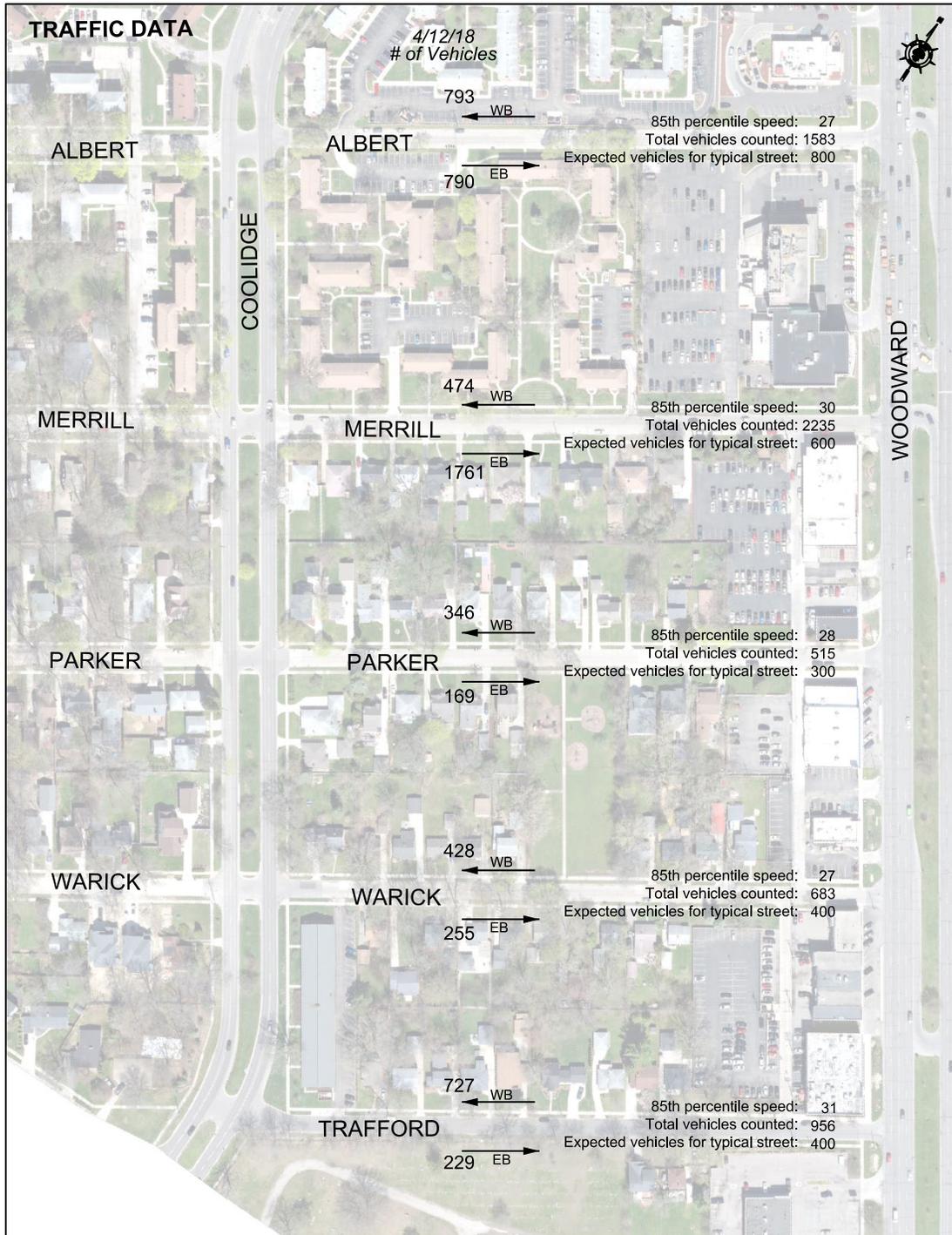


6.C AMPWT Neighborhood – Survey results

Since 2018, the city has been studying streets south of 13 Mile Road and west of Woodward Avenue (Albert, Merrill, Parker, Warick, Trafford) related to traffic issues. A brief history follows.

In 2018 staff began working with residents of Parker Avenue regarding the volume of traffic, speeding and non-residential parking on their street. To get a better understanding of traffic in this neighborhood, traffic was measured on all five streets simultaneously in the spring of 2018.



Based on the collected data there are significantly more vehicles traveling these streets than would be expected to be generated by the residents alone, and some streets have speeding issues also.

In winter 2019, the traffic committee recommended conducting a workshop with the neighborhood to discuss their concerns and proposed traffic solutions. The meeting was held on March 26, 2019.

Discussion at the workshop found most of the attending residents were in favor of a partial road closure, which would separate the businesses on Woodward Avenue from the residential neighborhoods. Staff proposed setting up a temporary barrier to test this option after the Dream Cruise and when school had resumed.

Barricades and signage were installed in October through November 2019. The city measured traffic speeds and volumes to evaluate the effect of the partial road closure, and then the barricades were removed for the winter. The city sent a letter inviting neighborhood residents to provide feedback about the closures.

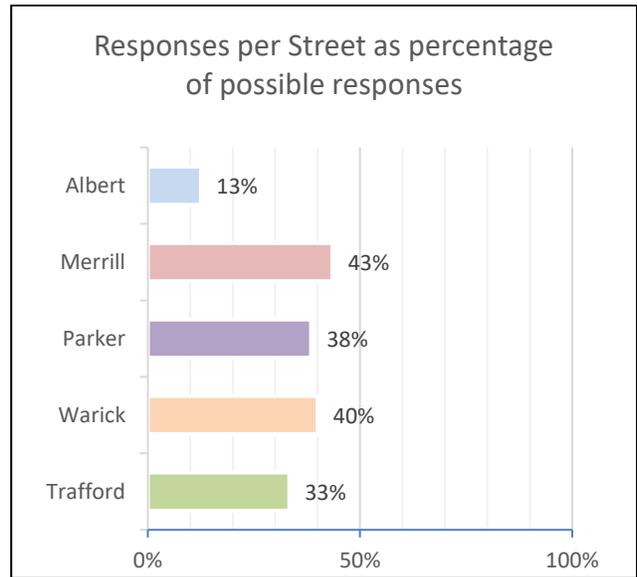
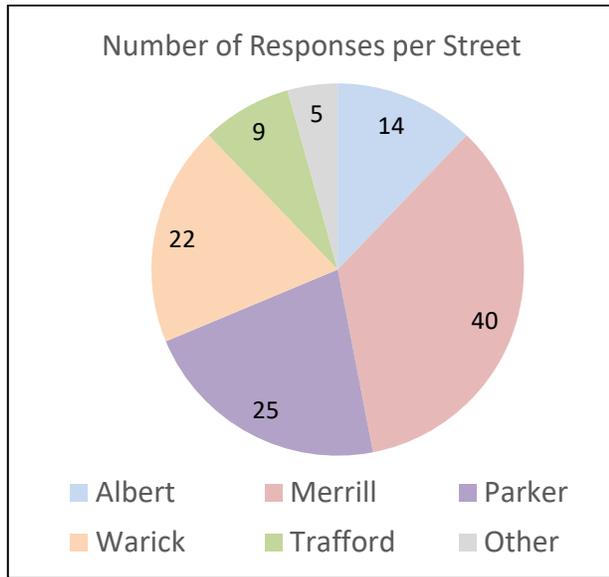
The citizen's traffic committee met with residents January 28, 2020 to discuss the results of the temporary partial road closures. The traffic data was presented and then residents had time to give their feedback. The data showed that while the barriers were up there was a reduction in overall traffic as well as speeding. At the meeting, no formal decision was made to install any type of permanent closure or signage. Residents were encouraged to request a petition from the city if they wished to move forward with a traffic improvement. The city did not receive any petition requests in 2020.

In fall 2020, a resident on Merrill proposed allowing on-street parking on the north side of the road to help with traffic calming. The city commission ultimately rejected this recommendation and instead directed staff to provide various options to help with the traffic speeding and volume issues on Merrill Avenue. Potential options were presented at the November 2020 traffic committee meeting and the December 7, 2020 commission meeting.

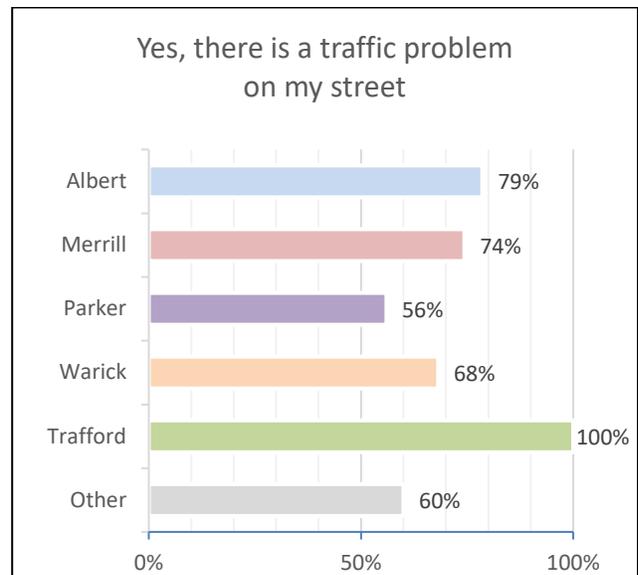
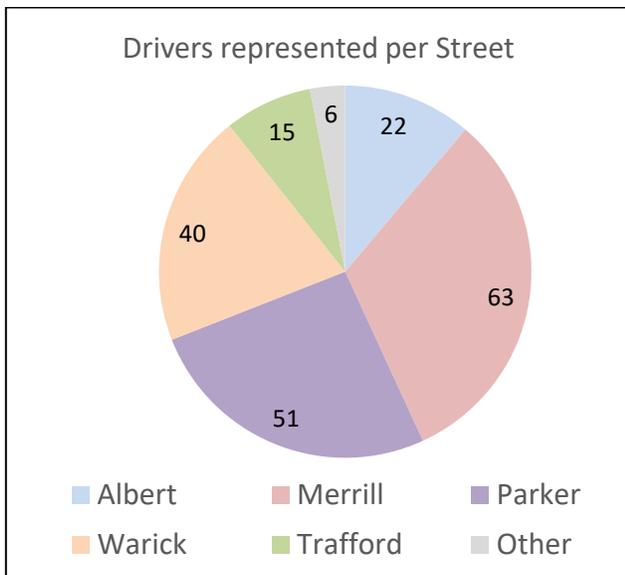
In December 2020, the city commission directed staff to present viable solutions to assist with traffic issues to residents on Albert, Merrill, Parker, Warick and Trafford (Webster to Woodward) via letter and to create a survey to gauge resident interest. The commission also directed staff to communicate cut-through concerns with Beaumont Hospital officials to request their staff avoid local streets for hospital access, and this was completed in January 2021.

Staff created an online survey of traffic calming options, which was available from January 5 until February 15, 2021. The results and recommendations are provided below. Overall, the response rate of the survey is estimated to be 33% of the notified residents.

General Summary of Preliminary Questions:

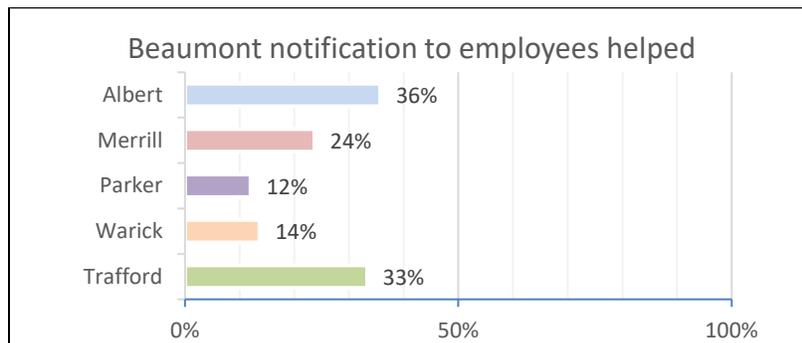


Total possible responses determined by adding number of homes plus estimated number of apartments per street.



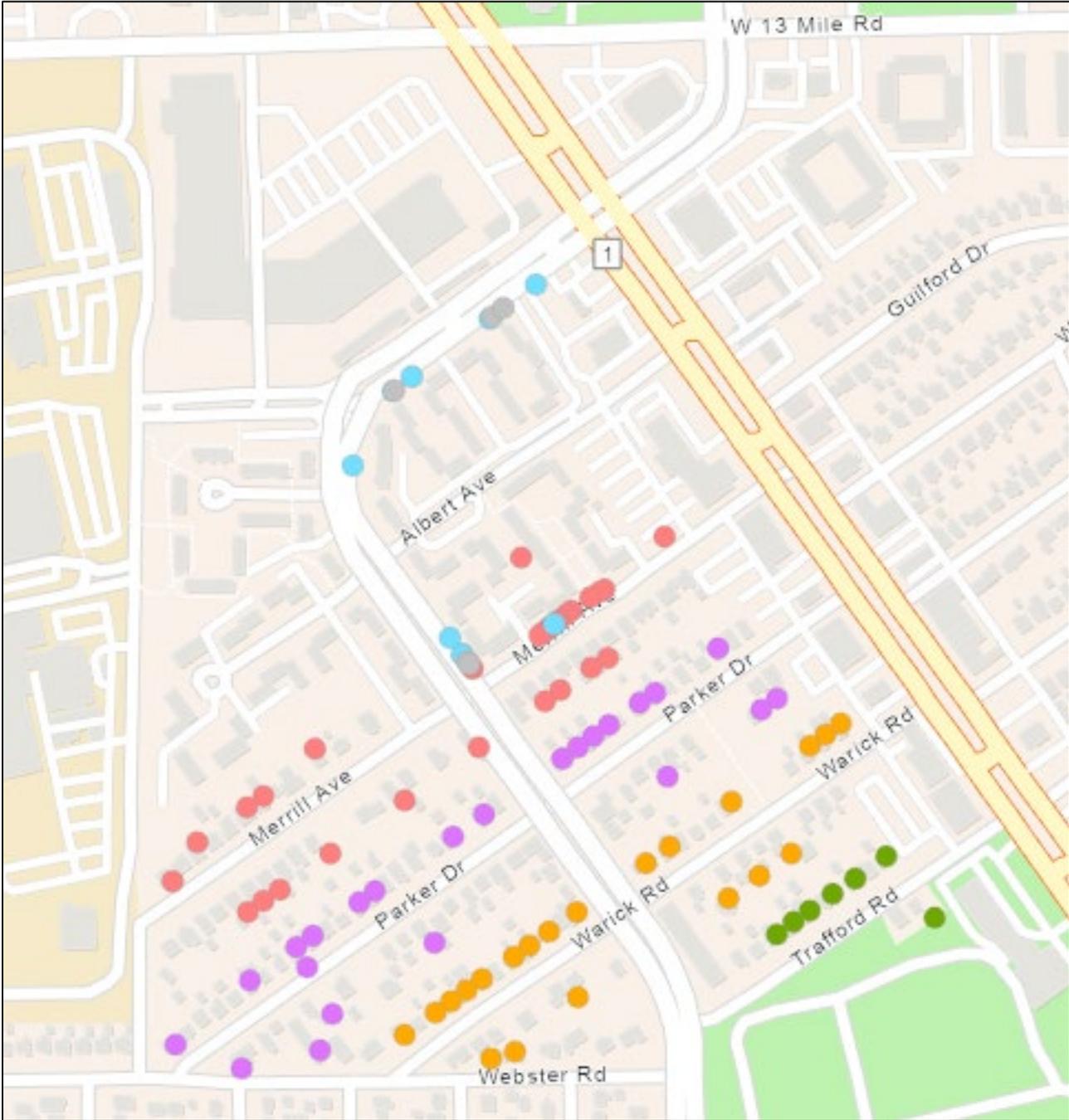
Determined by multiplying number of drivers in household as reported by respondent.

71% overall average



Beaumont has indicated that they will continue to send this message to their staff a couple times each year.

Map of Respondents to Survey:

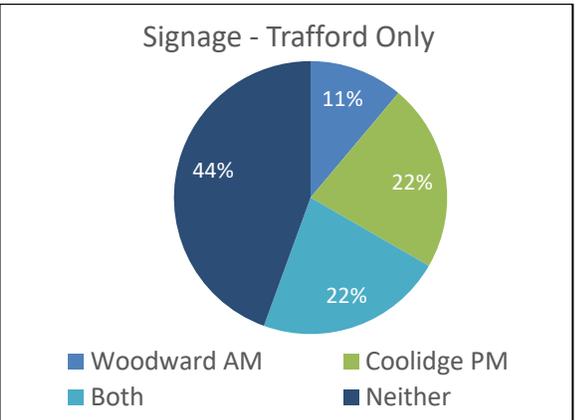
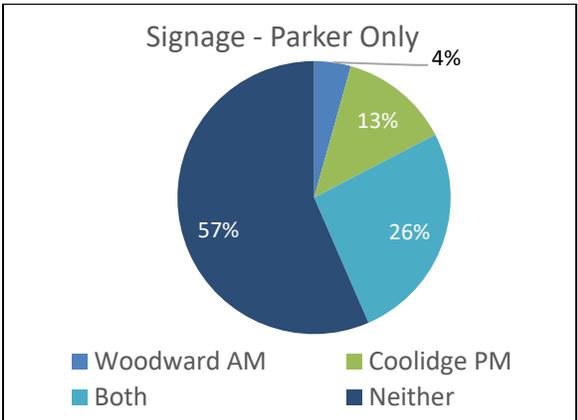
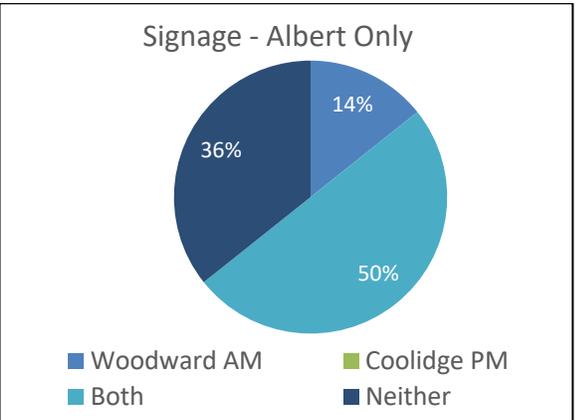
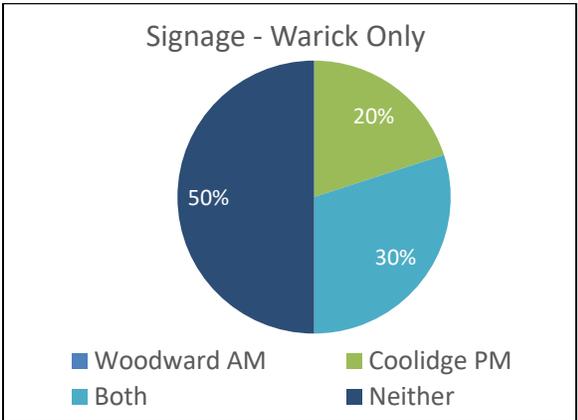
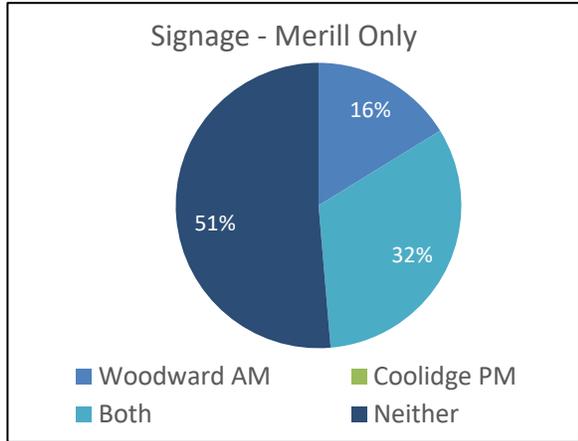
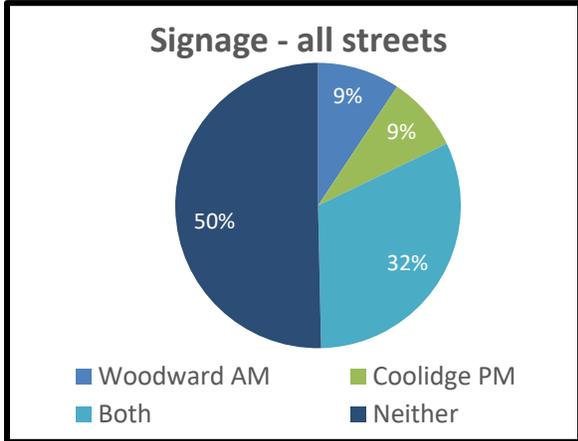


Survey Results for Signage Installation Options:

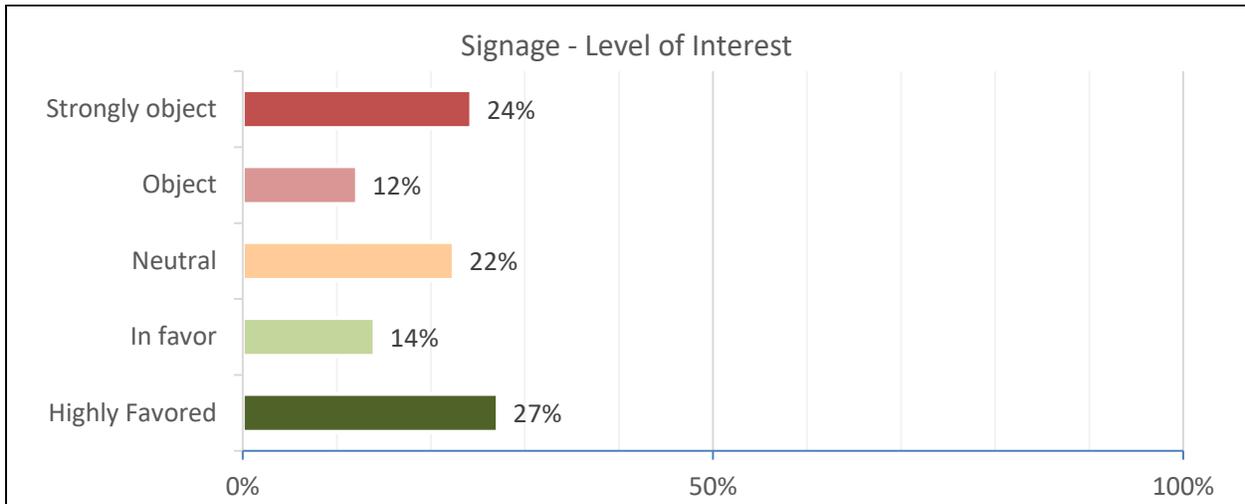
The survey included the following options to install restrictive signage to help reduce traffic volumes. Each of the five streets would need the same signage installed to avoid pushing traffic to an adjacent street.

- Option A - Install "No Right Turn / Do Not Enter" signs at Woodward for AM peak hours
- Option B - Install "No Right Turn / Do Not Enter" signs at Coolidge for PM peak hours
- Both Option A and B
- None of these options

Respondents selected the options they were in favor of; the cumulative responses are shown first, followed by a breakdown of respondents per street.



Residents were asked how strongly they felt about the possibility of signage being installed:

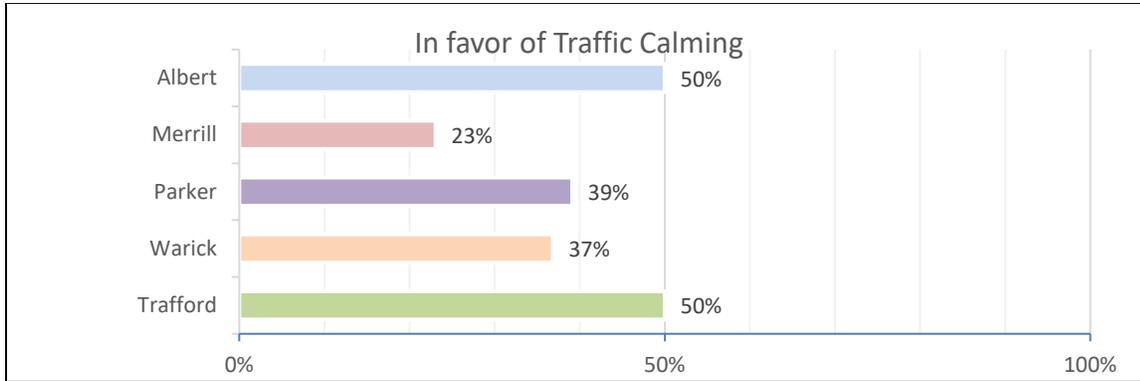


Overall, 50% of respondents did not wish to see any restrictive signage installed at either end of the blocks while 32% wished to see signage at both ends of the blocks. When looking at level of interest responses, roughly the same amount of respondents were opposed as were in favor.

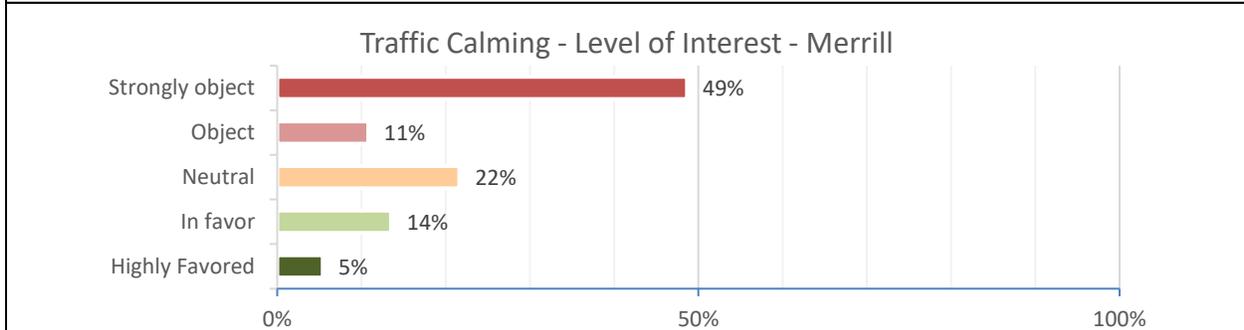
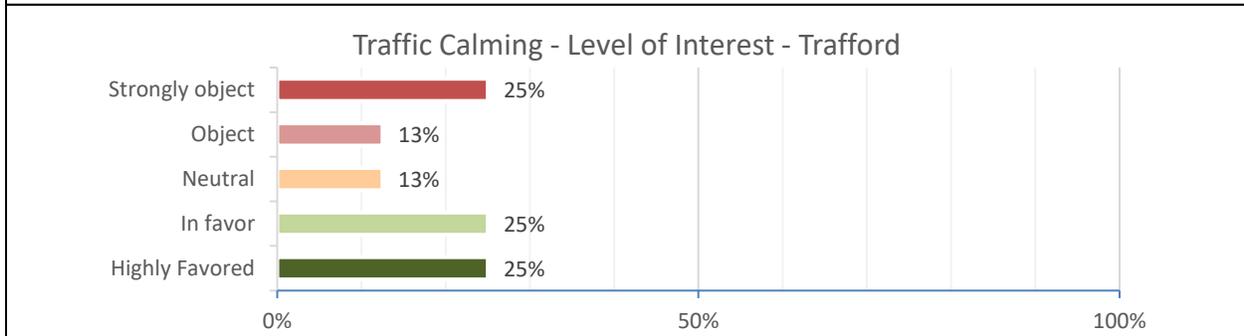
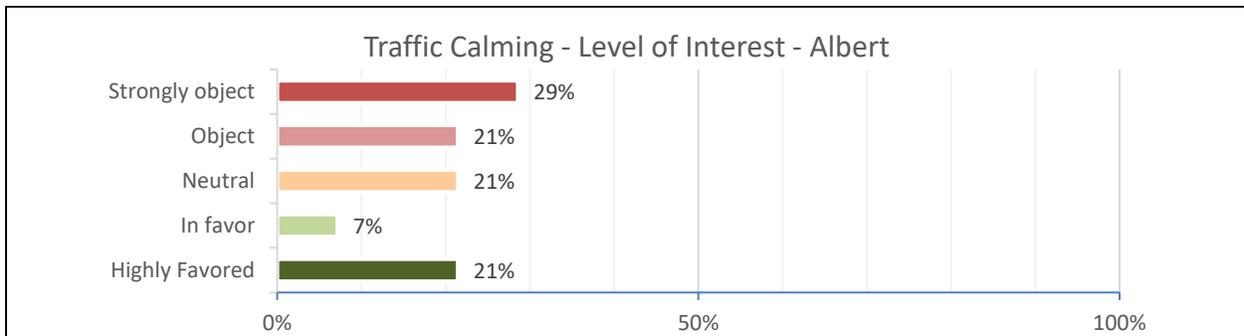
Many of the resident comments centered around accessibility to their homes. Residents wanted the ability to ignore the signs, but there is not a systematic way to enforce this. Several residents also noted that “no thru traffic” signs would be preferred. As discussed previously, this option was not considered because it is extremely difficult to effectively enforce and often does not deter cut-through traffic. Several residents noted that people will ignore the signs and did not think they would actually solve any issues.

Survey Results for Traffic Calming Installation Options:

The survey asked if residents would be in favor of installing bump-outs or pedestrian refuge islands to help calm traffic. This option would not necessarily need to be installed on each street as its purpose is to slow traffic, not decrease volume.

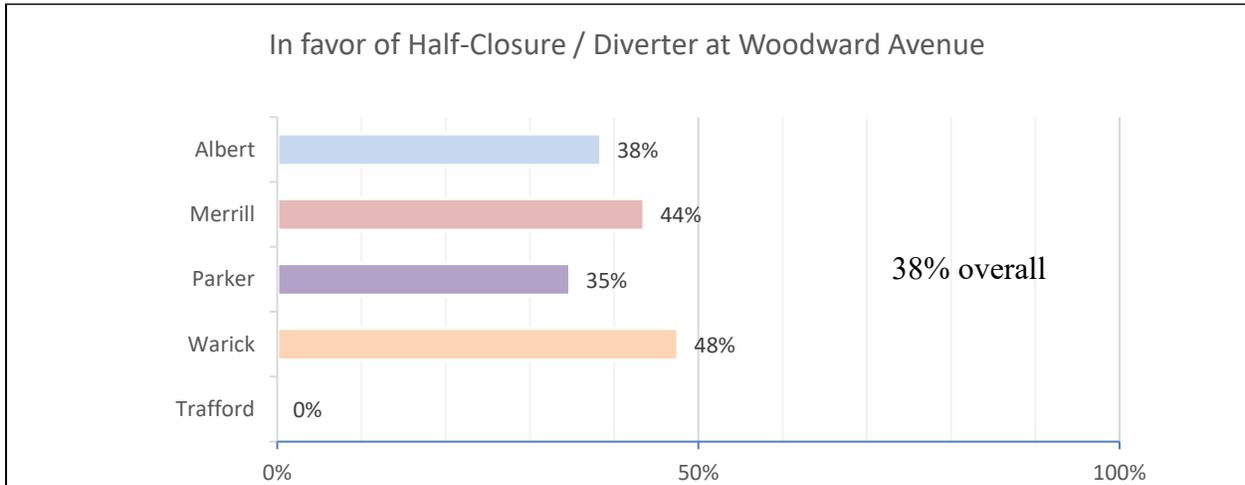


Residents on Trafford and Albert were most in favor of this option. Speed was measured to be highest on Trafford (31 mph) and Merrill (30 mph). The other streets were measured to be 27-28 mph. The level of interest charts show that Trafford seems to be the only street where this option has fair preference. The biggest resident concern seemed to be around loss of parking.

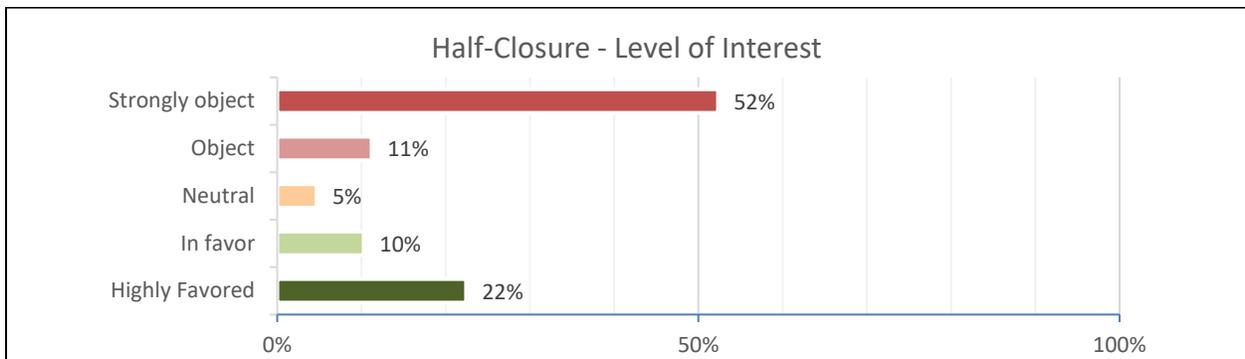


Survey Results for Partial Road Closure west of Woodward Businesses

Residents were asked about installing a permanent half-closure of each road near Woodward (west of the businesses). A pilot of this option was installed in 2019 to help residents gage the impact of a permanent installation. Again, if installed, this option would be necessary at all five streets to avoid pushing traffic to adjacent streets.



Except for Trafford, there is a fair number of residents who are in favor of this option, but there was not a majority for any of the streets. We observed that many drivers ignored the temporary closures in 2019 and still drove westbound on the streets.



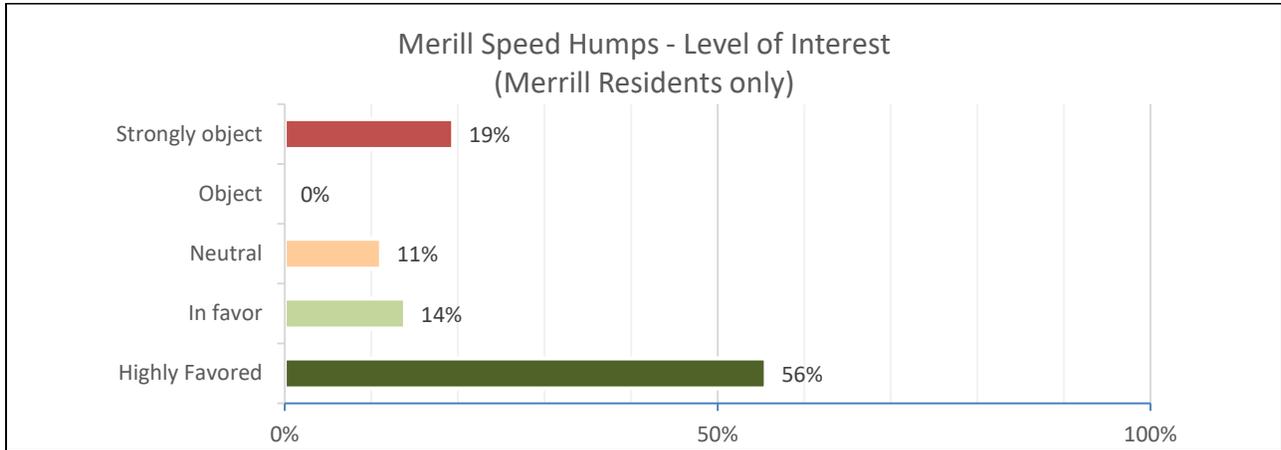
Only 32 percent of residents overall are in favor or highly in favor of this option.

Based on resident comments, many people were strongly opposed to this option due to the inconvenience of accessing their homes.

Survey Results for Speed Humps on Merrill

The city has not approved the installation of speed humps on any streets in Royal Oak in the past. Merrill may warrant special consideration due to the 85th percentile speed of 30 mph and the traffic volume of 2,235 vehicles per day which exceeds the high end of traffic volumes expected on residential streets (1,800 vehicles per day).

Only residents that were responding from Merrill were asked about the speed hump preference. There was a 50:50 split in opinion, with 19 residents in favor and 19 residents against. However, reviewing the level of interest results shows that residents on Merrill are generally in favor or neutral regarding speed humps:



Summary and Recommendations:

Installing “No Turn / Do Not Enter” signage is the easiest and most cost-effective option, and also the easiest to remove if future studies showed problems. It should be noted that drivers will likely still disobey the signs if they are installed. Respondents were roughly split in half whether to install or not install these signs, and without more confidence that they will help solve an issue, staff does not recommend installation here.

Traffic calming (bump-out or pedestrian island) is recommended on Trafford Avenue. This street had the highest speed measurements and had the most people in favor of an installation. There may be some loss of the available on-street parking. The other streets did not show a strong preference for traffic calming and so this is not recommended elsewhere.

Installing a half-road closure to prevent westbound traffic on each street would be a relatively expensive solution and not something that could be easily removed. During the pilot study in 2019, we observed that many drivers ignored the partial closures and still drove westbound. Overall 63 percent of respondents were opposed to this option. Without more significant buy-in from the neighborhood, this solution is not recommended.

Merrill residents were generally in favor of installing speed humps. While these are not recommended for wide installation around the city, this street demonstrates excessive volume and speed issues. Staff recommends setting a threshold of greater than 2,000 vehicles per day and 85th percentile speed of 30 mph or higher before speed humps would be considered on any local street, and not authorizing them on major roads. Merrill Avenue is scheduled for concrete street repairs this summer, and additional roadwork could be performed at that time.

Suggested Staff Recommendations:

- Design and install traffic calming on Trafford Avenue to be added by contract modification to a 2021 road project (est. cost \$8,000).
- Install speed humps on Merrill Avenue as part of the 2021 Concrete Street Repairs project (est. cost \$6,000).
- To fund these improvements with funding from the local road millage

Estimated cost: \$14,000

Moved by: Chris Annetta

Supported by: Dave Cummins

6.D Presentation of options for Delemere Boulevard

The city commission has directed staff to prepare parallel on-street parking options for Delemere Boulevard, and to invite the adjacent properties to join and comment. A brief summary of the concerns regarding Delemere Boulevard is presented below followed by presentation of on-street parking options.

1. Engineering was planning to resurface the half-mile segment of Delemere Boulevard from Normandy Road to 14 Mile Road this summer as part of the local road millage program. The road is classified as a major road (major collector) and is signed for 25 mph. This corridor has a variety of light industrial uses with a residential neighborhood to the east as well as Normandy Oaks Park. During design we noticed many paved parking areas exist within the city’s right-of-way, many of which are in poor condition. Of the 31 business properties, 19 have paved parking areas within the public right-of-way. There are no license agreements on file for use of the public right-of-way in this manner. Each of the 31 properties has paved space onsite for parking; it is not clear which businesses have enough space to comply with the zoning ordinance for onsite parking. Without current floor plans and site plans for each property, the Planning Division cannot determine this.

These paved areas in the public right-of-way allow for loading zones and customer parking spaces for private use at the expense of driver/pedestrian/bicyclist safety. With no license agreements in place, the city is liable for these paved areas. Additionally, the paved areas add unnecessary and excessive stormwater runoff; converting the areas to grass would remove approximately 26% of the hard surface within the right-of-way.

Staff proposes a project that would include milling and resurfacing the asphalt roadway, removing all unapproved paving, installing full height curbs, installing traffic calming islands or bump-outs to help calm traffic, creating new concrete drive approaches to private parking lots and overhead garage door locations, planting grass and trees, installing bike route signage and striping sharrows (shared lane markings) on the road. This rehabilitation project is estimated to cost approximately \$700,000, and is proposed to be funded by the road millage program for \$400,000 and \$300,000 by the CDBG program.

2. The five-year (2016-2020) accident history shows three crashes, listed below. The first two could potentially be related to site distance issues.