

NOTICE OF CITY COMMISSION MEETING

The Royal Oak Traffic Committee will hold a meeting at
7:00p.m. on Tuesday, May 26, 2020.

On April 1, 2020, Governor Whitmer issued Executive Order 2020-33, which declared both a state of emergency and a state of disaster across the State of Michigan due to the spread of the novel coronavirus (COVID-19). COVID-19 is a new strain of coronavirus that had not been previously identified in humans, can spread easily from person to person, and can result in serious illness or death. To mitigate the spread of COVID-19, to protect the public health, and provide essential protections to vulnerable Michiganders, it is crucial that all Michiganders take steps to limit in-person contact. The critical mitigation measures include social distancing and limiting the number of people interacting at public gatherings. Therefore, the May 26, 2020 Royal Oak Traffic Committee meeting will be held electronically, in compliance with the Open Meetings Act and Executive Order 2020-75, as issued by Governor Whitmer on May 6, 2020.

Members of the public can watch the meeting on WROK's live web stream
<https://www.romi.gov/523/Live-Stream-and-Video-on-Demand>

Members of the public may participate in the meeting electronically by providing public comment on any city-related matter, whether on the agenda or not, by leaving a recorded comment at 248-246-3411 between the hours of 5:00p.m. and 6:00p.m. on Tuesday, May 26, 2020. Recorded comments will be played for the traffic committee during the public comment portion of the agenda.

Members of the public can also contact members of engineering division staff to provide input or ask questions on any business that will come before the traffic committee at the meeting via e-mail as follows:

- hollyd@romi.gov
- caudillj@romi.gov

Anyone wishing to participate in the meeting who is in need of special assistance under the Americans with Disabilities Act (ADA) is asked to contact Carol Schwanger, city manager's executive assistant at 248-246-3203 by Friday, May 22, 2020 at 4:30p.m. so that appropriate arrangements can be made.



**Agenda
Royal Oak Traffic Committee**

**City Hall, 211 South Williams Street
Royal Oak, MI 48067**

Broadcast from City Commission Room 315

<https://www.romi.gov/523/Live-Stream-and-Video-on-Demand>

Tuesday, May 26, 2020 at 7:00p.m.

***5:00p.m. to 6:00p.m. Public Comment Phone in 248-246-3411**

*To participate in public comment please call 248-246-3411 on Tuesday May 26 between the hours of 5:00p.m. and 6:00p.m.

The chair will open the public comment portion of the meeting and your recorded phone message will be played as part of the meeting broadcast. Public comment will be limited to three-minutes per person.

- If you exceed the three-minute limit only the first three-minutes will be played for the meeting broadcast.
- If you call in multiple times only your first comment will be played.

1. Call to Order

2. Roll Call

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."

3. Minutes – January 28, 2020

4. Public Comment*

5. Rescheduled Items

6. Business Items

A. Request to install a “Stop” sign on E. Bloomfield Avenue at Ardmore Avenue

A request was received from Gail Burkholder, who resides on E. Bloomfield Avenue, to install a “Stop” sign on E. Bloomfield Avenue at Ardmore Avenue. There is a crosswalk for Oakridge Elementary at this location. She states drivers are speeding without awareness of children and safety guards.

Staff Traffic Committee has reviewed these requests and determined that:

1. E. Bloomfield Avenue and Ardmore Avenue are both 27-foot wide local roads consisting of concrete pavement with integral curb and gutter.
2. Ardmore Avenue intersects E. Bloomfield Avenue at a T-intersection, with one existing stop sign for northbound Ardmore traffic.
3. There is a painted crosswalk on E. Bloomfield Avenue that aligns with the western sidewalk of Ardmore Avenue. There are school pedestrian crossing signs located at the crosswalk location, and also warning signs at 250-300 feet to the east, west, and south.
4. The three-year (2016-2018) accident reports show no recorded crashes at or near this intersection.
5. Pedestrian Counts were performed on October 28-29, 2019 during the morning and afternoon school drop-off times:

North/South Crosswalk		
Date	AM Count	PM Count
10/28/2019	18	34
10/29/2019	21	31

6. Stop signs are not necessarily required at all crosswalk locations, and the current signage and crosswalk striping conform to the recommendations from the Michigan Manual of Uniform Traffic Control Devices (MMUTCD).
7. The city requested traffic measurements from the TIA for speed and traffic volume, which were measured on January 13, 2020:

E. Bloomfield Avenue At Ardmore Avenue	85th Percentile Speed (mph)	Vehicles Per Day
January 13, 2020	27 mph	390

8. The 85th percentile speed is within the acceptable range for a 25-mph street. The volume of traffic is at the low end for a residential street (0 to 600 vehicles per day).
9. The city typically installs additional regulatory signs at school crosswalks. Based on the pedestrian data, this crosswalk is being used by students. Installing a stop sign at this location would be consistent with past city practice and would be appropriate in accordance with the Michigan Manual of Uniform Traffic Control Devices.
10. The city concurs with the MMUTCD that the purpose of regulatory signs is to promote safe traffic and pedestrian movements and actions. The city also concurs with national studies that indicate inappropriately placed stop signs do not necessarily lessen speeding and

have resulted in higher speeds. Staff finds that there is one warrant for installing a stop sign at this location – location near a school.

Suggested Recommendation: To install two (2) R1-1 stop signs on E. Bloomfield Avenue at Ardmore Avenue.

Estimated cost: \$360

Moved by: Dave Cummins

Supported by: Doug Hedges

B. Request to install “No Thru Traffic” signs on S. Wilson Avenue at 10 Mile Road

A request was received by Patricia Reinis and David Leone, who reside on S. Wilson Avenue, to install “No Thru Traffic” signs on S. Wilson Avenue at 10 Mile Road. Patricia states traffic on her street has become extremely heavy since the road diet on Campbell Road. During rush hour, cars speed down the street to avoid Campbell Road. She is concerned for the safety of her child and pet. David also provided similar concerns in his request; traffic has increased especially during evening rush hour due to the road diet on Campbell Road and the I-75 construction. He requested “No Thru Traffic” signs on all the north/south streets at 10 Mile between Campbell Road and the West I-696 on ramp.

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

1. S. Wilson Avenue is a 27-foot wide concrete local road with integral curb and gutter.
2. 10 Mile Road is a major road under the jurisdiction of Oakland County. The road consists of composite pavement with concrete curb and gutter and is a one-way westbound road with two lanes.
3. The three-year (2016-2018) accident report showed no recorded crashes on S. Wilson Avenue from 10 Mile Road to E. Lincoln Avenue.
4. The city requested traffic measurements from the TIA for speed and traffic volume, which were measured on January 14, 2020:

S. Wilson Avenue January 14, 2020	85th Percentile Speed (mph)	Vehicles Per Day
Between 10 Mile Road and E. Hudson Avenue	26 mph	350
Between E. Hudson Avenue and E. Lincoln Avenue	26 mph	179

5. The 85th percentile speed is within the acceptable range for a 25-mph street. The volume of traffic is at the low end for a residential street (0 to 600 vehicles per day).
6. There is a higher intensity of traffic volume during the morning and afternoon peak hours, but not unreasonable for a local street (23 per hour maximum in morning, 62 per hour maximum in the afternoon).

Local Street Traffic Ranges		
<u>Volume:</u>	<u>Vehicles per day:</u>	<u>Vehicles per hour:</u>
Low	0 to 600	0 to 25
Medium	600 to 1,200	25 to 50
High	1,200 to 1,800	50 to 75

The role of the road network is to allow the movement of goods, services and people. A network is made up of road corridors that perform different functions, known as the road hierarchy (Local Streets, Collector Streets and Arterials-Major Roads). The function of each road corridor within the hierarchy is determined by the type of service it provides. Most of Royal Oak’s road network follows a grid system, which provides numerous paths for reaching destinations reasonably and efficiently. No street is intended solely for the use of the properties that abut it.

7. “No-thru traffic” signs require considerable amount of police effort to enforce and are not an effective deterrent to significant cut through traffic.
8. There does not appear to be a volume or speeding issue on this street, and no changes are recommended.

Suggested Recommendation: To deny the request to install “No Thru Traffic” signs.

Estimated cost: \$000

Moved by: Aaron Filipski
 Supported by: Dave Cummins

C. Request to install “Stop” signs on Woodcrest Drive at Austin Avenue and on Maxwell Avenue at Austin Avenue

A request was received from Laura Fraga, who resides on the southeast corner of Woodcrest Drive and Austin Avenue to install “Stop” signs on Woodcrest Drive at Austin Avenue, and on Maxwell Avenue at Austin Avenue. She states motorists are speeding on both Woodcrest and Maxwell, especially now since the roads have been repaved, and she is concerned for the safety of residents. She noted the other north/south streets in the neighborhood west of Woodcrest (Hilldale, Lockwood and Fernwood) all have “Stop” signs at Austin Avenue. There are many small children on her street and since there is no “Stop” sign from Farnum Avenue to Catalpa Drive drivers can really pick up speed. She states Maxwell is used at a cut-through between 11 Mile Road and Catalpa. There is no parking along Maxwell by Meininger Park and many people park their vehicles on Austin Avenue and Crane Avenue and walk to the park. A crosswalk and “Stop” sign at this intersection would increase the safety of residents and visitors to the park.

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

1. Austin Avenue is a 27-foot wide local road with concrete pavement and integral curb and gutter.

2. Woodcrest Drive is a 27-foot wide local road with composite pavement and concrete curb and gutter.
3. Maxwell Road is a 37-foot wide major road (collector street) with asphalt pavement south of Austin Avenue and concrete pavement with integral curb north of Austin Avenue.
4. Meininger Park is located along the east side of Maxwell Road, and has pedestrian ramps directing pedestrians across Maxwell Road at Austin Avenue and Crane Avenue. There are no crosswalk signs or pavement markings at these locations.
5. The three-year (2016-2018) accident report showed no recorded crashes at or near the intersections of Woodcrest / Austin and Maxwell / Austin.
6. The existing stop signs in the neighborhood are shown in the image below. Both Maxwell and Woodcrest have no stop signs from Catalpa down to Farnum and Park, respectively, approximately 0.3 miles.



7. The stop signs do not follow the common “every other block” pattern established in many Royal Oak neighborhoods.
8. The city requested traffic measurements from the TIA for speed and traffic volume, which were measured on January 14, 2020.

January 14, 2020	85th Percentile Speed (mph)	Vehicles Per Day
Maxwell Road - Sherman to Catalpa	27 mph	1,998
Woodcrest Drive - Farnum to Catalpa	25 mph	235

9. The 85th percentile speed for both Maxwell Road and Woodcrest Drive is within the acceptable range for a 25-mph street.
10. On Woodcrest, the volume of traffic is at the low end for a residential street (0 to 600 vehicles per day).
11. On Maxwell, the volume of traffic is within the low range for a collector street (1,800 to 2,870 vehicles per day).
12. At the November 2019 traffic committee meeting, the city commission approved the installation of crosswalk pavement markings on Maxwell Avenue at Farnum Avenue and Maxwell and Sherman.
13. The city concurs with the MMUTCD that the purpose of regulatory signs is to promote safe traffic and pedestrian movements and actions. The city also concurs with national studies that indicate inappropriately placed stop signs do not necessarily lessen speeding and have resulted in higher speeds.
14. The data does not indicate a volume or speeding issue on either street, therefore no changes are recommended.
15. It is consistent to have crosswalks and pedestrian crossing signage where pedestrians access city parks. Crosswalk striping and signage are recommended at the intersections of Crane and Austin Avenue at Maxwell.

Suggested Recommendation: To deny the request to install “Stop” signs on Woodcrest Drive at Austin Avenue and on Maxwell Avenue at Austin Avenue; to install 6-inch white crosswalk striping across Maxwell Road at Austin Avenue and at Crane Avenue and four (4) W11-2 & W16-7P pedestrian crossing signs.

Estimated cost: \$1,000

Moved by: Dave Cummins

Supported by: Doug Hedges

7. Information Only Items
8. Adjournment