



AGENDA
Committee on Public Safety
Wednesday, October 17, 2018 @ 3:30 p.m.
City Council Conference Room, 10th Floor

Council Member Carol Wood, Chair
Council Member Adam Hussain, Vice Chair
Council Member Jeremy Garza, Member

- 1. Call to Order**
- 2. Roll Call**
- 3. Minutes**
 - October 10, 2018
- 4. Public Comment on Agenda Items**
- 5. Discussion:**
 - A. UPDATE FROM LAW– 3801 Walton & Future Enforcement
 - B. UPDATE FROM LAW– Logan Square
 - C. UPDATE FROM LAW –Pleasant Grove Holmes Shopping Center
 - D. RESOLUTION – Traffic Control Order #18-003; Intersection of Hanover Drive and Wellesley Drive
 - E. RESOLUTION – Traffic Control Order #18-008 and #18-009; Wexford Rd between Viola Drive and Jolly Road
 - F. RESOLUTION – Traffic Control Order #18-019; Shiawassee Street between Verlinden Avenue and Memphis Street
 - G. RESOLUTION – Traffic Control Order #18-030; Pere Marquette Drive between Shiawassee Street and Michigan Avenue
 - H. RESOLUTION – Traffic Control Order # 18-040; Intersection of Barnes Avenue and Washington Avenue
 - I. ORDINANCE & DISCUSSION - Amendments to Chapter 1284.20 Guidelines, Requirements and Exemptions for Lighting of Off-Street Parking
 - J. DISCUSSION – 2am – 5am Parking Enforcement
- 6. Other**
- 7. Adjourn**



Public Safety

DATE Oct 17, 2018

[illegible]



MINUTES
Committee on Public Safety
Wednesday, October 10, 2018 @ 3:30 p.m.
City Council Conference Room, 10th Floor

CALL TO ORDER

The meeting was called to order at 3:35 p.m.

ROLL CALL

Council Member Carol Wood, Chair
Council Member Adam Hussain, Vice Chair
Council Member Jeremy Garza, Member

OTHERS PRESENT

Sherrie Boak, Council Staff
Mitch Whisler, Public Service
Council Member Spadafore
Nancy Mahlow
Bruce Krueger- left before the meeting started
Elaine Womboldt
Harold Leeman
Jim Smiertka, City Attorney
Charles Hickman, WMU Cooley Law School
Steve Shaw, Building Official
Greg Venker, Assistant City Attorney- arrived at 4:08 p.m.

Minutes

MOTION BY COUNCIL MEMBER HUSSAIN TO APPROVE THE MINUTES FROM OCTOBER 3, 2018 AS PRESENTED. MOTION CARRIED 3-0.

Council Member Wood referenced the minutes for Mr. Smiertka and provided him with a copy.

Public Comment

Ms. Mahlow voiced a concern on parking issue with Arcadia Ale which is a new business, and now has parking overflow on the streets and vacant lots. Confirmed she contacted the LPD, and noted all the issues occur from 7pm to 2 am. Ms. Mahlow stated her opinion that vehicles should be towed from other businesses when this businesses clients park there. Council Member Wood asked Mr. Whisler to research traffic orders for those streets, and she will speak to the LPD on parking enforcement.

Ms. Mahlow then commented on the later agenda item on 2am – 5 am parking enforcement, and asked for no “blanket” ordinance for the City, but wanted a specific ordinance for each section of the City.

Mr. Hickman, WMU Cooley Law School presented a hand out on a parking study the students at WMU Cooley Law School did. His comments were on the parking rate increase, and impact on the students. Their interest was into a student discount from the \$12.50 daily rate in a ramp to a lower rate. Mr. Hickman spoke to some students who stated that when the rates were increased in July they were not notified of the increase. Mr. Hickman then provided information on a recent physical assault in the ramp, and noticed there are no emergency alert systems or cameras, and asked for more police presence in the ramps. Council Member Wood asked Mr. Whisler to check on the student rate that was provided to LCC a few years ago. Mr. Whisler confirmed he could check, but noted they are not involved in the ramps. Council Member Wood noted that Mr. Gamble, Parking Manager, will be invited to a future meeting to speak on installing safety measures. Mr. Hickman noted that there are light bulbs that are burnt out in the Townsend Ramp.

Mr. Leeman spoke about clean up on bridges near Vine, and acknowledged it had been done but wanted it maintained.

DISCUSSION/ACTION:

ORDINANCE – Chapter 1284.20; Guidelines, Requirements and Exemptions for Lighting of Off-Street Parking

Council Member Wood noted that at the public hearing, there were comments on motion lights and asked Mr. Shaw about it. He was given time to review the ordinance and the Committee moved to the next item.

ORDINANCE & DISCUSSION - Amendments to Chapter 1060; Broaden & Clarify Enforcement of Trash and Recycling Bins

Mr. Smiertka noted there were questions on the language addressing the placement of the bin after it was removed from the right of way, and Law determined the language was overbroad, so they suggested it be taken out. Council Member Wood stated it would be on the October 22, 2018 Council agenda for adoption and immediate effect and asked for notices be sent with the trash bill, coordinate with Granger, and put in neighborhood information. She then noted that at Churchill Downs Waste Management was collecting and do not have license, so she asked Law to make sure that when they get their license this language is added. Council Member Garza stated Eric Refuse is also a contractor but has no license. Mr. Shaw was asked to follow up with Code Compliance since that is the City contractor for Code Compliance and they have firsthand contact with them. Mr. Smiertka asked for clarification on the City Attorney role in the Waste Management request, and was told that when they submit for their annual license, this ordinance needs to be noted in it documenting that their bins will be picked up and they have to come get them from Public Service, similar to what Granger has already agreed to.

Ms. Womboldt inquired into if Waste Management would be fined for picking up trash without a license.

MOTION BY COUNCIL MEMBER HUSSAIN TO APPROVE THE ORDINANCE FOR AMENDMENTS TO CHAPTER 1060 FOR TRASH AND RECYCLING BINS. MOTION CARRIED 3-0.

ORDINANCE – Chapter 1284.20; Guidelines, Requirements and Exemptions for Lighting of Off-Street Parking- continued

Mr. Shaw that he is aware of sensors for lights but could not confirm for exterior parking lot light so would check and report back. Council Member Wood informed Mr. Smiertka that her request is that all developments are abiding by this new ordinance. At past meetings, she stated Mr. Venker told her that if there was a certain amount of percentage of repairs being done this ordinance could be applied. Mr. Smiertka suggested they could amend the ordinance to state that if there was 50% or more in repairs they would have to comply with this ordinance. Council Member Wood placed the item on pending until Mr. Venker could attend because she wanted the ordinance or rule that says if there is a percentage of work done they comply, tie-barred with this new ordinance.

Council Member Spadafore suggested with existing parking lots, they can install lighting that would come on with any foot traffic or traffic, instead of requiring that all parking lot lights come on at dark.

RESOLUTION – Traffic Control Order ~~18-014~~ 18-041 & 18-042 Parking Regulations on Allegan St. between Walnut & Townsend; Townsend Between Allegan St. & Washtenaw Street

Mr. Whisler informed the Committee that the City received a request from the Senate to prohibit parking adjacent to the building. Council Member Wood asked Mr. Whisler and Law how much the State still owed for their use of the Townsend Ramp. There was no number available at this time. Mr. Whisler informed the Committee that Allegan is not owned by the City but is a State trunk line, so they can do that section. The request for Townsend is a City street and the request would require the removal of five (5) parking spaces for loading. The temporary orders are in place and both streets have been acted on, and there have been no issues or complaints. Council Member Wood suggested separating out the two Traffic Control Orders and only addressing #18-041 for Allegan Street at this time.

MOTION BY COUNCIL MEMBER HUSSAIN TO APPROVE THE RESOLUTION FOR TRAFFIC CONTROL ORDER 18-041 FOR THE ALLEGAN STREET PORTION. MOTION CARRIED 3-0.

Council Member Wood acknowledged that she would draft a letter as the Committee Chairperson to the State that said “once they pay their bill, the City would consider their request.” She then reminded Mr. Whisler that since the temporary order has expired, the stripping should be removed.

Traffic Control Order 18-042 was placed on pending.

RESOLUTION – Traffic Control Order 18-029; Parking Regulations on the 200 Block of South Walnut Street

Mr. Whisler confirmed this item has been in place since 2015, and it was reviewed for a site obstruction and based on the review they are recommending to remove one meter at the SW Corner of Walnut and Allegan to improve sight distance. Currently the meter has been taken out of commission.

MOTION BY COUNCIL MEMBER GARZA TO APPROVE THE RESOLUTION FOR TRAFFIC CONTROL ORDER 18-029. MOTION CARRIED 3-0.

RESOLUTION – Traffic Control Order 18-031; Parking Regulations along the 400 Block of Townsend Street

Mr. Whisler informed the Committee that this was a request from the Veterans Memorial Court House to remove a parking space north of the driveway because it obstructed the view of egress.

MOTION BY COUNCIL MEMBER HUSSAIN TO APPROVE THE RESOLUTION FOR TRAFFIC CONTROL ORDER 18-031. MOTION CARRIED 3-0.

ORDINANCE – Chapter 1284.20; Guidelines, Requirements and Exemptions for Lighting of Off-Street Parking- continued

Council Member Wood asked Mr. Venker since he was now present at the meeting, and refreshed the conversation that if a parking lot was worked on, could it be tied to this ordinance. Mr. Venker stated it can be tied to, and falls under the Zoning Code. With changes under the classifications in non-conform, if there is a change whatever the non-conformity is to a certain percentage as defined in the ordinance and so they are required to bring into conformity.

Mr. Shaw noted for the Committee that since the start of the meeting he was able to confirm that the N. Capital Ramp has light sensors in it so there could be options for placing that requirement in this ordinance. Council Member Wood asked if there was a certain time factor the motion activated lights were on, and asked Law to check the ordinance for adding this item. She informed Mr. Smiertka she would speak to him on Friday on this. Mr. Shaw stated he would speak to the National Electrician on their code to see what code speaks to on these types of lights. Law also was asked to confirm the percentage that is required to now comply if you are currently non-conforming.

DISCUSSION – 2am – 5am Parking Enforcement

Council Member Wood recapped what she took from the neighborhood discussions on no parking 2 a.m. – 5 a.m., and noted the majority wanted enforcement, and different neighborhoods had different needs but she believed the City needs to make sure things work in the City as a whole, not to say do one type or enforcement on one street and something different on another. She noted she also heard that snow plowing would be impacted if they went with every other side parking based on even/odd, and in some areas parking on both sides of the streets would be difficult, such as in Colonial Village. Lastly she mentioned a permit system, one where it would require the resident has a need for it, can be done annually, examined for life changes and special permits for overnight guests. An email from the Internal Auditor was referenced in the packet and it was noted when there was parking enforcement during this time they could write 1,000 in a 3 months span and generate \$240,000. She was encouraged by the enforcement but would need the commitment from the Administration they would hire an office again to do it, not require the LPD officers to do it. Council Member Garza concurred with all the statements made thus far, and suggested color coded permits for each area of the City. Council Member Hussain also concurred on the statements made, but added they there should be a mechanism so they have to park in front of their homes and Council should also consider a seasonal parking permit as well. Council Member Wood suggested the first meeting should be with the Administration present to agree to having enforcement, and also consider equipment for a drive-by scanning mechanisms which would generate a ticket. Lastly, they should invite the Economic Development office for zoning and the applications to see who in that office would look at the “need” basis. Council Member Garza Jeremy – when apply for application, take into consideration discounts for seniors, assisted living and students. Council Staff was to invite the Administration to the next meeting and Mr. Shaw was to invite zoning.

Other

Mr. Smiertka confirmed his office has sent demand letters to the State for their parking at Townsend Ramp and currently he believes they owe between \$500,000-\$750,000.

Mr. Venker spoke back to the lighting ordinance requirement, stating it is a relevant to a percentage; 35% work done to the store, if nonconforming, and exceeds 35% then they must bring into conformity. The code he cites was 1294.07 Class B Non-conformities, which is the less permissive in non-conformity, and it specifically references that not in compliance with Chapter 1284 with parking.

Mr. Smiertka noted for the Committee that the owner for 3801 Walton, who was present at the start of the meeting, was not invited by law. A letter was sent to the owner to meet with the City Attorney, LPD and Code. Prior to the meeting they spoke to the owner who confirmed once he got the letter he would contact Law to make the appointment. Council Member Wood pointed out to Mr. Smiertka that her desire was to have a letter generated within 5 working days from the meeting that the owner will sign. Council Member Garza stated he too spoke to the owner who stated all the items from the 2017 meeting were done, but Council Member Garza went on site and found broken windows. Council Member Wood asked Mr. Smiertka to invite building safety and Officer Arnold to the meeting as well. Council Member Hussain suggested law look back at the notes from the 2017 meeting with Ms. Sumner in their office for list of items including cameras, removal of an egress, and screening tenants.

Mr. Smiertka then noted that he was working on his interviews and reports on Logan Square and the Pleasant Grove/Holmes development for the October 17th Committee meeting. He was asked to confirm status on a liquor license, and the current ownership.

Ms. Mahlow again asked for parking enforcement at fire hydrants and more signs that prohibit parking in the distance from the corner.

ADJOURN

Adjourned at 4:48 p.m.

Submitted by Sherrie Boak,

Recording Secretary

Lansing City Council

Approved as presented: _____

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**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 18-003

FILE: Hanover Drive and Wellesley Drive

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions at the intersection of Hanover Drive and Wellesley Drive has been made; and as a result of said investigation, it is hereby directed that:

All eastbound and westbound traffic on HANOVER DRIVE shall yield the right-of-way to northbound and southbound traffic on WELLESLEY DRIVE.

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: n/a

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY: _____

DATE: _____

Andrew K Kilpatrick, P.E.
Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

REPORT FROM THE SECRETARY #14-005

TRAFFIC CONTROL REQUEST: HANOVER DRIVE AND WELLESLEY DRIVE

The Transportation and Non-Motorized Section conducted an investigation to determine sight distance and traffic control requirements at the intersection of Hanover Drive and Wellesley Drive. This study was conducted as part of the program to investigate all uncontrolled intersections in the city.

The intersection of Hanover Drive and Wellesley Drive is a four-way, uncontrolled intersection. Hanover Drive begins at Edwin Place and ends at Hampden Drive, where it picks up the Hampden Drive name for one block to Belaire Drive, where its name changes name to Belaire Drive and continues one block to Pleasant Grove Road. Hanover Drive is 29 feet wide with a relatively flat grade in near the intersection with unrestricted parking along the south and north sides of the street. Wellesley Drive is three blocks long beginning at Woodview Drive and ending at Belaire Drive. Wellesley Drive is 30 feet wide in this area with unrestricted parking along the east and west sides of the street. Wellesley Drive is relatively flat south of the intersection but slopes up to the north through the intersection and to the north of it.

A safe approach speed study was performed and revealed a safe approach speed of nineteen (19) miles per hour (MPH) due to the trees in the northwest and northeast quadrants of the intersection. This critical safe approach speed applies to vehicles traveling southbound along Wellesley Drive and vehicles traveling both ways along Hanover Drive into the intersection.

A review of the traffic crash records for this intersection indicates there have been no reported crashes from January 1, 2009 to December 31, 2013.

The City's standard for intersection control at four-way intersections, in the absence of other considerations including accidents, or pedestrian activity adjacent to schools, is to install yield control except where safe approach speeds are 10 miles per hour or less, in which case stop control is recommended.

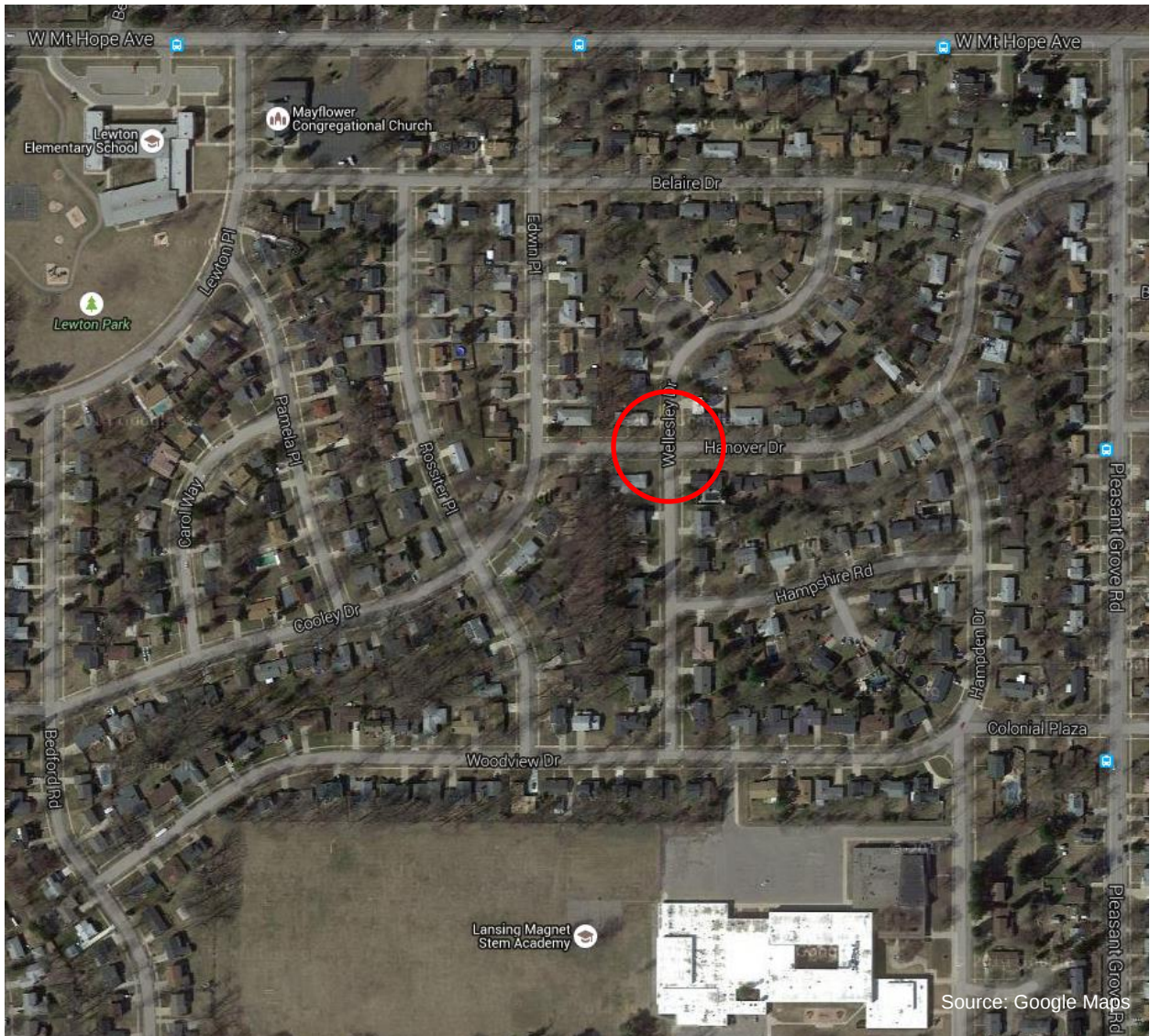
The Transportation and Non-Motorized Section recommends the installation of yield signs on Hanover Drive at Wellesley Drive due to the safe approach speed and to eliminate right-of-way confusion at this intersection.

December 1, 2014

REPORT FROM THE SECRETARY #14-005

TRAFFIC CONTROL REQUEST: HANOVER DRIVE AND WELLESLEY DRIVE

LOCATION DIAGRAM



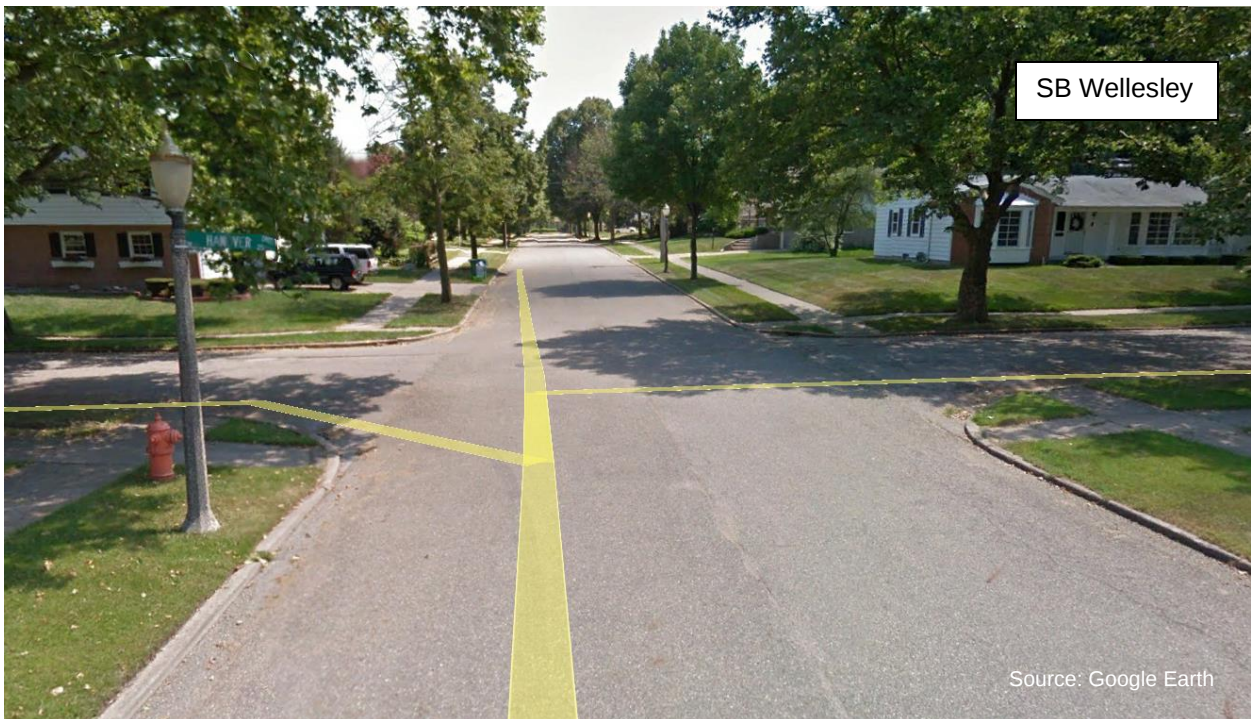
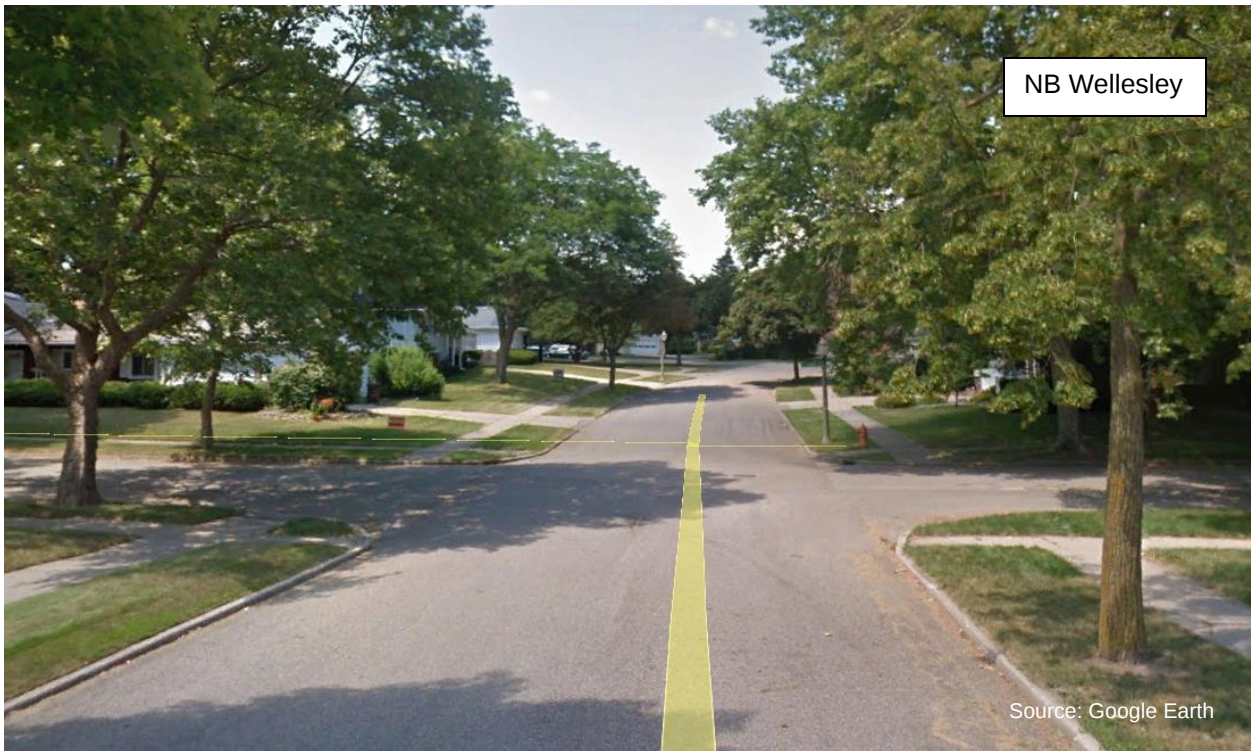
Public Service Board Action Date:
Passed: _____ Declined: _____

File: Hanover Dr & Wellesley Dr

December 1, 2014

REPORT FROM THE SECRETARY #14-005

TRAFFIC CONTROL REQUEST: HANOVER DRIVE AND WELLESLEY DRIVE

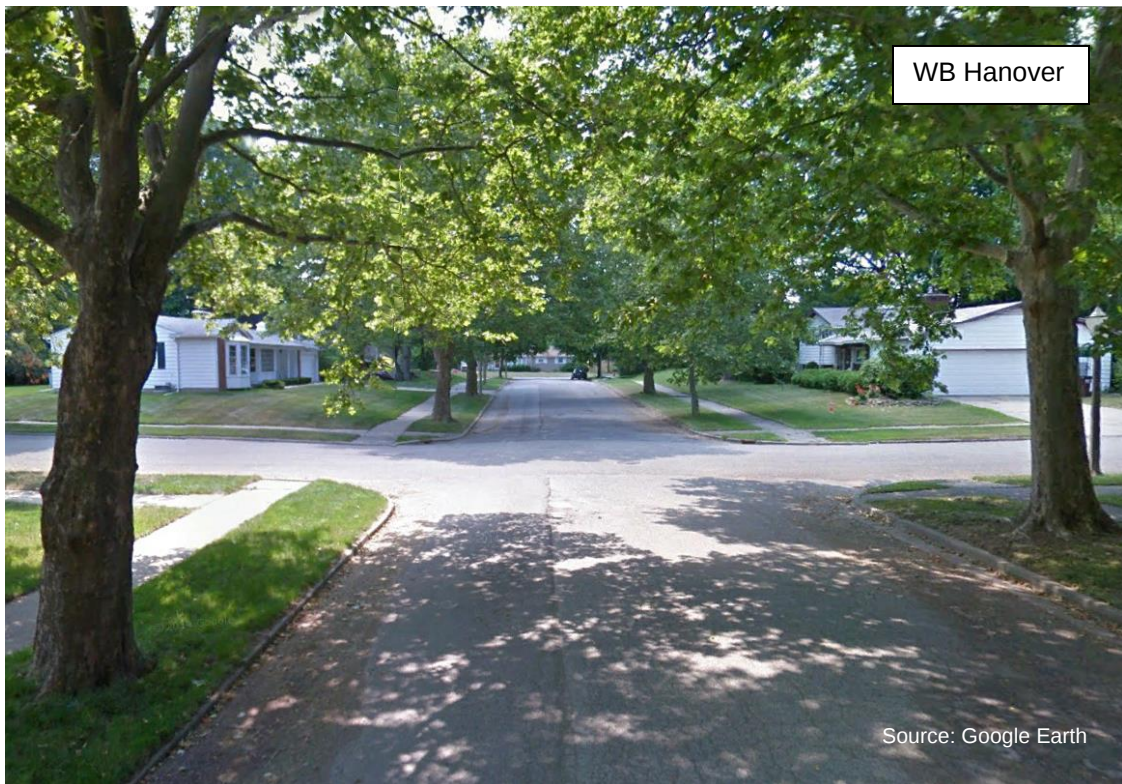
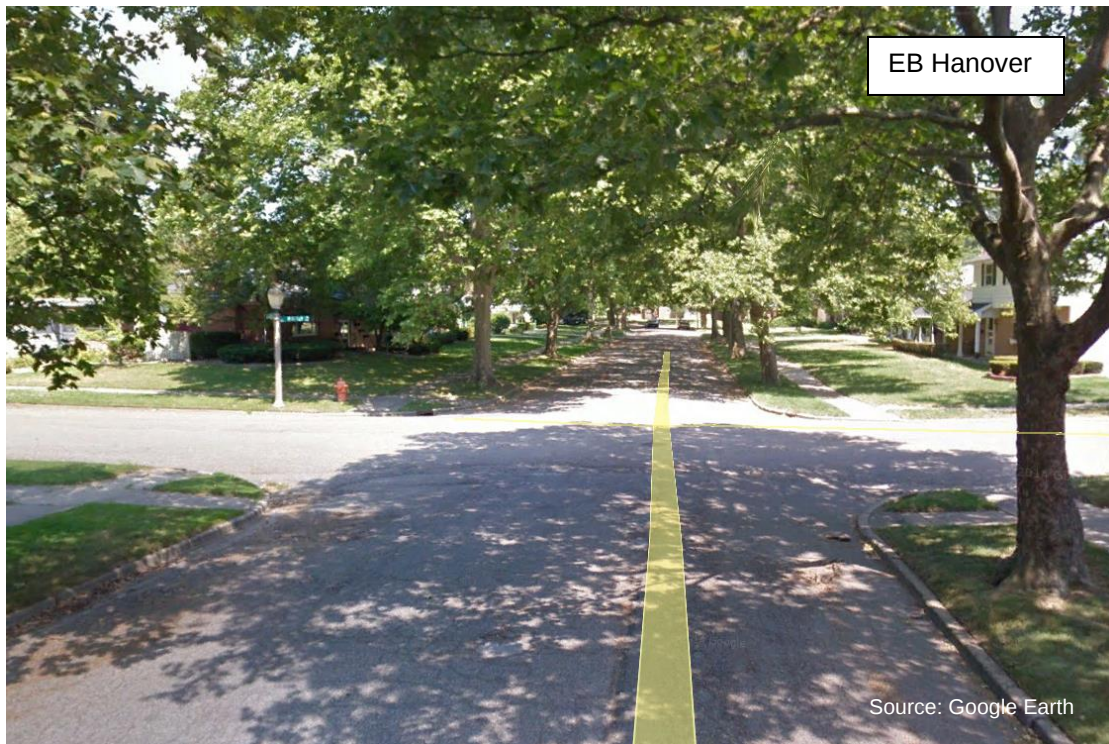


Public Service Board Action Date:
Passed: _____ Declined: _____

File: Hanover Dr & Wellesley Dr

REPORT FROM THE SECRETARY #14-005

TRAFFIC CONTROL REQUEST: HANOVER DRIVE AND WELLESLEY DRIVE



Public Service Board Action Date:
Passed: _____ Declined: _____

File: Hanover Dr & Wellesley Dr

BY THE COMMITTEE ON PUBLIC SAFETY
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Transportation and Non-Motorized Section of the Public Service Department conducted an investigation to determine sight distance and traffic control requirements at the intersection of Hanover Drive and Wellesley Drive; and

WHEREAS, based on the results of the study, the Transportation and Non-Motorized Section recommends the installation of yield signs on Hanover Drive at Wellesley Drive; and

WHEREAS, the minutes containing the Public Service Board's recommendation on this matter are on file with the City Clerk's office; and

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board; and

WHEREAS, the Committee on Public Safety reviewed the report and concurs with the recommendation of the Public Service Board.

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 18-003, thereby authorizing the Transportation Engineer to install yield signs on Hanover Drive at Wellesley Drive;

BE IT FINALLY RESOLVED that Traffic Control Order No. 18-003 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate signs are installed.

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 18-008

FILE: WEXFORD ROAD

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions along Wexford Road has been made; and as a result of said investigation, it is hereby directed that:

All vehicular traffic on WEXFORD ROAD between Viola Drive and Jolly Road shall be required to travel one-way northbound on Monday, Tuesday, Thursday, Friday between the hours of 8:00 a.m. and 9:00 a.m., on Wednesday between the hours of 10:00 a.m. and 11:00 a.m., and on Monday through Friday between the hours of 3:30 p.m. and 4:30 p.m, School Days.

The following Traffic Control Order(s) is/are hereby rescinded: <n.a.>

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY: _____

DATE: _____

Andrew K Kilpatrick, P.E.
Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 18-009

FILE: Wexford Road

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions along Wexford Road between Viola Drive and Jolly Road has been made; and as a result of said investigation, it is hereby directed that:

On the east side of WEXFORD ROAD the following regulations shall apply:

Parking shall be prohibited from 285 feet north of Viola Drive to 355 feet north of Viola Drive;

Parking shall be prohibited from 615 feet north of Viola Drive to 720 feet north of Viola Drive;

Parking shall be prohibited from 80 feet south of Jolly Road to Jolly Road;

On the west side of WEXFORD ROAD the following regulations shall apply:

Parking shall be prohibited from Jolly Road to 200 feet south of Jolly Road.

The following Traffic Control Order(s) is/are hereby rescinded: <n.a.>

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY: _____

DATE: _____

Andrew K Kilpatrick, P.E.
Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

REPORT FROM THE SECRETARY #15-008

TRAFFIC AND PARKING REGULATION CHANGE REQUEST: WEXFORD ELEMENTARY SCHOOL

The Transportation and Non-Motorized Section of the Public Service Department's Engineering Division received a request from the staff at Wexford School to evaluate the parking regulations along Wexford Road near the Wexford School driveways, and to alter traffic operations along Wexford Road near Wexford School. The Transportation and Non-Motorized Section conducted a field check of existing traffic operations and existing sign placements along Wexford Road.

Wexford Road between Jolly Road and Viola Drive is 30 feet wide. Along the east side of Wexford Road, parking is prohibited from 80 feet south of Jolly Road to Jolly Road. Parking along the west side of Jolly Road is prohibited from Jolly Road to 200 feet south of Jolly Road.

Based on the request from the staff at Wexford School, the Transportation and Non-Motorized Section recommends that parking be prohibited along the east side of Wexford Road from 285 feet north of Viola Drive to 355 feet north of Viola Drive (at the southern driveway of the school) and from 615 feet north of Viola Drive to 720 feet north of Viola Drive (at the northern driveway of the school).

Furthermore, The Transportation and Non-Motorized Section recommends that all vehicular traffic on Wexford Road between Viola Drive and Jolly Road be required to travel one-way northbound school days during morning drop off and afternoon pick up times. These times are Monday, Tuesday, Thursday, and Friday between 8:00 a.m. and 9:00 a.m., Wednesday between 10:00 a.m. and 11:00 a.m., and Monday through Friday between 3:30 p.m. and 4:30 p.m.

This change was put in place on a trial basis on October 27th, 2015, after the school made contact with all residents on the affected section of Wexford Road to discuss the change. All residents understood the need for the change and almost every resident supported it. Feedback from the school after the change was implemented was

REPORT FROM THE SECRETARY #15-008

TRAFFIC AND PARKING REGULATION CHANGE REQUEST: WEXFORD ELEMENTARY SCHOOL

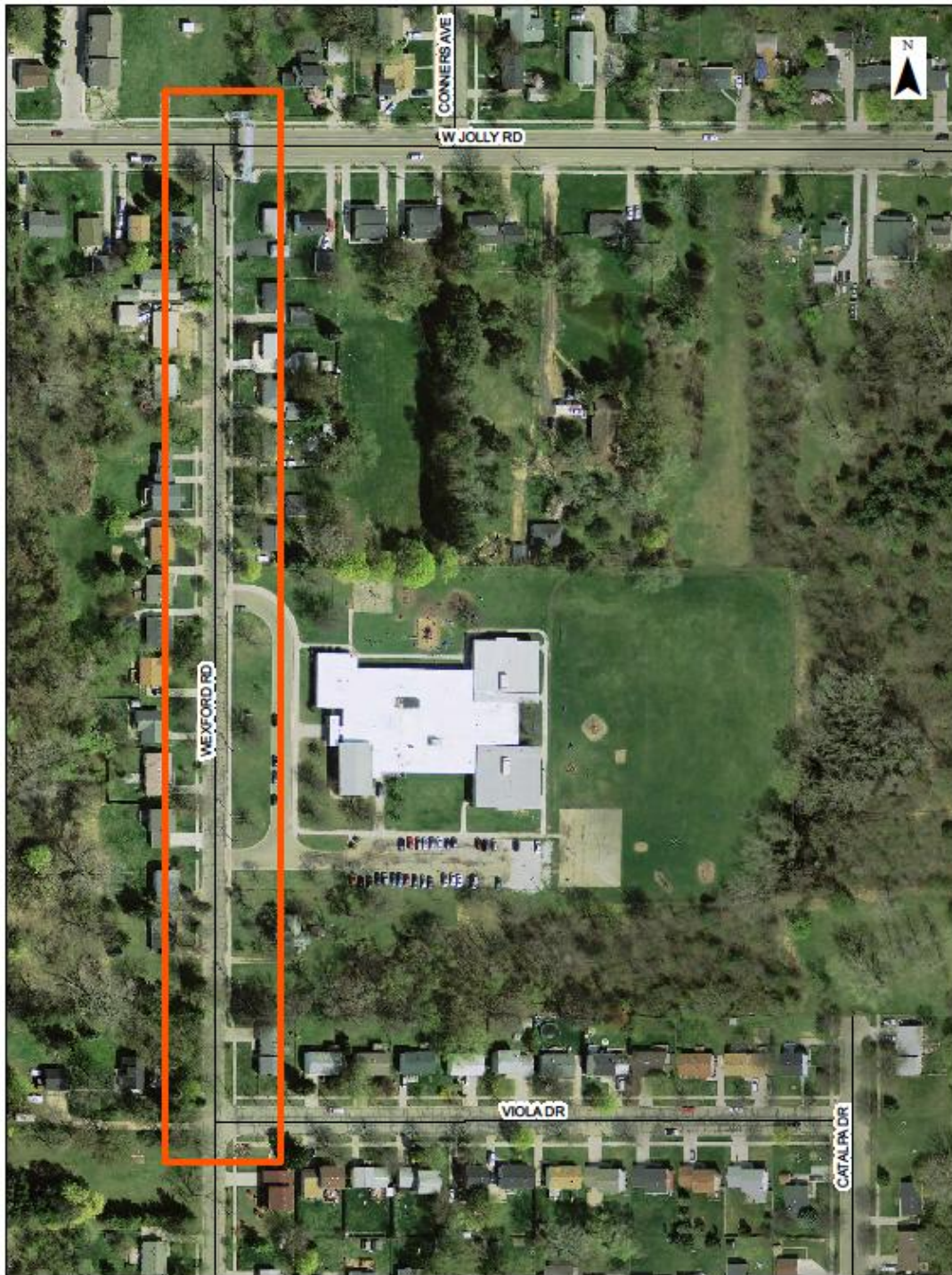
positive. There are occasionally drivers that still head south on Wexford Road during the restricted times. The Lansing Police Department is working to address this issue. Two complaints were received from residents on adjacent streets (Viola, Catalpa, Swanee, Penrose and Nonette) regarding the speed of traffic. The Transportation and Non-Motorized Section is working with the Lansing Police Department to address speeds in the neighborhood.

Based on the feedback received from the school on the positive impact the change has had on drop-off and pick-up operations and the limited amount of feedback received from the neighborhood indicating issues or concerns with the change, the Transportation and Non-Motorized Section recommends making the one-way northbound operations during mornings and afternoons permanent.

REPORT FROM THE SECRETARY #15-008

TRAFFIC AND PARKING REGULATION CHANGE REQUEST: WEXFORD ELEMENTARY SCHOOL

LOCATION DIAGRAM



REPORT FROM THE SECRETARY #15-008

TRAFFIC AND PARKING REGULATION CHANGE REQUEST: WEXFORD ELEMENTARY SCHOOL

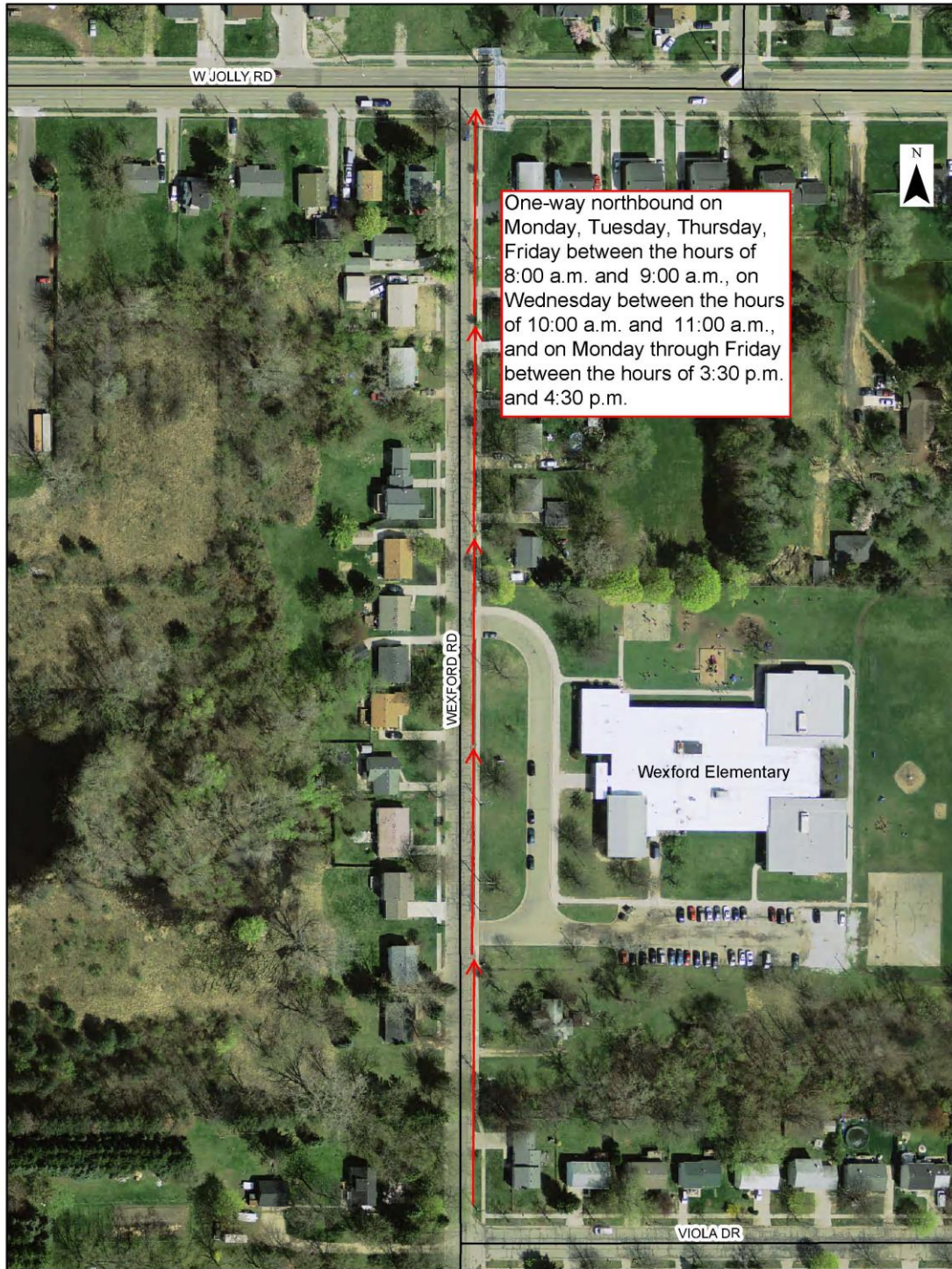
PARKING REGULATIONS



REPORT FROM THE SECRETARY #15-008

TRAFFIC AND PARKING REGULATION CHANGE REQUEST: WEXFORD ELEMENTARY SCHOOL

TRAFFIC OPERATIONS



BY THE COMMITTEE ON PUBLIC SAFETY
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Transportation and Non-Motorized Section of the Public Service Department received a request from the staff at Wexford School to evaluate the parking regulations along Wexford Road, and to alter traffic operations along Wexford Road;

WHEREAS, the Transportation and Non-Motorized Section conducted a study of existing traffic operations and sign placements along Wexford Road;

WHEREAS, based on the study and input from Wexford School, the Transportation and Non-Motorized Section recommends that parking be prohibited along the east side of Wexford Road in the vicinity of the school Driveways;

WHEREAS, The Transportation and Non-Motorized Section also recommends that all vehicular traffic on Wexford Road between Viola Drive and Jolly Road be required to travel one-way northbound on school days Monday, Tuesday, Thursday, and Friday between 8:00 a.m. and 9:00 a.m., Wednesday between 10:00 a.m. and 11:00 a.m., and Monday through Friday between 3:30 p.m. and 4:30 p.m., School Days;

WHEREAS, the minutes containing the Public Service Board's recommendation on this matter are on file with the City Clerk's office;

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board;

WHEREAS, the Committee on Public Safety reviewed the report and concurs with the recommendation of the Public Service Board;

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 18-008 and 18-009, thereby authorizing the Transportation Engineer to regulate traffic operations and parking along Wexford Road between Viola Drive and Jolly Road;

BE IT FINALLY RESOLVED that Traffic Control Order No. 18-008 and 18-009 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate signs are installed.

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 18-019

FILE: Shiawassee Street

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions along Shiawassee Street from Verlinden Avenue to Inverness Avenue has been made; and as a result of said investigation, it is hereby directed that:

The following parking regulations shall apply to the south side of SHIAWASSEE STREET;

Parking shall be prohibited from Verlinden Avenue to Inverness Avenue.

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: n/a

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY: _____

DATE: _____

Andrew K Kilpatrick, P.E.
Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

REPORT FROM THE SECRETARY #15-001

PARKING REGULATION SURVEY
SHIAWASSEE STREET BETWEEN VERLINDEN AVENUE AND MEMPHIS AVENUE

The Transportation and Non-Motorized Section received a request to change the parking regulations along Shiawassee Street from Verlinden Avenue to Memphis Street. Staff conducted a field check of the existing conditions. Shiawassee Street between Verlinden Avenue and Memphis Street is 30 feet wide. Along the north side of Shiawassee Street parking was prohibited from Memphis Street to Verlinden Avenue. Along the south side of Shiawassee Street parking was prohibited from Verlinden Avenue to Inverness Avenue.

To allow the public an opportunity to comment on the proposed parking regulation options, the Transportation and Non-Motorized Section developed and mailed a survey to property owners and occupants along South Street with the two options listed below:

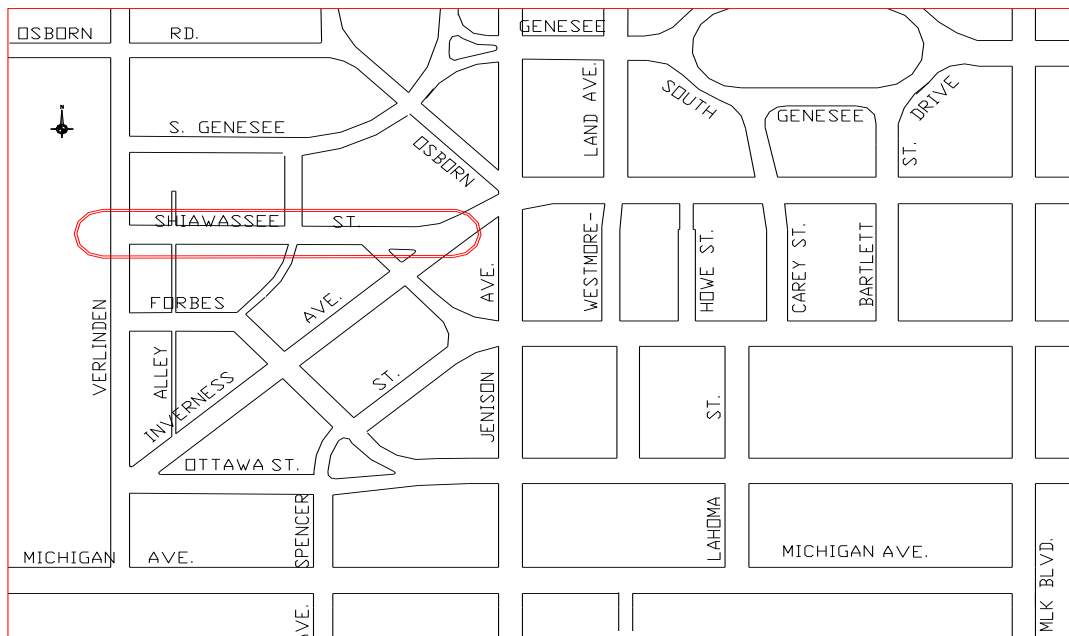
Option 1 – No Parking (No Change)

Option 2 – Allow parking on one side of the street

Three (3) of the 8 surveys mailed were returned, with 100% supporting Option 2.

Based on survey results and the street width the Transportation and Non-Motorized Section recommends removing the parking prohibition along the north side of Shiawassee Street from Verlinden Avenue to Memphis Street. This change has been implemented on a trial basis. No complaints have been received to date.

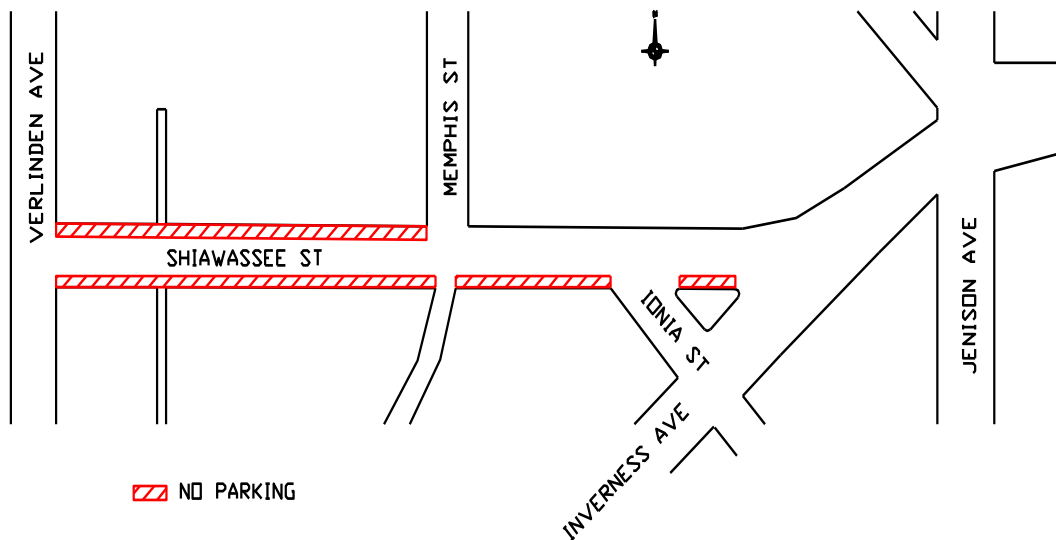
LOCATION DIAGRAM



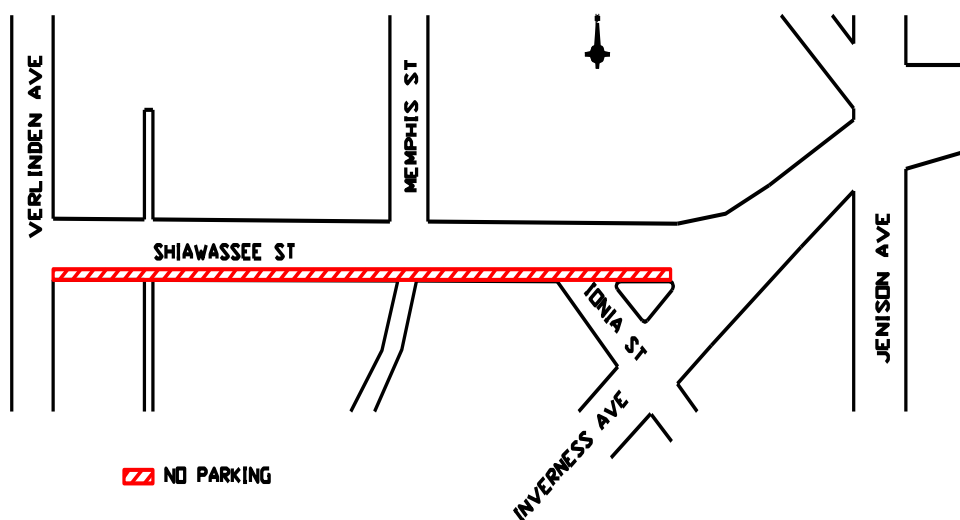
REPORT FROM THE SECRETARY #15-001

PARKING REGULATION SURVEY
SHIAWASSEE STREET BETWEEN VERLINDEN AVENUE AND MEMPHIS AVENUE

PRIOR EXISTING PARKING REGULATIONS



PROPOSED / EXISTING PARKING REGULATIONS



BY THE COMMITTEE ON PUBLIC SAFETY
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Transportation and Non-Motorized Section received a request to evaluate the parking regulations along Shiawassee Street from Verlinden Avenue to Memphis Street. Staff conducted a field check of the existing conditions; and

WHEREAS, the Transportation and Non-Motorized Section staff conducted a field check of the existing conditions and mailed a survey to property owners and occupants along Shiawassee Street; and

WHEREAS, based on survey results and the street width the Transportation and Non-Motorized Section recommends removing the parking prohibition along the north side of Shiawassee Street from Verlinden Avenue to Memphis Street; and

WHEREAS, this change has been implemented on a trial basis and no complaints have been received to date; and

WHEREAS, Public Service Board concurred with the recommendation as the minutes are on file with the City Clerk's office; and

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board; and

WHEREAS, the Committee on Public Safety reviewed the report and concurs with the recommendation of the Public Service Board.

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 18-019, thereby authorizing the Transportation Engineer to remove parking restrictions along the north side of Shiawassee Street from Verlinden Avenue to Memphis Street;

BE IT FINALLY RESOLVED that Traffic Control Order No. 18-019 shall become effective when signed by the Transportation Engineer and filed with the City Clerk.

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 18-030 (page 1 of 2)

FILE: Pere Marquette Drive

In accordance with Ordinance Number 761 as amended, an investigation of the traffic conditions on Pere Marquette Drive has been made; and as a result of said investigation, it is hereby directed that:

On the west side of PERE MARQUETTE DRIVE the following regulations shall apply:

Parking shall be prohibited from Shiawassee Street to 93 feet south of Shiawassee Street;

No vehicle shall remain parked for a period exceeding ten (10) hours between the hours of 8:00 a.m. and 6:00 p.m. Monday through Friday from 93 feet south of Shiawassee Street to 194 feet south of Shiawassee Street;

Parking shall be prohibited from 194 feet south of Shiawassee Street to 274 feet south of Shiawassee Street;

No vehicle shall remain parked for a period exceeding ten (10) hours between the hours of 8:00 a.m. and 6:00 p.m. Monday through Friday from 274 feet south of Shiawassee Street to 376 feet south of Shiawassee Street;

Parking shall be prohibited from 376 feet south of Shiawassee Street to 567 feet south of Shiawassee Street;

No vehicle shall remain parked for a period exceeding ten (10) hours between the hours of 8:00 a.m. and 6:00 p.m. Monday through Friday from 567 feet south of Shiawassee Street to 600 feet south of Shiawassee Street;

Parking shall be prohibited from 600 feet south of Shiawassee Street to 255 feet north of Michigan Avenue;

No vehicle shall remain parked for a period exceeding four (4) hours between the hours of 8:00 a.m. and 6:00 p.m. Monday through Friday from 255 feet north of Michigan Avenue to 185 feet north of Michigan Avenue;

Parking shall be prohibited from 185 feet north of Michigan Avenue to 165 feet north of Michigan Avenue;

No vehicle shall remain parked for a period exceeding four (4) hours between the hours of 8:00 a.m. and 6:00 p.m. Monday through Friday from 165 feet north of Michigan Avenue to 155 feet north of Michigan Avenue;

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 16-017 (page 2 of 2)

FILE: Pere Marquette Drive

Parking shall be prohibited from 155 feet north of Michigan Avenue to Michigan Avenue;

On the east side of PERE MARQUETTE DRIVE the following regulations shall apply:

Parking shall be prohibited from Michigan Avenue to 108 feet north of Michigan Avenue;

No vehicle shall remain parked for a period exceeding ten (10) hours between the hours of 8:00 a.m. and 6:00 p.m. Monday through Friday from 108 feet north of Michigan Avenue to 324 feet north of Michigan Avenue;

Parking shall be prohibited from 324 feet north of Michigan Avenue to 302 feet south of Shiawassee Street;

No vehicle shall remain parked for a period exceeding ten (10) hours between the hours of 8:00 a.m. and 6:00 p.m. Monday through Friday from 302 feet south of Shiawassee Street to 89 feet south of Shiawassee Street;

Parking shall be prohibited from 89 feet south of Shiawassee Street to Shiawassee Street;

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: n/a

ISSUED BY:

DATE:

Andrew Kilpatrick, P.E.
Transportation Engineer

RECEIVED FOR FILING:

SIGNED BY:

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK:

PUBLIC SERVICE BOARD REPORT #16-01

PARKING REGULATION CHANGE REQUEST: PERE MARQUETTE DRIVE

The Transportation and Non-Motorized Section received a request from the Parking Services Office to review the existing parking regulations along Pere Marquette Drive. The Transportation and Non-Motorized Section conducted a field check of the existing sign placements, and sent a survey to the area property owners to gather their input on parking needs along Pere Marquette Drive.

Pere Marquette Drive between the Shiawassee Street and Michigan Avenue is approximately 36 feet wide. The existing parking regulations are detailed in the diagram on the following page. **(See diagram of Existing Parking Regulations)**

Two options were proposed in the parking survey mailed to property owners along Pere Marquette Drive:

Option 1 – no change to the existing parking regulations

Option 2 – change the existing parking regulations (open write in comment area)

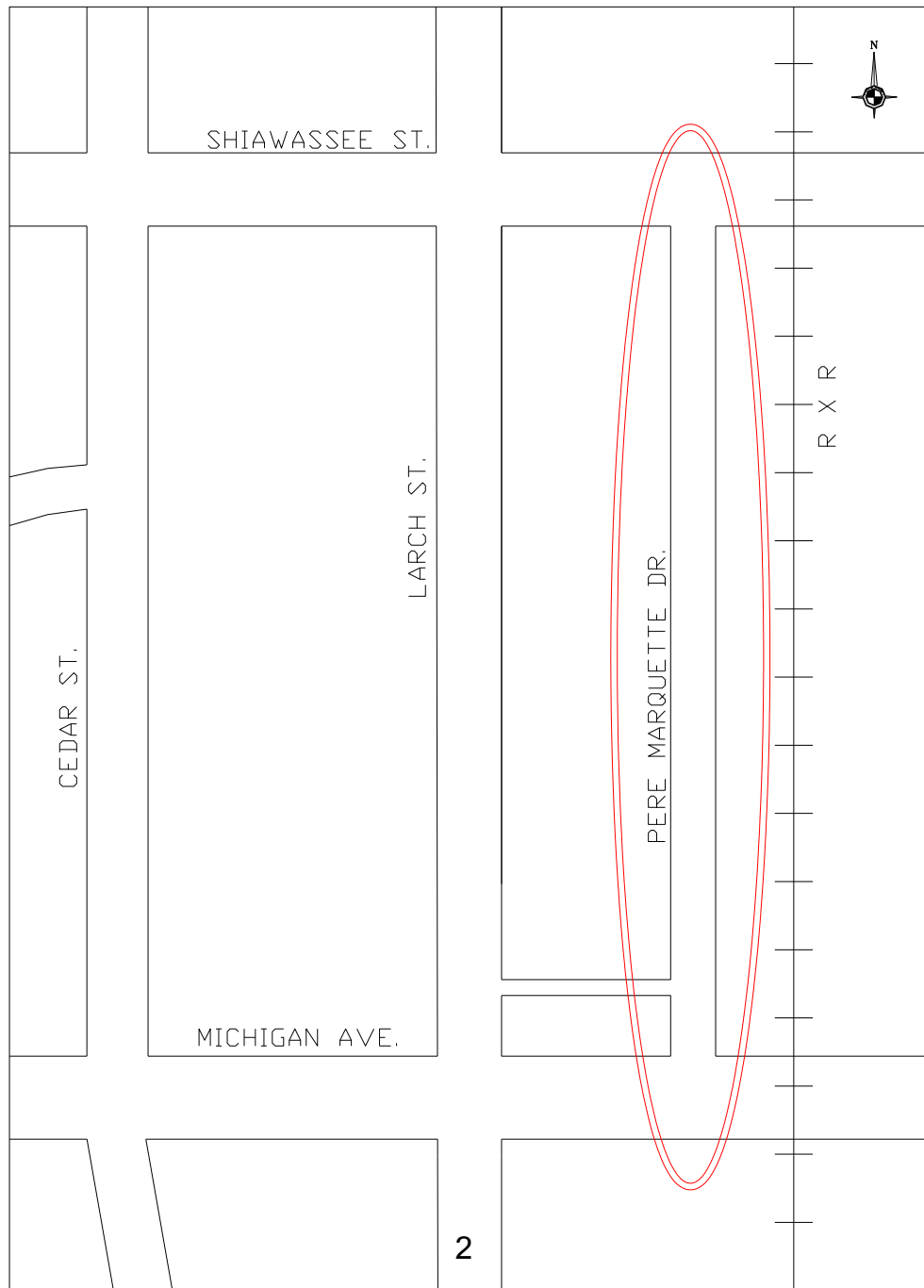
Of the 19 surveys mailed, 9 (47%) responses were received. Of the surveys returned, 45% supported no change to the existing parking regulations, 55% supported some change to the existing parking regulations. The changes recommended by the respondents included adding parking removing meters and increasing the time limit from one hour to four hours.

Based on the survey, a field review of the area and discussions between the Parking Service Office and businesses in the area, the Transportation and Non-Motorized Section recommends that the existing parking regulations along Pere Marquette Drive remain in place with the exception of the existing one hour metered parking along the west side of the street be changed. It is recommended that parking meters 1319 and 1320 in the middle of the block on the west side be changed from one hour to ten hour metered parking 8am - 6pm Monday through Friday and meters 1311 through 1318 near the south end of the block on the west side be changed from one hour to two hour metered parking 8am - 6pm Monday through Friday. **(See diagram of Proposed Parking Regulations)**

PUBLIC SERVICE BOARD REPORT #16-01

PARKING REGULATION CHANGE REQUEST: PERE MARQUETTE DRIVE

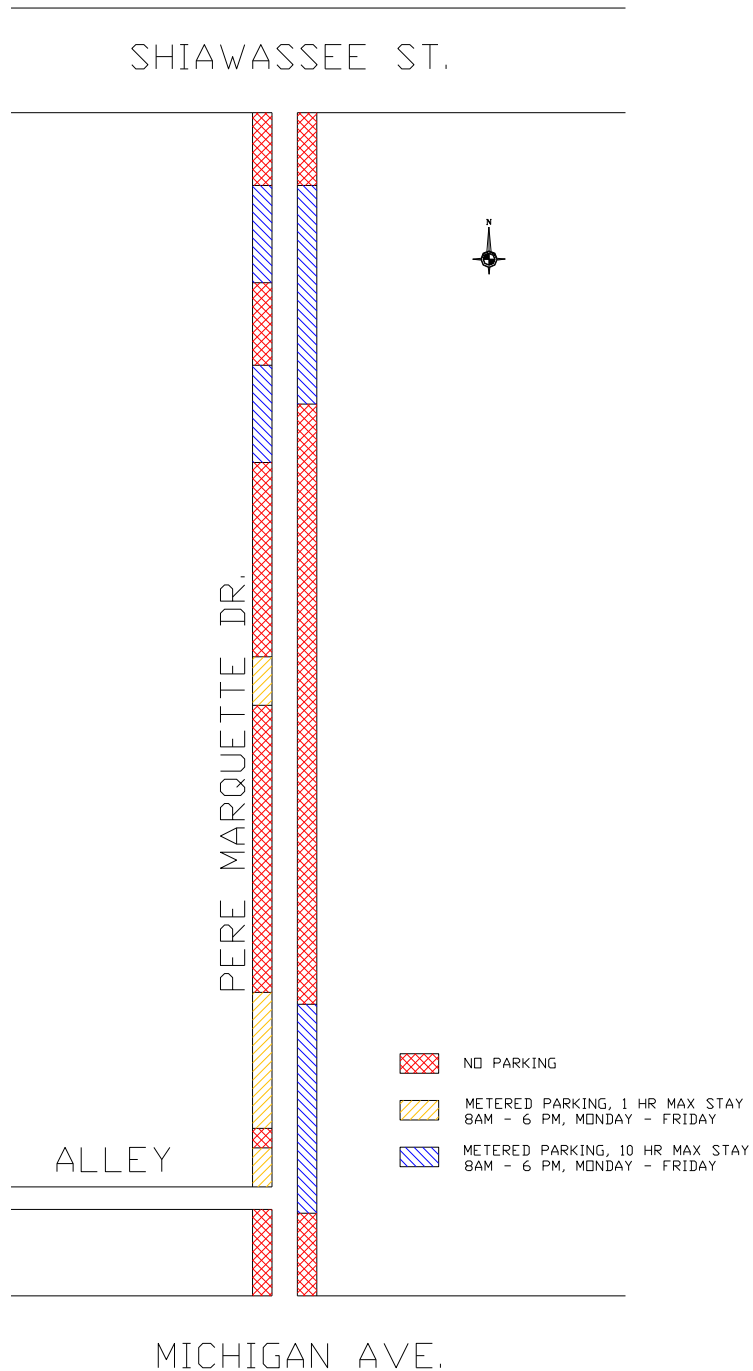
LOCATION DIAGRAM



PUBLIC SERVICE BOARD REPORT #16-01

PARKING REGULATION CHANGE REQUEST: PERE MARQUETTE DRIVE

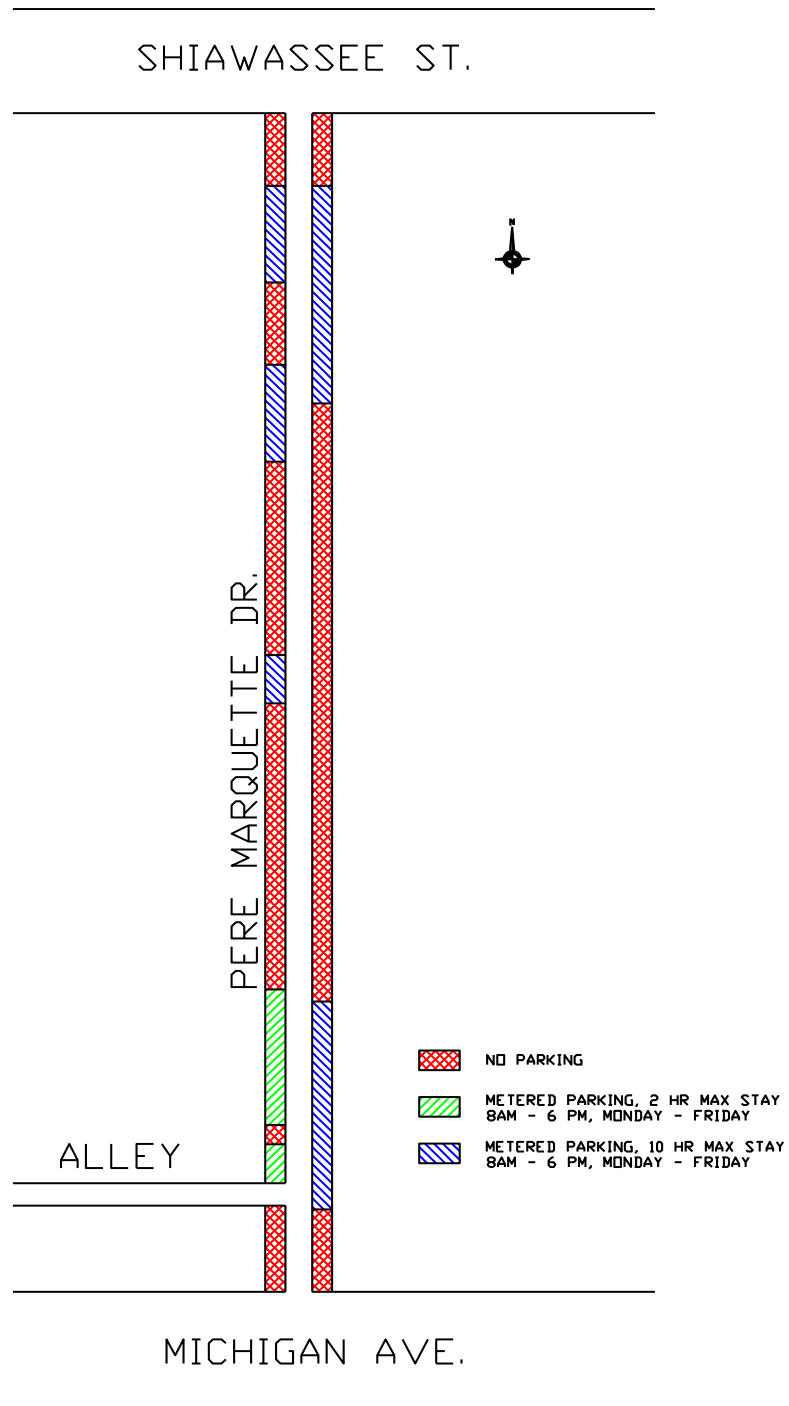
OPTION 1 - EXISTING PARKING REGULATIONS



PUBLIC SERVICE BOARD REPORT #16-01

PARKING REGULATION CHANGE REQUEST: PERE MARQUETTE DRIVE

OPTION 2 - PROPOSED PARKING REGULATIONS



BY THE COMMITTEE ON PUBLIC SAFETY
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Transportation and Non-Motorized Section of the Public Service Department received a request from the Parking Services Office to review the existing parking regulations along Pere Marquette Drive; and

WHEREAS, the Transportation and Non-Motorized Section conducted a field check of the existing sign placements, and sent a survey to the area property owners to gather their input on parking needs along Pere Marquette Drive; and

WHEREAS, based on the results of the survey, the Transportation and Non-Motorized Section recommends that parking meters 1319 and 1320 in the middle of the block on the west side be changed from one hour to ten hour metered parking 8am - 6pm Monday through Friday and meters 1311 through 1318 near the south end of the block on the west side be changed from one hour to two hour metered parking 8am - 6pm Monday through Friday; and

WHEREAS, the minutes containing the Public Service Board's recommendation on this matter are on file with the City Clerk's office; and

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board; and

WHEREAS, the Committee on Public Safety reviewed the report and concurs with the recommendation of the Public Service Board.

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 18-030, thereby authorizing the Transportation Engineer to regulate parking along Pere Marquette Drive between Shiawassee Street and Michigan Ave;

BE IT FINALLY RESOLVED that Traffic Control Order No. 18-030 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate signs are installed.

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 18-040

FILE: Barnes Avenue and Washington Avenue

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions at the intersection of Barnes Avenue and Washington Avenue has been made; and as a result of said investigation, it is hereby directed that:

All eastbound and westbound traffic on BARNES AVENUE shall be required to stop prior to entering the intersection at WASHINGTON AVENUE.

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: N/A

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY:

DATE:

Andrew K Kilpatrick, P.E.
Transportation Engineer

RECEIVED FOR FILING:

SIGNED BY:

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK:

Report from the Secretary – 11-11
Traffic Control Request: Traffic Signal Removal Study
Barnes Avenue/Washington Avenue

The Transportation and Non-Motorized Section of the Public Service Department conducted a Traffic Signal Removal Study of the intersection of Barnes Avenue and Washington Avenue to determine if the traffic volumes currently meet the Michigan Manual of Uniform of Traffic Control Devices (MMUTCD) Traffic Signal Warrants. This study was conducted to determine if the signal should be modernized or removed in conjunction with the Washington Avenue construction project scheduled for the 2012 construction season.

Existing Roadway Characteristics

The intersection of Barnes Avenue and Washington Avenue is a signalized, four leg, intersection. Barnes Avenue is 49 feet wide west of Washington Avenue and 24 feet wide east of Washington Avenue. Barnes Avenue, west of Washington Avenue is a major collector street that runs from Boston Boulevard to Washington Avenue. East of Washington Avenue, Barnes Avenue is a local street that runs from Washington Avenue to Martin Street. West of Washington Avenue, Barnes Avenue has one through-right turn approach lane, a left-turn approach lane and one acceptance lane. East of Washington Avenue, Barnes Avenue has one approach and one acceptance lane. Washington Avenue at Barnes Avenue is a 49 feet wide, three lane, urban arterial with one through lane in each direction and a center left turn lane. Parking on Barnes Avenue is permitted on the west leg and prohibited on the east while parking on Washington Avenue is prohibited within the influence area of the intersection. The traffic signal was last modernized in 1997.

Existing Traffic Data:

Barnes Avenue and Washington Avenue have had reductions in daily traffic volumes of approximately sixty percent and forty-five percent respectively over the past twenty plus years. Current average daily traffic volumes are 270 vehicles per day on the east leg and 1,450 vehicles per day on the west leg of Barnes Avenue and 8,660 vehicles per day on Washington Avenue. A total of four (4) accidents have been reported at this intersection within the past five years and none involved bicyclists or pedestrians.

Analysis:

Washington Avenue was reconstructed between Malcolm X Street on the north and Barnes Avenue on the south. As part of the Complete Streets process the City reviews all roadway reconstruction projects for vehicle, pedestrian, non-motorized, and signal needs. During the review it was determined that Washington Avenue, between Malcolm X Street and Mt Hope Avenue was overdesigned for the volume of traffic currently traveling this segment of roadway. In addition, this section of Washington Avenue is identified within the transportation section of the City's Master Plan for installation of bike lanes

Report from the Secretary – 11-11
Traffic Control Request: Traffic Signal Removal Study
Barnes Avenue/Washington Avenue

through a five lane to three lane conversion. As a result, the recommended geometrics along Washington Avenue incorporated roadway narrowing, bike lanes, curb extensions, curb radii and sidewalk ramp modifications. The traffic signal at Barnes Avenue and Washington Avenue is over 16 years old and will require modernization in the near future. Because traffic volumes have reduced significantly, The Traffic and Non-Motorized Section conducted a traffic signal warrant analysis to determine if the traffic signal be modernized or removed.

The Traffic Signal Warrants found in the MMUTCD were used to evaluate the need for a traffic signal at the intersection of Barnes Avenue and Washington Avenue.

Section 4B of the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) outlines the advantages and disadvantages of Traffic Control Signals and requires a traffic engineering study as the “Basis of Installation or Removal of Traffic Control Signals”. There are eight (8) Traffic Signals Warrants that evaluate the need for a Traffic Control Signal. This section will analyze the Traffic Signal Warrants to verify that traffic conditions at the intersection Barnes Avenue & Washington Avenue continue to satisfy the Warrants for Traffic Signal Control. “If changes in traffic patterns eliminate the need for a traffic control signal, consideration should be given to removing it and replacing it with appropriate alternative traffic control devices, if any are needed.”

Warrant 1, Eight-Hour Vehicular Volume

The Minimum Vehicular Volumes, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

The Interruption of Continuous Traffic, Condition B, is intended for applications at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

It is intended that Warrant 1 be treated as a single warrant. If Condition A is satisfied then the criteria for Warrant 1 is satisfied and Condition B and the combination of Condition A and Condition B are not needed. Similarly, if Condition B is satisfied, then the criteria for Warrant 1 is satisfied and Condition A and the combination of Condition A and Condition B are not needed.

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Traffic Control Request: Traffic Signal Removal Study
Barnes Avenue/Washington Avenue

Condition A – Minimum Vehicular Volume									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1.....	1.....	500	400	350	280	150	120	105	84
2 or more...	1.....	600	480	420	336	150	120	105	84
2 or more...	2 or more...	600	480	420	336	200	160	140	112
1.....	2 or more...	500	400	350	280	200	160	140	112
Condition B – Minimum Vehicular Volume									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1.....	1.....	750	600	525	420	75	60	53	42
2 or more...	1.....	900	720	630	504	75	60	53	42
2 or more...	2 or more...	900	720	630	504	100	80	70	56
1.....	2 or more...	750	600	525	420	100	80	70	56

^a Basic minimum hourly volume

^b Used for combination of Condition A and B after adequate trial of other remedial measures

^c May be used when major-street speed exceeds 40 mph or in an isolated community with a population less than 10,000

^d May be used for a combination of Condition A and B after adequate trial of other remedial measures when major-street speed exceeds 40 mph or in an isolated community with a population less than 10,000

The table below summarizes the traffic volumes collected on the approaches to the intersection under study for traffic signal removal:

Intersection of Barnes Avenue and Washington Avenue:

Hour	Barnes Ave (EB)	Barnes Ave (WB)	Washington Ave (NB)	Washington Ave (SB)	Washington Ave Volumes (Both Approaches)	Barnes Ave (highest approach volume)	Satisfies Condition A or B
01:00	6	2	38	44	82	6	No
02:00	3	2	23	27	50	3	No
03:00	1	1	22	35	57	1	No
04:00	2	0	20	28	48	2	No
05:00	3	0	25	21	46	3	No
06:00	2	0	62	37	99	2	No
07:00	7	1	155	98	253	7	No
08:00	17	4	237	210	447	17	No
09:00	19	4	200	217	417	19	No
10:00	22	9	182	210	392	22	No
11:00	19	4	219	260	479	19	No
12:00	23	6	256	391	647	23	No
13:00	26	10	284	381	665	26	No
14:00	34	7	280	353	633	34	No
15:00	31	7	294	318	612	31	No
16:00	29	8	336	409	745	29	No
17:00	44	11	308	493	801	44	No

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Traffic Control Request: Traffic Signal Removal Study
Barnes Avenue/Washington Avenue

18:00	37	14	285	569	854	37	No
19:00	31	10	229	276	505	31	No
20:00	33	8	181	233	414	33	No
21:00	28	6	142	215	357	28	No
22:00	17	6	112	198	310	17	No
23:00	14	5	108	125	233	14	No
24:00	8	3	61	75	136	8	No

The preceding table of existing traffic volumes at the intersection of Barnes Avenue and Washington Avenue do not satisfy Condition A or Condition B of Warrant 1 for any hour of the average day. Additionally, the existing traffic volumes do not meet the combination of Condition A and Condition B which allows 80% of the existing volumes to be used to determine if Warrant 1 is satisfied when neither Condition A nor Condition B are met using 100% of the existing traffic volume. (See Appendix 1 - A).

Warrant 2, Four-Hour Vehicular Volume

The need for traffic signal control shall be considered if an engineering study finds that, for each of any four hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hours on the higher volume minor-street approach (one direction only) all fall above the applicable curve in figure 4C-1 for the existing combinations of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these four hours.

The traffic volumes collected at this intersection do not meet Warrant 2, Four-Hour Vehicular Volume criteria, for any hour of an average day at the intersection of Barnes Avenue and Washington Avenue. (See Appendix 2 - A).

Warrant 3, Peak Hour

The Peak-hour Warrant is intended for use at a location where traffic conditions are such that for a minimum of one hour of an average day, the minor street suffers undue delay when entering or crossing the major street.

The need for traffic signal control shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

- A. If all three of the following conditions exist for the same 1 hour of an average day:
 - i. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a Stop sign equals or exceeds : 4 vehicle-hours for a one-lane approach; or 5 vehicle-hours for a two-lane approach, and

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Traffic Control Request: Traffic Signal Removal Study
Barnes Avenue/Washington Avenue

- ii. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and
- iii. the total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

The intersection is currently signalized and therefore Warrant 3A, condition i, cannot be reviewed for stop delay at this time. However Warrant 3A, condition ii and iii, can be reviewed for approach volumes.

The peak-hour side street volumes on the minor street are 44 vehicles and do not meet criteria of 150 vehicles per hour (vph) as required under Warrant 3A, condition ii.

The total entering volume for all approaches during the peak-hour of the side street is 856 vehicles. This meets the required 650 vph as required under Warrant 3A, condition iii.

Although Warrant 3A, condition i, cannot be reviewed at this time, all three conditions must be met for Warrant 3A in order to consider the need for a traffic signal. Because Condition ii is not met, Warrant 3A is not met.

- B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

A review of existing plotted traffic volumes at this intersection revealed that no plotted point fell above the graphed line for any hour of the average day. (See Appendix 3 - A)

The existing traffic volumes at the intersection of Barnes Avenue and Washington Avenue do not meet the criteria of the Warrant 3, Peak Hour Warrant.

Warrant 4, Pedestrian Volume

The need for a traffic signal based may be considered where pedestrian volume crossing the major street at an intersection or mid-block location during an average day is: 100 or more for each of any four hours; or 190 or more during any one hour.

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Traffic Control Request: Traffic Signal Removal Study
Barnes Avenue/Washington Avenue

The pedestrian activity at the intersection of the Barnes Avenue and Washington Avenue intersection is minimal during the weekday and does not meet the thresholds established under this warrant and therefore, Warrant 4, Pedestrian Volume, has not been satisfied.

Warrant 5, School Crossing

The School Crossing Warrant does not apply because the intersection of Barnes Avenue and Washington Avenue does not serve as a school crossing.

Warrant 6, Coordinated Signal System

The Coordinated Signal System Warrant, or Progressive Movement Warrant, is satisfied when: on a two-way street, adjacent signals do not provide the necessary degree of platooning and the proposed or adjacent signals could constitute a progressive signal system.

Washington Avenue has been reconstructed and the signal at Baker Street has been removed. The resulting spacing to the signals at South Street and Mt. Hope Avenue are close to 1,500 feet. Since the signal at Barnes Avenue was semi-actuated, meaning it only was stopped Washington Avenue traffic if there was a vehicle on Barnes, or a pedestrian that wanted to cross Washington, this signal would not provide significant platooning if it were to remain. Thus, this warrant is not satisfied.

Warrant 7, Crash Experience

The need for a Traffic Control Signal shall be considered if an engineering study finds that all of the following criteria are met:

- A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and
- B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and
- C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both the 80 percent columns of condition A (see Table, p.2), or the vph in both of the 80 percent columns of Condition B (see Table, p.3) exists on the major-street and the high-volume minor street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be on the same approach for during each of the 8 hours.

Report from the Secretary – 11-11
Traffic Control Request: Traffic Signal Removal Study
Barnes Avenue/Washington Avenue

A review of reported traffic crash data for last five years (2006 – 2010) at the intersection of Barnes Avenue and Washington Avenue indicated a low incident of accidents at this intersection. This data is summarized in the table below:

Barnes Avenue and Washington Avenue Crash Data Table

Year	Crash Totals	Correctable Crashes*
2006	0	0 (0 injuries)
2007	0	0 (0 injuries)
2008	3	0 (0 injury)
2009	0	0 (0 injuries)
2010	1	0 (0 injuries)
Total	4	0 (0 injury)

*Potentially Correctable Accidents by Traffic Signal Installation

There has been no 12 month period within the last five years where there have been 5 or more reported accidents at this intersection, which is currently under traffic signal control.

Neither Criteria A or B can be analyzed since this intersection is already signalized. However, Criteria C is not satisfied. The 80% approach volumes for a two-lane approach on both streets do not meet the established minimums in condition A or B.

Warrant 7, Crash Experience, has not been satisfied as not all conditions have been met. No further analysis is required.

Warrant 8, Roadway Network

This warrant applies to an intersection of two major routes. Warrant 8 is satisfied when one or both of the following criteria are met:

- A. Has a total existing, or immediately projected, entering volume of at least 1,000 vehicles during the peak hour and has five-year projected volumes, based on an engineering study, which meet one or more of Warrants 1,2, and 3.
- B. Has a total existing or immediately projected entering volume of at least 1,000 vehicles for each of any five hours of a non-normal business day (Saturday and/or Sunday).

Although Barnes Avenue and Washington Avenue are designated as major streets, criteria A and B are not satisfied and Warrant 8 is not met.

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Traffic Control Request: Traffic Signal Removal Study
Barnes Avenue/Washington Avenue

Unsignalized Intersection Field Evaluation

The traffic signals at the intersection of Barnes Avenue and Washington Avenue, along with the signals at Elm, South and Baker Streets, were placed in flash mode to evaluate intersection operations under two way stop control (Washington Avenue flashing amber and Barnes Avenue flashing red). During the evaluation period, City staff observed traffic operations at the signalized intersections along Washington Avenue before and during reconstruction of Washington Avenue. Observations were conducted while the signals at the intersections mentioned above were in flash mode with signal for Washington Avenue flashing yellow and the signal for the cross street flashing red. Below is summary of the observations.

Prior to construction:

- Side street traffic did not encounter excessive delay prior to entering onto Washington Avenue.
- Adequate gaps in vehicle traffic to accommodate pedestrians crossing Washington Avenue were observed at all locations.
- Sight distance for side street and main street traffic is adequate at all locations.

During construction:

- Traffic volumes along Washington were reduced
- Adequate gaps in vehicle traffic to accommodate pedestrians crossing Washington Avenue were observed at all locations.
- Sight distance for side street and main street traffic is adequate at all locations.

After construction:

- Reduction in the number of travel lanes from five to three made it easier for pedestrians to identify and choose a proper gap in traffic when crossing Washington Avenue.
- The removal of traffic signals along Washington Avenue decreased vehicle platoons.
- The opening of the Board of Water & Light power plant at the corner of South Street and Washington Avenue did not affect traffic operations along the corridor to the point where any signal warrants would be met.

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Traffic Control Request: Traffic Signal Removal Study
Barnes Avenue/Washington Avenue

Recommendations

Based on field observations, sufficient gaps exist in northbound and southbound vehicular traffic to allow for side street traffic to enter Washington Avenue as well as allow for pedestrians to safely cross Washington Avenue in the vicinity of Barnes Avenue. The Public Service Department recommends removing the traffic signal at Washington Avenue and Barnes Avenue.

Vehicular traffic was monitored between during and after construction along Washington Avenue to determine if a single traffic signal should remain to provide proper progression of vehicular traffic. It was determined that the traffic signal at South Street should remain in place.

2016 UPDATE

The Traffic Board recommended that an updated pedestrian volume and gap study be conducted to ensure that pedestrians could safely cross Washington Avenue. A pedestrian field investigation was conducted in 2015, which indicated low pedestrian volumes and sufficient gaps in traffic. Another study was conducted during the afternoon peak in July of 2016. During this study, which lasted from 4:30 to 5:15, a total of nine (9) pedestrians crossed Washington Avenue. During this same period, none of the pedestrians had a problem finding sufficient gaps to cross the street. In addition, the signal has been in flash since 2011 with no issues reported or observed. The Public Service Department recommends that this signal be removed.

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Traffic Control Request: Traffic Signal Removal Study
Barnes Avenue/Washington Avenue

APPENDIX 1-A

EIGHT HOUR VEHICULAR VOLUME WARRANT 1: Barnes Ave./Washington Ave.

Michigan Manual of Uniform Traffic Control Devices Worksheet for Signal Warrants (Section 4C)			
Intersection: Washington Ave @ Barnes Ave City: LANSING Date: 6/13-15/2011			
		Performed by: MJW	
<u>Warrant 1 - Eight-Hour Vehicular Volume</u>			
Number of lanes of moving traffic for moving traffic on each approach: Major Street: <u>2</u> Minor Street: <u>2</u> Which percentage of the original volume do you wish to use? <u>100%</u> (enter %) (The percentage must be 100%, 80%, 70% or 56%)			
Vehicles per hour on major street (total of both approaches):			
Time	Major Volume	Minor Volume	Meets Warrant
00:01 - 01:00	82	6	No
01:00 - 02:00	50	3	No
02:00 - 03:00	57	1	No
03:00 - 04:00	48	2	No
04:00 - 05:00	46	3	No
05:00 - 06:00	99	2	No
06:00 - 07:00	253	7	No
07:00 - 08:00	447	17	No
08:00 - 09:00	417	19	No
09:00 - 10:00	392	22	No
10:00 - 11:00	479	19	No
11:00 - 12:00	647	23	No
12:00 - 13:00	665	26	No
13:00 - 14:00	633	34	No
14:00 - 15:00	612	31	No
15:00 - 16:00	745	29	No
16:00 - 17:00	801	44	No
17:00 - 18:00	854	37	No
18:00 - 19:00	505	31	No
19:00 - 20:00	414	33	No
20:00 - 21:00	357	28	No
21:00 - 22:00	310	17	No
22:00 - 23:00	233	14	No
23:00 - 00:00	136	8	No
Total Hours Met:			<u>0</u>
Is the intersection using the reduced volume criteria based on speed or population? No			
A. Is the Minimum Vehicular Volume Warrant Met?			No
B. Is the Interruption of Continuous Traffic Met?			No
Combination of Warrants A and B Criteria Met?			No
(Use only when Conditions A and B are both not satisfied)			

Report from the Secretary – 11-11
Traffic Control Request: Traffic Signal Removal Study
Barnes Avenue/Washington Avenue

APPENDIX 2-A

FOUR HOUR VOLUME WARRANT 2: Barnes Ave. and Washington Ave.

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)

Intersection: Washington Ave @ Barnes Ave
City: LANSING

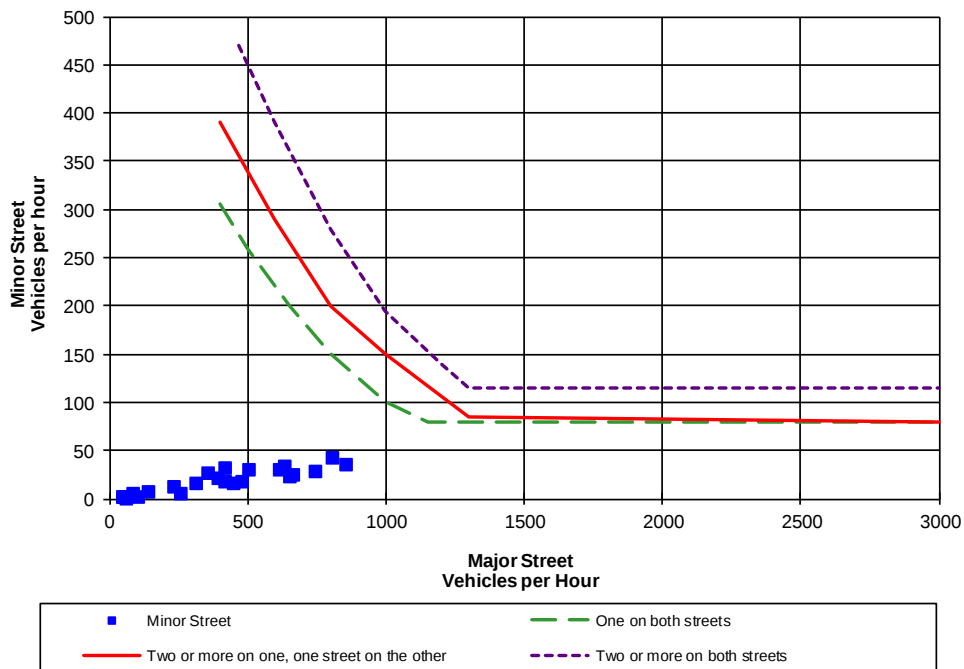
Warrant 2 - Four-Hour Vehicular Volumes

The Four Hour Volume Warrant is satisfied when each of any four hours of an average day plotted on a chart for the major street (both directions) and the higher volume of one direction of the minor street all fall above the curve in Figure 4C-1 of MMUTCD.

The charts below are for the major street and the minor street.

Figure 4C-2 may be used if the 85th percentile speed of the major street exceeds 40 mph or when the intersection lies within the built-up area of an isolated community having a population less than 10,000.

**Four Hour volume warrant - Major and Minor Streets
for Urban Locations**



Can the Four Hour Volume Warrant be used?
Is Four Hour Volume Warrant met?

Yes

No

Report from the Secretary – 11-11
Traffic Control Request: Traffic Signal Removal Study
Barnes Avenue/Washington Avenue

APPENDIX 3-A

PEAK HOUR WARRANT 3B: Barnes Ave. and Washington Ave.

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)

Intersection: Washington Ave @ Barnes Ave
City: LANSING

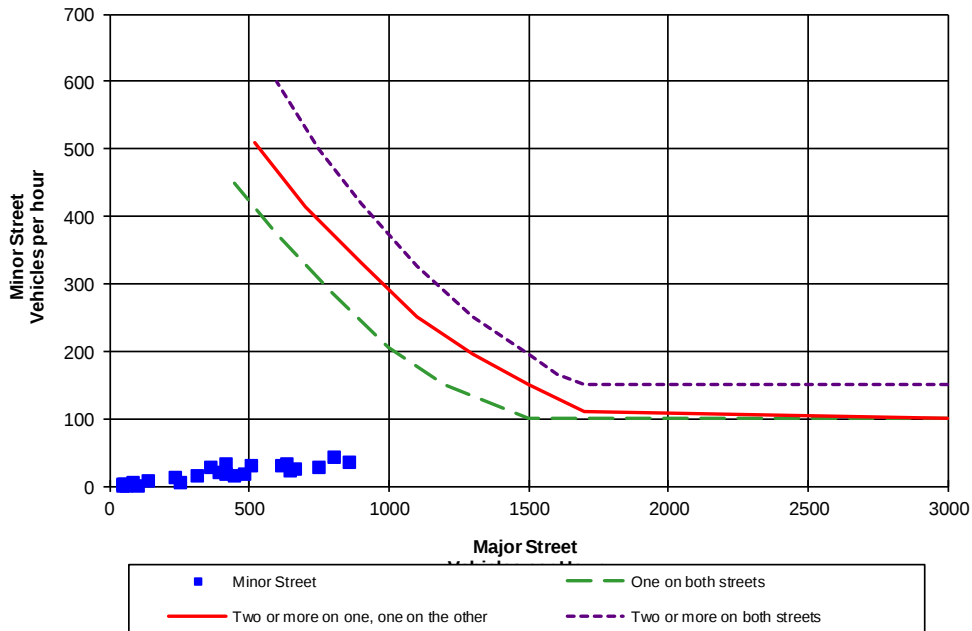
Warrant 3B - Peak Hour

The peak hour volume warrant is also intended for application when traffic conditions are such that for one hour of the day minor street traffic suffers undue traffic delay in entering or crossing the main street.

The peak hour volume warrant is satisfied when the plotted point representing vehicles per hour on the higher volume minor street for one hour falls above the curve in Figure 4C-3.

Figure 4C-4 may be used if the 85th percentile speed of the major street exceeds 40 mph or when the intersection lies within a built-up area of an isolated community having a population less than 10,000.

**Peak Hour volume warrant - Major and Minor Streets
for Urban Locations - Warrant 3B**



Warrant 3 CANNOT be used because of Peak Hour Delay requirements.
(see Warrant 3A for more details).

Can the Peak Hour Volume Warrant be used? Yes
Is Peak Hour Volume Warrant Met? NO

BY THE COMMITTEE ON PUBLIC SAFETY
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Transportation and Non-Motorized Section of the Public Service Department conducted a Traffic Signal Removal Study of the intersection of Barnes Avenue and Washington Avenue to determine if the traffic volumes currently meet the Michigan Manual of Uniform of Traffic Control Devices (MMUTCD) Traffic Signal Warrants; and

WHEREAS, the Transportation and Non-Motorized Section study was conducted to determine if the signal should be modernized or removed in conjunction with the Washington Avenue construction project scheduled for the 2012 construction season; and

WHEREAS, based on field observations, the Transportation and Non-Motorized Section recommend removing the traffic signal at Washington Avenue and Barnes Avenue due to the fact that the intersection no longer met any of the requirements for signalization; and

WHEREAS, the Public Service Board recommended that an updated pedestrian volume and gap study be conducted; and

WHEREAS, a pedestrian field investigation was conducted in 2015, which indicated low pedestrian volumes and sufficient gaps in traffic; and

WHEREAS, the signal has been in flash since 2011 with no issues reported or observed; and

WHEREAS, the minutes containing the Public Service Board's recommendation on this matter are on file with the City Clerk's office; and

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board; and

WHEREAS, the Committee on Public Safety reviewed the report and concurs with the recommendation of the Public Service Board.

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 18-040, thereby authorizing the Transportation Engineer to remove the traffic signal at Barnes Avenue and Washington Avenue and install stop signs on Barnes Avenue at Washington Avenue;

BE IT FINALLY RESOLVED that Traffic Control Order No. 18-040 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate stop signs are installed.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF LANSING, MICHIGAN, TO AMEND CHAPTER 1284.20 OF THE LANSING CODIFIED ORDINANCES BY PROVIDING FURTHER GUIDELINES, REQUIREMENTS, AND EXEMPTIONS FOR LIGHTING IN AREAS OF OFF-STREET PARKING. THE CITY OF LANSING ORDAINS:

Section 1. That Chapter 1284.20 of the Codified Ordinances of the City of Lansing, Michigan, be and is hereby amended to read as follows:

1284.20. – Lighting.

~~All lighting used to illuminate any off-street parking area shall be so installed as to be confined within and directed onto the parking area only.~~ UNLESS OTHERWISE EXEMPTED BY THIS SECTION, ALL LIGHTING MUST COMPLY WITH THE FOLLOWING STANDARDS:

(a) MINIMUM LIGHTING STANDARDS:

(1) EXTERIOR LIGHTING, IN COMPLIANCE WITH THE STANDARDS OF THIS SECTION, MUST BE PROVIDED IN ALL PARKING LOTS DESIGNED FOR THE PARKING OF MORE THAN FIVE (5) VEHICLES AND FOR ALL LOADING AND UNLOADING AREAS ON COMMERCIAL OR INDUSTRIAL SITES.

(2) ADEQUATE LIGHTING SHOULD BE PROVIDED TO COVER THE ENTIRE PARKING LOT, AND APPLICABLE LOADING AND UNLOADING AREAS. LIGHTING SHALL BE EVEN, AND “HOT” AND “COLD” SPOTS ARE TO BE AVOIDED. SUCH LIGHTING MAY NOT EXCEED THE LIMITATIONS SET FORTH IN SUB-SECTION (b), AND MUST BE PROVIDED, EVEN IF THE SITE IS NOT CURRENTLY OCCUPIED.

(b) MAXIMUM LIGHTING STANDARDS:

(1) ALL LIGHTING, INCLUDING LIGHTS VISIBLE THROUGH A WINDOW, SHALL BE FULLY SHIELDED AND DIRECTED DOWNWARD TO PREVENT OFF-SITE GLARE.

(2) THE INTENSITY OF LIGHTS SHALL NOT EXCEED 5 FOOTCANDLES WITHIN ANY SITE, EXCEPT A MAXIMUM OF 10 FOOTCANDLES IS PERMITTED WITHIN SITES USED AS GASOLINE STATIONS OR AUTOMOBILE DEALERSHIPS AS LONG AS THE LIGHT INTENSITY DOES NOT EXCEED THE ALLOWABLE INTENSITIES AT THE PROPERTY LINE.

(3) FOR SITES ABUTTING A RESIDENTIAL ZONE OR USE, THE INTENSITY OF LIGHT CANNOT EXCEED 0.5 FOOTCANDLES AT THE PROPERTY LINE.

(4) THE MAXIMUM HEIGHT OF PARKING LOT LIGHT FIXTURES SHALL BE 35 FEET.

(5) LUMINOUS-TUBE AND EXPOSED-BULB FLUORESCENT LIGHTING IS PROHIBITED AS AN ARCHITECTURAL DETAIL ON ALL BUILDINGS, E.G. ALONG THE ROOF LINE AND EAVES, AROUND WINDOWS, ETC.

(c) EXEMPTIONS.

THE FOLLOWING ARE EXEMPT FROM THE LIGHTING REQUIREMENTS OF THIS SECTION, EXCEPT THAT THE ZONING ADMINISTRATOR MAY TAKE STEPS TO ELIMINATE THE IMPACT OF LIGHTS FOR THE EXEMPTED USES WHEN DEEMED NECESSARY TO PROTECT THE HEALTH, SAFETY AND WELFARE OF THE PUBLIC:

(1) SPORTS FIELD LIGHTING, IN USE NO LATER THAN 11:00 P.M., PROVIDED SUCH LIGHTING IS LOCATED AT LEAST 1,000 FEET AWAY FROM ANY EXISTING RESIDENTIAL ZONE OR USE. OTHER SPORTS

1 FIELD LIGHTING MAY BE APPROVED BY THE PLANNING OFFICE
2 AFTER A DETERMINATION THAT COMPLIANCE WITH THE
3 STANDARDS IN THIS SECTION HAVE BEEN MET TO THE GREATEST
4 EXTENT POSSIBLE, AND THAT ALL EFFORTS POSSIBLE WERE MADE
5 TO MINIMIZE ANY NEGATIVE IMPACTS TO SURROUNDING USES.

6 (2) SHIELDED PEDESTRIAN WALKWAY LIGHTING.

7 (3) STREET LIGHTS.

8 (4) PUBLIC RECREATIONAL FACILITIES, NOT INCLUDING THE PARKING
9 LOTS FOR PUBLIC RECREATIONAL FACILITIES.

10 Section 2. All ordinances, resolutions or rules, parts of ordinances, resolutions or rules,
11 inconsistent with the provisions hereof are hereby repealed in their entirety and shall be void and
12 of no effect.

13 Section 3. Should any section, clause or phrase of this ordinance be declared to be
14 invalid, the same shall not affect the validity of the ordinance as a whole, or any part thereof
15 other than the part so declared to be invalid.

16 Section 4. This ordinance shall take effect on the 30th day after enactment, unless given
17 immediate effect by City Council.

18
19
20
21
22
23 Approved as to form:

24
25
26
27
28 _____
City Attorney

Dated: _____



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packet was published.
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