step 3: Does the crossing meet the pedestrian warrant for a traffic signal?		
Major road volume, total of both approaches during peak hour (veh/h), V_{maj-s}	3a	605
[Calculated automatically] Preliminary (before min. threshold) peak hour pedestrian volume to meet warrant	3b	484
[Calculated automatically] Minimum required peak hour pedestrian volume to meet traffic signal warrant	3c	484
Is 15th percentile crossing speed of pedestrians less than 3.5 ft/s (1.1 m/s)? (enter YES or NO)	3d	no
If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce 3c by up to 50%.	% rate of reduction for 3c (up to 50%)	3e
	Reduced value or 3c	3f
Result: 484		
Step 4: Estimate pedestrian delay.		
Pedestrian crossing distance, curb to curb (ft), L	4a	47
Pedestrian walking speed (ft/s), S_p (suggested speed = 3.5 ft/s)	4b	3.5
Pedestrian start-up time and end clearance time (s), t_c (suggested start-up time = 3 sec)	4c	3
[Calculated automatically] Critical gap required for crossing pedestrian (s), t_c	4d	16
Major road volume, total both approaches OR approach being crossed if raised median island is present, during peak hour (veh/h), V_{maj-d}	4e	605
Major road flow rate (veh/s), v	4f	0.17
Average pedestrian delay (s/person), d_p	4g	74
Total pedestrian delay (h), D_p The value in 4h is the calculated estimated delay for all pedestrians crossing the major roadway without a crossing treatment (assumes 0% compliance). If the actual total pedestrian delay has been measured at the site, that value can be entered in 4i to replace the calculated value in 4h.	4h	0.1
	4i	
Step 5: Select treatment based up on total pedestrian delay and expected motorist compliance.		
Expected motorist compliance at pedestrian crossings in region: enter HIGH for High Compliance or LOW for Low Compliance	5a	low
Treatment Category:	Consider raised median islands, curb extensions, traffic calming, etc. as feasible.	



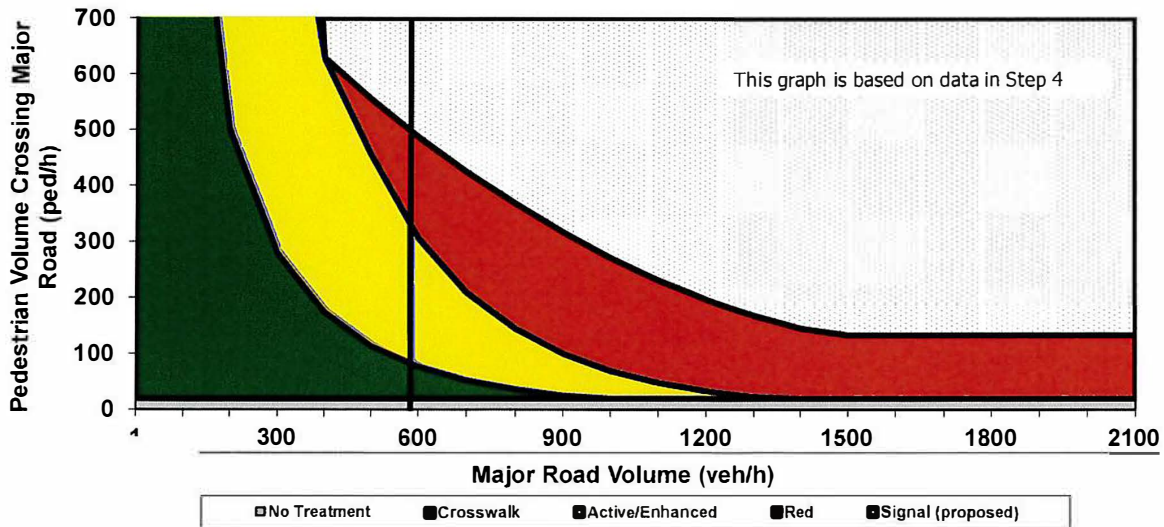
This worksheet provides general recommendations on pedestrian crossing treatments to consider at unsignalized intersections; in all cases, engineering judgment should be used in selecting a specific treatment for installation. This worksheet does not apply to school crossings. In addition to the results provided by this worksheet, users should consider whether a pedestrian treatment could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex geometrics, or nearby traffic signals.

GUIDELINES FOR PEDESTRIAN CROSSING TREATMENTS

This spreadsheet combines Worksheet 1 and Worksheet 2 (Appendix A, pages 69-70) of TCRP Report 112/NCHRP Report 562 (*Improving Pedestrian Safety at Unsignalized Intersections*) into an electronic format. This spreadsheet should be used in conjunction with, and not independent of, Appendix A documentation.

Key	
	Blue fields contain descriptive information.
	Green fields are required and must be completed.
	Tan fields are adjustments that are filled out only under certain conditions (follow instructions to the left of the cell).
	Gray fields are automatically calculated and should not be edited.

Analyst and Site Information		
Analyst	k.thullen	Major Street
Analysis Date	November 12, 2024	ann arbor trail
Data Collection Date	October 30, 2024	Minor Street or Location
		hamilton stree _t
		Peak Hour
		16:00
Step 1: Select worksheet:		
Posted or statutory speed limit (or 85th percentile speed) on the major street (mph)	1a	25
Is the population of the surrounding area <10,000? (enter YES or NO)	1b	no
Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a traffic control device?		
Peak-hour pedestrian volume (ped/h), V_p	2a	20
Result: Go to step 3.		
Step 3: Does the crossing meet the pedestrian warrant for a traffic signal?		
Major road volume, total of both approaches during peak hour (veh/h), V_{maj-s}	3a	584
[Calculated automatically] Preliminary (before min. threshold) peak hour pedestrian volume to meet warrant	3b	498
[Calculated automatically] Minimum required peak hour pedestrian volume to meet traffic signal warrant	3c	498
Is 15th percentile crossing speed of pedestrians less than 3.5 ft/s (1.1 m/s)? (enter YES or NO)	3d	no
If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce 3c by up to 50%.	% rate of reduction for 3c (up to 50%)	3e
	Reduced value or 3c	3f
Result: The signal warrant is not met. Go to step 4.		
Step 4: Estimate pedestrian delay.		
Pedestrian crossing distance, curb to curb (ft), L	4a	45
Pedestrian walking speed (ft/s), S_p (suggested speed = 3.5 ft/s)	4b	3.5
Pedestrian start-up time and end clearance time (s), t_s (suggested start-up time = 3 sec)	4c	3
[Calculated automatically] Critical gap required for crossing pedestrian (s), t_c	4d	16
Major road volume, total both approaches OR approach being crossed if raised median island is present, during peak hour (veh/h), V_{maj-d}	4e	584
Major road flow rate (veh/s), v	4f	0.16
Average pedestrian delay (s/person), d_p	4g	57
Total pedestrian delay (h), D_p The value in 4h is the calculated estimated delay for all pedestrians crossing the major roadway without a crossing treatment (assumes 0% compliance). If the actual total pedestrian delay has been measured at the site, that value can be entered in 4i to replace the calculated value in 4h.	4h	0.3
	4i	
Step 5: Select treatment based up on total pedestrian delay and expected motorist compliance.		
Expected motorist compliance at pedestrian crossings in region: enter HIGH for High Compliance or LOW for Low Compliance	5a	low
Treatment Category:	CROSSWALK	



This worksheet provides general recommendations on pedestrian crossing treatments to consider at unsignalized intersections; in all cases, engineering judgment should be used in selecting a specific treatment for installation. This worksheet does not apply to school crossings. In addition to the results provided by this worksheet, users should consider whether a pedestrian treatment could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex geometrics, or nearby traffic signals.

RESOLUTION

The following Resolution was offered by _____ and seconded by

WHEREAS The City of Plymouth maintains a streets system and pedestrian walkways for
The public health safety and welfare, and

WHEREAS There are times that due to changing conditions with traffic and pedestrian flows
There is a need to make improvements to the interaction between vehicles and
Pedestrians, and

WHEREAS After a study by a traffic engineer there have been recommendations make to make
Improvements to the intersection of Ann Arbor Trail and Hamilton.

NOW THEREFORE BE IT RESOLVED THAT the City Commission does hereby direct the City Engineer to include in the 2025 Infrastructure Program the recommended improvements to the intersection of Ann Arbor Trail and Hamilton to include crosswalk installation along with ADA Compliant ramps, pavement markings, potential streetlight improvements and parking restrictions. Further, to also include the proactive installation of pedestrian activated Rapid Rectangular Flashing Beacons at this intersection.



Administrative Recommendation

City of Plymouth
201 S. Main
Plymouth, Michigan 48170-1637

www.plymouthmi.gov
Phone 734-453-1234
Fax 734-455-1892

To: Mayor & City Commission
From: Paul J. Sincok, City Manager
CC: S:\Manager\Sincok Files\Memorandum - Waste & Recycling Rates 2024 - 25 - Mid-Year Rate Increase - 01-06-25.docx
Date: January 2, 2025
RE: Waste & Recycling Rate Increase

Background

The City Commission is aware that they approved the bids for new solid waste and recycling contract on November 4, 2024. The new contract which starts this week will be at a higher rate than our previous contract. The Commission will also recall that the Administration indicated in our May 29, 2024, memorandum for the June 3, 2024, City Commission budget adoption meeting that we have had five years in a row with no increases in our solid waste fees charged to our residents. We also indicated at that time that *"The rates may need to be reviewed again later in this calendar year, as our contract with our vendor ends on December 31, 2024."*

In our October 31, 2024, memorandum for the November 4, 2024, City Commission meeting recommending approval of the bid for Solid Waste and Recycling indicated that *"at a future meeting, we will need to review our current rate structure for the monthly service that appears on the water bills."* We went on to state, *"it is anticipated that there will be an increase for the homeowners, but we need to further review this issue to see when that increase will be needed."*

After five years of no increase in monthly fees to the homeowners, and a new contract with our provider, it is time to provide for a slight increase in the monthly fee. Finance Director John Scanlon has provided a detailed memorandum and financial analysis for the Waste and Recycling Fund. Mr. Scanlon is recommending an increase in rates of 25 cents per month from \$10.25 per month to \$10.50 per month, which is approximately a 2% increase in costs.

Recommendation

The City Administration recommends that the City Commission increase the monthly rate for trash carts by 25 cents, from \$10.25 per month to \$10.50 per month for trash carts. We have attached a proposed Resolution for the City Commission to consider regarding this matter. Should you have any questions in advance of the meeting please feel free to contact me.



CITY OF PLYMOUTH

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Plymouth, Michigan 48170-1637

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Fax 734-455-1892

MEMORANDUM

Date: January 2, 2025
To: Paul Sincock, City Manager
From: John Scanlon, Finance Director
Subject: Waste and Recycling Trash Cart Fee

Issue: Proposed Trash Cart Fee

Analysis: The Waste and Recycling Fund is financed through a combination of revenue sources: sales of the City's green trash bags (for low-volume trash generators), monthly trash cart fees billed as part of the City's quarterly water and sewer bills, and a millage authorized under Public Act 298 of 1917, which is levied on the summer tax bill.

Typically, the City finances the trash program through the trash cart fee, while the recycling program is supported by the tax levy. At the budget hearing on April 8, 2024, the administration recommended—and the City Commission agreed—to maintain the tax rate of 1.82 mills and the trash cart fee of \$10.25 until the new solid waste contract is received and approved.

The trash cart fee has remained at \$10.25 per month since the implementation of the previous solid waste contract in January 2020. At this time, we recommend increasing the fee to \$10.50 per month, representing a 2% adjustment consistent with the new contract terms.

It is important to note that the recommended increase in the trash cart fee does not necessarily imply a corresponding increase in the waste and recycling millage rate. The millage rate continues to receive inflationary adjustments, and it has been the City's ongoing objective to shift more of the funding burden to user rates and reduce reliance on taxes. Both the millage rate and the trash cart fee will be evaluated during the City's 2025/26 budget review session.

Requested Action: Approve the attached resolution increasing the city trash cart fee from \$10.25 per car/per month to \$10.50 per cart/per month

Attachment(s): Resolution and Waste and Recycling History

Waste & Recycling Fund History - Key Financial Factors

Fiscal Year Ending	INCOME					EXPENSES					RESERVES	RATES			
	Operating Taxes	Bag / Tag Revenue	Cart Revenue	Other Income	Total Income	Personnel Costs	Contract Costs	Landfill Debt	Other Costs	Total Expenses	Year End F/B	Taxes	Bags Tags	Carts per/mo	Pct. Change
2003	565,413	160,021	N/A	11,745	737,179	136,201	450,887	75,508	115,684	778,280	87,941	1.50	1.00	N/A	N/A
2004	726,023	202,097	N/A	14,486	942,606	245,462	401,019	75,508	225,903	947,892	82,655	1.80	1.50	N/A	N/A
2005	720,106	161,982	N/A	21,328	903,416	204,055	418,629	75,508	163,567	861,759	124,312	1.80	1.50	N/A	N/A
2006	715,056	13,304	206,003	37,453	971,816	215,126	427,587	75,508	217,840	936,061	160,067	1.74	1.80	6.28	N/A
2007	846,988	12,188	220,114	35,040	1,114,330	289,308	446,727	75,508	235,597	1,047,140	227,257	1.97	2.25	6.50	4%
2008	835,475	10,393	239,750	31,364	1,116,982	344,036	441,407	64,970	273,019	1,123,432	220,807	1.90	2.25	6.93	7%
2009	763,050	8,541	249,494	22,117	1,043,202	175,263	462,844	-	232,067	870,174	393,835	1.72	2.25	7.15	3%
2010	756,833	7,137	267,098	10,195	1,041,263	223,699	476,375	-	262,807	962,880	472,218	1.72	2.25	7.15	0%
2011	734,418	9,196	338,885	10,835	1,093,334	238,843	486,855	-	309,283	1,034,981	530,570	1.72	3.00	9.42	32%
2012	717,177	7,365	343,473	12,049	1,080,064	253,090	497,705	-	317,894	1,068,689	541,946	1.72	3.00	9.42	0%
2013	705,136	7,276	348,314	11,660	1,072,386	270,456	502,979	-	308,075	1,081,510	532,822	1.72	3.00	9.42	0%
2014	720,263	5,455	370,305	12,152	1,108,175	258,874	542,555	-	314,671	1,116,100	524,897	1.72	3.00	9.42	0%
2015	815,876	6,570	356,777	11,287	1,190,510	288,580	481,404	-	365,945	1,135,929	579,479	1.92	3.00	9.50	1%
2016	835,873	4,599	354,567	10,842	1,205,881	256,492	455,363	-	349,142	1,060,997	724,363	1.92	3.00	9.50	0%
2017	803,578	4,393	353,489	12,516	1,173,976	290,086	482,908	-	406,198	1,179,192	719,147	1.82	3.00	9.50	0%
2018	875,181	5,269	360,584	14,502	1,255,535	269,606	463,386	-	390,476	1,123,469	851,213	1.82	3.00	9.50	0%
2019	964,406	5,281	369,900	24,524	1,364,110	307,195	403,012	-	592,478	1,302,684	912,639	1.82	3.00	9.50	0%
2020	1,110,502	4,256	388,950	35,368	1,539,076	311,931	576,730	-	459,613	1,348,274	1,103,441	1.82	3.00	10.25	8%
2021	1,092,265	5,034	397,871	29,595	1,524,766	312,352	541,217	-	496,516	1,350,085	1,278,122	1.82	3.00	10.25	0%
2022	1,136,770	3,926	398,360	36,052	1,575,109	306,403	959,400	-	198,971	1,464,774	1,388,457	1.82	3.00	10.25	0%
2023	1,210,532	3,753	402,338	51,229	1,667,851	379,291	739,840	-	602,593	1,721,724	1,334,583	1.82	3.00	10.25	0%
2024	1,291,893	3,339	404,687	41,196	1,741,115	407,251	770,798	-	723,364	1,901,412	1,174,286	1.82	3.00	10.25	0%
PROPOSED 2025	1,280,210	5,000	423,150	90,735	1,799,095	400,950	750,000	-	679,960	1,830,910	1,142,471	1.82	3.00	10.50	2%

RESOLUTION

The following Resolution was offered by Comm. _____ and seconded by Comm. _____.

- WHEREAS The City of Plymouth operates a solid waste and recycling program to help Protect the public health, safety and welfare; and

- WHEREAS The City Commission of the City of Plymouth reviews rates for the solid Waste and Recycling Program as a part of their process to ensure the financial stability of the Waste and Recycling Fund; and

- WHEREAS The City Administration did indicate in June of 2024 that there would be need To review the rates once a new Solid Waste and Recycling Contract went into Effect on January 1, 2025, and

- WHEREAS The City Commission did review the rate structure of the Waste and Recycling Fund in coordination with the new contract for curb cart service.

NOW THEREFORE BE IT RESOLVED THAT the City Commission of the City of Plymouth does hereby increase the rate for curb cart service by 25 cents and adopt the rate of \$10.50 per month for trash cart service that this rate shall be effective on January 1, 2025.