



## Royal Oak Citizens Traffic Committee Meeting

Tuesday, November 26, 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."



## Minutes

### Royal Oak Citizens Traffic Committee Meeting

September 24, 2024, 6:30 p.m.  
City Hall Commission Chambers Room 121  
203 South Troy Street  
Royal Oak, MI 48067

Present: Carl Laubach  
Dan Godek  
Joe Labataille  
Sean Dunlop  
Thomas Allen

Absent: Clyde Esbri  
Michael Tash

Staff Present: Holly Donoghue  
Amy Kelly

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#### 1. Call to Order

The meeting was called to order by Chairperson Dan Godek at 6:30pm.

#### 2. Roll Call and Preamble

Chairperson Dan Godek 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.

Motion Adopted

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

Chairperson Dan Godek opened the floor to public comment. One resident came forward:

Susan Williams - 350 N Main St - stated that since 118 N Main has been under construction, the street lights on the East side of Main Street have not been working. Construction seems to have stopped but the street lights have not been

fixed. Resident does not feel safe walking there when the street lights are not on and wants this investigated.

Chairperson Godek closed public comment.

**5. Unfinished Business**

No unfinished business at this time.

**6. New Business**

**6.a Request to Install Speed Humps on Forest Avenue**

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

Charles Cassavoy of 121 Forest Ave spoke in favor of the speed humps because of the large amount of foot traffic and business traffic on the street. He was concerned that the road would not be resurfaced until 2032.

Gina Hurst of 503 Forest Ave spoke in favor of the speed humps.

Moved by: Thomas Allen

Seconded by: Carl Laubach

Motion to accept staff recommendation to 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.

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

Motion Adopted (6 to 0)

**6.b Request to Review Speeding Concerns on W. Lincoln Avenue**

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

Andrew of 619 W Lincoln stated he does not want option C because a lot of people use the street parking and eliminating half of it would be an issue. He supports option D, the digital speed signs because he is worried about congestion on Lincoln.

Alexander Nita of 506 W Lincoln stated that since he submitted this request, another vehicle has been totaled. He met with the police chief and Commissioner Kolo and he did notice a reduction in speed when the temporary speed monitor trailer was put out. He does not want to remove parking on Lincoln. He wants the directional apps people have on their

cell phones to remove the pin for Lincoln and direct traffic elsewhere. If parking has to be removed, he would want permit parking for the residents on the side street.

Jim Rasor of 502 W Lincoln - stated he likes option B if he had to choose. He would prefer bump-outs and islands that are in place along E Lincoln and Normandy and thinks they would work in this case. The bollards in option B would be in front of his house and he is ok with that. He is opposed to Option C because it would shift moving traffic closer to the houses on the north side of the road. He also recommended making the parking lanes bigger and driving lanes smaller, and that perhaps striping the individual parking stalls along Lincoln would help emphasize that it is a parking zone.

Christa Greenwood of 512 W Lincoln stated her vehicle was totaled and two other vehicles have been damaged. She likes option B. She recommended our DPS Dept check with Ferndale's DPS Dept to see how they manage snow clearing around the bollards. She does not want to loose street parking on Lincoln.

David Burress of 521 W Lincoln stated he had his mirror hit about 10 years ago. He wants to keep street parking on Lincoln. He said the major issue is people drunk driving and he wants more police enforcement of the speeding and drunk driving.

Chairperson Godek closed public comment.

The committee discussed the various options, and noted that Option B could be modified to move the "legs" of the trapezoid-shaped bollard configuration to allow for a snow plowing path. This would result in 4 to 5 bollards along the parking zone with hatched pavement striping.

Moved by: Carl Laubach  
Seconded by: Sean Dunlop

Motion to install Option B, Bollard Bumpouts with road striping, except remove the diagonal bollards that extend through the parking lane at each proposed location.

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

Motion Adopted (6 to 0)

## **6.c Accessible Parking on W. Second Street**

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

Moved by: Thomas Allen  
Seconded by: Michael Tash

Motion to accept 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.

Ayes (5): Carl Laubach, Dan Godek, Joe Labataille, Thomas Allen, and Michael Tash

Nays (1): Sean Dunlop

Motion Adopted (5 to 1)

#### **6.d Request to Review Traffic Blocking Entrance/Exit of Main North Lofts**

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

Dung (Yoom) Lam of 350 N Main - stated she does not want the two bollards at the loading dock because she thinks it will take away a zone for short-term deliveries on the street and cause trucks to block the residential garage doors. She noted that the loading dock doors are not regularly in use.

John of 350 N Main stated he does not want the bollards in front of the loading dock doors. He only wants the bollards in front of the residential exit/entrance doors.

Susan Williams of 350 N Main stated she only wants bollards in front of the residential exit/entrance doors. She thinks the bollards in front of the loading dock will hinder garbage pick up.

Joe Stephenson stated he does not live in 350 N Main. He only wants paint markings to say 'Residential Parking' and 'Loading Zone'.

Theresa Barley of 350 N Main stated she is against having any bollards. She wants time restrictions on the metered parking so that deliveries could be made at the meters during certain times of the day. She said the trucks will have a hard time maneuvering around the bollards.

Chairperson Godek closed public comment.

Member Labataille thought that angled parking on this street might be a good idea because it is such a wide roadway.

Member Dunlop was opposed to the installation, and thought pavement marking might be a better option.

Moved by: Carl Laubach  
Seconded by: Joe Labataille

Motion to install three (3) reboundable, surface-mounted bollards on the south side of E University Avenue lined up with the parking garage columns for the Main North Lofts building, four feet off the face of curb.

Ayes (5): Carl Laubach, Dan Godek, Joe Labataille, Thomas Allen, and Michael Tash

Nays (1): Sean Dunlop

Motion Adopted (5 to 1)

**6.e Request to Review Parking Guidance Sign on De Villen Avenue Adjacent to Red Run Park**

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

Moved by: Sean Dunlop  
Seconded by: Thomas Allen

Motion to accept 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.

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

Motion Adopted (6 to 0)

**6.f Request to Install Crosswalk Striping and Signs on Detroit Avenue at Elizabeth Avenue**

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

Joyce Holladay of 303 Detroit Ave stated she is in support of the staff recommendation and wants the crosswalk.

Moved by: Carl Laubach  
Seconded by: Thomas Allen

Motion to accept 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.

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

Motion Adopted (6 to 0)

#### **6.g Review and Analysis of Traffic Calming Installations**

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

Moved by: Sean Dunlop

Seconded by: Thomas Allen

Motion to accept staff recommendation to perform studies on Gardenia Avenue (N. Main Street to Stephenson Highway) and on Normandy Road (Coolidge Highway to Crooks Road) to evaluate the speed limit.

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

Motion Adopted (6 to 0)

### **7. Information Only Items**

None at this time.

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

No comments at this time

### **8. Adjournment**

The meeting was adjourned at 8:11pm.

Moved by: Thomas Allen

Seconded by: Carl Laubach

Motion to adjourn the meeting at 8:11pm

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

Motion Adopted (6 to 0)

## Royal Oak Citizens Traffic Committee

### AGENDA ITEM

<b>Title</b>	<b>Request to install dynamic speed feedback signs for southbound traffic on Campbell Road at Lessenger Elementary and Bishop Foley High School</b>
<b>SUBMITTING DEPARTMENT</b>	<b>Engineering Division</b>
<b>PRESENTER</b>	<b>Holly Donoghue, P.E.</b>
<b>MEETING DATE</b>	<b>November 26, 2024</b>

#### **Requestor Concern:**

A request was received from the City of Madison Heights to install two dynamic speed feedback signs on the west side of Campbell Road to slow down traffic near Lessenger Elementary and Bishop Foley High School. They stated that a student had been hit near another school in Madison Heights so the city would like to install them at schools on roads with higher speeds and traffic volumes.

#### **Staff Analysis:**

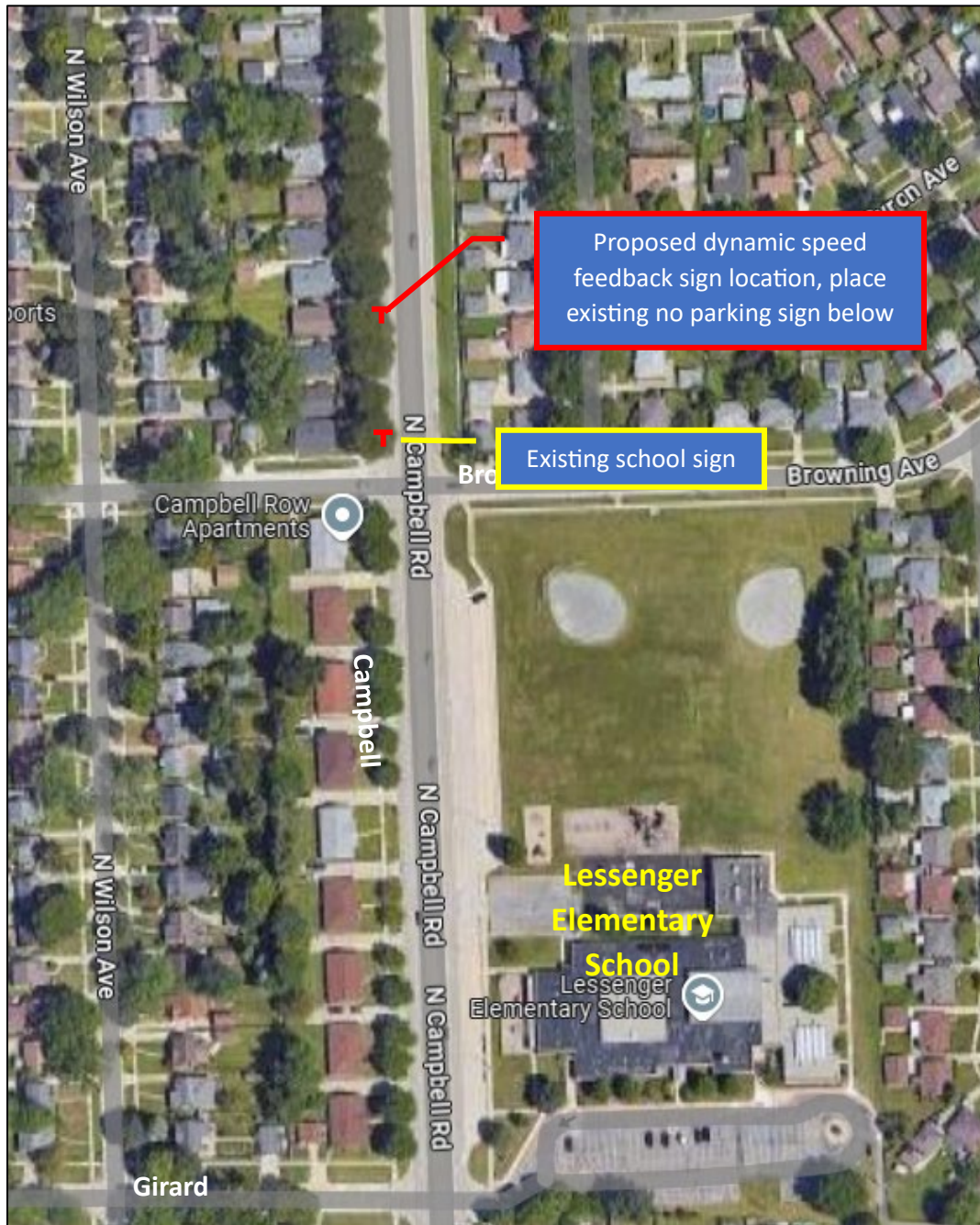
The Staff Traffic Committee has reviewed this request and determined that:

1. Campbell Road is a major road consisting of composite pavement and curb and gutter. It is 47-feet wide in front of Bishop Foley High (near Whitcomb Avenue) and 63-feet wide in front of Lessenger Elementary (near Girard Avenue). Royal Oak has jurisdiction over the west half of the road, and Madison Heights has jurisdiction over the east half of the road.
2. There is no parking allowed on either side of the road and the speed limit is 35 mph in both locations.
3. Because Royal Oak owns the west half of the road in the vicinity of the schools, Madison Heights is requesting permission to install the signs in Royal Oak right-of-way. They will also install the signs on the east side of Campbell for northbound traffic. Madison Heights is not creating a school zone near these schools, and the feedback signs will flash for speeds over the speed limit of 35 mph.
4. The three-year (2021-2023) accident report shows there are no accidents on Campbell Road near Lessenger Elementary. There were six accidents on Campbell near Bishop Foley, all related to people failing to yield in various situations at the Whitcomb intersection.
5. Studies have shown that dynamic speed feedback signs appear to be most effective when used for school zones.

6. For Bishop Foley High School, the proposed sign will be installed on the property line between 4531 Campbell and 1622 Ottawa. There is a speed limit sign currently in the vicinity, which would be removed.



7. For Lessenger Elementary, the sign will be installed at 2915 Campbell where there is an existing no parking sign. The no parking sign will be placed below the proposed radar speed sign.



8. Maintenance and repair of the digital feedback signs would be handled by the City of Madison Heights.
9. Staff will notify the residents adjacent to the proposed signs of this item on the agenda.

**Suggested Staff Recommendation:** To remove the existing speed limit sign on the west side of Campbell Road south of Ottawa Avenue; to allow Madison Heights to install two dynamic speed feedback signs on Campbell for Bishop Foley High and Lessenger Elementary Schools in the Royal Oak right-of-way, with signs to be maintained by the City of Madison Heights.

Estimated cost: \$200

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**From:** Sean Ballantine <SeanBallantine@Madison-Heights.org>

**Sent:** Thursday, September 26, 2024 1:42 PM

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

**Subject:** RE: Campbell Road - School Crossings

**WARNING:** This email originated from **outside** The City of Royal Oak. **Do not click on any links or open any attachments** unless you recognize the sender and are expecting the message.

Good afternoon, Holly,

Following up on this, as it has actually become a thing, so I will need to start the process. At this point, we're not intending to create school speed zones, but we are installing flashing radar signs to advise people of their speed in the established school zones. I have attached the spec sheet.

For Royal Oak, that would be an install near the school zone sign just north of DeVillen for Lessenger Elementary, and the one just north of Donald for Bishop Foley High School.

I have attached the spec sheet of the radar sign. As an FYI, we elected to go with the fluorescent yellow-green faceplates.

Please let me know what you need from me. Reviewing the info you sent previously, I do realize that I've just missed this traffic committee cycle.

Sean

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**From:** Donoghue, Holly <[HollyD@romi.gov](mailto:HollyD@romi.gov)>

**Sent:** Tuesday, February 20, 2024 9:52 AM

**To:** Sean Ballantine <[SeanBallantine@Madison-Heights.org](mailto:SeanBallantine@Madison-Heights.org)>

**Subject:** RE: Campbell Road - School Crossings

Hi Sean,

Thanks for looping me in. I would want to present any signage changes along Campbell Road to our traffic committee, mostly to formalize the approval and document that MH would be in charge of sign maintenance.

Our traffic committee is a resident board, and the meetings are held on the fourth Tuesday of every odd month. I typically need any agenda items finalized by the beginning of the odd months (so beginning of March, beginning of May, etc.). After the traffic committee makes a recommendation, it goes to our city commission a couple weeks later for final approval.

Hope that helps, thanks!

Holly

**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

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**From:** Sean Ballantine <[SeanBallantine@Madison-Heights.org](mailto:SeanBallantine@Madison-Heights.org)>

**Sent:** Tuesday, February 20, 2024 9:18 AM

**To:** Donoghue, Holly <[HollyD@romi.gov](mailto:HollyD@romi.gov)>

**Subject:** Campbell Road - School Crossings

**WARNING:** This email originated from **outside** The City of Royal Oak. **Do not click on any links or open any attachments** unless you recognize the sender and are expecting the message.

Good morning, Holly,

Aaron said you would be the person to reach out to regarding this. As of right now, there are no plans to do anything, but could you tell me Royal Oak's formal process/what I would need to do to coordinate either establishing a school speed zone at Lessenger Elementary or Bishop Foley High School, or potential sign/crosswalk enhancements in those areas? Our Traffic Safety Committee is chaired by me, so it's all internal to my department, and collaborates with Police and Fire.

For context, we had a student hit by car situation a few months back (not on Campbell), which started a massive discussion with our City Council about traffic safety around schools. Lamphere is also doing internal traffic studies at all of their sites, which may or may not end up involving the adjacent major roads. I wanted to have my information straight on how that would work with Royal Oak in case anything came of it with the aforementioned schools; after all, we can't just go plunking signs in your right-of-way!

I appreciate any information you can give me. Hope all is well in my neighbor to the West!

Thanks!

**Sean P. Ballantine**

Director of Public Services

*City of Madison Heights - Department of Public Services*

*801 Ajax Drive, Madison Heights, Michigan, 48071*

*Phone: (248) 589-2294 – Fax: (248) 589-2679*

[www.madison-heights.org/267/Department-of-Public-Services](http://www.madison-heights.org/267/Department-of-Public-Services)

## Royal Oak Citizens Traffic Committee

### AGENDA ITEM

<b>Title</b>	<b>Catalpa Drive traffic study for future road improvements</b>
<b>SUBMITTING DEPARTMENT</b>	<b>Engineering Division</b>
<b>PRESENTER</b>	<b>Holly Donoghue, P.E.</b>
<b>MEETING DATE</b>	<b>November 26, 2024</b>

#### Requestor Concern:

The City of Royal Oak plans to resurface Catalpa Drive from Woodward Avenue to N. Main Street in 2026. Staff wishes to evaluate the need for pedestrian crossing islands and/or traffic calming measures on the roadway.

#### Staff Analysis:

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

1. Catalpa Drive is scheduled to be resurfaced from Woodward Avenue to N. Main Street in 2026, and staff will be working on design plans throughout 2025.
2. Catalpa Drive is a major collector road consisting of primarily of composite pavement with concrete curb and gutter. From Lockwood Road to N. Main Street, the driving lanes are composite pavement and the parking lanes are concrete pavement. The road width varies from 37 feet to 45 feet along the corridor but is primarily 37 feet wide.
3. The road consists of one lane of traffic in each direction, with parking lanes on each side of the road. There are traffic signals with pedestrian crosswalks at Woodward, Hilldale, N. Washington and N. Main. There are existing unsignalized crosswalks at Edgewood and Marywood.
4. Parking is allowed on both sides of the road for most of the corridor. Parking is prohibited within the influence of Woodward Avenue, N. Washington Avenue, and N. Main Street to allow space for turning lanes.
5. The three-year (2021-2023) accident report shows 31 accidents along this corridor. There did not appear to be any trends indicating the need for a safety correction:

Type of Crash	Number of Occurrences:	Comments
Turning movement at intersections or driveways	13	1 accident involved alcohol
Rear-end accident	5	
Sideswipe	1	
Loss of control, distracted driving, illegal maneuver, wrong way driving	3	1 accident involved alcohol
Hitting parked car	9	1 accident involved alcohol

6. The city requested traffic measurements from the TIA for speed, traffic volume, and vehicle classifications which were measured on April 22-25 2024:

Catalpa Drive	50th Percentile Speed (mph)	85th Percentile Speed (mph)	Vehicles Per Day	Commercial Traffic (%)
Woodward to Railroad Viaduct	28	32	6,318	2.8%
Railroad Viaduct to N. Main	27	31	6,515	5.7%

7. 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.*

8. The 85<sup>th</sup> percentile speeds of 31 mph and 32 mph and a 50<sup>th</sup> percentile speeds above 25 mph indicates that the speed limit on Catalpa may need to be increased based on State law.
9. Knowing this is a street with many residential properties, staff requested that the TIA conduct a more detailed engineering and safety study of the corridor using US Limits software to determine the appropriate speed limit (report attached). In addition to the measured speeds, this study considered the number of driveways, high bike/pedestrian activity, parking activity, and crash history. With all these factors considered, the recommended speed limit for Catalpa Drive is 30 mph.
10. Catalpa Drive is a popular pedestrian route and highly used for access to Royal Oak Middle School (ROMS). With this in mind, staff is recommending islands and/or bumpouts to shorten the crossing distance for pedestrians. These islands can help slow down traffic, but based on past studies in Royal Oak, they will likely only reduce speeds by 1 to 3 mph.

11. Note that the draft Master Plan recommends new crosswalks be installed at W. Farnum Avenue and Marywood Drive (Marywood Drive already has ADA ramps installed).
12. The attached exhibit shows some potential locations where pedestrian crossings could be implemented. Existing traffic signals with crosswalks are also noted on this plan. Staff tried to space out the crossing locations along the corridor, with a heavier focus on the streets near ROMS. These crossings will assist pedestrians in crossing the road, help them be more visible to drivers, and assist with slowing traffic on Catalpa. Because traffic will need to weave to the outside edge of the road to drive around refuge islands, some on street parking would need to be removed. The potential locations are summarized below:

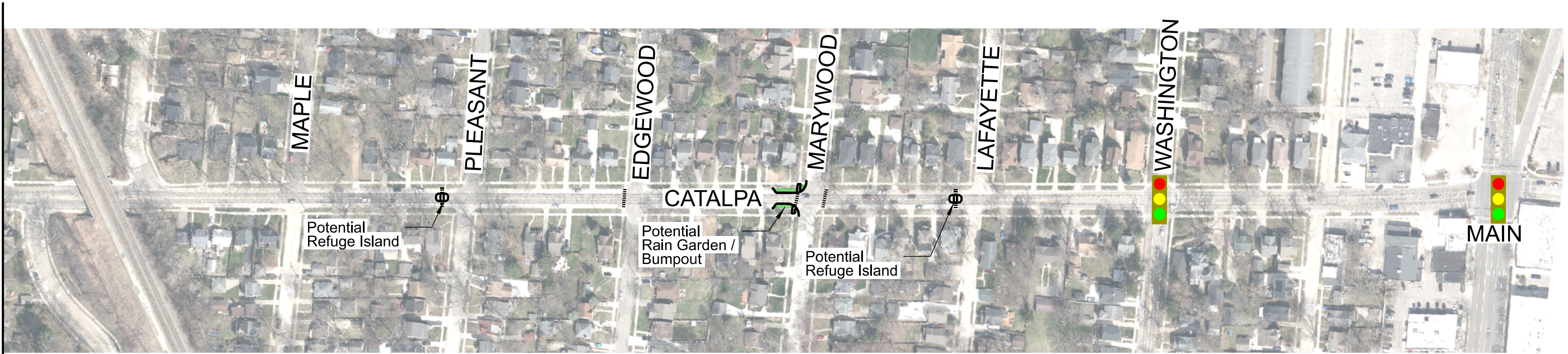
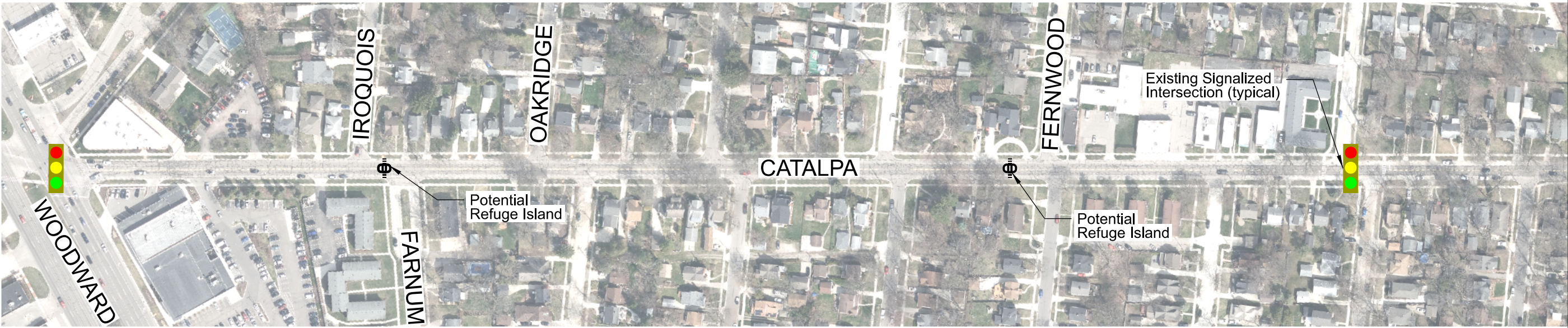
Location:	Type:	Cost Estimate:	Street Parking Spaces Eliminated
Iroquois/Farnum	Refuge Island	\$15,000	4
Fernwood	Refuge Island	\$15,000	4
Pleasant	Refuge Island	\$15,000	6
Marywood	Bumpouts with Rain Gardens (low point of road)	\$42,000	1
Lafayette	Refuge Island	\$15,000	5
Total:		\$102,000	

13. The project budget can accommodate these pedestrian crossings. More detailed design using topographic survey data and truck turning movements will be conducted later in 2025. While not anticipated, it is important to understand that a particular location could be modified or deleted if there are design challenges, and so specific locations are not identified in the suggested staff recommendation below. Staff felt that the pedestrian improvements at Farnum and Marywood would be the most beneficial.
14. Staff will notify residents along Catalpa Drive of these potential changes to solicit feedback at the traffic meeting.

**Suggested Staff Recommendation: To adjust the speed limit signs on Catalpa Drive to be 30 mph; to incorporate pedestrian crossing improvements along Catalpa Drive as part of the future road project.**

Estimated cost: \$600 (speed limit signs), \$102,000 (pedestrian improvements)

OVERALL PLAN VIEWS

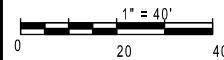


PROJECT NAME:  
CATALPA DR.  
CALMING



DRAWN - HJD  
DESIGNED - HJD  
CHECKED - HJD  
DATE - 10/22/24

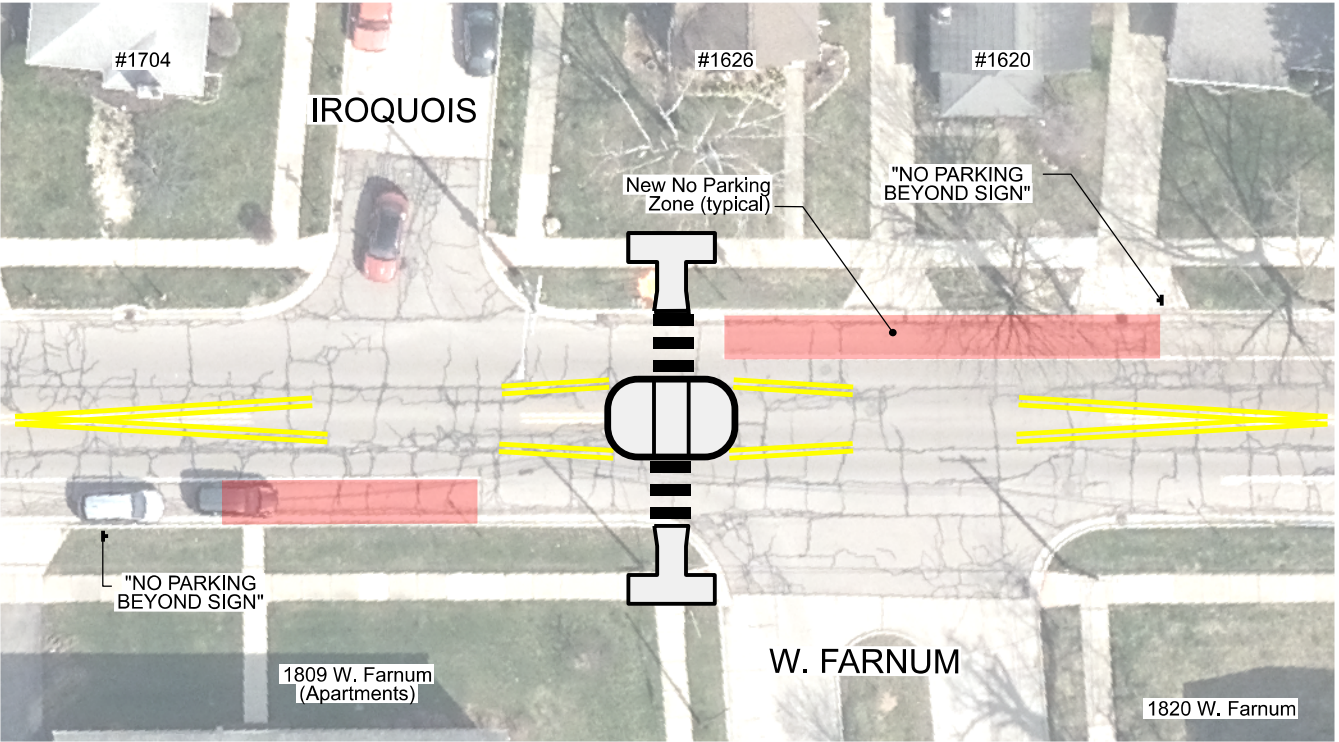
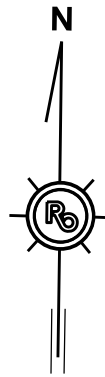
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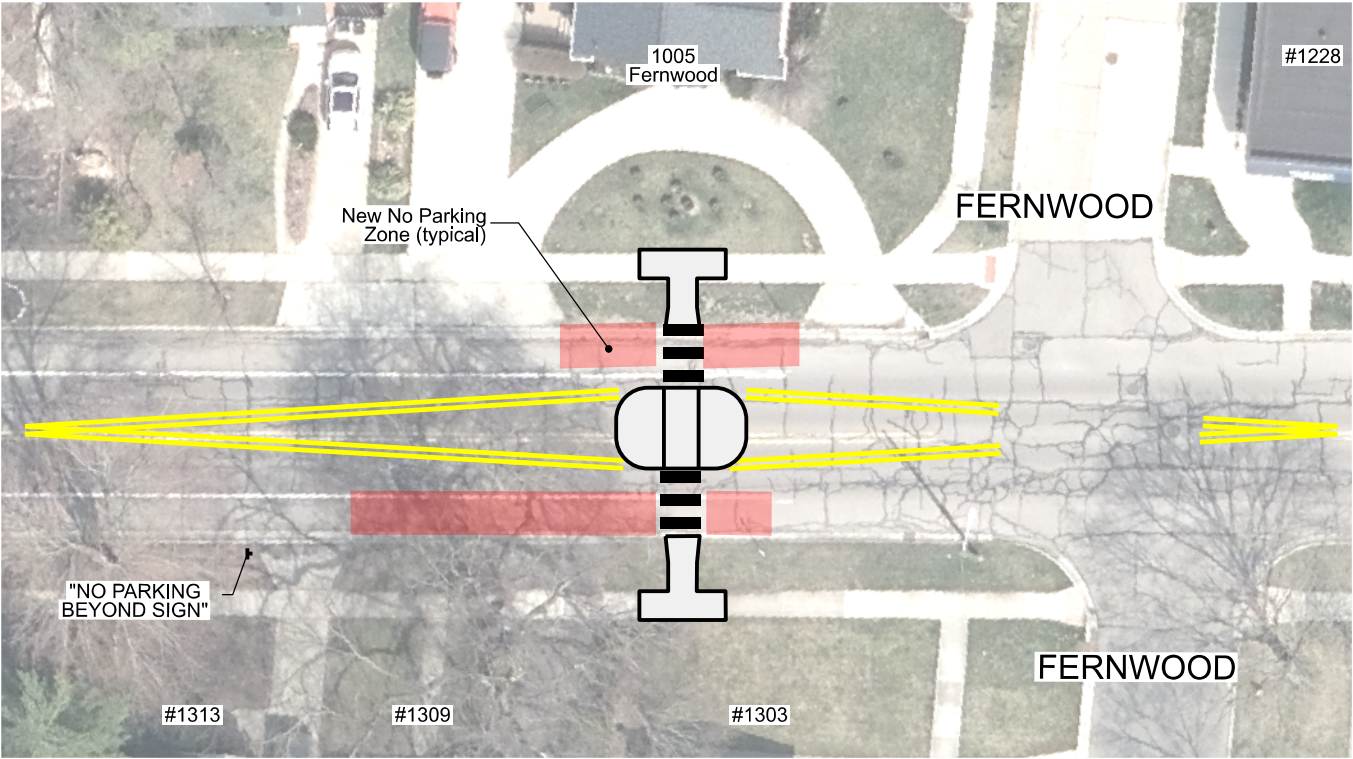
CATALPA DRIVE - POTENTIAL TRAFFIC CALMING FOR 2026

SHEET NUMBER	TOTAL SHEETS
1	2

INTERSECTION VIEWS



PEDESTRIAN REFUGE ISLAND AND CROSSWALK  
AT W. FARNUM AVENUE (\$15,000)

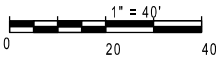


PEDESTRIAN REFUGE ISLAND AND CROSSWALK  
AT FERNWOOD ROAD (\$15,000)

PROJECT NAME:  
CATALPA DR.  
CALMING



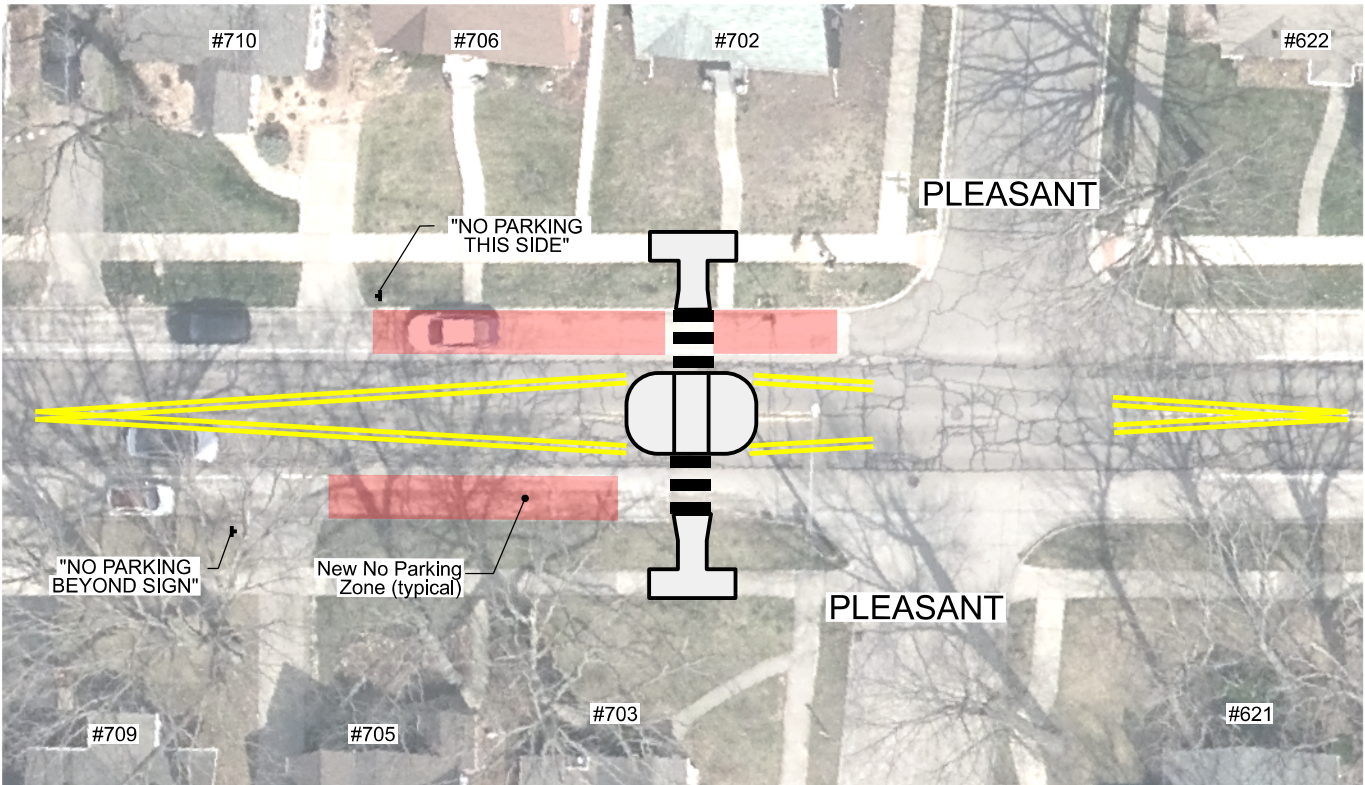
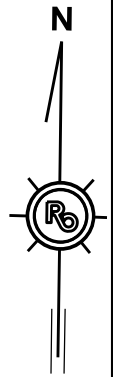
DRAWN	- HJD	REVISED	-
DESIGNED	- HJD	REVISED	-
CHECKED	-	REVISED	-
DATE	- 10/22/24	REVISED	-



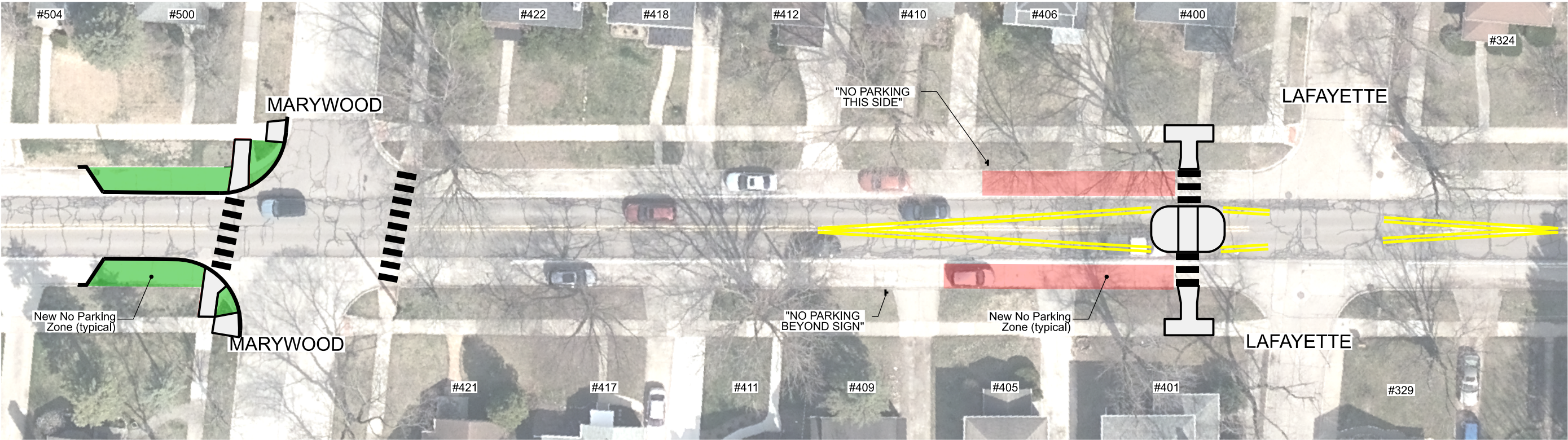
CATALPA DRIVE - POTENTIAL TRAFFIC CALMING FOR 2026

SHEET NUMBER	TOTAL SHEETS
2	3

INTERSECTION VIEWS



PEDESTRIAN REFUGE ISLAND AND CROSSWALK  
AT N. PLEASANT AVENUE (\$15,000)



BUMPOUT / RAIN GARDEN AT MARYWOOD DRIVE (\$42,000)  
PEDESTRIAN REFUGE ISLAND AND CROSSWALK AT N. LAFAYETTE AVENUE (\$15,000)

PROJECT NAME:  
CATALPA DR.  
CALMING



DRAWN	- HJD	REVISED	-
DESIGNED	- HJD	REVISED	-
CHECKED	- HJD	REVISED	-
DATE	- 10/22/24	REVISED	-

CATALPA DRIVE - POTENTIAL TRAFFIC CALMING FOR 2026

SHEET NUMBER	TOTAL SHEETS
3	3

# USLIMITS2 Speed Zoning Report

## Project Overview

### Project Name: Catalpa Dr Speed Study

**Analyst:** Chuck

**Date:** 2024-05-15

#### Basic Project Information

Project Number: 1  
Route Name: Catalpa Drive  
From: Woodward Avenue  
To: N Main Street  
State: Michigan  
County: Oakland County  
City: Royal Oak city  
Route Type: Road Section in Developed Area  
Route Status: Existing

#### Roadway Information

Section Length: 1.05 mile(s)  
Statutory Speed Limit: 55 mph  
Existing Speed Limit: 25 mph  
Adverse Alignment: No  
One-Way Street: No  
Divided/Undivided: Undivided  
Number of Through Lanes: 2  
Area Type: Residential-Collector/Arterial  
Number of Driveways: 128  
Number of Signals: 1

#### Crash Data Information

Crash Data Years: 3.25  
Crash AADT: 6515 veh/day  
Total Number of Crashes: 29  
Total Number of Injury Crashes: 1  
Section Crash Rate: 357 per 100 MVM  
Section Injury Crash Rate: 12 per 100 MVM  
Crash Rate Average for Similar Roads: 235  
Injury Rate Average for Similar Roads: 68

#### Traffic Information

85th Percentile Speed: 32 mph  
50th Percentile Speed: 28 mph  
AADT: 6515 veh/day  
On Street Parking and Usage: High  
Pedestrian / Bicyclist Activity: High

**Project Description:** Catalpa Drive, between Woodward Avenue and N. Main Street, Speed Limit Evaluation

### Recommended Speed Limit:



**Note:** The section crash rate of 357 per 100 MVM is above the critical rate (330). A comprehensive crash study should be undertaken to identify engineering and traffic control deficiencies and appropriate corrective actions. The speed limit should only be reduced as a last measure after all other treatments have either been tried or ruled out.

**Disclaimer:** The U.S. Government assumes no liability for the use of the information contained in this report. This report does not constitute a standard, specification, or regulation.

## How the Recommended Speed Limit was Determined

The questions and responses below, and the referenced page numbers, correspond to the flowcharts found in the [Decision Rules Flowchart document](#).

## Terms Used in the Recommendation

- **Closest 85th:** This is the 5 mph increment that is closest to the 85th percentile speed (e.g., if the 85th percentile speed is 63 mph, the Closest 85th will be 65 mph).
- **Rounded-down 85th:** This is the 5 mph increment obtained by rounding down the 85th percentile to the nearest 5 mph increment (e.g., if the 85th percentile speed is 63 mph, the Rounded-down 85th will be 60 mph).
- **Closest 50th:** This is the 5 mph increment that is closest to the 50th percentile speed (e.g., if the 50th percentile speed is 58 mph, the Closest 50th will be 60 mph).

- **SL\_1**: Speed limit determined using site characteristics (e.g., AADT, interchange spacing, roadside hazard rating, ped/bike activity, number of traffic signals, etc.).
- **SL\_2**: Speed limit determined using crash data from the crash module.
- **SL**: Recommended Speed Limit.

The Recommended Speed Limit (SL) is the lower of the speed limit determined without crash data (SL\_1) and the speed limit determined with crash data (SL\_2).

## Determine SL\_1 Using Site Characteristics (pg. K-23)

**Note:** The number of signals per mile is being calculated as 0.95 signals per mile.

**Note:** The number of driveways per mile is being calculated as 121.90 driveways per mile.

**Question 1:** Are any of the following true: there are more than four signals per mile, pedestrian or bicyclist activity is high, parking activity is high, or there are more than 60 driveways per mile?

**Results:** Yes. There are 0.95 signals per mile, 121.90 driveways per mile, high pedestrian/bicyclist activity, and high parking activity. **The SL\_1 is set to the closest 50th percentile speed (30 mph).**

**Question 2:** Are crash data available?

**Results:** Yes, so use these data to determine SL\_2.

## Determine SL\_2 Using Crash Data (pg. K-24)

**Question 3:** Is more than one year of crash data available?

**Results:** Yes, at least one year of crash data is available.

**Note:** The crash rate is calculated to be 357 crashes per 100M VMT, and the injury rate is calculated to be 12 crashes per 100M VMT.

**Note:** The critical crash rate is calculated as 330 crashes per 100M VMT.

**Question 4:** Is the crash rate (357 per 100M VMT) greater than the critical crash rate (330 crashes per 100M VMT)?

**Results:** Yes, the crash rate is greater than the critical crash rate. **The crash level is classified as high.**

**Question 5:** Is the injury crash rate (12 per 100M VMT) greater than the critical injury rate (121 crashes per 100M VMT)?

**Results:** No, **so the injury crash level is classified as low.**

**Question 6:** Are either of the crash level (high) or injury crash level (low) classified as medium or high?

**Results:** Yes, **so the total crash level is classified as high.**

**Question 7:** Is the total crash level (high) classified as medium or high?

**Results:** Yes, so **SL\_2 is set as the lower of the rounded-down 85th and closest 50th speeds (30 mph).**

## Determine SL (pg. K-22)

**Note:** SL is set as the lower of SL\_1 (30 mph) and SL\_2 (30 mph). **The SL is set to 30 mph.**

## Determine the Final Recommended Speed Limit (pg. K-28)

**Question 8:** Is the SL less than 20 mph or greater than 50 mph?

**Results:** The SL (30 mph) is between 20 mph and 50 mph. **The SL remains the same.**

**Final Recommendation:** **The recommended speed limit is 30 mph.**

## Equations Used in the Crash Data Calculations

*Exposure (M)*

$$M = (\text{Section AADT} * 365 * \text{Section Length} * \text{Duration of Crash Data}) / (100000000)$$

$$M = (6515 * 365 * 1.05 * 3.25) / (100000000)$$

$$M = 0.0811$$

*Crash Rate (Rc)*

$$Rc = (\text{Section Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Rc = (8.92 * 100000000) / (6515 * 365 * 1.05)$$

$$Rc = 357.37 \text{ crashes per 100 MVM}$$

*Injury Rate (Ri)*

$$Ri = (\text{Section Injury Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$R_i = (0.31 * 100000000) / (6515 * 365 * 1.05)$   
 $R_i = 12.32$  injuries per 100 MVM

*Critical Crash Rate (Cc)*

$C_c = \text{Crash Average of Similar Sections} + 1.645 * (\text{Crash Average of Similar Sections} / \text{Exposure}) ^ {1/2} + (1 / (2 * \text{Exposure}))$

$C_c = 235.03 + 1.645 * (235.03 / 0.0811) ^ {1/2} + (1 / (2 * 0.0811))$

$C_c = 329.72$  crashes per 100 MVM

*Critical Injury Rate (Ic)*

$I_c = \text{Injury Crash Average of Similar Sections} + 1.645 * (\text{Injury Crash Average of Similar Sections} / \text{Exposure}) ^ {1/2} + (1 / (2 * \text{Exposure}))$

$I_c = 67.63 + 1.645 * (67.63 / 0.0811) ^ {1/2} + (1 / (2 * 0.0811))$

$I_c = 121.28$  injuries per 100 MVM

## Royal Oak Citizens Traffic Committee

### AGENDA ITEM

<b>Title</b>	<b>Request to install lane assignment signage for the northbound Main Street/Rochester Road/Gardenia intersection</b>
<b>SUBMITTING DEPARTMENT</b>	<b>Engineering Division</b>
<b>PRESENTER</b>	<b>Holly Donoghue, P.E.</b>
<b>MEETING DATE</b>	<b>November 26, 2024</b>

#### Requestor Concern:

Staff has received complaints that the driving lane assignments are not clear going northbound on Main Street to indicate which lanes should be used to continue on Main Street and which lanes should be used to continue onto Rochester Road.

#### Staff Analysis:

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

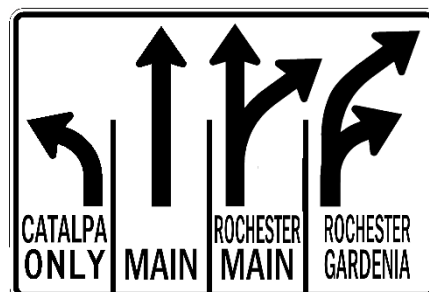
1. Main Street is a 64-foot wide major road consisting of composite pavement with curb and gutter. There are four lanes in the northbound direction at the Catalpa/Gardenia intersection, with painted arrows indicating the right lane is a thru to Rochester Road or right turn onto Gardenia Avenue, the middle two lanes have thru arrows, and the left lane is a left turn only onto Catalpa Drive.



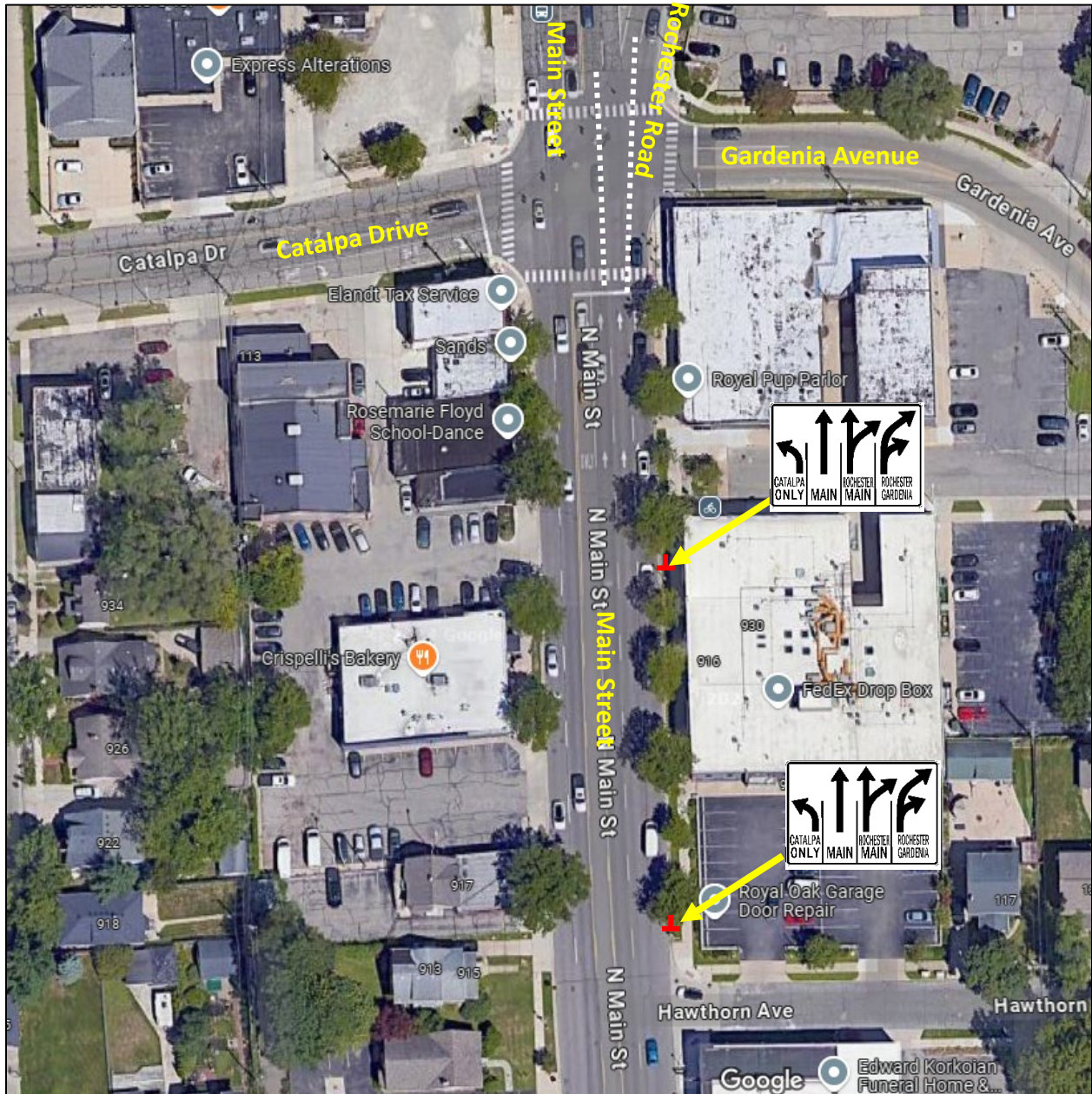
2. There is no parking allowed along this block of Main Street. The only signage indicating lane assignment at the intersection is a sign just north of Hawthorne Avenue indicating drivers should be in the right lane if they want to go to Rochester or Gardenia.



3. The three-year (2021-2023) accident report shows there were 25 crashes in the vicinity of this intersection, six of which were on northbound Main Street in the location of interest. Two of the six crashes meeting the scope were related to cars hitting each other while changing lanes.
4. Current signage shows only the right lane should be used for Rochester Road, however the two right lanes can be used to veer onto Rochester Road, and using both lanes can help reduce traffic congestion at the intersection. Staff recommends updating the current signage.
5. Lane assignment signage should be installed similar to the intersection at Coolidge and Woodward to indicate the lane, possible vehicle movement, and corresponding streets. The guidance signage should be the green with white text per the MMUTCD.



6. Dashed striping can also be added between the lanes to provide additional guidance to the drivers as shown below.



**Suggested Staff Recommendation:** Remove the current lane assignment sign for northbound Main Street located north of Hawthorn Avenue; to install two (2) lane assignment guidance signs for northbound Main Street south of Gardenia Avenue; to add dashed striping for northbound Main Street lanes across the intersection of Gardenia Avenue to further indicate lane assignments.

Estimated cost: \$1,000

## Royal Oak Citizens Traffic Committee

### AGENDA ITEM

<b>Title</b>	<b>Request to remove parking meters on W. Fourth Street between S. Laurel Street and S. West Street</b>
<b>SUBMITTING DEPARTMENT</b>	<b>Engineering Division</b>
<b>PRESENTER</b>	<b>Holly Donoghue, P.E.</b>
<b>MEETING DATE</b>	<b>November 26, 2024</b>

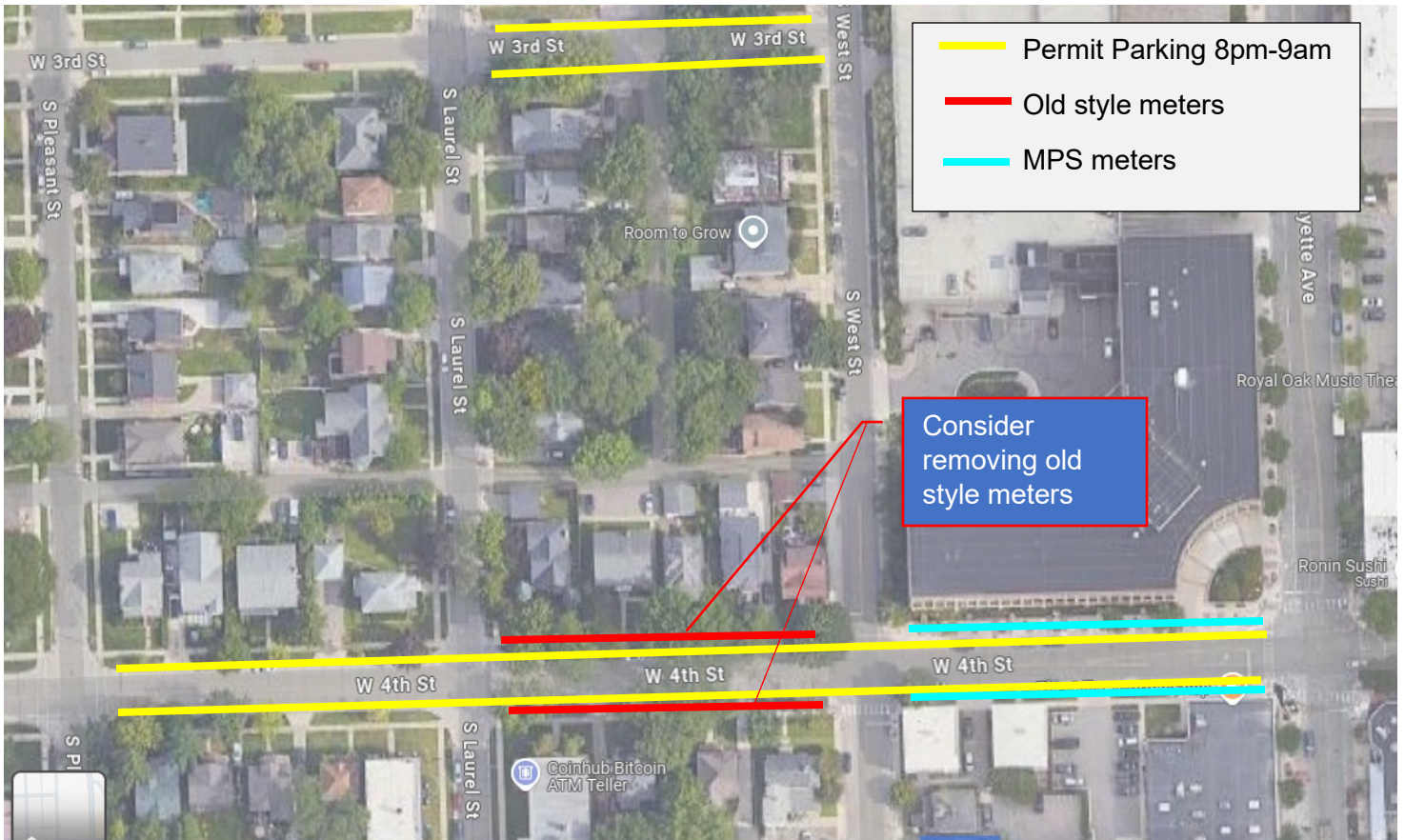
#### Requestor Concern:

A request was received from Amy Hurley to remove the parking meters on W. Fourth Street between S. Laurel Street and S. West Street. They state that they have lived there for 12 years and recently started receiving parking tickets. Their building has no parking lot. The block is within a residential neighborhood and many residents work from home, meaning their cars need to be parked on the block throughout the day. They have requested permission to park at the parking meters without penalty.

#### Staff Analysis:

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

1. W. Fourth Street is a 37-foot wide major road consisting of concrete pavement with integral curb.
2. The three-year (2021-2023) accident report shows there was one accident involving a hit and run with a parked car.
3. There are currently metered parking lanes on both sides of the street, as well as signage to indicate permit parking only from 8 pm to 9 am. Currently, the residents of the building can park at the meters from 8 pm to 9 am with their parking permits, but it is still considered metered parking during the daytime hours.
4. Permit Parking 8pm-9am zones continue along W. Fourth Street, extending from S. Pleasant Street to S. Lafayette Avenue. Metered parking is in place from Laurel to West (old style meters) and from West to Lafayette (newer MPS meters).
5. Unmetered parking is also available on the west side of S. Laurel Street and the west side of S. West Street.



6. Permit parking was approved at the July 11, 1994 commission meeting, and was approved for both W. Fourth Street and W. Third Street, Pleasant to Laurel. W. Third Street now only has permit parking from Laurel to West. The purpose of the permit parking was to deal with excessive commercial parking in front of homes, increased traffic, littering, and other public nuisance problems caused by patrons of the Royal Oak Music Theatre and former Metropolitan Music Cafe.
7. Since then, the South Lafayette parking structure was constructed in 2001, creating more parking opportunity in the area.
8. The occurrence of both parking meters and overnight permit parking on the same block creates confusion. Staff recommends that the parking meters along this block be removed.
9. The Police Department Parking Division agrees that the meters should be removed here, but wanted to consider adjusting the permit parking timeframe to begin earlier in the day so that employees of nearby businesses do not use this block excessively. Considering that the same permit parking time limitations exist along W. Fourth Street on either side of this block and also along W. Third Street, staff recommends keeping the signage as is for now. The residents along this block can petition for adjustment to the permit parking time if a new issue develops.
10. Staff will notify residents on this block of the upcoming item on the November agenda.

**Suggested Staff Recommendation: To remove all parking meters on W. Fourth Street between S. Laurel Street and S. West Street.**

Estimated cost: \$1,000

**From:** [noreply@civicplus.com](mailto:noreply@civicplus.com)  
**To:** [Engineering Division](#)  
**Subject:** Online Form Submittal: Traffic Committee Request  
**Date:** Thursday, September 12, 2024 12:09:12 PM

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## Traffic Committee Request

**Please complete required fields and submit.**

Name	Amy E Hurley
Email Address	amy.hurley@gm.com
Street Address	525 West 4th Street, Apt 12
Phone Number	3136999405
Location of Concern	West 4th Street & South Laurel
Type of Issue	Parking
Detailed Description of Concern	<p>Following up on my initial request at the current parking issue at 525 West 4th, and your reply today 9/12/24, I was asked to list the meter #'s that we would like removed. The meters are on 4th Street between Sout Laurel and South West and are meter #'s: 8453, 8454, 8455, 8456 and 8451.</p> <p>Thank you so much for being open to discuss at your committee meeting in November.</p>
Proposed Solution	<i>Field not completed.</i>
Media Upload	<i>Field not completed.</i>
Important	I have the 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	Terri Koster
Address	525 West 4th Street, Apt 4
Email	tahurley@yahoo.com
Name	Gabrielle Saroki
Address	525 West 4th Street, Apt 7
Email	gabriellesaroki@me.com

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

## Royal Oak Citizens Traffic Committee

### AGENDA ITEM

<b>Title</b>	<b>Request to install ADA ramps and crosswalk on Orchard View Drive at Washington Avenue</b>
<b>SUBMITTING DEPARTMENT</b>	<b>Engineering Division</b>
<b>PRESENTER</b>	<b>Holly Donoghue, P.E.</b>
<b>MEETING DATE</b>	<b>November 26, 2024</b>

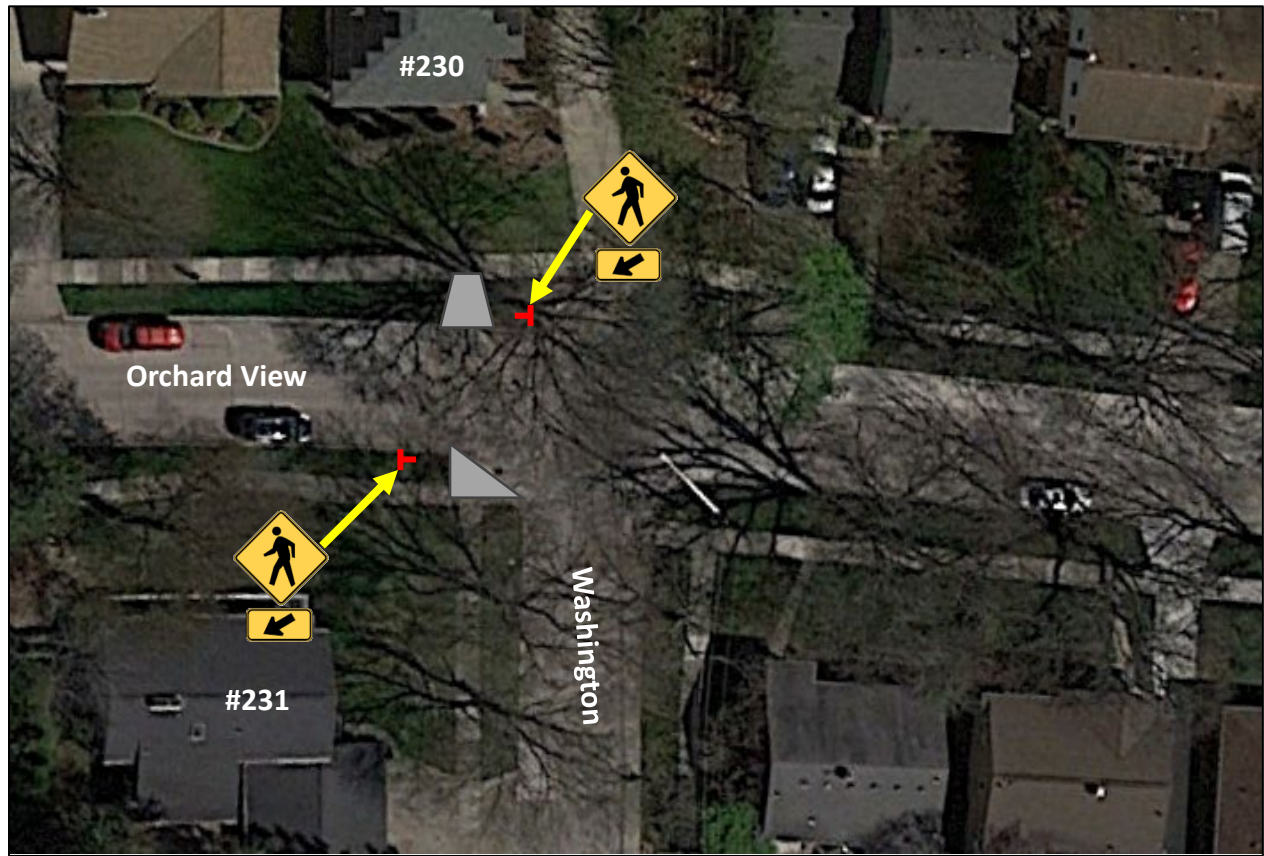
#### Requestor Concern:

A request was received from Charlie Ecker to install ADA ramps and a crosswalk on Orchard View Drive at Washington Avenue. They note that there is no dedicated crosswalk at this intersection and many people use the driveways in the area which present a tripping hazard.

#### Staff Analysis:

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

1. Orchard View Drive is a 27-foot wide local road consisting of concrete pavement with integral curb.
2. The three-year (2021-2023) accident report shows no crashes on Orchard View between Main Street and Columbus Avenue.
3. Parking is allowed along both sides of the street throughout the block. There is a stop sign at N. Main Street but the intersection with N. Washington Avenue is not stop-controlled on Orchard View.
4. The nearest crosswalk for Orchard View is at Main Street, approximately 550 feet away.
5. There is a utility pole and tree in the way on the east side of the intersection, but there is space to install a crosswalk on the west side. Additionally, the grade is less steep along the west side of the intersection, which will make for a more comfortable ADA ramp.
6. Drivers cannot park within 15 feet of an unmarked crosswalk, so this installation would eliminate a couple street parking spaces.
7. If approved, the concrete work would be performed under the city's pre-paid program in 2025. DPS would install the crosswalk signs.
8. Staff will notify the residents at 230 and 231 Orchard View Drive of this item as it will require installation of concrete adjacent to their property, and eliminate some parking along their frontages.



Potential ramp locations along west side of N. Washington Avenue at Orchard View Drive – pink paint marks roughly show ramp layout:



*Looking north across Orchard View*



*Looking south across Orchard View*

**Suggested Staff Recommendation: To install north/south ADA ramps along the west side of the N. Washington Avenue at Orchard View Drive, two (2) W11-2 and W16-7P signs.**

Estimated cost: \$7,500

**From:** [noreply@civicplus.com](mailto:noreply@civicplus.com)  
**To:** [Engineering Division](#)  
**Subject:** Online Form Submittal: Traffic Committee Request  
**Date:** Thursday, September 5, 2024 3:42:26 PM

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## Traffic Committee Request

**Please complete required fields and submit.**

Name	Charlie Ecker
Email Address	ckwecker1105@gmail.com
Street Address	222 Orchard View Dr
Phone Number	2489256944
Location of Concern	Washington Ave at Orchard View Dr
Type of Issue	Crosswalk
Detailed Description of Concern	<p>I live at the intersection of Washington and Orchard View, and there is no dedicated sidewalk crossing point from the north side of Orchard View to the south side and Washington. Driveways are not ada compliant, and the driveways here are quite a trip hazard for anyone looking to cross here. The hill here on Orchard View could be difficult for differently-abled people to traverse, and a crossing here would allow someone who can not get up the steep inclines to cross and continue on an easier path. This would also make our neighborhood safer for children on bikes, scooters, rollerblades, etc. as well as any residents using mobility aids. As a resident of Orchard View, I find myself walking down Washington to the USPS dropbox at Main and Vinsetta. The route down Washington is the flattest and safest route. I have witnessed so many people crossing the street here using the driveways at 222 and 230, which are both trip hazards and not at all meant for safe and accessible pedestrian crossings. I also remember years ago, when I was a kid, tripping over the driveway at 230 on my rollerblades. I believe this area needs a dedicated and accessible crossing point.</p>
Proposed Solution	<p>It would appear that the best location for a new ada compliant crossing would be on the west side of the intersection, due to seemingly no obstructions like utility poles, trees, or drains. The potential location should probably be officially studied, but there should definitely be a dedicated and accessible crossing point.</p>
Media Upload	<i>Field not completed.</i>

I have the reviewed the Traffic Committee's Frequently Asked

## Important

Questions (FAQ) regarding traffic requests and concerns

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(Section Break)

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### Neighborhood Support

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Name	Jeff Cornett
Address	216 Orchard View Dr
Email	jeff@aveventsolutions.net
Name	Sara Chadwick
Address	2323 Beechwood Dr
Email	sarakchadwick@gmail.com

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

## Royal Oak Citizens Traffic Committee

### CITY COMMISSION RESOLUTIONS FROM PREVIOUS MEETING RECOMMENDATIONS

September 2024 Traffic Committee Recommendations		City Commission Resolution
<b>6.a.</b>	Install speed humps on Forest Avenue between N. Main Street and Rosedale Avenue.	Approved as recommended
<b>6.b.</b>	Install bollard delineators and pavement striping on W. Lincoln Avenue from Woodward Avenue to S. Lafayette Avenue to help with driver awareness and traffic calming.	Opted to install the bollards as originally shown in the exhibit (full trapezoid shape) and to install two (2) digital speed feedback signs at least six months after the striping/delineators are installed.
<b>6.c.</b>	Install two accessible on-street parking spaces on W. Second Avenue in front of the Post Office.	Approved as recommended
<b>6.d.</b>	Install three bollard delineators at the entrance and exit to the residential parking garage for Main North Lofts on E. University Avenue to prevent delivery trucks and carryout drivers from blocking access.	Approved as recommended
<b>6.e.</b>	Remove “For Park Use Park in School Lots on Girard” signs from De Villen Avenue.	Approved as recommended
<b>6.f.</b>	Install crosswalk striping and crosswalk warning signs on Detroit Avenue at the existing Elizabeth Avenue crosswalk to Wagner Park.	Approved as recommended
<b>6.g.</b>	Perform speed studies on Gardenia Avenue (N. Main Street to Stephenson Highway) and Normandy Road (Coolidge Highway to Crooks Road) to determine if the speed limit should be adjusted.	Approved as recommended