



# Royal Oak

## Agenda

### Royal Oak Citizens Traffic Committee Meeting

Tuesday, September 24, 2024, 6:30 p.m.

City Hall Commission Chambers Room 121

203 South Troy Street

Royal Oak, MI 48067

Anyone planning to attend the meeting who has need of special assistance under the Americans with Disabilities Act (ADA) is asked to contact the city clerk's office at 248-246-3050 at least two (2) business days prior to the meeting.

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### Royal Oak Citizens Traffic Committee Preamble

"The Traffic Committee consists of Royal Oak property owners appointed by the City Commission. We are volunteers and are not paid or elected. What we decide tonight is merely a recommendation to the City Commission. If you do not agree with the findings or decisions of this committee, you may go before the City Commission and petition and/or discuss your issue with them. At this meeting you will be given an opportunity to speak during your item on the agenda. However, at the City Commission meeting, you must be recognized during "public comment" on their agenda, not when the Traffic Committee resolutions are being voted upon. Otherwise, you will not be able to voice your concerns.

It is important to understand that professionals make preliminary recommendations to the Traffic Committee. They consist of civil and traffic engineers, outside consultants and public safety officials. You may have been informed that these professionals have denied your request or petition. This denial does not mean that this committee will vote that way; however, we are committed to discussing the issues at hand in a pragmatic and sensible manner. Our ultimate recommendation to the City Commission will be one that benefits our citizens and community as a whole."



# Royal Oak

Minutes

## Royal Oak Citizens Traffic Committee Meeting

July 23, 2024, 6:30 p.m.

City Hall Commission Chambers Room 121

203 South Troy Street

Royal Oak, MI 48067

Present: Carl Laubach  
Clyde Esbri  
Joe Labataille  
Sean Dunlop  
Thomas Allen  
Michael Tash

Absent: Dan Godek

Staff Present: Holly Donoghue  
Jennifer Caudill

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### 1. Call to Order

The meeting was called to order by Vice Chairperson Carl Laubach at 6:29 p.m.

### 2. Roll Call and Preamble

Vice Chair Laubach recited the preamble for the Citizens Traffic Committee.

### 3. Approval of Minutes

Moved by: Thomas Allen

Seconded by: Joe Labataille

Motion to approve the previous minutes.

Ayes (5): Carl Laubach, Clyde Esbri, Joe Labataille, Sean Dunlop, and Michael Tash

Conflict (1): Thomas Allen

Motion Adopted (5 to 0)

### 4. Public Comment for Items not on the Agenda

Vice Chairperson Laubach opened the floor to public comment. No one came forward.

## **5. Unfinished Business**

### **5.a Request for Left Turn Signals on Crooks Road**

The staff analysis and recommendation was presented by City Engineer Donoghue. Vice Chairperson Laubach opened the floor to those interested in speaking on this issue. No one came forward.

Moved by: Clyde Esbri

Seconded by: Sean Dunlop

Motion to accept staff recommendation to deny the request for dedicated left turn traffic signals at the intersections of Crooks/Normandy and Crooks/Lexington

Ayes (6): Carl Laubach, Clyde Esbri, Joe Labataille, Sean Dunlop, Thomas Allen, and Michael Tash

Motion Adopted (6 to 0)

## **6. New Business**

### **6.a Request to install a No Left Turn sign for the Hazelton Apartments driveway on Williams Street near mid-block pedestrian crossing**

The staff analysis and recommendation was presented by City Engineer Donoghue. Vice Chairperson Laubach opened the floor to those interested in speaking on this issue.

Alan Ashley, president of Royal Oak Manor, provided pictures of the existing crosswalk and surrounding conditions, and gave history of what was at the Hazelton location prior. He is concerned about street parking blocking the view of pedestrians, and because residents of the manor are sometimes slower he is worried about cars zipping out of the Hazelton garage and striking residents.

Caroline M., resident of Royal Oak Manor, spoke about the many 'near misses' she has seen since moving into the manor four years ago. She also said there is a site distance issue at Seventh and Troy due to the buildings and you have to pull out into the intersection to see traffic. The parking space between the crosswalk and garage entrance should be removed so vehicles cannot block the view of the crosswalk for vehicles exiting the garage of the Hazelton.

Drew Hopkins of 128 E Seventh Street commented that if traffic is required to turn right out of building they can still get to Main or Troy to head north or south. This moves traffic away from residents at manor, the residential

homes on Seventh, and the recording studio and Jewish center on Seventh that sees a lot of pedestrian traffic.

Lorraine P., resident of Royal Oak Manor spoke, concerned about the poor lighting on Williams Street.

Robert Saul, resident of Royal Oak Manor, spoke in support of the other statements from Alan Ashley and residents.

Moved by: Sean Dunlop

Seconded by: Thomas Allen

Motion to approve staff recommendation to deny the request for 'No Left Turn' signage at the parking garage exit for 222 E. Sixth Street and add one pedestrian warning sign (W11-2) for southbound Williams Street traffic, located north of the existing mid-block pedestrian crossing; and also to remove the first parking spot north of the crosswalk on the east side of roadway.

Ayes (6): Carl Laubach, Clyde Esbri, Joe Labataille, Sean Dunlop, Thomas Allen, and Michael Tash

Motion Adopted (6 to 0)

**6.b Request for No Parking sign on the east side of Virginia Avenue at E. University Avenue**

The staff analysis and recommendation was presented by City Engineer Donoghue. Vice Chairperson Laubach opened the floor to those interested in speaking on this issue. No one came forward.

Moved by: Clyde Esbri

Seconded by: Joe Labataille

Motion to approve staff recommendation to install a 'No Parking Beyond' sign north of the driveway approach at 230 Virginia Avenue.

Ayes (6): Carl Laubach, Clyde Esbri, Joe Labataille, Sean Dunlop, Thomas Allen, and Michael Tash

Motion Adopted (6 to 0)

**6.c Request to remove guardrail adjacent to 3111 N. Main Street**

The staff analysis and recommendation was presented by City Engineer Donoghue. Vice Chairperson Laubach opened the floor to those interested in speaking on this issue. No one came forward.

Moved by: Thomas Allen

Seconded by: Joe Labataille

Motion to accept staff recommendation to remove approximately 30 feet of guardrail in front of 3111 N. Main Street.

Ayes (5): Carl Laubach, Joe Labataille, Sean Dunlop, Thomas Allen, and Michael Tash

Nays (1): Clyde Esbri

Motion Adopted (5 to 1)

**6.d Request to review traffic concerns on Kayser Avenue at E. Sixth Street intersection by Grant Park**

The staff analysis and recommendation was presented by City Engineer Donoghue. Vice Chairperson Laubach opened the floor to those interested in speaking on this issue.

Chris Henning of 602 Kayser spoke about the plethora of activity in the park in spring and fall, and site distance issues due to all the cars parked near the corner. He often sees driver indecision issues because vehicles with the right-of-way and no stop sign will slow down at the intersection anyways when traveling on Kayser and this causes confusion if another vehicle is at or approaching the intersection.

Moved by: Sean Dunlop

Seconded by: Thomas Allen

Motion to accept staff recommendation to install 'Stop' signs on Kayser Avenue at E. Sixth Street to create a 4-way stop intersection, and to install 'All Way' plaques on all four stop signs; and to install a 'Stop' sign for northbound Lawson Street traffic at E. Sixth Street.

Ayes (6): Carl Laubach, Clyde Esbri, Joe Labataille, Sean Dunlop, Thomas Allen, and Michael Tash

Motion Adopted (6 to 0)

**6.e Request to install guardrail in public right-of-way on northbound Coolidge Highway adjacent to 2804 Coolidge apartment complex**

The staff analysis and recommendation was presented by City Engineer Donoghue. Vice Chairperson Laubach opened the floor to those interested in speaking on this issue.

Ari Zartarian spoke in support of the staff recommendation, his tenants are concerned about their safety in their residences and his staff are concerned about performing property maintenance work near the roadway.

Moved by: Thomas Allen  
Seconded by: Michael Tash

Motion to accept staff recommendation to install approximately 250 feet of guardrail a minimum of three feet from the curb, along the east side of Coolidge Highway just north of Trafford Road; to relocate the existing (W1-1) curve warning signs to be within 100 feet of the start of the curve for both northbound and southbound Coolidge Highway; and two install two additional chevron signs on the east side of Coolidge Highway within the road curvature area.

Ayes (6): Carl Laubach, Clyde Esbri, Joe Labataille, Sean Dunlop, Thomas Allen, and Michael Tash

Motion Adopted (6 to 0)

## **7. Information Only Items**

### **7.a Results of Previous Traffic Committee Recommendations**

City Engineer Donoghue updated the committee on the commission's resolutions from the previous meeting's recommendations.

### **7.b Update on Morse Avenue and Harrison Avenue traffic counts**

City Engineer Donoghue provided an update on the traffic counts on Morse Avenue and Harrison Avenue per the committee's request to re-study in one year from their initial recommendation. The speed and volume results were very similar between the two studies, and the crash report did not indicate a significant issue on either corridor. No further analysis is recommended.

## **8. Adjournment**

The meeting was adjourned at 7:47 p.m.

Moved by: Thomas Allen  
Seconded by: Joe Labataille

Motion to adjourn the meeting.

Ayes (6): Carl Laubach, Clyde Esbri, Joe Labataille, Sean Dunlop, Thomas Allen, and Michael Tash

Motion Adopted (6 to 0)

## Royal Oak Citizens Traffic Committee

### AGENDA ITEM

<b>Title</b>	Request to Install Speed Humps on Forest Avenue
<b>SUBMITTING DEPARTMENT</b>	Engineering Division
<b>PRESENTER</b>	Holly Donoghue, P.E.
<b>MEETING DATE</b>	September 24, 2024

**Requestor Concern:**

A request was received from Gina Hurst of 503 Forest Avenue to install speed humps on Forest Avenue between Main Street and Fairgrove Avenue due to speeding concerns.

**Staff Analysis:**

The Staff Traffic Committee has reviewed this request and determined that:

1. Forest Avenue is a 27-foot wide local road consisting of composite pavement and concrete curbing.
2. The road is approximately 1/4-mile long between Main Street and Fairgrove Avenue and there is a stop sign at the intersection with Fairgrove Avenue. Between Main Street and Rosedale Avenue, parking is not allowed on the south side of the street. Parking is allowed on both sides of the street from Rosedale to Fairgrove.
3. The three-year (2021-2023) accident report shows one accident occurred along the corridor involving a vehicle backing out of a driveway hitting a parked car.
4. The city requested traffic measurements from the TIA for speed and traffic volume, which were measured in May 2024:

Forest Avenue	85th Percentile Speed (mph)	Vehicles Per Day
Main to Rosedale	28	674
Rosedale to Fairgrove	27	524

5. Only the block between Main Street and Rosedale qualified for the speed humps (speed and traffic volume), so staff prepared a petition and exhibit showing the proposed speed humps on May 21, 2024 for this block only. The signed petition was returned on July 25, 2024 and is provided in the attachments, along with a sketch of the proposed speed hump locations.

6. A summary of the speed hump criteria follows:

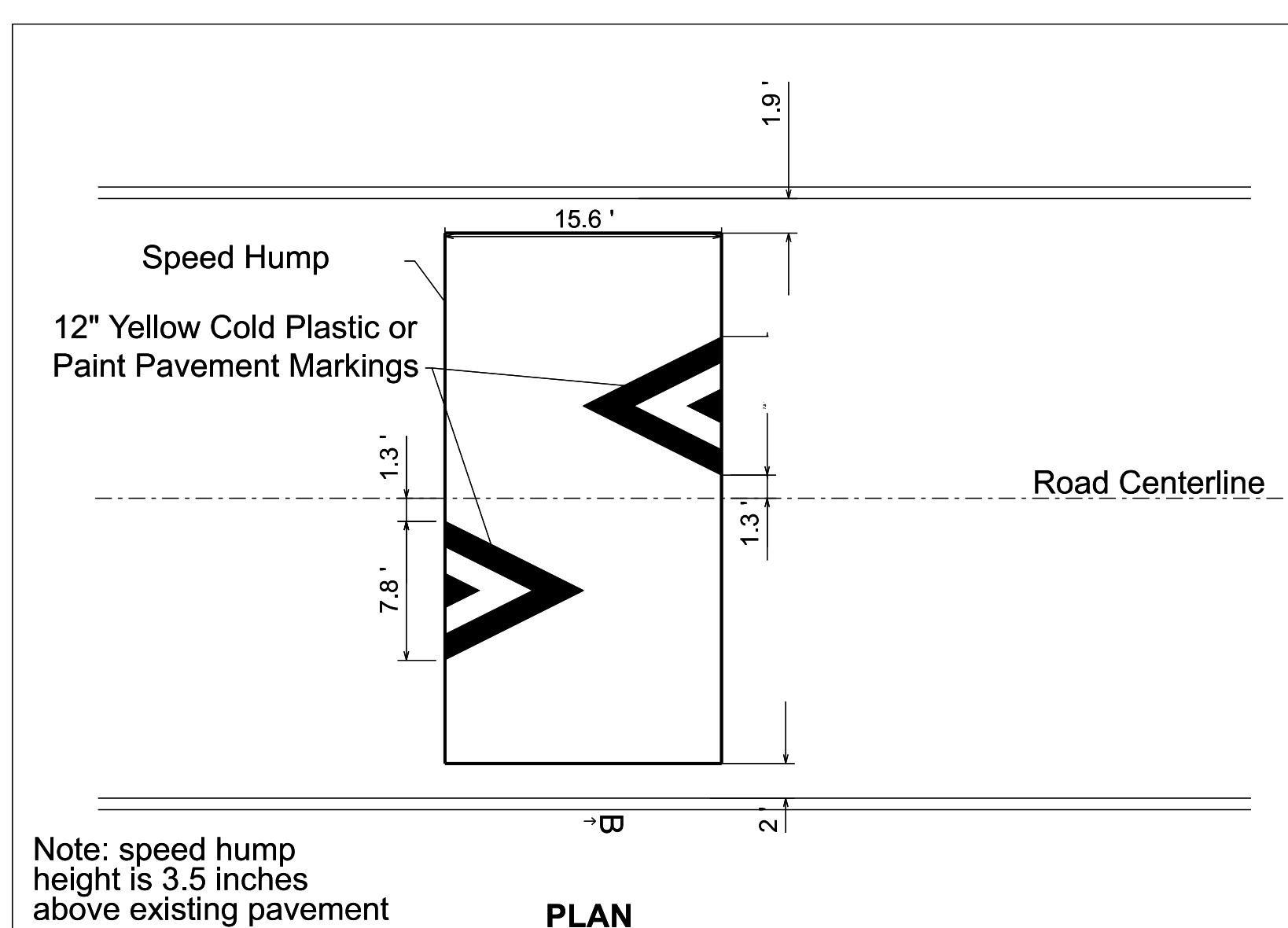
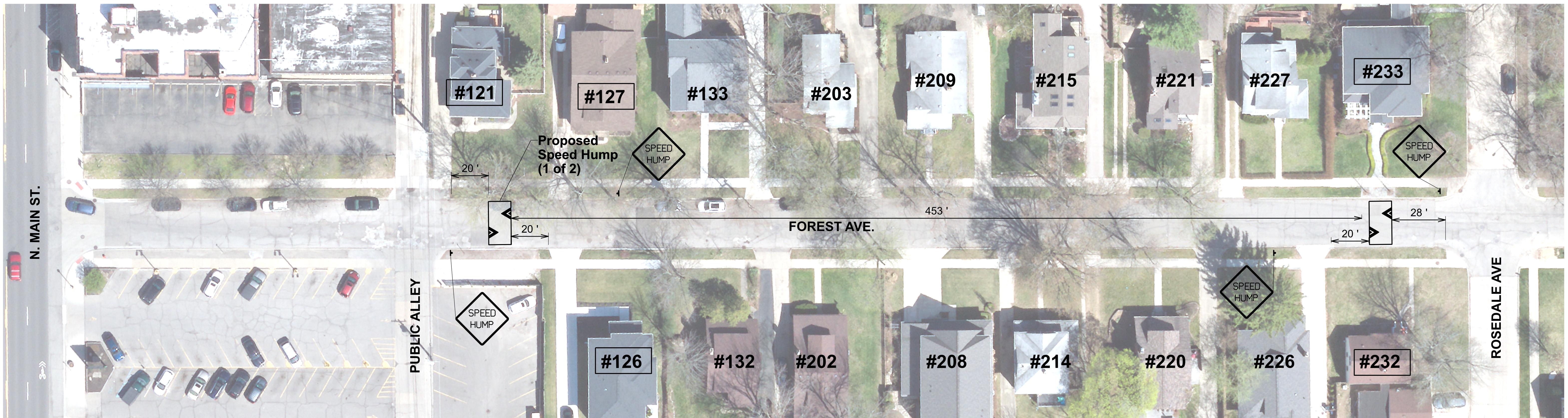
Speed Hump Criteria	Forest Ave. Evaluation
The road must be classified as a Local Road under the National Functional Classification of Roads (NFC).	✓
The street must be paved already.	✓
The street must not be on a primary fire route, a high priority street for snow plowing, or primary school bus or transit route. The Police Department, Fire Department and Department of Public Services must not have any operational objections to the installation of speed humps.	✓
There must be space to allow for speed humps 300 to 600 feet apart.	✓
There must be space to install speed humps outside the influence of property driveways and intersections.	✓
The 85th percentile speed as measured by a three-day speed study must be 28 mph or higher.	✓ (28 mph)
The average daily traffic volume must be at least 300 vehicles per day as measured by a three-day traffic count.	✓ (674 vpd)
65% of residents must petition for the installation.	✓ (12/17 = 71%)
100% of properties on either side of each hump must be in favor of the petition.	✓ (#121, 126, 127, 232, 233)
Speed humps will consist of asphalt or concrete material unless otherwise approved.	✓

7. All the required criteria for speed humps have been met. The city plans to replace the existing water main and resurface this block of Forest Avenue in the future, tentatively scheduled for 2032. So the speed humps could be constructed next summer, but would need to be replaced roughly seven years later. For this reason, staff would explore the option of doing asphalt overlay speed humps in 2025 which should be less costly and easier to remove in the future.

8. Staff will notify the residents of Forest Avenue that this item will be on the September agenda.

**Suggested Staff Recommendation: Install two speed humps and speed hump signage and striping on Forest Avenue between Main Street and Rosedale Avenue as shown in the submitted petition.**

Estimated cost: \$12,200



Speed Hump Detail

Notes:

1. New "Speed Hump" signs would be installed at the locations shown.
2. Addresses boxed on the plan are considered to be "adjacent to" the speed humps and must be in favor in order for installation to be approved.
3. There are no parking prohibitions proposed.
4. This road is scheduled for future water main improvements and road resurfacing. If approved, asphalt speed humps would be installed, and ultimately replaced with concrete speed humps when the road work is performed.

**RECEIVED**

JUL 25 2024

Engineering Division

Petition Circulator:	Gina Hurst
Address:	503 Forest Avenue
Phone Number:	440.669.8606
E-mail:	Ginamhurst@gmail.com

*Please note that Property Owner signatures are required.  
Property owners of record are listed as of 05/21/2024.*

**PETITION**  
(PLEASE USE BLACK INK)

To: CITY OF ROYAL OAK

We, the undersigned, petition the City of Royal Oak as follows:

TO INSTALL SPEED HUMPS ON FOREST AVENUE BETWEEN N. MAIN STREET AND ROSEDALE AVENUE		
ADDRESS PROPERTY OWNER	PRINTED NAME	SIGNATURE
*121 FOREST AVE CHARLES N CASSAVOY III OR JULIE A CASSAVOY	Julie Cassavoy	Julie Cassavoy
*127 FOREST AVE STEVEN M BURT OR MALISA M BURT	Steve Burt	Steve Burt
133 FOREST AVE CHRISTINA M FREEMAN OR CHRIS C SCHRON	Christina Freeman	Christina Freeman
203 FOREST AVE ANDREW COX	Andrew Cox	Andrew Cox
209 FOREST AVE STEPHEN TILLIS		
215 FOREST AVE BILL C PASKOULES	Bill Pasquoles	Bill Pasquoles



Royal Oak

COMMUNITY  
DEVELOPMENT

Engineering Division  
203 South Troy Street  
Royal Oak, MI 48067  
248.246.3260

ADDRESS PROPERTY OWNER	PRINTED NAME	SIGNATURE
<b>221 FOREST AVE</b> STEPHEN R FLECK OR JASON M RICE	Stephen R. Fleck	Stephen R. Fleck
<b>227 FOREST AVE</b> CHARLES D HOOD		
<b>*233 FOREST AVE</b> BRAD MILLER OR SARA MILLER	Sara Miller	Miller
<b>*126 FOREST AVE</b> JAMES KHOURY OR REBECCA KHOURY	Rebecca Khoury	Rebecca Khoury
<b>132 FOREST AVE</b> SHARON LOUDERMILK		
<b>202 FOREST AVE</b> DANIEL CAFFREY	Daniel A. Caffrey	DANIEL A. CAFFREY
<b>208 FOREST AVE</b> DAVID CORNELIUS		
<b>214 FOREST AVE</b> EMMA ZIELINSKI OR NICHOLAS ZIELINSKI	Emma Zielinski	Ed
<b>220 FOREST AVE</b> BENJAMIN GILLMORE OR ANN GILLMORE	Benjamin Gillmore	Ann
<b>226 FOREST AVE</b> JOSEPH JURICIC		
<b>*232 FOREST AVE</b> RATNESH MEHRA OR JILLIAN BACON	Ratnesh Mehra	Ratnesh Mehra



Royal Oak

**COMMUNITY  
DEVELOPMENT**

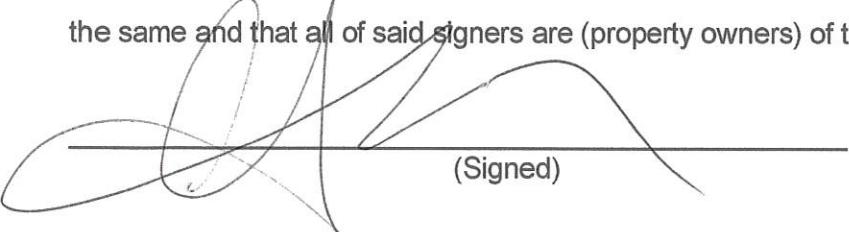
**Engineering Division**  
203 South Troy Street  
Royal Oak, MI 48067  
248.246.3260

**PETITION NOTARIZATION PAGE**

STATE OF MICHIGAN )  
                         ) SS.:  
COUNTY OF OAKLAND )

I, Gina Hurst being duly sworn, say that I reside at 503 Forest Ave;

that I know of my own personal knowledge that each of the persons purporting to sign the foregoing request did sign the same and that all of said signers are (property owners) of the City of Royal Oak.

  
(Signed)

Subscribed and sworn to before me, a Notary Public

in and for Oakland County, MI.

on this 25 day of July, 2024

  
\_\_\_\_\_  
Notary Public

My Commission expires 2/13/30

JENNIFER CAUDILL  
NOTARY PUBLIC - MICHIGAN  
OAKLAND COUNTY  
ACTING IN THE COUNTY OF OAKLAND  
MY COMMISSION EXPIRES FEBRUARY 13, 2030

Please turn in signed and notarized petition to the Engineering Division.

**From:** [noreply@civicplus.com](mailto:noreply@civicplus.com)  
**To:** [Engineering Division](#)  
**Subject:** Online Form Submittal: Traffic Committee Request  
**Date:** Thursday, May 2, 2024 8:24:27 AM

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## Traffic Committee Request

### Traffic Request Form

**Please complete required fields and submit.**

Name	Gina Hurst
Email Address	Ginamhurst@gmail.com
Street Address	503 Forest Ave Royal Oak MI 48067
Phone Number	4406698606
Location of Concern	Forest Ave between Main Street and Fairgrove
Type of Issue	Speeding
Detailed Description of Concern	Traffic driving East from Main Street towards Fairgrove tend to pick up speed heading downhill around Rosedale and don't slow down until the Fairgrove stop signs. The houses particularly in the 200s - 400s have many small children and animals which are at risk for harm due to this
Proposed Solution	Hoping to install speed humps either right before and/or right after the Rosedale intersection so traffic will slow down.
Media Upload	<i>Field not completed.</i>
Important	I have reviewed the Traffic Committee's Frequently Asked Questions (FAQ) regarding traffic requests and concerns

(Section Break)

### Neighborhood Support

Analyzing traffic requests can take a significant amount of staff time, and we require neighborhood support for a particular issue before beginning review.

Please provide at least two neighbors' contact information, who are in agreement with your concerns or request. **They must be from separate households.** They will be notified if this item is brought to the Traffic Committee.

---

Stephanie Ekelman

Name  
Address 412 Forest ave  
Email potashst@gmail.com  
Name Jayna Gardner-Gray  
Address 409 Forest ave  
Email Jaynaae@gmail.com

Email not displaying correctly? [View it in your browser.](#)

## Royal Oak Citizens Traffic Committee

### AGENDA ITEM

<b>Title</b>	Request to Review Speeding Concerns on W Lincoln Avenue
<b>SUBMITTING DEPARTMENT</b>	Engineering Division
<b>PRESENTER</b>	Holly Donoghue, P.E.
<b>MEETING DATE</b>	September 24, 2024

#### Requestor Concern:

A request was received from Aleksander Nita of 506 W Lincoln to review speeding issues on W Lincoln Avenue between Woodward Avenue and S. Lafayette Avenue. He states that his family has had two parked vehicles totaled due to speeding drunk drivers, and other neighbors' vehicles have been hit as well. They have also witnessed two roll-over accidents along the corridor. He would like to see a digital radar speed sign placed on W Lincoln Avenue and reflective semi-permanent bollard at West Street.

#### Staff Analysis:

The Staff Traffic Committee has reviewed this request and determined that:

1. W Lincoln Avenue is a 36-foot wide major road consisting of composite pavement with concrete curb. The posted speed limit is 25 mph.
2. The road consists of one driving lane in either direction and a parking lane on both sides of the road between S Pleasant Street and S Lafayette Avenue. Between Woodward Avenue and Pleasant Street, there is no parking allowed on the north side of Lincoln Avenue and no parking for the first 230 feet east of Woodward on the south side.
3. W Lincoln currently has 10-foot wide driving lanes and 8-foot parking lanes, which is typical for the half-mile collector streets in Royal Oak. There is a 4-way stop at the Lafayette Avenue intersection.
4. The three-year (2021-2023) accident report shows 7 accidents on Lincoln between Lafayette and Pleasant, all related to drivers hitting parked cars. Four of the accidents happened between midnight and 3 am and were due to driving while intoxicated (OWI). All the OWI accidents occurred in the westbound direction on Lincoln towards Woodward. One accident was due to distracted driving and the other two were hit and runs. See below image for location, time, and reason for accident.



5. The city requested traffic measurements from the TIA for speed and traffic volume, which were measured on August 1, 2024:

W Lincoln Avenue	50th Percentile Speed (mph)	85th Percentile Speed (mph)	Vehicles Per Day
Woodward Ave. to Lafayette Ave.	27	31	3,537

6. The volume of traffic is in the intermediate range for a collector street (2,870 to 3,940 vehicles per day). The 85<sup>th</sup> percentile speed of 31 mph and a 50<sup>th</sup> percentile speed above 25 mph indicates that the speed limit may need to be 30 mph on this road based on State law.

Based on these results, staff requested that the TIA conduct a detailed engineering and safety study of the corridor using US Limits software to determine if keeping the speed limit at 25 mph is appropriate. Due to the number of driveways, bike/pedestrian activity, high parking activity, and crash history, the recommended speed limit was confirmed to be 25 mph.

7. Staff prepared a few options to improve safety along the corridor:

- Eliminate on-street parking all-together. This would also impact the residents along the corridor, particularly those on the south side that do not have an adjacent side street to park on.
- Keep parking on both sides of the road and install bollard bumpouts periodically to help identify the parking lane (see attached sketch).
- Allow parking only on one side of W Lincoln Avenue, and install striping for a buffer area with periodic bollards between the parking lane and the drive lane. On this road, staff felt it would be best to allow parking on the south side of the road because there are more side street parking opportunities on the north side of the road. We could install two (2) 10-foot wide travel lanes, a 6-foot wide buffer area, and an 8-foot wide parking lane (see attached sketch).
- Install dynamic speed feedback signs (DSFS) to try reducing speeds on the corridor. In general, these signs are expected to reduce speeds by 1 to 4 mph at the location of the sign but may be less effective as drivers become desensitized to them. Studies have shown that these types of signs appear to be most effective in school zones and construction zones, and there is not much data available regarding installations on straight segments such as this one. In addition, studies show that drivers tend to return to the speed they were originally driving after passing the sign.

8. The pros and cons with the estimated cost of each option is shown in the table below:

	Pros	Cons	Estimated Cost
<b>Option A</b> <i>(Eliminate all parking)</i>	No parked cars on the road to hit Cheapest option	Will likely make speeding worse Lose all parking spaces along the corridor; no side streets along south side for parking.	\$1,000
<b>Option B</b> <i>(Bollard bumpouts)</i>	Still have parking spaces on both sides of the road, only lose 7 parking spaces  May help reduce speeding with distraction of bollards  Easily removed if does not work well  Might make the corridor look messy / unattractive	No buffer between traffic and parked cars, may still have parked cars getting hit  Bollards will likely still get hit, requiring more maintenance from DPS  DPS is concerned about snow removal; will likely lose more parking spaces in the winter and have freezing/ponding areas due to snow blockages in the bumpout areas.	\$12,300
<b>Option C</b> <i>(Parking on south side only)</i>	Buffer between traffic and parked cars, should significantly reduce parked car accidents  Less maintenance for DPS	People on north side have to cross the road to get to their homes  Have to grind off the existing pavement markings to restripe it (road just paved in 2020)  Lose about 23 parking spaces	\$33,500
<b>Option D</b> <i>(Digital speed signs)</i>	Based on 2021 study, should reduce speeds by 1 to 4 mph.  Less disruptive change for residents.	May not help reduce damage to parked cars.  Slightly less visible due to the parking lanes on each side of the street.  Effects may not be long term	\$12,000 (2 signs)

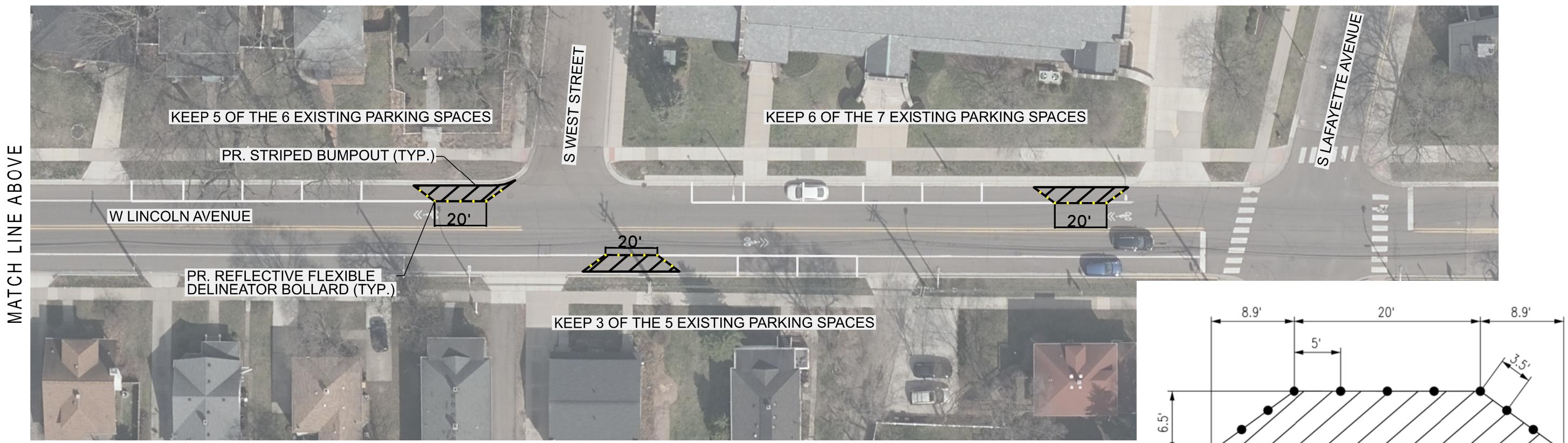
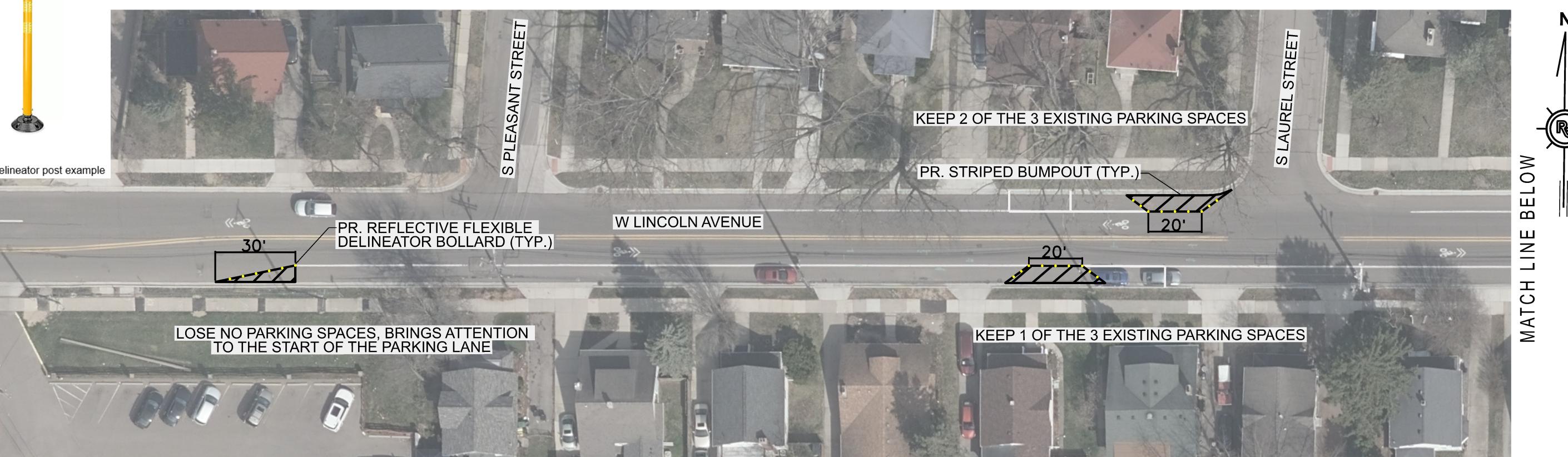
9. Staff also considered other traffic calming installations such as chicanes and median islands as an option to help slow down traffic to the existing speed limit and help drivers focus on the parked vehicles. In addition to much higher costs, this often involves forcing the driver to weave in/out of their path along the corridor using chicanes, traffic islands, or pavement markings. However, due to the high number of OWIs specifically on Lincoln, staff felt that a non-linear driving pathway might lead to more accidents.

Staff believes that options B or D would have a better impact on speeding along the corridor, but is not confident that it will significantly change driver behavior. Option C would be the best option to reduce accidents involving parked cars. Option D could be considered as a standalone or add-on project. As DSFSs are requested a few times each year, it could be a pilot installation that staff studies over the course of one or two years to evaluate its effectiveness.

10. Staff did not oppose any of these options, but seemed most concerned about snow plowing issues with option B. Note that each of these options could be reversed if they do not result in an improvement, but there is a cost to do so.
11. Options B and C are outside the workload available from DPS and would need to be performed by a contractor, likely in spring/summer 2025. Depending on the recommended option, staff would need to evaluate if enough funding is available. There is currently \$27,000 remaining from one of this year's road projects that could be used.
12. Staff notified residents along W Lincoln Avenue about this item, and believes input from the residents will be beneficial in selecting an appropriate option.

**Suggested Staff Recommendation: To obtain resident feedback and discuss with the Traffic Committee to select a recommended option.**

Estimated cost: TBD



Option b: Typical bumpout configuration

PROJECT NAME  
W LINCOLN AY  
CALMING



The logo for 811 Miss Dig. It features a stylized '811' inside a square with a shovel icon. To the right, the words 'Know What's Below, Call MISS DIG' are written in a bold, sans-serif font. Below this, the phone number '1-800-482-7171 OR 8-1-1' is provided.

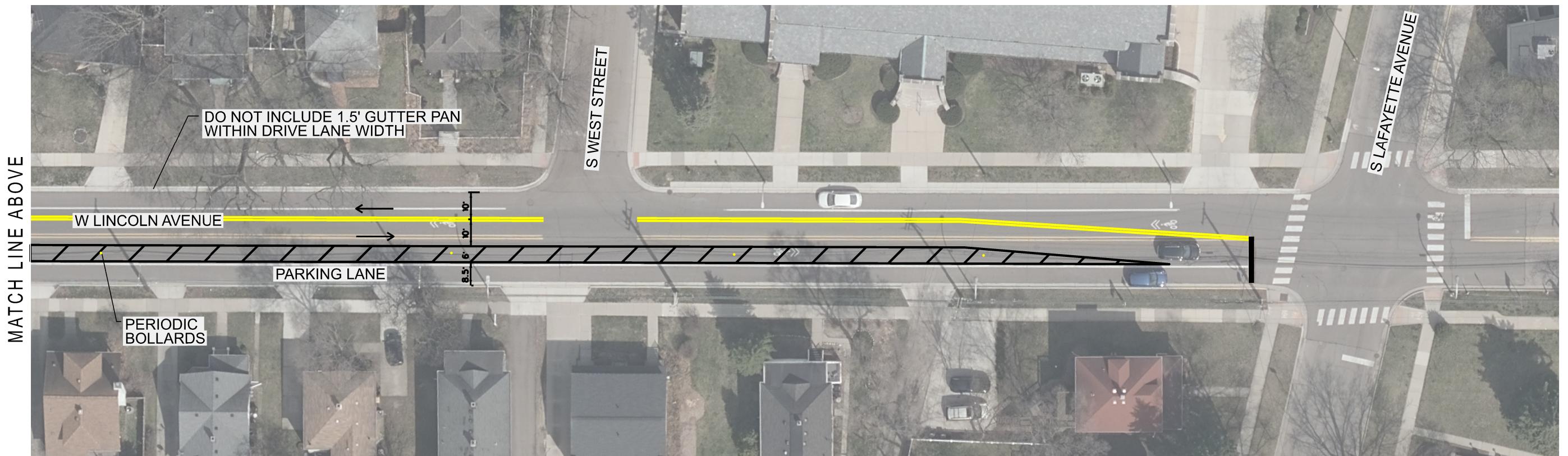
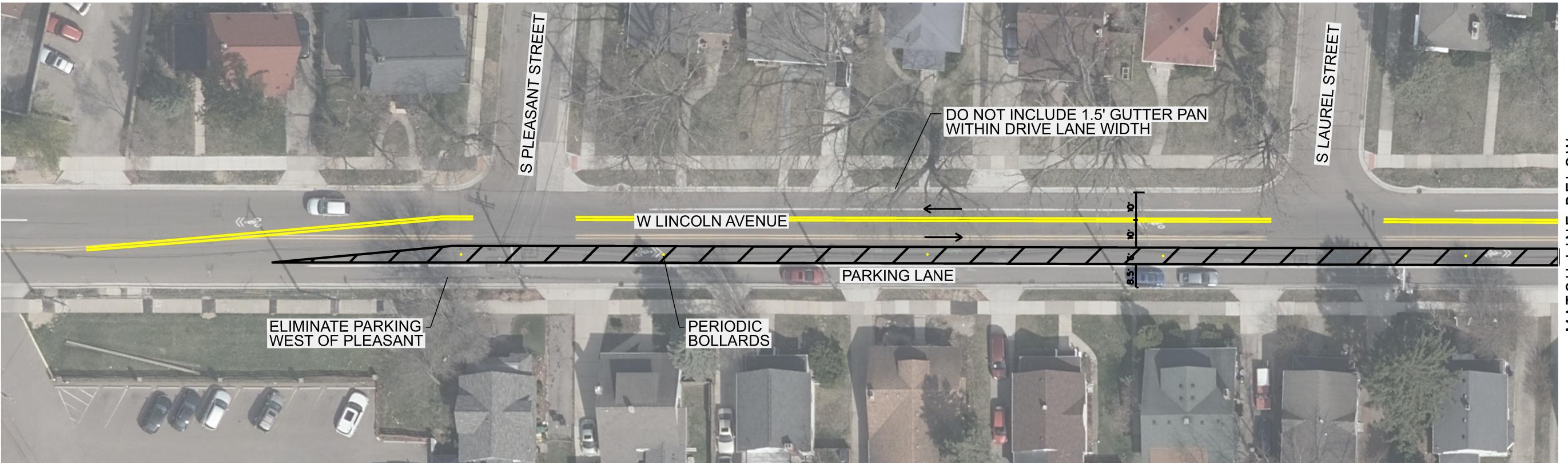
ALL	DRAWN - SLG	REVISED -	
	DESIGNED - SLG	REVISED -	
-1	CHECKED - HJB	REVISED -	
	DATE - 08/29/24	REVISED -	



1' = 40'

W. LINCOLN AVENUE - OPTION B

SHEET NUMBER	TOTAL SHEETS
1	1



PROJECT NAME:  
W LINCOLN AVE  
CALMING

**Royal Oak**

**COMMUNITY  
DEVELOPMENT**

811 Know What's Below, Call  
**MISS DIG**  
1-800-482-7171 OR 8-1-1

DRAWN - SLG  
DESIGNED - SLG  
CHECKED - Page 21 of 47  
DATE 06/29/24

REVISED -  
REVISED -  
REVISED -  
REVISED -

1' = 40'  
0 20 40

W. LINCOLN AVENUE - OPTION C

SHEET  
NUMBER  
1

TOTAL  
SHEETS  
1

**From:** [noreply@civicplus.com](mailto:noreply@civicplus.com)  
**To:** [Engineering Division](#)  
**Subject:** Online Form Submittal: Traffic Committee Request  
**Date:** Saturday, July 6, 2024 2:32:56 PM

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## Traffic Committee Request

**Please complete required fields and submit.**

Name	Aleksander Nita
Email Address	Nita.aleksander@gmail.com
Street Address	506 W Lincoln Ave
Phone Number	5867479332
Location of Concern	West Lincoln Between Lafayette and Woodward
Type of Issue	Speeding
Detailed Description of Concern	Hello, my name is Aleksander Nita. My wife and I have been residents for 5 years. Since 2019, we have had two vehicles totaled by speeding drunk drivers. Our neighbors have had 2 vehicles hit as well by drunk drivers. In the time we have lived here, we have witnessed two roll over accidents. My understanding is we are a Type 1 street so speed bumps are not possible for emergency purposes. The speeding is a major concern on Lincoln. After the second total loss, we met with RO Chief of Police Moore and Commissioner Kolo.
Proposed Solution	I would like to see a speed detector and reflective vertical semi-permanent cone at west and Lincoln.
Media Upload	<a href="#">IMG_1209.jpeg</a>
Important	I have reviewed the Traffic Committee's Frequently Asked Questions (FAQ) regarding traffic requests and concerns

(Section Break)

### Neighborhood Support

Analyzing traffic requests can take a significant amount of staff time, and we require neighborhood support for a particular issue before beginning review.

Please provide at least two neighbors' contact information, who are in agreement with your concerns or request. **They must be from separate households.** They will be notified if this item is brought to the

Traffic Committee.

Name	Jeff Henry
Address	516 W Lincoln Ave
Email	jeffinroyaloak@yahoo.com
Name	John Polodan
Address	512 W Lincoln Ave
Email	John.podolan@sbcglobal.net

Email not displaying correctly? [View it in your browser.](#)



## Royal Oak Traffic Committee

### AGENDA ITEM

<b>Title</b>	Accessible Parking on W. Second Street
<b>SUBMITTING DEPARTMENT</b>	Engineering Division
<b>PRESENTER</b>	Holly Donoghue, P.E.
<b>MEETING DATE</b>	September 24, 2024

#### Requestor Concern:

The Downtown Development Authority (DDA) requested that staff prepare on-street accessible parking space design for two parallel parking spaces on W. Second Street between S. Washington Avenue and S. Center Street, adjacent to the Post Office.

#### Staff Analysis:

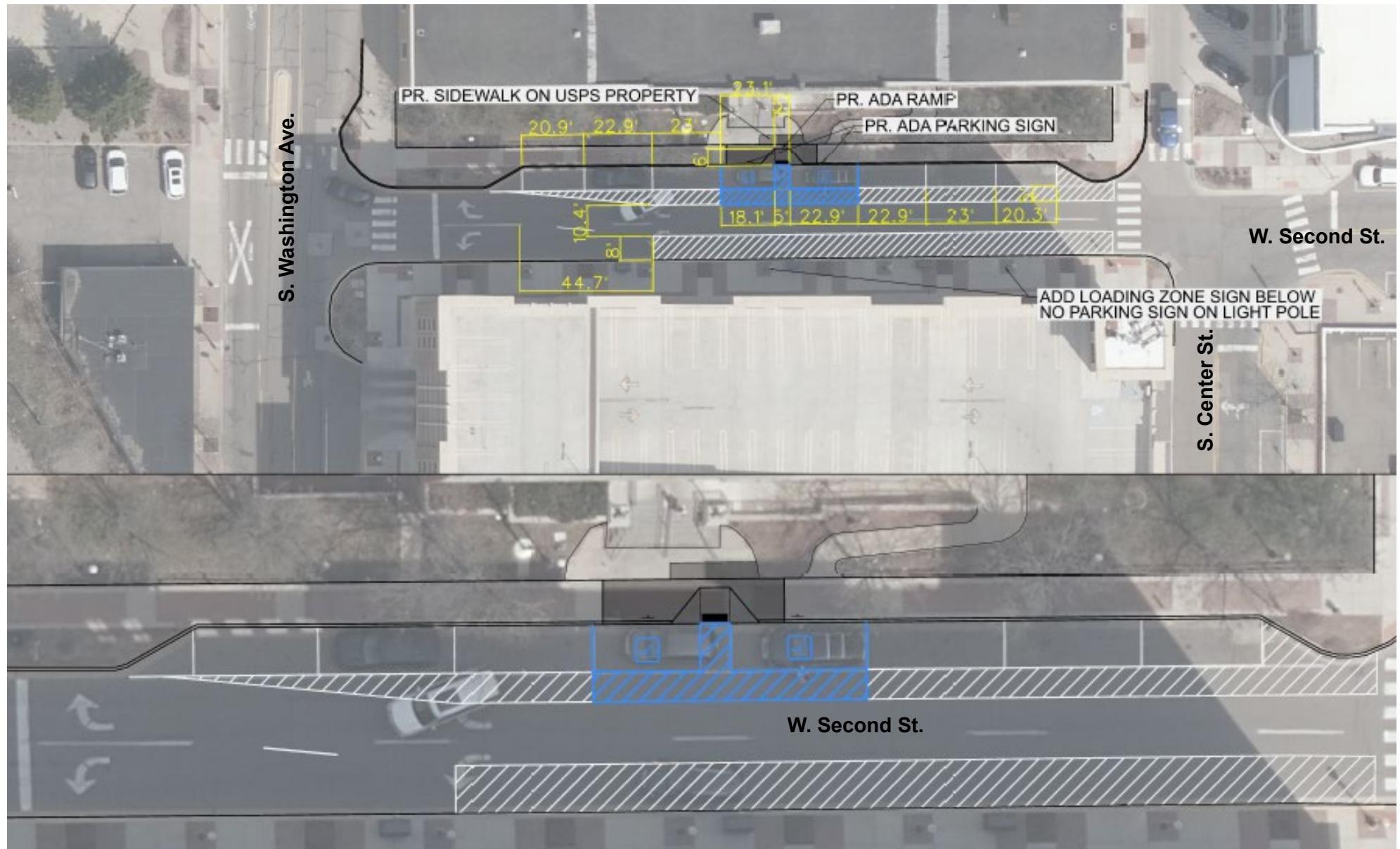
1. A recent parking study by Rich and Associates recommended that the city consider installation of on-street accessible parking in the downtown area. Additionally, the Aging in Place Plan has a goal to increase barrier free on-street parking.
2. The DDA wishes to install two parking spaces adjacent to the Post Office on W. Second Street between Washington and Center.
3. W. Second Street is a 31-foot wide major road with composite pavement and concrete curb and gutter.
4. This block of W. Second Street is a one-way road for westbound traffic. There are currently eight metered on-street parking stalls on the north side of the road, two thru lanes and a no-parking zone on the south side of the road. The south side of the road has three post office boxes that allow cars to pull alongside for drop off. The west end of the street is then divided into left turn and right turn only lanes.
5. The three-year (2021-2023) accident report shows three crashes occurred on W. Second Street between Center and Washington. All three occurred while parking, either hitting a vehicle already parked while parking or hitting a vehicle driving down Second Avenue while pulling out.
6. ADA-compliant parking stalls require that there be a 5-foot wide minimum aisle adjacent to the parked vehicles, and that the route comply with ADA-standards for slope and width.
7. With this in mind, staff prepared a preliminary design as shown on the attached image.
  - a. Convert the lanes into one thru lane to create space for an aisle adjacent to parking vehicles. There is currently only one lane of traffic on the next block to the east, and so this change is not expected to result in any safety issues.
  - b. Install ADA-compliant sidewalk ramp between the two accessible spaces, replace adjacent sidewalk to provide appropriate slopes.

- c. Add road paint as shown to designate the pull-off area on the south side of the road adjacent to the mailboxes and add "Loading Zone" signage where shown, and "No Parking Beyond" sign at west end of loading zone.
- d. Widen the roadway back to two lanes, one for right turns and one for left turns, at S. Washington Avenue.

8. Note that staff was able to draft a secondary option that keeps both lanes of Second Street open. This option required that the accessible aisle be on the north side of the parking spaces, which is not particularly helpful for disabled drivers. It also required a grading agreement and modification of pavement and grading on the Post Office's property, which is fairly difficult to obtain.
9. The cost estimate for the work is \$25,000 and the DDA is planning to fund these improvements for spring/summer 2025 construction if approved.

**Suggested Staff Recommendation: To repaint W. Second Street between S. Washington and S. Center Street to allow for one lane of through traffic, a loading zone on the south side of the road, and parallel parking on the north side with two of the parking stalls to be accessible.**

Estimated cost: \$25,000



## Royal Oak Citizens Traffic Committee

### AGENDA ITEM

<b>Title</b>	Request to Review Traffic Blocking Entrance/Exit of Main North Lofts
<b>SUBMITTING DEPARTMENT</b>	Engineering Division
<b>PRESENTER</b>	Holly Donoghue, P.E.
<b>MEETING DATE</b>	September 24, 2024

#### Requestor Concern:

A request was received from Dung (Yoom) Lam of 350 N. Main Street Unit 913 (Main North Lofts) to review trucks blocking entrance/exit of the building on E University Avenue. They state that they have issues with delivery trucks and other vehicles blocking the garage doors that serve the parking garage for the Main North Lofts building. They would like to see bollards similar to the ones installed for the Skylofts building on Fifth Avenue.

#### Staff Analysis:

The Staff Traffic Committee has reviewed this request and determined that:

1. E. University Avenue is a 48-foot wide major road consisting of composite pavement with concrete curb.
2. Main North Lofts is located on the south side of E. University Avenue, and has two garage access doors for the residential parking deck and also two loading dock garage doors.
3. The road is a dead end and there is metered parking allowed on both sides of the street. On the south side of the road, between Main Street and the garage doors, there is 15 minute parking with no parking allowed between 2 am to 6 am. The parking east of the garage doors is 3 hour parking with no parking allowed between 2 am to 6 am. The parking on the north side of the street has no signage restricting parking time or length.
4. There is a “do not block driveway” sign on a light pole next to the garage doors currently.
5. The three-year (2021-2023) accident report showed no accidents on E. University Avenue.
6. The parking deck garage doors are located between the building loading dock and the takeout door location for Cantaritos restaurant.
7. Similar bollards to those requested were installed for the Skyloft Apartments located on Fifth Avenue to stop vehicles from blocking the garage doors in 2022. DPS stated the bollards installed near the Skyloft Apartments seem to be working well and are relatively resilient.

8. Due to the similar nature and success of the bollards at another location, staff recommends installing the bollards to prevent delivery trucks and other vehicles from blocking the garage doors.
9. The request was to install bollards for the garage doors, but staff is concerned that more vehicles will then block the loading dock doors. Staff recommends installing additional bollards for the loading dock doors as well, with the understanding that larger trucks may cause frequent damage. If these additional bollards are consistently damaged, they could be removed entirely.



10. Staff will notify the residents of Main North Lofts of this upcoming item on the September agenda.

**Suggested Staff Recommendation: Install five (5) reboundable, surface-mounted bollards on the south side of E. University Avenue lined up with the parking garage and loading deck columns for the Main North Lofts building, four feet off the face of curb.**

Estimated cost: \$1,500

**From:** [noreply@civicplus.com](mailto:noreply@civicplus.com)  
**To:** [Engineering Division](#)  
**Subject:** Online Form Submittal: Traffic Committee Request  
**Date:** Thursday, August 15, 2024 5:26:00 PM

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## Traffic Committee Request

**Please complete required fields and submit.**

Name	Dung (Yoom) Lam
Email Address	lam.k.dung@gmail.com
Street Address	350 N. Main Street Unit 913
Phone Number	6166176999
Location of Concern	Main North Lofts Building Entrance/Exit (E. University/Main Street)
Type of Issue	Parking
Detailed Description of Concern	I'm a resident of the Main North Lofts at 350 N. Main Street (pretty much the corner of 11 Mile/Main) and noticed that the Skylofts at Fifth/Main have bollards to try to prevent vehicles from blocking the entrance/exit to their building.  We have a very similar situation as our entrance is on E. University and delivery trucks and vehicles can become a problem for our high density loft building. I'm not sure what process the Skylofts building went through to get approval for this, but we are very interested in exploring this option for our building as it would greatly help our residents.
	I have attached some pictures our entryway being blocked as an example
Proposed Solution	Have bollards installed similar to the Skylofts building in downtown Royal Oak.
Media Upload	<a href="#">MNL_Entrance_Issue.jpg</a>
Important	I have reviewed the Traffic Committee's Frequently Asked Questions (FAQ) regarding traffic requests and concerns

(Section Break)

### Neighborhood Support

Analyzing traffic requests can take a significant amount of staff time, and we require neighborhood support for a particular issue before

beginning review.

Please provide at least two neighbors' contact information, who are in agreement with your concerns or request. **They must be from separate households.** They will be notified if this item is brought to the Traffic Committee.

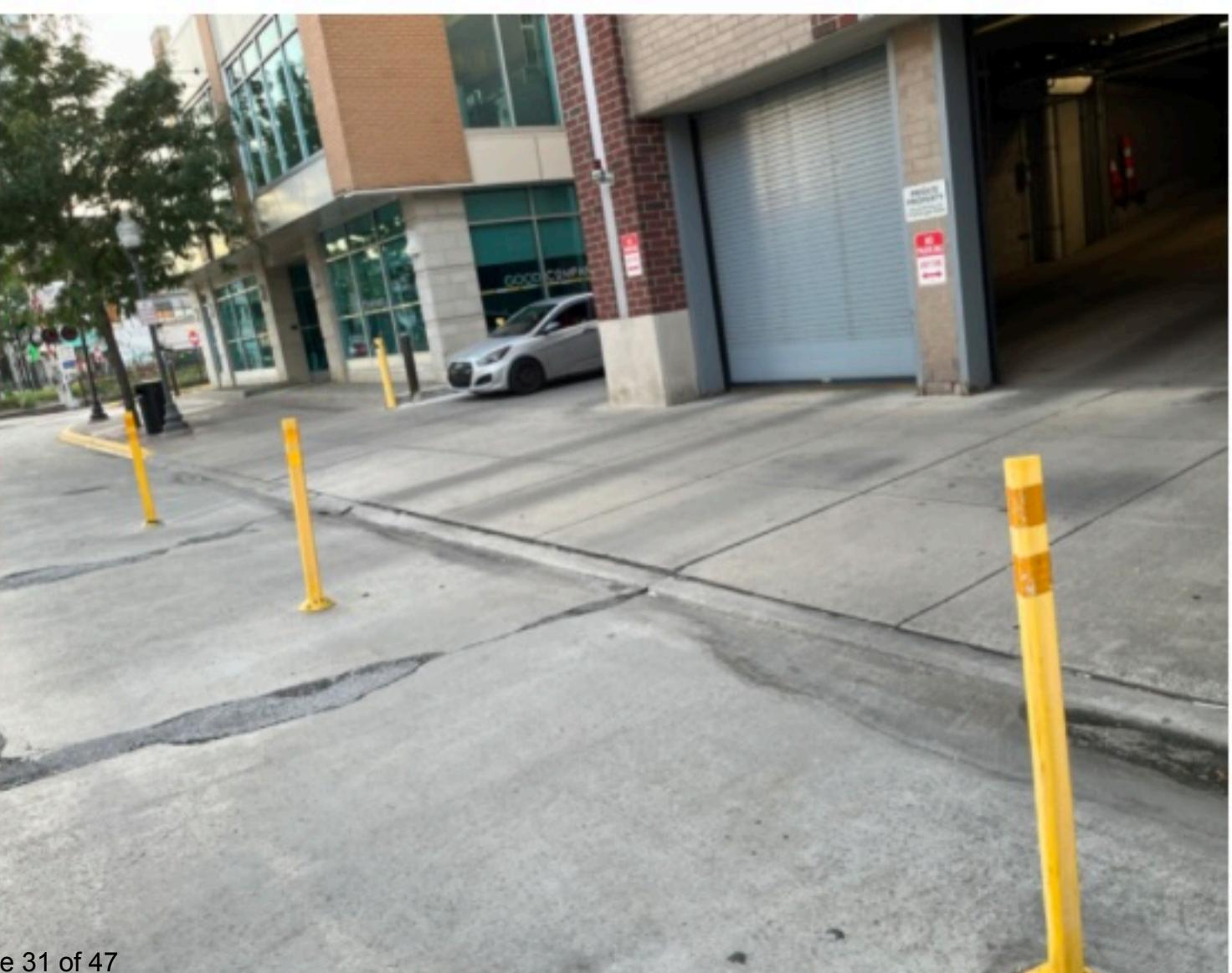
Name	Ed Eickhoff
Address	350 N. Main Street #811
Email	edwardaeickhoff@gmail.com
Name	Michael Hanna
Address	350 N. Main Street # 813
Email	mhanna@forthepeople.com

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Here are some examples of our entryway being blocked:



Here is what the solution for the Skylofts:



## Royal Oak Citizens Traffic Committee

### AGENDA ITEM

<b>Title</b>	<b>Request to Review Parking Guidance Sign on De Villen Avenue adjacent to Red Run Park</b>
<b>SUBMITTING DEPARTMENT</b>	<b>Engineering Division</b>
<b>PRESENTER</b>	<b>Holly Donoghue, P.E.</b>
<b>MEETING DATE</b>	<b>September 24, 2024</b>

#### Requestor Concern:

A request was received from Commissioner Melanie Macey to evaluate the existing “For Park Use, Park in School Lots on Girard” signs on the north side of De Villen Avenue adjacent to Red Run Park. She notes that these signs are confusing because it seems like the on-street parking is only for the adjacent residents’ use rather than public use.

#### Staff Analysis:

The Staff Traffic Committee has reviewed this request and determined that:

1. De Villen Avenue between N. Alexander Avenue and N. Vermont Avenue is a 27-foot wide local road consisting of concrete pavement with integral curbs.
2. The three-year accident history (2020-2022) showed no crashes.
3. De Villen is adjacent to the north side of Red Run Park as shown in the following image, and dead-ends into the driveway for Churchill School.
4. On-street parking is prohibited on the south side of De Villen Avenue and the west side of N. Vermont Avenue adjacent to Red Run Park. Parking is prohibited on the south side of Girard Avenue; daytime parking is allowed on the north side.
5. Most streets that run adjacent to a city park have one side of the road signed for “no parking”. This is because the streets can get overly congested during park activities and the need for two lanes of traffic exists. While not always the case, parking is usually prohibited along the park-side of the road so that drivers have better visibility of pedestrians, particularly children.
6. There are currently signs on each block of De Villen Avenue that state “For Park Use, Park In School Lots on Girard.” The parking advisory signs appear to have been installed in the 1990s based on the city’s sign inventory. Staff is not aware of any other locations in the city with this type of sign.
7. The advisory signs are brown, indicating a recreational or cultural interest guidance. These signs are not the same as permit parking signs, and so on-street parking is not limited to the use of the adjacent homes.
8. Red Run Park is used for several sports activities and tends to have high usage during the fall and spring soccer seasons.
9. Parks with sports activities often result in a lot of on-street parking in the surrounding neighborhood. Sometimes park-goers park illegally or block residential driveways. This

is likely the reason these signs were installed on De Villen, however they are not common throughout the city.

10. Staff contacted the school district who indicated that the parking lots at Churchill are used regularly, and they did not have an issue with these signs being removed or updated.
11. Staff recommends that the advisory signs should either be removed or the wording should be updated to say “Additional Park Parking Available in School Lots.” As it seems most residents are aware of the school parking lots, staff believe removal of the signs is the simplest option.
12. Staff will notify the residents along De Villen of this item on the September agenda.



**Suggested Staff Recommendation: To remove the “For Park Use, Park in School Lots on Girard” signs from the north side of De Villen Avenue between N. Alexander Avenue and N. Vermont Avenue.**

Estimated cost: \$500

## **Donoghue, Holly**

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**From:** Macey, Commissioner  
**Sent:** Wednesday, August 21, 2024 8:05 AM  
**To:** Donoghue, Holly  
**Subject:** Re: Screenshot 2024-08-20 at 7.05.16 PM

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:** Waiting for someone

It does sound like it could be about any park, but as far as I know, Red Run neighbors are the only ones who insist that NO ONE is permitted to park there at any time. This is the message we get every year from ROFC:

Next week many teams will be training at Red Run Park. We would like to inform you of parking restrictions in that area.

Please **DO NOT** park on DeVillen or on any neighborhood side streets. We aim to be respectful to the residents in the area. They have complained before and are quick to call the police for ticketing.

Please **DO** park in either of the Churchill parking lots, there is one off Girard and one off DeVillen. There is also street parking available on Girard.

Sent from my iPhone

On Aug 21, 2024, at 8:00 AM, Donoghue, Holly <HollyD@romi.gov> wrote:

Hi Melanie,

I looked up the post, and it sounds like a complaint that could be applied to any park with soccer fields. That said, I do understand your comment about the misleading signs on DeVillen. I believe they have been there since the 1990s and were probably installed to try to appease the residents – good intentions, but somewhat confusing results. I will reach out to the school district folks to see if they have any feedback regarding these signs.

<image003.png>

**Holly J. Donoghue, P.E.**

City Engineer

248.246.3260

[hollyd@romi.gov](mailto:hollyd@romi.gov)

203 S. Troy Street / Royal Oak, MI 48067

<image001.png>

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**From:** Macey, Commissioner <ccmacey@romi.gov>

**Sent:** Tuesday, August 20, 2024 7:11 PM

**To:** Donoghue, Holly <HollyD@romi.gov>

**Subject:** Screenshot 2024-08-20 at 7.05.16 PM

See below. I'm 100% sure this person is talking about Red Run. I just saw a woman running around taking pictures of cars parked on the north side of DeVillen. I think we need to clarify with the neighbors that parking IS allowed there (obviously not blocking driveways). And I think the signs suggesting that there is parking at the school building should either be removed or clarified (ADDITIONAL parking is available at the school building). I cannot comprehend why people living next to a park would think that they have exclusive rights to the entire street. But they complain to ROFC every year about soccer parents.

<image002.jpg>

Sent from my iPhone

## Royal Oak Citizens Traffic Committee

### AGENDA ITEM

<b>Title</b>	<b>Request to install crosswalk striping and signs on Detroit Avenue at Elizabeth Avenue</b>
<b>SUBMITTING DEPARTMENT</b>	<b>Engineering Division</b>
<b>PRESENTER</b>	<b>Holly Donoghue, P.E.</b>
<b>MEETING DATE</b>	<b>September 24, 2024</b>

**Requestor Concern:**

A request was received from Joyce Holladay to install crosswalk striping and playground/children signs for the crosswalk on Detroit Avenue at Elizabeth Avenue that leads to Wagner Park. She notes that traffic seems to be heavier since Rochester Road construction was completed, and many people use the crosswalk.

**Staff Analysis:**

The Staff Traffic Committee has reviewed this request and determined that:

1. Detroit Avenue is a 27-foot wide local road consisting of concrete pavement with integral curbs.
2. The three-year accident history (2020-2022) showed two crashes along the block where vehicles hit parked cars.
3. Parking is prohibited on the south side of Detroit Avenue along Wagner Park. There are stop signs at each end of the block (Main and Rochester), and the tee intersection at Elizabeth Avenue is not stop-controlled.
4. There are sidewalk ramps along the east side of Elizabeth Avenue that allow for crossing Detroit Avenue to access Wagner Park. There are currently no signs or crosswalk striping.
5. Installing crosswalk signage and striping for crosswalks near parks is consistent with past city practices, particularly for mid-block crosswalks.
6. Installing a W11-2 crosswalk sign on each side of the road is the appropriate signage for this situation, rather than the W15-1 “playground” sign.



**Suggested Staff Recommendation: To install white crosswalk striping and two (2) W11-2 signs with W16-7P plaques at the intersection of Detroit Avenue and Elizabeth Avenue at the existing north/south crosswalk.**

Estimated cost: \$800

**From:** [noreply@civicplus.com](mailto:noreply@civicplus.com)  
**To:** [Engineering Division](#)  
**Subject:** Online Form Submittal: Traffic Committee Request  
**Date:** Wednesday, August 21, 2024 11:37:42 AM

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## Traffic Committee Request

**Please complete required fields and submit.**

Name	Joyce Holladay
Email Address	joyce.holladay1@gmail.com
Street Address	303 Detroit Ave.
Phone Number	5103004381
Location of Concern	Corner of Elizabeth and Detroit Ave. Between Rochester Rd. and N. Main St.
Type of Issue	Crosswalk
Detailed Description of Concern	Since the completion of construction on Rochester Rd. reducing it to one lane each direction we believe that the cut through traffic on Detroit Ave. between Rochester Rd. and N. Main St. has increased. We live across the street from Wagner Park which in addition to the disc golf course has two playground structures that many families walk to enjoy.
Proposed Solution	We would like to request a crosswalk to Wagner Park and signage that indicates there is a playground/children present.
Media Upload	<a href="#">Detroit Ave Crosswalk Request.jpg</a>
Important	I have reviewed the Traffic Committee's Frequently Asked Questions (FAQ) regarding traffic requests and concerns

(Section Break)

### Neighborhood Support

Analyzing traffic requests can take a significant amount of staff time, and we require neighborhood support for a particular issue before beginning review.

Please provide at least two neighbors' contact information, who are in agreement with your concerns or request. **They must be from separate households.** They will be notified if this item is brought to the Traffic Committee.

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Name	Larry Oberdier
Address	229 Detroit Ave.
Email	lmax400@aol.com
Name	Ian Hickman
Address	313 Detroit Ave.
Email	iandavid@umich.edu

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Email not displaying correctly? [View it in your browser.](#)



## Royal Oak Traffic Committee

### AGENDA ITEM

<b>Title</b>	<b>Review and Analysis of Traffic Calming Installations</b>
<b>SUBMITTING DEPARTMENT</b>	<b>Engineering Division</b>
<b>PRESENTER</b>	<b>Holly Donoghue, P.E.</b>
<b>MEETING DATE</b>	<b>September 24, 2024</b>

#### Requestor Concern:

In an effort to analyze the impact of various traffic calming installations around the city in recent years, staff collected post-construction traffic data to compare with pre-construction data.

#### Staff Analysis:

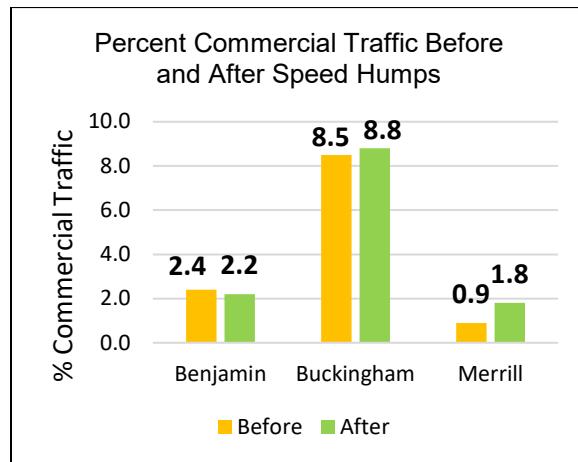
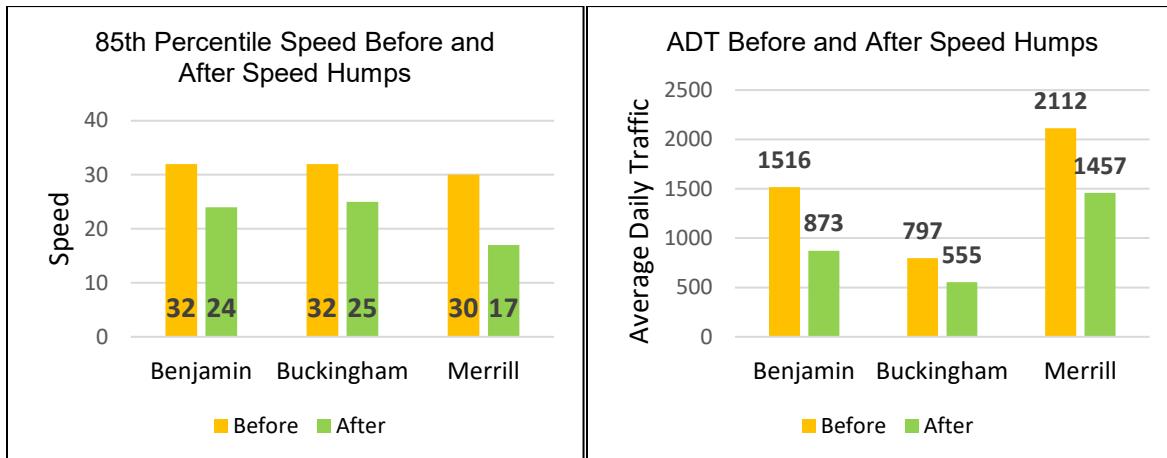
Several types of traffic calming installations have been developed through the traffic committee over the past several years and staff wanted to evaluate the effectiveness of various types of calming improvements.

The various measures installed throughout Royal Oak have been divided into three categories:

- Speed Humps
- Islands / Bumpouts on Local Streets
- Islands / Bumpouts on Major Road

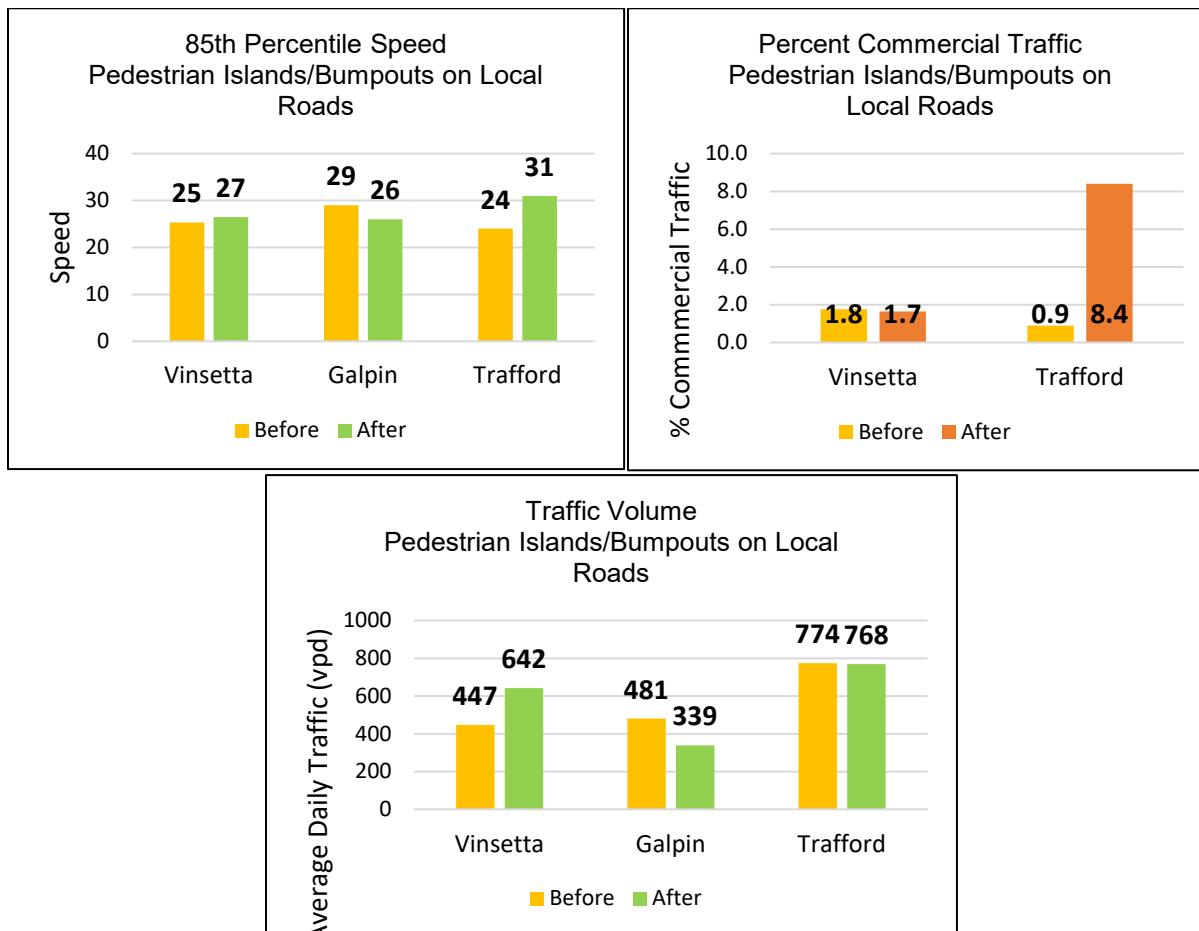
## Speed Humps

1. At the time of data collections, speed humps have been installed on Benjamin Avenue (Woodward to Carman), Buckingham Road (Greenfield to Woodward), and Merrill Avenue (Woodward to Coolidge).
2. The 85<sup>th</sup> percentile speed dropped significantly on these three streets as shown in the chart below. The measured speed for Merrill Avenue appears unusually low, so this data point may be an outlier or be non-representative. The speeds on Benjamin and Buckingham fell by 25% and 22%, respectively, and are at or below the speed limit.
3. The traffic volume also dropped on these three streets, representing a drop of 30% to 42% in traffic volumes:
4. There was not a large impact in the commercial traffic (trucks, buses) on each street.
5. Overall, the data suggests that speed humps have been very effective at curbing speed and traffic volumes on residential streets.



## Islands / Bumpouts – On Local Streets

- At the time of data collections, the following traffic calming measures had been installed on local roads:
  - Vinsetta Boulevard – bumpouts installed in 2023 to slow down traffic and improve pedestrian crossings.
  - Galpin Avenue – two median islands installed in 2022 to slow down traffic.
  - Trafford Road – two median islands installed in 2021 to slow down traffic.
- The 85<sup>th</sup> percentile speed increased on two streets and decreased on one. There does not appear to be a consistent trend regarding speed control.
- The traffic volume does not appear to show a consistent trend either. The volume increased on Vinsetta, decreased on Galpin, and stayed relatively the same on Trafford.
- Commercial counts were not taken on Galpin prior to construction, so only Vinsetta and Trafford data is presented here. There was not much impact on Vinsetta, and there is an increase in commercial traffic on Trafford. It is possible that the “before” data for Trafford had an error as these differences do not appear to be reasonable. Most of the commercial traffic on Trafford is from 2-axle, 6-tire vehicles (deliveries).



- Overall, the data suggests that the calming measures on Galpin appear to have been effective, but Trafford and Vinsetta saw little improvement.
- The design for Galpin allowed for 9.5-foot wide drive lanes alongside the median island. Trafford allowed for 9-foot wide drive lanes alongside the islands, but there is also 1.5-feet

of exposed gutter pan here that may make it “feel” like a 10.5-foot lane. Vinsetta lane widths vary, but are generally 10-feet and wider to allow for turning movements at the intersections.

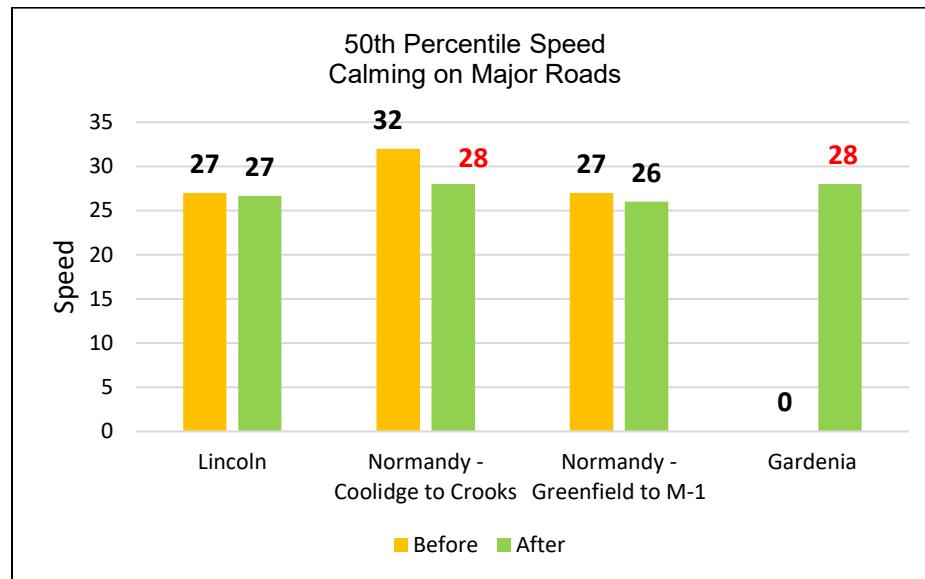
7. Note that lane width on striped roadways are typically required to be 10 to 12 feet wide. However, on local residential streets, a narrower lane of 9 feet is acceptable. Typical passenger vehicles are under 7 feet wide.
8. With this in mind, any future traffic calming on local roads should be designed with the following lane widths:
  - a. Drive lanes should be designed to be 9 feet wide on concrete roads and asphalt roads without an exposed gutter pan.
  - b. Drive lanes should be designed to be 8.5 feet wide on asphalt roads with an exposed gutter pan. This allows space for vehicles to drive on the gutter pan if needed, but in general vehicles would stay within the asphalt section of pavement.
9. Additionally, staff has considered traffic calming when the 85<sup>th</sup> percentile speed on a particular street is 28 mph or higher. This is based on the Michigan requirement that the speed limit for a road segment must be established at the nearest multiple of 5 miles per hour to the 85<sup>th</sup> percentile speed. Considering the significant cost associated with these installations, staff recommends that calming only be considered for streets with 85<sup>th</sup> percentile speeds of 30 mph or higher. Speed humps can still be implemented on local roads if the speeds are measured at 28 mph or higher.
10. Every street has its own characteristics, and these recommendations are meant to be a guideline for future design, not necessarily a hard rule.

## Islands / Bumpouts – On Major Roads

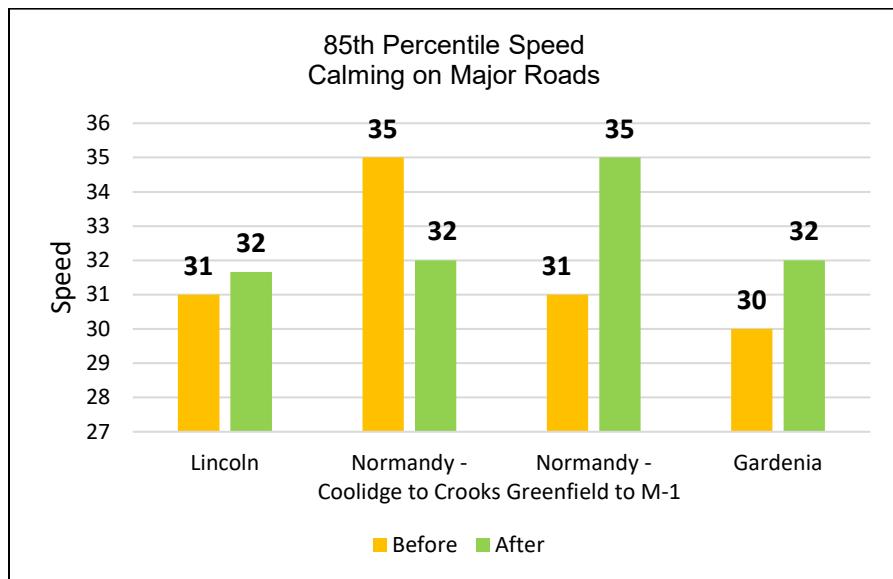
1. At the time of data collections, the following traffic calming measures had been installed on major roads:
  - a. Lincoln Avenue from Troy to Campbell – pedestrian islands and bumpouts with green infrastructure installed in 2022. This was to help with access across the road and to help slow down traffic.
  - b. Normandy Road from Coolidge to Crooks – pedestrian islands installed in 2022. This was to help with access across the road and to help slow down traffic.
  - c. Normandy Road from Greenfield to Woodward – pedestrian islands installed in 2019. This was to help with access across the road and to help slow down traffic.
  - d. Gardenia Avenue from Main to Campbell – installed raised intersection at Alexander Avenue and median island near Vermont in 2018.
2. Staff reviewed the 50<sup>th</sup> percentile speeds for the streets because this information is used to ensure the speed limit on a particular street is appropriate. Note that each of the four streets studied currently has a speed limit of 25 mph. Michigan Vehicle Code Section 257.627 states:

*Following a speed study conducted under this subsection, the speed limit for the road segment must be established at the nearest multiple of 5 miles per hour to the eighty-fifth percentile of speed of free-flow traffic under ideal conditions for vehicular traffic, and must not be set below the fiftieth percentile speed of free-flow traffic under ideal conditions for vehicular traffic.*

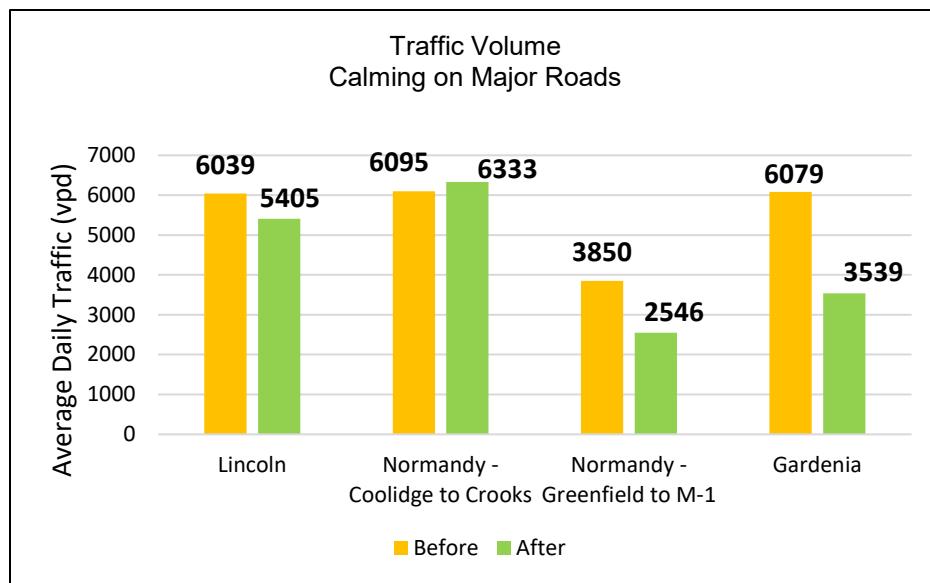
The 50<sup>th</sup> percentile speeds dropped slightly or stayed roughly the same before and after construction. With this information, it appears that the speed limit should be increased to 30 mph on Normandy (Coolidge to Crooks) and Gardenia (Main to Campbell). Staff recommends taking counts at three locations along each corridor to confirm this data before making any changes to the road speed limit.



3. The 85<sup>th</sup> percentile speeds increased on each street except for Normandy (Coolidge to Crooks). This particular segment used outside lane lines and widened medians to cause drivers to meander out/in along the corridor, whereas the other roads are primarily median islands with little driver deviation from the main alignment of the road.



4. The traffic volumes generally decreased with the exception of Normandy (Coolidge to Crooks), which increased slightly. There does not appear to be a reliable trend related to traffic volumes, however. The traffic on Gardenia is much lower, though the “before” data was from 2016, well before the impacts of the COVID-19 pandemic and also before the intersection with I-75 was configured. The new intersection layout may deter more drivers from using Gardenia towards the west.



5. Commercial counts were not taken prior to construction on most of these streets, so trend information is not provided.
6. Overall, the data is somewhat inconclusive. The study of Normandy from Coolidge to Crooks suggests that traffic calming could be effective at lowering speeds on major roads, but the design should include deviating lane alignments such that drivers are not driving in a straight line for the length of the corridor.
7. Installation of pedestrian refuge islands should still be a priority for the city to assist with non-motorized transportation, but in terms of traffic calming, these seem to have a minimal impact on driver behavior. Consideration of changing speed limits should be analyzed along with the potential for traffic calming.

Final conclusions:

1. Speed humps have been very effective at curbing speed and traffic volumes on residential streets, and staff recommends that these continue to be installed using the committee's established criteria (at least 28 mph 85<sup>th</sup> percentile speed and over 300 vehicles per day).
2. Traffic calming on local streets should typically only be considered if the 85<sup>th</sup> percentile speed is higher than 30 mph. If implemented on local streets, the lane widths should be 8.5 to 9 feet wide depending on the existing pavement characteristics.
3. Traffic calming improvements such as bumpouts or refuge islands on major roads should continue to be installed for pedestrian crossing improvements, but may not necessarily assist in slowing down vehicles. Designing roadways with deviating lane alignments such that drivers are not driving in a straight line for the length of the corridor seems to be the best method for lowering speeds on major roads. Considering higher speed limits may be the more appropriate option for some of the city's major roads.

**Suggested Staff Recommendation: To perform speed studies on Gardenia Avenue (N. Main Street to Stephenson Highway) and on Normandy Road (Coolidge Highway to Crooks Road) to evaluate the speed limit.**

Estimated cost: \$0

Moved by: \_\_\_\_\_

Supported by: \_\_\_\_\_

## **Royal Oak Citizens Traffic Committee**

### **CITY COMMISSION RESOLUTIONS**

#### **FROM PREVIOUS MEETING RECOMMENDATIONS**

<b>July 2024 Traffic Committee Recommendations</b>		<b>City Commission Resolution</b>
<b>5.a.</b>	Deny the request for dedicated left turn traffic signals at the intersections of Crooks & Normandy and Crooks & Lexington.	Approved as recommended
<b>6.a.</b>	Deny the request for 'No Left Turn' signage at the parking garage exit for 222 E. Sixth Street and add one pedestrian warning sign (W11-2) for southbound Williams Street traffic, located north of the existing mid-block pedestrian crossing; and also remove the first parking spot north of the crosswalk on the east side of roadway.	Approved as recommended
<b>6.b.</b>	Install a 'No Parking Beyond' sign north of the driveway approach at 230 Virginia Avenue.	Approved as recommended
<b>6.c.</b>	Remove approximately 30 feet of guardrail in front of 3111 N. Main Street.	Approved as recommended
<b>6.d.</b>	Install 'Stop' signs on Kayser Avenue at E. Sixth Street to create a 4-way stop intersection, and to install 'All Way' plaques on all four stop signs; and to install a 'Stop' sign for northbound Lawson Street traffic at E. Sixth Street.	Approved as recommended
<b>6.e.</b>	Install approximately 250 feet of guardrail a minimum of three feet from the back of curb, along the east side of Coolidge Highway just north of Trafford Road; to relocate the existing (W1-1) curve warning signs to be within 100 feet of the start of the curve for both northbound and southbound Coolidge Highway; and to install two additional chevron signs on the east side of Coolidge Highway within the road curvature area.	Approved as recommended, and also added direction to install flashing, solar-powered curve warning signs