

Chairperson Michael Melville called the Traffic Committee meeting to order at 7:00 p.m. in Room 315 of the Royal Oak City Hall on Tuesday, May 25, 2010.

ITEM 1 ROLL CALL

PRESENT: Michael Melville, Chairperson
 Dan Godek, Vice Chairperson
 Richard Hahn
 Todd Scott
 Andrew Androff
 Dana Goldberg
 Alexander Rucinski
 Mark Mutchler, Alternate

ABSENT:

Also present: Elden Danielson, City Engineer

PREAMBLE

"The Traffic Committee consists of property owners of Royal Oak 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."

ITEM 2 MINUTES – March 23, 2010

Moved by: Todd Scott
Supported by: Dan Godek

to **approve** the March 23, 2010 Traffic Committee Meeting minutes as written.

YEAS: 7
NAYS: 0
ABSTENTION: 0
ABSENT: 0
MOTION PASSED

3. PUBLIC COMMENT - Items not on the Agenda

Michael Melville stated that this is the time for anyone who would like to speak on an issue that is not on the agenda to step forward. No one stepped forward.

4. RESCHEDULED ITEMS

5. BUSINESS ITEMS

5.A. Request to install “No Thru Traffic” signs on Ninth Street at Woodward and at Washington.

Mr. Melville asked Mr. Danielson to give the background on this item.

A request was received from Kathleen McCreedy Hall, 325 Ninth Street, Royal Oak, MI 48067 to install “No Thru Traffic” signs on Ninth Street at Woodward and at Washington.

The Staff Traffic Committee has reviewed this request and determined that (1) Ninth Street is 27’ wide back to back asphalt over concrete. (2) Parking is allowed on both sides of the street. (3) A speed study/traffic count was performed in 2004, see attached Exhibit 5.A.-2. (4) The 85th percentile speeds of 28MPH are consistent for a local street and ADT’s are on the border between low and moderate. (5) No thru traffic signs are difficult to enforce.

Suggested Recommendation:

The request to have “No Thru Traffic” signs installed on Ninth St. at Woodward and at Washington be denied.

Chairperson Melville asked if there was anyone present to speak on this case.

Stephanie Podolan
501 N. Ninth Street
Royal Oak, MI

Ms. Podolan stepped forward and stated that she has lived on Ninth St. since 1998. She stated many neighbors are in agreement with this request but were unable to attend

tonight. Ms. Podolan stated that she's done a lot of work to get to this point. Ms. Podolan stated that the Ninth St. traffic is negatively impacting their quality of life. She iterated that the through traffic speeds are excessive and dangerous. She iterated that there is a high occurrence of accidents and side-swipes and she feels the residents are being put at risk due to an unsafe environment.

Ms. Podolan commented that on both sides of the street the parking is 27 ft. wide and in the middle of the block there are always vehicles parked in the road. She iterated that the apartment complex only has two parking spots and many of the residents are forced to park on the street, which makes for a narrow one lane of traffic.

Ms. Podolan stated that Lincoln, the street one block north, is set up to handle higher traffic flows because it is a wider street and has traffic lights. She iterated that of the 28 single family homes and seven apartments between Woodward and Lafayette is equivalent to 35 dwellings. Ms. Podolan stated that if you assumed there were six vehicle trips per domicile per day, she stated that it equals 210 vehicle trips generated by the block.

Ms. Podolan stated that she works in manufacturing and stressed that every meeting she attends, safety is the overriding priority; she believes this should be in their home lives as well. She doesn't want to wait for somebody to get hit; she commented that there are a lot of kids on the street. Ms. Podolan stated that many of the residents cannot safely let their children out front. She stated that everybody on her street loves to sit on the front porch; that is where they spend the majority of their time.

Ms. Podolan stated that with the closure of Harrison and with the Woodward traffic not being allowed onto Hudson, she feels that the precedence has been set to favor those two streets over theirs. She is asking for the same treatment. Ms. Podolan asked what the traffic counts are on Harrison and Hudson compared to Ninth St. She stated that she does support the denial of the request for "No Thru Traffic". She would like to advocate another study that would recommend a trial closure at Woodward preventing vehicle turns eastward onto Ninth St. while maintaining the ability to exit Woodward.

Ms. Podolan feels the signage should be one way for westbound traffic and "Do Not Enter" for eastbound access onto Ninth St. Ms. Podolan iterated that the City should then measure what the traffic counts are and monitor to see if that would cut down the traffic counts. She does not want a private street, but she is after ensuring the safety of the residents that live on the street and their quality of life.

Mr. Androff stated that the petitioner requested a "No Thru Traffic" sign and on her handout it said they are asking for a "One-way". Ms. Podolan stated that it is a different request because she understands how difficult it would be to enforce a "No Thru Traffic" sign. She doesn't believe that it would stop the problem they are experiencing. Ms. Podolan is suggesting an alternate study for closing off Ninth St. and forcing it to Lincoln where they have the proper traffic controls, a wider street and traffic lights to handle larger traffic.

Ms. Podolan stated that something needs to be done; she doesn't want to wait until somebody gets hurt. She stated that while walking her son from St. Mary's and while crossing the street at a slow rate of speed a vehicle came screeching to a halt and gave her a dirty look and she assumed he wanted her to hurry across the street. Ms. Podolan stated that they shouldn't have to live like this. She is looking for the same fair and equal treatment the other streets in the neighborhood have received; their street is no different.

Ms. Podolan iterated that she believes Ninth St. receives the overflow traffic from those two streets.

Pat Teeley
521 N. Ninth Street
Royal Oak, MI

Ms. Teeley stepped forward and stated that she has lived on Ninth St. for two years and before that she lived on another street in Royal Oak for seventeen years. She stated that if she had any idea how much traffic was on her street she would not have bought a home there. Ms. Teeley iterated that she is a real estate agent and she has a listing on Ninth St. She stated that the comments she has received from other agents and perspective home buyers has been that there is too much traffic on the street. Ms. Teeley stated that home buyers typically look at houses after work and that is when the traffic is the heaviest.

Kathleen McCreedy Hall
325 Ninth Street
Royal Oak, MI

Ms. McCreedy stepped forward and stated that she is the person who sent in this request. She inquired if the rationale for denying the request is that it simply is hard to enforce. Mr. Danielson stated yes. Ms. McCreedy stated that she put this same request in in 1999 and it was denied. At that time she received a letter stating that the traffic count was 600-700 cars a day and they found that to be reasonable. She asked the Committee to put themselves in their place and if they would like speeding vehicles going down their street everyday. She agrees with Ms. Teeley that if she had known this was the kind of traffic she would have encountered, she would not have purchased the home.

Ms. McCreedy stated that this is a safety issue; they have pets outside, kids walking, playing and riding bikes. She stated that there have been times in the winter when she has walked her dog and people have gone so fast that she has feared that they were going to hit her and so she would trot across the street. She iterated that she has received a dirty look from a man as though she was inconveniencing him; this goes on all the time.

Ms. McCreedy stated that she works at Beaumont Hospital and she believes there are new "No Thru Traffic" signs on the two streets west of Beaumont's entrances. She understands that it is hard to enforce, but she would like to think it would be a deterrent to people that drive past the sign. Ms. McCreedy commented that there will always be people who disregard traffic signs, but she believes one or two days of handing out tickets, drivers would not disobey the sign again. She asked the Committee to please consider what this does to their quality of life.

John Hall
325 Ninth Street
Royal Oak, MI

Mr. Hall stepped forward and stated that he has lived on Ninth Street since 1984. He understands that people who move next to airports shouldn't complain about jet engine noise, but he stated that in 1984 the parking structure was not there.

Mr. Hall stated that every morning drivers come up to Washington and when the light at Lincoln turns yellow or red students will use Ninth St. at a good rate of speed. He stated that the Woodward issues have been addressed fairly well. Mr. Hall stated that there are "powers that be with the City electees" that may happen to live on Lincoln, and he hopes

there is no influence between them and that particular person. He iterated that he would hope if anybody was influenced by this situation that they would recuse themselves from any discussion and/or vote.

Mr. Hall commented that if they use the Staff's logic about not being able to enforce "No Thru Traffic" signs, he questions why bother with "Stop" signs or speed limit signage. He stated that if you are not going to put up a sign to enforce a logical law because it may not be enforceable, he believes what the Staff would have done at that point is to just give up because "what the hell, it's going to happen anyway." Mr. Hall encouraged the Committee to do the right thing and put up the signs and see what happens. He believes the police officer that issued tickets on one day would earn his keep, the City would have a new revenue stream and it would not be a "speed trap". The rule from the State of Michigan would not apply to this situation. The rule would be that if you don't live on Ninth St. and you go through that you would receive a ticket. Mr. Hall doesn't want the traffic from Washington, Lincoln or Lafayette being funneled down his street.

Mr. Hall would like to know who decided that he goes in and out of his driveway six times a day with a motor vehicle. He stated that he can go three to four days without taking a motor vehicle out of his driveway. He stated that he would log the number of times he leaves his house; six a day per car he believes is artificially high.

Abby Elowsky
520 Ninth Street
Royal Oak, MI

Ms. Elowsky stepped forward and asked Mr. Danielson what percentage of cars are doing over 30 MPH and the amount of cars going under 10 MPH; she feels the numbers are skewed. She stated that she agrees with Mr. Hall; if you were to put a police officer at that location the City would have a new revenue stream. She believes the traffic study was performed when the classes at OCC were either finished or nearing an end and she feels Mr. Danielson may not have gotten accurate numbers.

Holly Matthews
329 Ninth Street
Royal Oak, MI

Ms. Matthews stepped forward and introduced her three children to the Committee. She stated that her children are outside often playing on the front lawn. Ms. Matthews stated that she would like something done due to the safety issues.

Mr. Melville asked if there was anyone else present to speak on this issue. No one stepped forward. The discussion returned to the committee.

Mr. Melville asked Mr. Danielson that when the study was done in May of 2010 if it was done when OCC was in session. Mr. Danielson stated that he cannot verify that, but the numbers are consistent with the study that was performed in March of 2004.

Mr. Scott asked if the Staff Traffic Committee was able to discuss the option of a trial closure at Woodward as stated on the handout. Mr. Danielson stated that he just received the handout tonight. Mr. Hahn stated that when you are going northbound on Woodward to turn eastbound on Lincoln you can only do so if there is a green light. There is a sign that prevents you from turning right onto Lincoln if the light is red. He iterated that he believes this encourages people to turn right on Ninth St. if there is a red light on Woodward. Mr. Hahn stated that he doesn't understand why the sign is there because there doesn't appear to be a sight obstruction. He iterated that if the sign would

pertain to all conditions, whether there could be no traffic on Woodward whatsoever and the driver is forced to sit there at the intersection and wait for the light to change, he believes that unfairly encourages people to turn right onto Ninth St. off northbound Woodward.

Mr. Hahn stated that if a sign cannot be put up there on Ninth St. to have two different signs both prohibiting right hand turns onto either Ninth St. or onto Lincoln, he questions what the potential is for having the "No Turn on Red" sign at Lincoln removed. He asked why the sign is there. Mr. Danielson stated that the reason there is a "No Turn on Red" sign at that location is because if you consider how Hendrie St. comes into Lincoln, if you allow drivers to make a right turn on a red light they can easily assume they can then make a left onto Hendrie and that would create a conflict with Lincoln.

Mr. Danielson stated that in an attempt to prevent drivers from cutting straight across Lincoln to get onto Hendrie the sign was installed for a "No Turn on Red". Mr. Hahn stated that he believes there should be a sign that restricts turning onto Ninth St. to level the playing field; otherwise, you are encouraging people to use Ninth St. He stated that with the combination of the road configuration and the traffic signs that are in place encourage people to turn down Ninth St. Mr. Danielson stated that that is a decision for the Committee. He iterated that the traffic on Ninth St. is in the low range. Mr. Danielson commented that he understands that people don't want others using their street, but they are in the low range.

Mr. Danielson stated that it is difficult for the Staff to make more restrictions for the Police Department to enforce when the City has less and less police officers and he doesn't see the need from a traffic standpoint. Mr. Hahn iterated that he believes the problem with the low range Mr. Danielson is talking about is that it isn't sensitive to the length of the street in question. He stated that a street whether it is a block long or half a mile long, the same range applies even though there are far less people on the shorter street; you should have far less volume on the shorter street than you do on the longer street.

Mr. Hahn stated that this is not a cut and dry issue; if it were we wouldn't have to have a Traffic Committee; you are either under the limit or over the limit. He commented that the Committee is here to recognize when there is a need for a discretionary decision to be made. Mr. Hahn iterated that this street is only two blocks long, you have street signage that encourages people to turn onto Ninth St. when there is a red light on Woodward and you have the OCC parking deck at the end of Ninth St.; most streets don't have any types of a destination.

Mr. Danielson stated that whether there are 10 houses on the street or 100 houses, if he is sitting in front of the house and witnesses 600 cars go by, he is receiving the same response as if there are 100 houses; the owner is seeing the same volume of traffic whether there are 10 or 1,000 houses on the block. The traffic volume in front of the house is consistent.

Mr. Danielson iterated that most drivers are not going to approach Washington and have to go across six lanes of traffic to get into the parking structure. He agreed some drivers may do this but it is not a typical move drivers will make. Mr. Danielson stated that most drivers if they are coming from the south will come up Washington. He iterated if a driver is coming from the west they can take Lincoln over and get into the left hand turn lane to enter the parking structure. He iterated that Ninth St. is not the only way into the parking structure. Mr. Danielson stated that he did not observe many cars go across six lanes to access the parking deck.

Mr. Hahn stated that he believes the configuration of the roads and the current signage encourages people to turn down Ninth St. The comment about whether you are on a short or long street and you see 600 cars going by; the point is that the Master Plan has a policy that the Committee is supposed to be reducing cut-through traffic. Mr. Hahn stated that cut-through traffic is traffic that doesn't have a destination on the street. If you have far more vehicles on the street than you would expect from the number of destinations on the street, then you have more cut-through traffic. Mr. Hahn believes that that is the difference whether the street is short or long.

Mr. Hahn stated that he is not talking about the amount of traffic one person sees going by their house. He is talking about what the street as a whole experiences. Mr. Hahn stated that the policy for reducing cut-through traffic isn't dependent upon the amount of traffic volume, the length of the street, etc. The Committee is supposed to be reducing cut-through traffic. He believes what is happening is that the road configuration, the signage and the destination that OCC represents is encouraging cut-through traffic.

Mr. Scott asked Mr. Danielson that since this is a MDOT right-of-way, what types of control does the City have in putting up a "Do Not Enter" sign. Mr. Danielson stated that a "Do Not Enter" sign would be put on the City's right-of-way. Mr. Scott stated that the existing sign for the street south, he believes is on MDOT's right-of-way. Mr. Danielson stated that there is a turn around at Hudson and there is signage put up so you could turn and go directly onto Hudson. He believes you are still able to come up Woodward and make a right hand turn onto Hudson. Mr. Danielson stated that the signage is up to prevent crossovers.

Mr. Godek stated that as far as some of the statistics that were given, the 85th percentile is not a generally accepted means of gauging traffic in speed zones of 25 MPH or less. He iterated that the "85th percentile" is used by municipalities to raise speed limits; they look at that type of data for non-residential. Mr. Godek iterated that the area is not stacked with houses; he believes it is a way to skew the numbers in the wrong direction. He stated that if you want to look at the numbers more fairly, he stated the first 24 hour period on May 18th he added 197 vehicles that were going 26 MPH or more.

Mr. Godek iterated that the day before in a 24 hour period there were 50 cars exceeding the speed limit. He commented that the speed they were exceeding was about one or two miles an hour; over a day and a half less than that you see 250 cars that are exceeding the speed limit. Mr. Godek stated that no matter what this Committee decides tonight, he would encourage the neighbors to talk in front of the City Commission because they make the ultimately decision regardless what this Committee recommends. Mr. Godek stated that having people see the neighbors on television will also make an impact; he commented that he believes the neighbors made some good points.

Mr. Godek stated that he agrees with some of Mr. Hahn's points. He iterated that if a street has 2 houses on it and there are 600 cars going past it, he would see that as a severe problem with cut-through traffic. He agrees that there has to be some logic used regarding the street size. Mr. Godek stated that at this time there is no such thing as "stepped up" enforcement. He does not believe there is a Traffic Safety Division in existence. He agrees with Mr. Hall's argument that to say that if you put up signs and say it will not work; why have any signs. Mr. Godek commented that this Committee will not make any suggestions that will be flawed.

Mr. Godek iterated that he likes Mr. Hahn's suggestion about installing a "No Right Turn" sign onto Ninth St. from Woodward. Mr. Melville asked Mr. Godek if it would make more sense to suggest during certain times. He questions if the neighborhood would agree that they couldn't make a right turn on their own street. Mr. Godek stated that making Ninth St. a one-way street is not a good idea. He iterated that for eastbound Woodward the sign would be the same as a "Do Not Enter" because that is the only way you would get onto Ninth St. from Woodward is to turn right. Mr. Godek commented that for the first block it would be a one-way street except for the residents that are at the end.

Mr. Hahn stated that he doesn't believe the neighbors are suggesting that the street be made a one-way street. He feels they are saying at the intersection it would be one-way because you are preventing people from proceeding westbound. Mr. Hahn stated that the sign the neighbors are suggesting is a "Do Not Enter" from Woodward. Mr. Godek asked for Mr. Hahn's opinion as what is the most effective way to accomplish that; he is looking for suggestions. Mr. Godek asked if he could see a show of hands of the neighbors who are present who wouldn't have a problem with a "Do Not Enter" sign. He commented that all the neighbors raised their hands and like the idea of the "Do Not Enter" sign.

Mr. Melville stated that that signage could not be done without first having a public hearing.

Moved by: Dan Godek
Supported by: Todd Scott

Recommend holding a public hearing at the July 27, 2010 Citizens Traffic Committee Meeting once a petition is received from petitioner for residents on Ninth St. between Woodward and Washington to hear comments for and against installing "Do Not Enter" signs on the east side of Woodward from northbound Woodward onto Ninth St.

Mr. Melville stated that the traffic study numbers are low. He iterated that a couple of years ago Mohawk had over 2,000 cars a day; he stated that those streets, on average, are under 1,000 cars per day. Mr. Melville stated that Ninth St. has 576 cars a day; that is at the low end. He commented that the number has lowered since the last traffic count. Mr. Melville stated that with the low numbers it is a hard case to present to the City Commission. He iterated that he has to go before the City Commission and explain to them why the Committee made this recommendation. Mr. Melville stated that the City Commission is going to look at the low numbers and ask for the justification. He commented that 85 percent of the cars that went down Ninth St. were traveling at 26 MPH or less.

Mr. Melville stated that 72 cars were traveling at a speed of 20 MPH or less. He stated that the numbers are low. Mr. Hahn commented that the comparison of Ninth St. and Mohawk has to be viewed with the recognition that Mohawk represents a half mile length between Lincoln and the service drive with far more residential destinations than in the two block segment of Ninth St. Mr. Hahn stated that one would expect far more trips along Mohawk because you have far more destinations.

Ms. Goldberg stated that she would like to hear more information about OCC and the problem with the speeders. She would like to know for certain whether the school was in session or not at the time of the study. Mr. Rucinski stated that OCC was in session at that time, he has an individual who is staying with him who was in school on that night.

Ms. Goldberg asked if he knew when the semester ends. Mr. Rucinski stated that he believes it is a 14 week semester.

Mr. Godek inquired about the petition. Mr. Danielson stated that the petitioner should consider the nearby businesses because this would deny them access to their business. He stated that this will be reviewed before the public notices are sent out.

Mr. Androff stated to the neighbors that he appreciates them bringing alternatives to the Committee and allowing them the opportunity to look at different options to reduce their anxieties. He would feel more comfortable if they could take the alternative that was presented tonight and have the Staff look at it and get some suggestions from the Fire Department. Mr. Androff stated that that would allow the Staff to bring up any issues that the Committee may not be privy of.

Mr. Hahn stated that the Committee could do both at the same time. When the public hearing is schedule they could get any input for the Staff at the hearing and that would avoid a two month delay. Mr. Androff stated that he is comfortable with that. Mr. Godek stated that he believes the best way to accomplish these changes is to circulate a petition with the correct wording from Staff and bring it to the next meeting.

Mr. Godek stated that he prefers using the signage of "No Right Turn" rather than a "Do Not Enter" sign. He encouraged the petitioner to have the local businesses sign their petition. Mr. Godek asked Mr. Danielson what he thinks would be most effective in terms of restricting time. Mr. Danielson stated that in looking at the traffic counts it looks like 9AM-9PM the traffic counts are consistent, it shows less than one car a minute.

Mr. Hahn stated that if a public hearing is held you are considering the most effective measure, the Committee can always adopt a less restrictive measure through the meeting without a problem. Ms. Goldberg is concerned about the clarity of the signage. Mr. Danielson stated that a "Do Not Enter" sign cannot be installed until drivers have made their turn. If you put up a "Do Not Enter" sign on the south that would indicate that the Service Drive traffic could not go anywhere.

Mr. Godek amended his motion. Mr. Scott agreed.

Recommend (1) Engineering Department provides alternative signage options for Ninth St. at Woodward and at Washington. (2) Petitioner to turn into Engineering a petition from neighbors on both the north and south side of Ninth, as well as businesses between Lincoln and Hudson with the following verbiage: Residents on Ninth St. between Woodward and Washington to hear comments for and against installing "No Right Turn" signs on the east side of Woodward from northbound Woodward onto Ninth Street.

YEAS: 7
ABSTENTION: 0
NAYS: 0
ABSENT: 0
MOTION PASSED

Estimated City Cost: \$

5.B. Request to remove the parking restrictions from the south side of Oakridge Ave. between west Farnum and the Sherman Service Road.

Mr. Melville asked Mr. Danielson to give the background on this item.

A request was received from Gregory Bayley, 707 Oakridge Ave., Royal Oak, MI 48067 to remove the parking restrictions from the south side of Oakridge Ave. between west Farnum and the Sherman Service Road.

The Staff Traffic Committee has reviewed this request and determined that (1) Oakridge is a 27' wide concrete street that was closed at Sherman Drive east of Woodward. (2) Currently the south side of Oakridge is signed "No Parking 2AM-9AM". (3) The north side of Oakridge is signed "No Parking". (4) The properties facing Oakridge are 100% in agreement with removing the parking restrictions on the south side of Oakridge between Farnum and the Sherman Service Road.

Chairperson Melville asked if there was anyone present to speak on this case.

Gregory Bayley
707 Oakridge Ave.
Royal Oak, MI

Mr. Bayley stepped forward and stated that he wants the "No Parking 9AM-5PM" signs to be removed on Oakridge west of Farnum because his wife's car has been backed into twice in the ten years they have lived there. He stated that there are approximately four or five cars that park in the street on that corner when there is parking across the street. Mr. Bayley stated that occasionally people from the apartments park there as well.

Suggested Recommendation:

The request to remove the "No Parking 9AM-5PM" signs on Oakridge west of Farnum be approved.

Mr. Melville asked if there was anyone else present to speak on this issue. No one stepped forward. The discussion returned to the committee.

Moved by: Richard Hahn
Supported by: Todd Scott

Recommend the request to remove the "No Parking 9AM-5PM" signs on Oakridge west of Farnum be approved.

Mr. Scott stated that this entire area has several different "No Parking" signs.

YEAS: 7
ABSTENTION: 0
NAYS: 0
ABSENT: 0
MOTION PASSED

Estimated City Cost: \$235.00

5.C. Request to remove the “Linden Terrace” sign at the end of the driveway at 2604 Rochester Road.

Mr. Melville asked Mr. Danielson to give the background on this item.

A request was received from Marguerite Tschirhart, 2604 Rochester Road, #5, Royal Oak, MI 48073, to remove the “Linden Terrace” sign at the end of the driveway at 2604 Rochester Road.

The Staff Traffic Committee has reviewed this request and determined that (1) the sign “Linden Terrace” is for a private drive, not a public street. (2) The sign was installed at the request of Linden Terrace Condominium Complex prior to 1996. (4) The Royal Oak Fire Department does not use this sign for fire or medical runs.

Chairperson Melville asked if there was anyone present to speak on this case.

Marguerite Tschirhart
2604 Rochester Road, #5
Royal Oak, MI

Ms. Tschirhart stepped forward and stated that she is the petitioner. She asked if they are responsible to hire someone to remove the post and sign. Mr. Danielson stated that they are responsible for removing the sign. He iterated that if she would like to return the sign to DPS; she is welcome to do that or she can dispose of it on her own.

Mr. Melville asked if there was anyone else present to speak on this issue. No one stepped forward. The discussion returned to the committee.

Suggested Recommendation:

The Linden Terrace Condominium Complex be allowed to remove the post and sign “Linden Terrace” at their own expense from the public right-of-way.

Moved by: Dan Godek
Supported by: Alexander Rucinski

Recommend Linden Terrace Condominium Complex be allowed to remove the post and sign “Linden Terrace” at their own expense from the public right-of-way.

YEAS: 7
ABSTENTION: 0
NAYS: 0
ABSENT: 0
MOTION PASSED

Estimated City Cost: \$0.00

5.D. Request to remove the “No Outlet” sign adjacent to 817 Cherokee Ave.

A request was received from Caroline Hirt, 817 Cherokee Ave., Royal Oak, MI 48067, to remove the “No Outlet” sign adjacent to 817 Cherokee Ave.

Mr. Melville asked Mr. Danielson to give the background on this item.

The Staff Traffic Committee has reviewed this request and determined that (1) The “No Outlet” sign is installed on a gravel east/west alley between Cherokee Ave. and Etowah. (2) The alley is closed at the rear property line of 817 Cherokee. (3) The sign is approximately 20 ft. east of the east right-of-way of Cherokee. The alley closure at the rear property line of 817 Cherokee is signed with an “ER-1” and a “No Outlet” sign.

Suggested Recommendation:

The request to remove the “No Outlet” sign 20’ east of east right-of-way at 817 Cherokee be approved.

Chairperson Melville asked if there was anyone present to speak on this case. No one stepped forward. The discussion returned to the committee.

Ms. Goldberg stated that she lives on Cherokee Ave. but she lives on the 1500 block and the removal of this sign would not affect her in anyway.

Moved by: Todd Scott
Supported by: Andrew Androff

Recommend the request to remove the “No Outlet” sign 20’ east of east right-of-way at 817 Cherokee be approved.

YEAS: 7
ABSTENTION: 0
NAYS: 0
ABSENT: 0
MOTION PASSED

Estimated City Cost: \$135.00

6. INFORMATION ONLY ITEMS

Mr. Danielson stated that the Traffic Signal Contract is complete; they installed the visually impaired traffic signals at Elmhurst and 14 Mile, 12 Mile and Connecticut and a third location at 13 Mile and Hillside. He commented that they are not functioning at this time due to lighting strikes.

Mr. Danielson stated that there is some talk that the Traffic Committee may be put on hold because of funding. As soon as he knows he will pass that information to the members so they will know what to expect. Mr. Danielson stated that he is not sure what is going to happen at this time.

Mr. Godek stated that he did watch the budget session, he inquired as to what would be the public’s method of requesting traffic items in the future. He questioned whether they would go in front of the City Commission or if they would not be handled. He commented that he did hear Mr. Danielson state that he thought it was a good idea to continue the Traffic Committee in some fashion. Mr. Danielson stated that he believes the City Commission would like it to continue but they are questioning how to fund for the work and staff. There has been some discussion as to allowing the Staff to make the final decision, but the reason this Committee came about was because there were complaints about the staff making decisions. Mr. Danielson iterated that he tries to keep any emotion out of the decision making process.

Mr. Scott stated that per Mr. Danielson's request he drove his bike to the intersection at Connecticut and 12 Mile and his bicycle was detected, but he needed to be right on top of where the signal is. He stated that if you are more than 4 inches away from the cut in the pavement it doesn't detect. He would recommend that he stick with his original plan.

Mr. Danielson stated that he will check the sensitivity because the loops should detect within 3 feet of the cut. Mr. Scott stated that the northbound seemed to read up to one foot and he has a steel bike. He iterated that the southbound signal would detect within 3 inches on either side of the loop at the stop bar.

Mr. Scott stated that he had friends check the detection with carbon fiber bikes and they could get the signal to trigger as long as they put their bike on top of the loop. Mr. Scott iterated that he talked to traffic engineers out of Chicago and they had no problems with their system. Mr. Danielson asked Mr. Scott if that would be parallel or perpendicular to the light. Mr. Scott stated it is parallel.

Mr. Scott stated that there is a sign in the MMUCD that states you are to put your bicycle over the signal. He stated that two bills have been introduced into the house. House Bill 6151 and 6152 called the Complete Streets Act. Complete Streets are streets that work for all users, not just those using a car. This bill would require any city receiving Act 51 Road Funding to have a Complete Street's Policy within two years. A Complete Streets Policy means that when you rebuild a road you make sure you have a sidewalk put in, a bike lane that accommodates bikes, meet ADA requirements, public transit, etc.

Mr. Scott stated that on May 26th he will be attending a State Bike Advocacy meeting and he will be talking to legislators about it and he will be giving a testimony to the House Transportation Committee on Thursday; Representative Donigan is co-signing the Bill. Mr. Danielson stated that he is aware of the bill, but he doesn't believe it is required on every street. Mr. Scott commented that not every street has to have bike lanes; it would depend upon the usage. Mr. Scott stated that if you are in a rural setting you wouldn't put sidewalks in if it is a farming community. He stated there are about 100 different cities and counties that have Complete Streets bills.

Mr. Danielson stated that he believes they have the funding to start the Non-motorized Traffic Study

7. ADJOURN

Elden R. Danielson, City Engineer

cc: Traffic Committee Members, Incl. Ex-Officio Members
Michael Melville, Chairperson
Dan Godek, Vice Chairperson
Richard Hahn
Dana Goldberg
Todd Scott
Andrew Androff
Alexander Rucinski
Mark Mutchler
Royal Oak City Commission
Bill Allen, Chamber of Comm.

Anders Linell, Royal Oak Schools
Tom Moline, Royal Oak Schools
Mark Weatherwax, PTA Council President
Chris Jahnke, Police Chief
Deputy Chief of Operations
Traffic Safety Officer
Patrick Mulligan, Acting Fire Chief
Tim Thwing, Director of Planning
Greg Rassel, Director of Rec. & Public Service
Scott Newman, Information Systems

- 5.A. Kathleen McCreedy Hall, 325 Ninth Street, Royal Oak, MI 48067**
- Stephanie Podolan, 501 N. Ninth Street, Royal Oak, MI 48067**
- Pat Teeley, 521 N. Ninth Street, Royal Oak, MI 48067**
- John Hall, 325 Ninth Street, Royal Oak, MI 48067**
- Abby Elowsky, 520 Ninth Street, Royal Oak, MI 48067**
- Holly Matthews, 329 Ninth Street, Royal Oak, MI 48067**
- 5.B. Gregory Bayley, 707 Oakridge Ave., Royal Oak, MI 48067**
- 5.C. Marguerite Tschirhart, 2604 Rochester Road, #5, Royal Oak, MI 48073**
- 5.D. Caroline Hirt, 817 Cherokee Ave., Royal Oak, MI 48067**