

## AGENDA

### Committee on Public Safety AGENDA FOR OCTOBER 14, 2021 AT 4:00 PM



Lansing City Hall, City Council Conference Room  
124 W. Michigan Avenue, 10th Floor

To provide input or ask questions on any item that is listed on the agenda, members of the public may contact the City Council at [city.council@lansingmi.gov](mailto:city.council@lansingmi.gov) or (517) 483-4177 prior to the meeting.

**Based on the recommendations from the Centers for Disease Control (CDC)  
City Council President Spadafore is requesting members of the public, City Staff and Council Members  
wear face coverings at meetings of the City Council and their Committees.**

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Council Member Garza, Chairperson  
Council Member Wood, Vice Chairperson  
Council Member Jackson, Member

1. **Call to Order**
2. **Roll Call**
3. **Minutes**
  - A. October 7, 2021
4. **Public Comment on Agenda Items (Up to 3 Minutes)**
5. **Discussion/Action:**
  - B. RESOLUTION - Traffic Control Order Nos. 21-19 and 21-20; regulate parking along Haverhill Drive and Winterset Drive
  - C. RESOLUTION - Traffic Control Order No. 21-15, regulate parking along Taffy Parkway between Hughes Road and Haag Road
  - D. RESOLUTION - Traffic Control Order 21-16; regulate traffic at the intersection of Lansing Avenue and Queen Street
  - E. RESOLUTION - Traffic Control Order No. 21-18; add a stop sign at the intersection of Magnolia Avenue and Marcus Street
  - F. RESOLUTION - Traffic Control Order No. 21-17, add a stop sign at the intersection of Cross Street and Lansing Avenue
6. **Other**
7. **Adjourn**

Persons with disabilities who need an accommodation to fully participate in these meetings should contact the City Council Office at 517-483-4177 (TTY 711) 24 hour notice may be needed for certain accommodations. An attempt will be made to grant all reasonable accommodation requests.



**MINUTES**  
**Committee on Public Safety**  
**Thursday, October 7, 2021 @ 4:00 p.m.**  
**City Hall 9<sup>th</sup> Floor City Clerk Conference Room**

**CALL TO ORDER**

Council Member Garza called the meeting to order at 4:00pm

**PRESENT**

Council Member Jeremy Garza, Chair  
Council Member Carol Wood, Vice Chair - excused  
Council Member Brian T. Jackson, Member

**OTHERS PRESENT**

Renee Richmond, Council Staff  
Lisa Hagen, OCA  
Mary Bowen, OCA  
Scott Sanford, Code Compliance Manager  
Andrew Abood  
Katherine Diehl, Captain LPD

**MINUTES**

MOTION BY COUNCIL MEMBER JACKSON TO APPROVE THE MINUTES SEPTEMBER 9, 2021, AS PRESENTED. MOTION CARRIED 2-0.

**PUBLIC COMMENT**

No public present therefore no comments at this time.

**DISCUSSION/ACTION ITEMS**

RESOLUTION – Joint Reappointment; Ayanna Neal and Jacqueline Straub to the Ingham County/City of Lansing Community Corrections Advisory Board for a term to expire on September 17, 2024

Council Member Garza asked the Committee if there were any questions and there were none.

MOTION BY COUNCILMEMBER JACKSON TO APPROVE THE RESOLUTION FOR THE JOINT REAPPOINTMENTS FOR AYANNA NEAL AND JACQUELINE STRAUB TO THE INGHAM COUNTY/CITY OF LANSING COMMUNITY CORRECTIONS ADVISORY BOARD FOR A TERM TO EXPIRE ON SEPTEMBER 17, 2024. MOTION CARRIED 2-0.



RESOLUTION – Appointment; Andrew Abood as an At Large member of the Board of Police Commissioners for a term to expire June 30, 2025

Council Member Garza stated to Mr. Abood on his application his only comments were that he would provide added insight to police and citizen relationship and if he could elaborate. Mr. Abood reiterated that he has 30 years' experience regarding police and citizens of Lansing. Council Member Garza read a question from Council Member Wood asking Mr. Abood, since he is an attorney for a firm, how does he intend, if a case came to the firm that dealt with police misconduct or a case to sue the city, would he handle the situation, because he might be required to make recommendations or discipline as part of being on the Police Commissioners Board. And how would he conduct the "chinese wall?" or would he recuse himself from the Board of Commissioners?" Mr. Abood responded that he deals with conflict all the time as part of his private practice, and this wouldn't apply in this instance as the Chinese Wall applies when an attorney leaves a firm and joins another. He continued that he would not put himself in that position of conflict and would recuse himself if necessary and he does not do a lot of police misconduct cases, maybe potential drunk driving. Council Member Jackson stated to Mr. Abood that being a defense attorney and knowing good vs bad conduct and being able to take proper measures and follow up, what goals does he have on the Board of Police Commissioners. Mr. Abood responded that he is pro police, and he has personally been in situations that required the need for help and calling 911. He continued the police are trained to be professional, dot the i's and t's and despite him being a defense attorney they are on the same side to administer justice. Council Member Garza mentioned to Mr. Abood that it was discussed that possibly the Board would have a representative attend a Committee on Public Safety meeting quarterly and have some meetings at different locations like a community center and/or ward meetings and asked how he felt about that. Mr. Abood indicated he is not opposed to that. Council Member Garza then asked Mr. Abood if he was supportive of having additional Community Police Officers, Mr. Abood concluded that he was not against it but open to listen for other ideas.

MOTION BY COUNCILMEMBER JACKSON TO APPROVE THE RESOLUTION FOR THE APPOINTMENT OF ANDREW ABOOD AS AN AT LARGE MEMBER OF THE BOARD OF POLICE COMMISSIONERS FOR A TERM TO EXPIRE JUNE 30, 2025. MOTION CARRIED 2-0.

RESOLUTION – Setting a Show Cause Hearing in consideration of Orders to Make Safe or Demolish to the owners of property located at 4108 Deerfield Avenue

Council Member Garza asked Mr. Sanford to confirm this is a fire damage property and they were given three extensions. Mr. Sanford confirmed and also stated the owner has claimed several times that a contractor has been hired but no activity, a permit was pulled back in July but no inspection or activity and they recommend 30 day MSD. The Committee concurred.

MOTION BY COUNCILMEMBER JACKSON TO APPROVE THE RESOLUTION TO SET A SHOW CAUSE HEARING IN CONSIDERATION OF ORDERS TO MAKE SAFE OR DEMOLISH TO THE OWNERS OF PROPERTY LOCATED AT 4108 DEERFIELD AVENUE. MOTION CARRIED 2-0.

RESOLUTION – Orders to Make Safe or Demolish to the owners of property located at 4511 S. Martin Luther King Jr. Blvd.

Council Member Garza stated this was not a fire damage home but had a lot of illegal dumping and it didn't look like permits were pulled, he then asked if the owners were notified of the meeting. Mr. Sanford stated his office had sent out notices and that the owners live in either North or South Carolina and they buy properties and then flip them. He continued that his office has had not contact from them and the basement was full of water at one point, they request 60 days MSD. Ms. Hagen noted the resolution has 30 days on it and asked Ms. Richmond to make sure it was corrected, she confirmed.

MOTION BY COUNCILMEMBER JACKSON TO APPROVE THE RESOLUTION FOR ORDERS TO MAKE SAFE OR DEMOLISH TO THE OWNERS OF PROPERTY LOCATED AT 4511 S. MARTIN LUTHER KING JR. BLVD. MOTION CARRIED 2-0.

**OTHER**

UPDATE – City Attorney; Auto Zone, 610 N Cedar St.

Ms. Hagen informed the Committee that Mr. Smiertka has been in communication with Auto Zone and the fence with barbed wire and the clearing is all complete. Captain Diehl added that she will confirm but believes there have not been any calls in the last week for that property.

UPDATE – Moores Park Neighborhood; BWL

Council Member Garza informed the Committee that he spoke with Calvin Jones from BWL, and everything has been done on their end so now it is in the city's hands but was not sure if there were 1 or 2 cameras. Captain Diehl indicated for their end they are waiting for replacement radio to make sure their tower is positioned towards Moores to receive the feed and once that happens, she will report back to the Committee and will confirm how many cameras.

UPDATE – ORV citations; City Attorney

Ms. Hagen informed the Committee that the city is preemptive to state statute and doesn't recommend an ordinance and they are limited. She continued that there has been some public announcements and notices about ORV's and regulations. Council Member Garza stated he was confused on why ORV's can travel on certain roads up north and how does it differ from city streets. Captain Diehl concurred with Ms. Hagen and stated individuals must follow the DNR regulations. If someone is driving on a city street the ORV must be registered with the proper tags and be equipped with turn signals, rear view mirrors and a windshield and follow all the traffic codes. Captain Diehl added ORV's not properly registered or tagged are allowed to travel from one private property to another but not on a street. Council Member Garza asked the captain if the tags are visible and easy to identify, she indicated that patrol officers do need to be close to be able to see and day vs night can be difficult. She continued that they flee at times, but LPD has been able to identify some and they will target the areas with the most complaints when not doing call to services.

Walk-in topic

Council Member Garza said he had a resident contact him about a house on Cavanaugh Road where the homeowner has an aggressive dog tied with a chain but goes all the way to the fence line. This resident has seen the dog rush and bark when people are walking by and concerned that the chain may snap, or people will get startled and trip or fall into the road. Council Member Garza asked about an ordinance about tied up dogs. Ms. Hagen indicated this would be covered by animal control and the prosecutor's office, there is not much room for us, maybe a barking or nuisance issue. Captain Diehl agreed with Ms. Hagen and that the resident is best to reach out to animal control, not much they can do.

**PUBLIC COMMENT**

No public present at this time.

**ADJOURN**

Adjourned at 4:38pm

Submitted by Renee Richmond

Council Administrative Assistant, Lansing City Council

Approved as presented: \_\_\_\_\_

ENGINEERS REPORT #21-12

PARKING PROHIBITION REQUEST: LEGACY LLC / VILLAGE TOWNHOUSES  
COOPERATIVE – HAVERHILL DRIVE AND WINTERSET DRIVE

The Transportation and Non-Motorized Section received a parking prohibition request from Mary Howell Wall, Chief Operating Officer for Legacy LLC, on behalf of the Board of Directors and Members of Village Townhouses Cooperative, 5937 Haverhill Drive. This request was for parking to be prohibited along the north side of Haverhill Drive and along the west side of Winterset Drive to prevent congestion and potential safety issues in regards to emergency vehicle access to the community.

Haverhill Drive is a residential street, approximately four blocks long and begins at Ashley Drive and ends at Haag Road. Haverhill Drive is approximately 30 feet wide with an asphalt surface, curb and overlaid gutter. Parking is currently unrestricted along the both sides of the street.

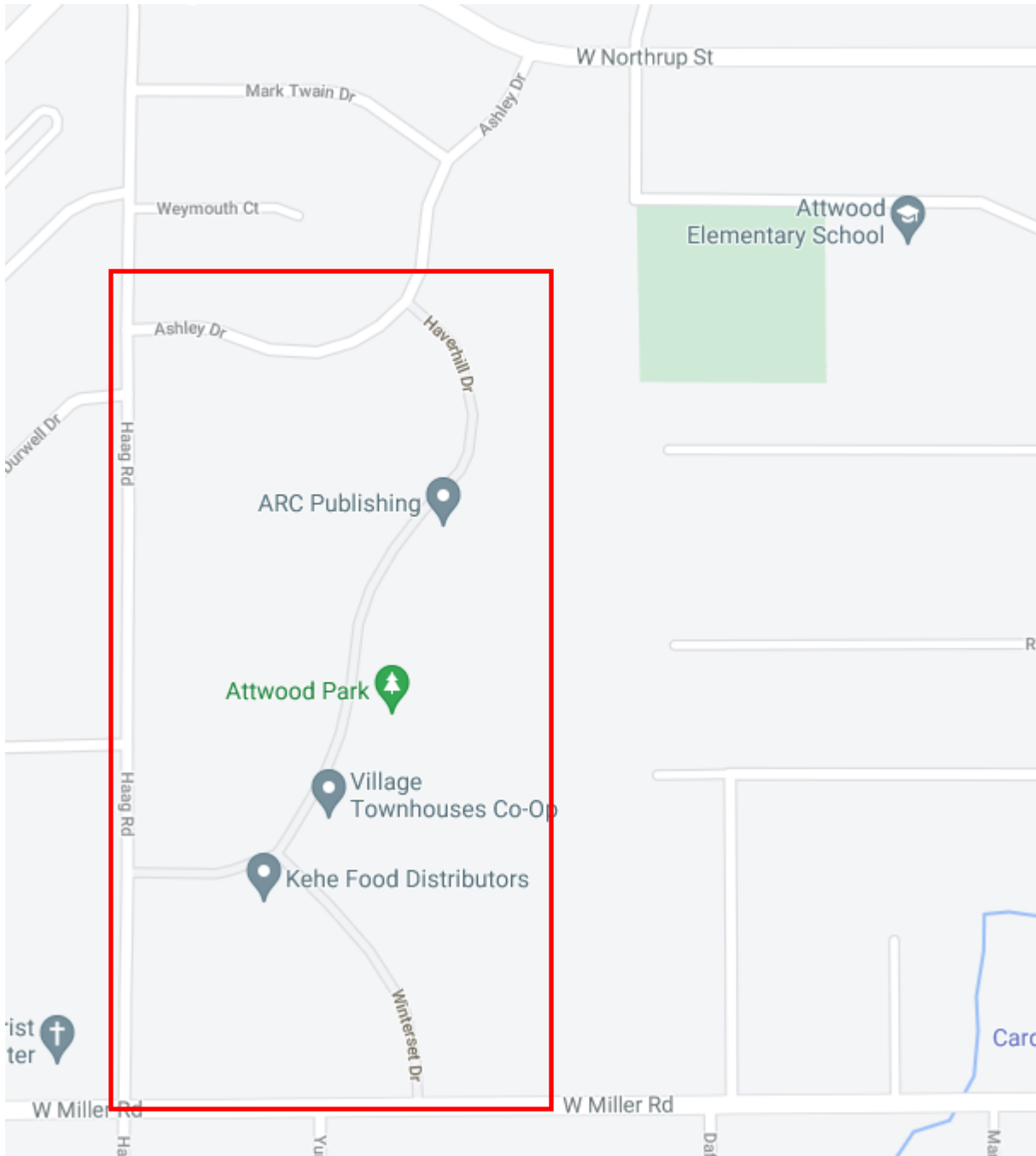
Winterset Drive is a residential street, approximately one block long and begins at Haverhill Drive and ends at Miller Road. Winterset Drive is approximately 30 feet wide with an asphalt surface, curb and overlaid gutter. Parking is currently unrestricted along the both sides of the street.

Based on the request from Village Townhouses Cooperative and roadway geometrics the Transportation and Non-Motorized Section recommends that parking be prohibited along sections of the east and west sides of Haverhill Drive and along sections of the north and south sides of Winterset Drive to better meet the needs of residents and allow for unobstructed emergency vehicle access (see attached graphic for more detail).

ENGINEERS REPORT #21-12

PARKING PROHIBITION REQUEST: LEGACY LLC / VILLAGE TOWNHOUSES  
COOPERATIVE – HAVERHILL DRIVE AND WINTERSET DRIVE

**LOCATION DIAGRAM**



ENGINEERS REPORT #21-12

PARKING PROHIBITION REQUEST: LEGACY LLC / VILLAGE TOWNHOUSES  
COOPERATIVE – HAVERHILL DRIVE AND WINTERSET DRIVE

**Haverhill Drive – street view**



**Winterset Drive – street view**





ENGINEERS REPORT #21-12

PARKING PROHIBITION REQUEST: LEGACY LLC / VILLAGE TOWNHOUSES  
COOPERATIVE – HAVERHILL DRIVE AND WINTERSET DRIVE

**Proposed Parking Regulations**



**CITY OF LANSING  
TRAFFIC CONTROL ORDER**

**ORDER NUMBER: 21-20**

**FILE: Winterset Drive**

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

On the east side of WINTERSET DRIVE the following regulations shall apply:

Parking shall be prohibited from Miller Road to 355 feet north of Miller Road;

Parking shall be prohibited from 185 feet south of Haverhill Drive to Haverhill Drive;

On the west side of WINTERSET DRIVE the following regulations shall apply:

Parking shall be prohibited from Haverhill Drive to 45 feet south of Haverhill Drive;

Parking shall be prohibited from 185 feet south of Haverhill Drive to 500 feet south of Haverhill Drive;

Parking shall be prohibited from 80 feet north of Miller Road to Miller Road;

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: \_\_\_\_\_

\_\_\_\_\_  
Mitchell Whisler  
Interim 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: 21-19**

**FILE: Haverhill Drive (page 1 of 2)**

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

On the south / east side of HAVERHILL DRIVE the following regulations shall apply:

Parking shall be prohibited from Haag Road to Winterset Drive;

Parking shall be prohibited from Winterset Drive to 90 feet north of Winterset Drive;

Parking shall be prohibited from 160 feet north of Winterset Drive to 375 feet north of Winterset Drive;

Parking shall be prohibited from 650 feet north of Winterset Drive to 930 feet north of Winterset Drive;

Parking shall be prohibited from 1060 feet north of Winterset Drive to 1145 feet north of Winterset Drive;

Parking shall be prohibited from 105 feet south of Ashley Drive to Ashley Drive;

On the west side of HAVERHILL DRIVE the following regulations shall apply:

Parking shall be prohibited from Ashley Drive to 435 feet south of Ashley Drive;

Parking shall be prohibited from 535 feet south of Ashley Drive to 650 feet south of Ashley Drive;

Parking shall be prohibited from 890 feet south of Ashley Drive to 1215 feet south of Ashley Drive;

Parking shall be prohibited from 1395 feet south of Ashley Drive to 135 feet east of Haag Road;

Parking shall be prohibited from 135 feet east of Haag Road to Haag Road;

**CITY OF LANSING  
TRAFFIC CONTROL ORDER**

**ORDER NUMBER: 21-19**

**FILE: Haverhill Drive (page 2 of 2)**

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: \_\_\_\_\_  
Mitchell Whisler  
Interim Transportation Engineer

RECEIVED FOR FILING: \_\_\_\_\_ SIGNED BY: \_\_\_\_\_  
Date Chris Swope  
City Clerk

DATE OF FILING WITH CITY CLERK: \_\_\_\_\_







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 parking prohibition request from Mary Howell Wall, Chief Operating Officer for Legacy LLC, on behalf of the Board of Directors and Members of Village Townhouses Cooperative, 5937 Haverhill Drive. This request was for parking to be prohibited along the north side of Haverhill Drive and along the west side of Winterset Drive to prevent congestion and potential safety issues in regards to emergency vehicle access to the community; and

WHEREAS, the Transportation and Non-Motorized Section reviewed this request and the roadway geometrics along both Haverhill Drive and Winterset Drive; and

WHEREAS, based on the request from Village Townhouses Cooperative and roadway geometrics the Transportation and Non-Motorized Section recommends that parking be prohibited along sections of the east and west sides of Haverhill Drive and along sections of the north and south sides of Winterset Drive to better meet the needs of residents and allow for unobstructed emergency vehicle access; 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 Nos. 21-19 and 21-20, thereby authorizing the Transportation Engineer to regulate parking along Haverhill Drive and Winterset Drive;

BE IT FINALLY RESOLVED that Traffic Control Order Nos. 21-19 and 21-20 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate signs are installed.

ENGINEERS REPORT #21-10

PARKING PROHIBITION REQUEST: TAFFY PARKWAY

The Transportation and Non-Motorized Section received a request from Valerie Marsh, a resident of 5735 Taffy Parkway, to prohibit parking along the west side of Taffy Parkway. Ms. Marsh stated vehicles that are parked along the west side of the street sometimes interfere with mailbox access and can make travel along the street difficult.

City of Lansing Public Service Department standards and procedures require a majority of residents (greater than 50%) along the section of street in question to be in favor of prohibiting parking for the restriction to be put into place. A petition was circulated by Ms. Marsh and signed by 60% of residents six out of the ten properties along Taffy Parkway.

Taffy Parkway is two blocks long and begins at Hughes Road and ends at Haag Road. Taffy Parkway is approximately 25 feet wide with a gravel / dirt surface and no curb and gutter. Parking is currently unrestricted along the both sides of the street.

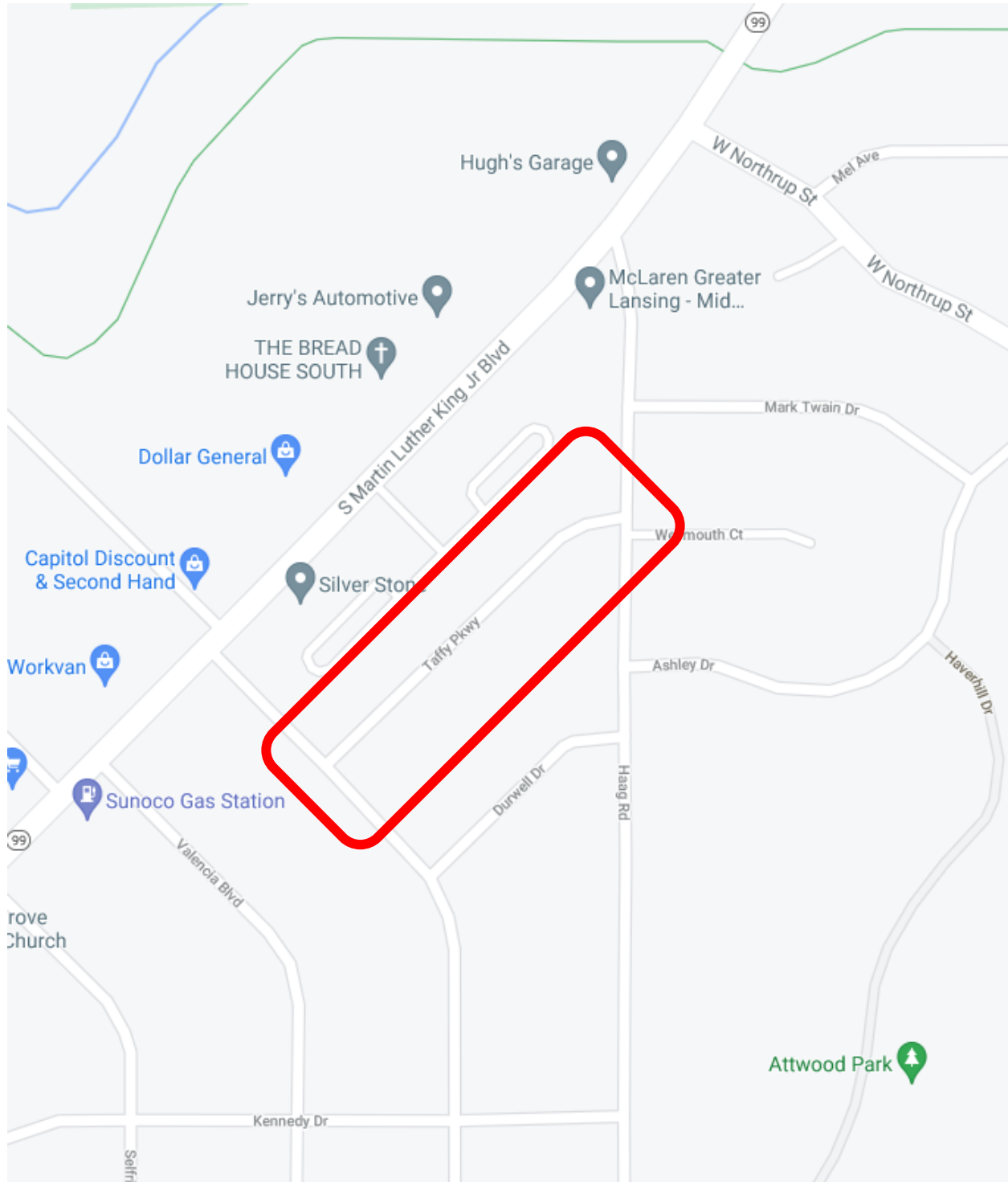
The Transportation and Non-Motorized Section recommends that parking along the west side of Taffy Parkway from Hughes Road to Haag Road be prohibited to better meet the needs of residents / property owners.



ENGINEERS REPORT #21-10

PARKING PROHIBITION REQUEST: TAFFY PARKWAY

LOCATION DIAGRAM



ENGINEERS REPORT #21-10

PARKING PROHIBITION REQUEST: TAFFY PARKWAY

Taffy Parkway – street view





**PETITION**

To the Honorable Mayor and City Council of the City of Lansing:

We, the undersigned businesses, residents and taxpayers of the City of Lansing do hereby petition your honorable body;

**TO PROHIBIT PARKING ALONG THE WEST SIDE OF TAFFY PARKWAY  
BETWEEN HUGHES ROAD AND HAAG ROAD.**

Signature

Name (print)

Address

Phone No.

Valerie Marsh Valerie Marsh 5735 Taffy Pkwy 517-507-9518

Raquel Garza Raquel Garza 5723 Taffy Pkwy 517-775-9746

Rachad Stevenson ~~Rachad~~ 5717 Taffy Pkwy 517-977-8020

Jaclyn Stevenson Jaclyn Stevenson 5717 Taffy Pkwy 517-505-6446

Jennifer Hicks Jennifer Hicks 5633 Taffy Pkwy 517-977-2170

Julie T. Lubom 5621 Taffy 517-575-5868

Michelle He 5701 Taffy Pkwy 734 368-2658

HAROLD <sup>MARSH</sup> 5735 Taffy Pkwy 517-230-9748

Jeffrey Mark Sealey Mark 5735 Taffy Parkway 517-348-3031

Bill J. Beck 5633 Taffy Parkway



**CITY OF LANSING  
TRAFFIC CONTROL ORDER**

**ORDER NUMBER: 21-15**

**FILE: Taffy Parkway**

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

Parking shall be prohibited along the west side of TAFFY PARKWAY from Haag Road to Hughes Road;

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: \_\_\_\_\_  
Mitchell Whisler  
Interim Transportation Engineer

RECEIVED FOR FILING: \_\_\_\_\_ SIGNED BY: \_\_\_\_\_  
Date Chris Swope  
City Clerk

DATE OF FILING WITH CITY CLERK: \_\_\_\_\_

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 to change the existing parking regulations along Taffy Parkway between Hughes Road and Haag Road; and

WHEREAS, the Transportation and Non-Motorized Section provided a parking petition to be signed by the occupants / owners of properties along Taffy Parkway between Hughes Road and Haag Road; and

WHEREAS, based on the parking petition being signed by a majority of occupants / owners of properties along Taffy Parkway between Hughes Road and Haag Road, the Transportation and Non-Motorized Section recommends that parking be prohibited along the west side of Taffy Parkway between Hughes Road and Haag Road; 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. 21-15, thereby authorizing the Transportation Engineer to regulate parking along Taffy Parkway between Hughes Road and Haag Road;

BE IT FINALLY RESOLVED that Traffic Control Order No. 21-15 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate signs are installed.



ENGINEERS REPORT #21-04

TRAFFIC CONTROL REQUEST: LANSING AVENUE & QUEEN STREET

The Transportation and Non-Motorized Section conducted an investigation to determine sight distance and traffic control requirements at the intersection of Lansing Avenue and Queen Street. This study was conducted in response to a request submitted by Latisha King, a resident. Ms. King's contact information is as follows: (517) 377-5513 and [latishaking226@gmail.com](mailto:latishaking226@gmail.com)

The intersection of Lansing Avenue and Queen Street is a three-leg intersection. Lansing Avenue is five blocks long and begins at Willow Street and ends at a dead end north of Greenwood Avenue. Lansing Avenue is 30 feet wide with curb and gutter and a relatively flat grade at the intersection at Queen Street. Parking is unrestricted along both the east and west sides of the street near this intersection.

Queen Street is two blocks long and begins at Martin L. King Jr Boulevard and ends at Lansing Avenue. Queen Street is 26 feet wide with curb and gutter and a relatively flat grade at the intersection at Lansing Avenue. Parking is unrestricted along both the north and south sides of the street near this intersection.

A safe approach speed study was performed and revealed a safe approach speed of seventeen (17) miles per hour (MPH) due to the houses in the northwest and southwest quadrants of the intersection.

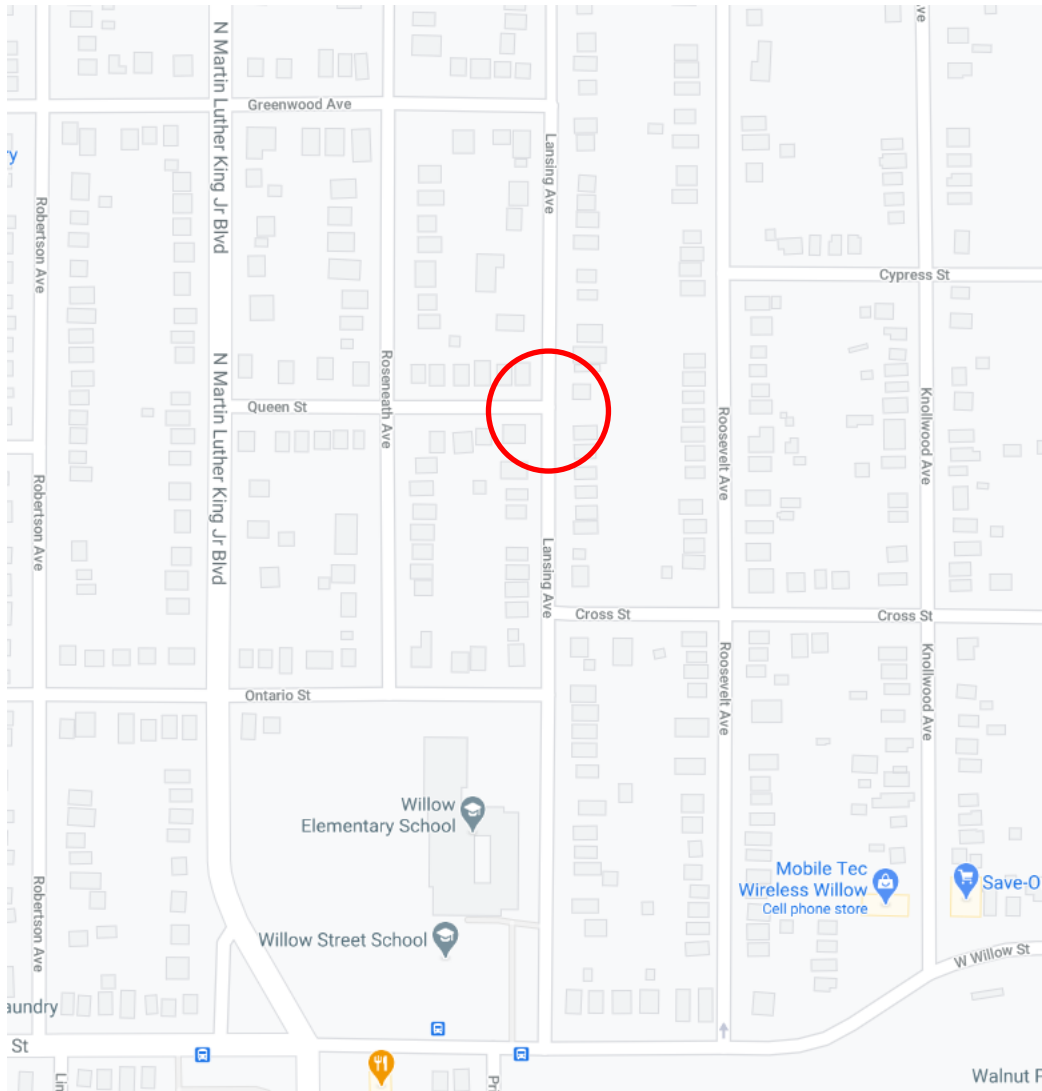
A review of the traffic crash records for this intersection indicates there has been one reported crash in the last five years from January 1, 2016 to December 31, 2020. This crash was an angle / sideswipe type of crash where one vehicle failed to yield the right of way at the intersection.

The Transportation and Non-Motorized Section recommends that a yield sign be installed for eastbound traffic on Ontario Street at Lansing Avenue due to the safe approach speed and to assign right of way at this intersection.

ENGINEERS REPORT #21-04

TRAFFIC CONTROL REQUEST: LANSING AVENUE & QUEEN STREET

LOCATION DIAGRAM





ENGINEERS REPORT #21-04

TRAFFIC CONTROL REQUEST: LANSING AVENUE & QUEEN STREET

**Eastbound Queen Street at Lansing Avenue looking north**





ENGINEERS REPORT #21-04

TRAFFIC CONTROL REQUEST: LANSING AVENUE & QUEEN STREET

**Eastbound Queen Street at Lansing Avenue looking south**





**CITY OF LANSING  
TRAFFIC CONTROL ORDER**

**ORDER NUMBER: 21-16**

**FILE: Lansing Avenue and Queen Street**

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

All eastbound traffic on QUEEN STREET shall yield the right-of-way to northbound and southbound traffic on LANSING 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: \_\_\_\_\_  
Mitchell Whisler  
Interim Transportation Engineer

RECEIVED FOR FILING: \_\_\_\_\_ SIGNED BY: \_\_\_\_\_  
Date Chris Swope  
City Clerk

DATE OF FILING WITH CITY CLERK: \_\_\_\_\_



# Lansing Transportation Division

Major Street: LANSING AVE Minor Street: QUEEN ST

A - Vehicle Speed on Main Street in mph

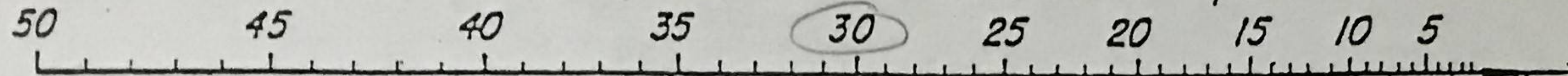
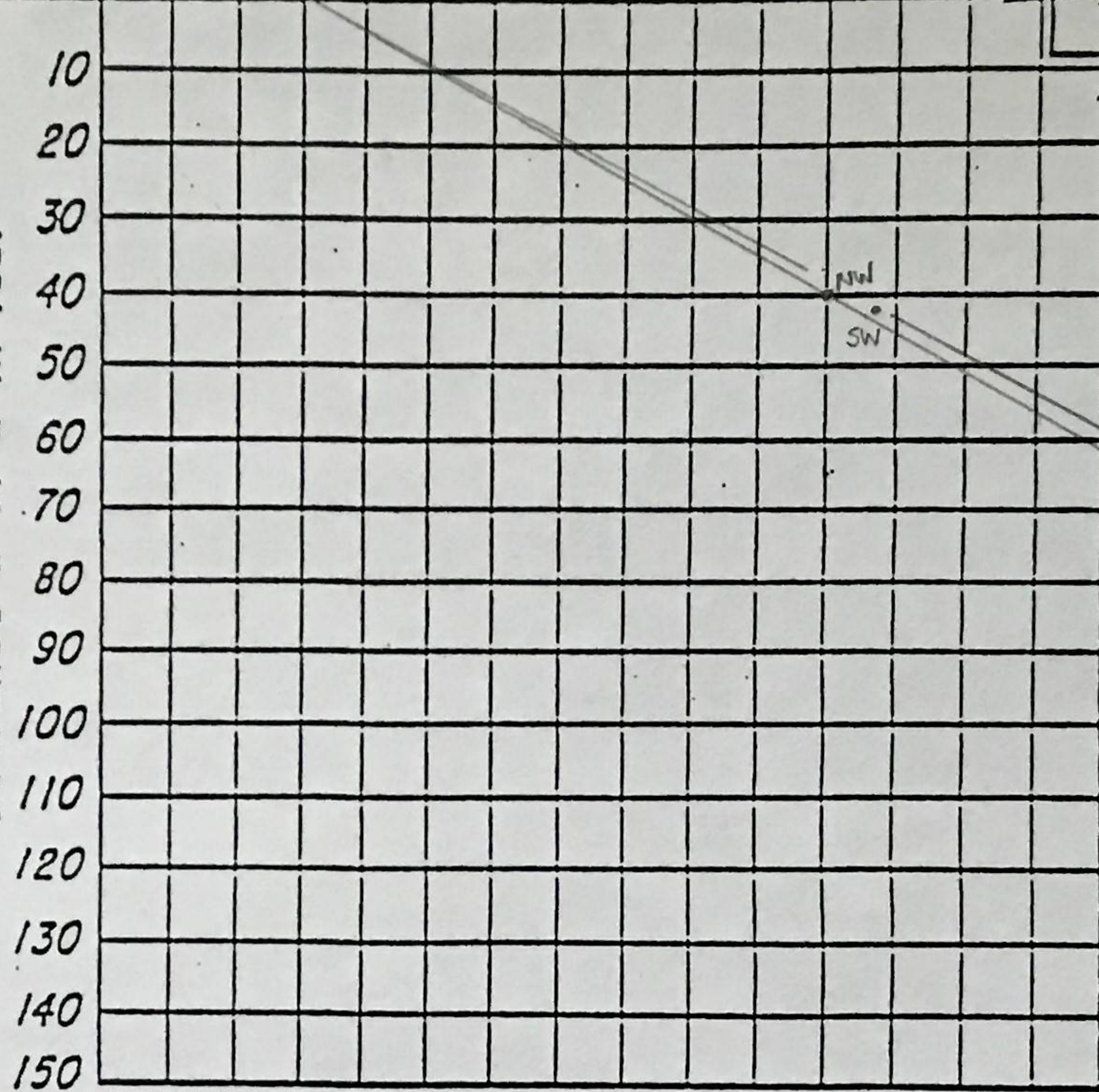


Chart based on AAA Method.

## ASSUMPTIONS

1. Vehicles in most dangerous legal position.
2. Reaction time is 1 Sec.
3. Deceleration rate is 16 ft/sec/sec.
4. Drivers eye is 7 ft back of bumper.
5. Vehicle can stop 8 ft from point where paths cross.

Distance a or d in feet



Distance b or c in feet

Quadrant

|    |    |    |     |    |   |    |
|----|----|----|-----|----|---|----|
| NW | a' | 12 | a'' | 28 | a | 40 |
| SW | b' | 14 | b'' | 26 | b | 40 |
|    | c' | 12 | c'' | 21 | c | 33 |
|    | d' | 14 | d'' | 27 | d | 41 |
|    | a' |    | a'' |    | a |    |
|    | b' |    | b'' |    | b |    |
|    | c' |    | c'' |    | c |    |
|    | d' |    | d'' |    | d |    |

B - Vehicle Speed on Minor Street in mph

CRASH DATA

2020 - 0  
2019 - 0  
2018 - 1 - SIDESWIPE/ANGLE  
2017 - 0  
2016 - 0

Safe approach speed chart.

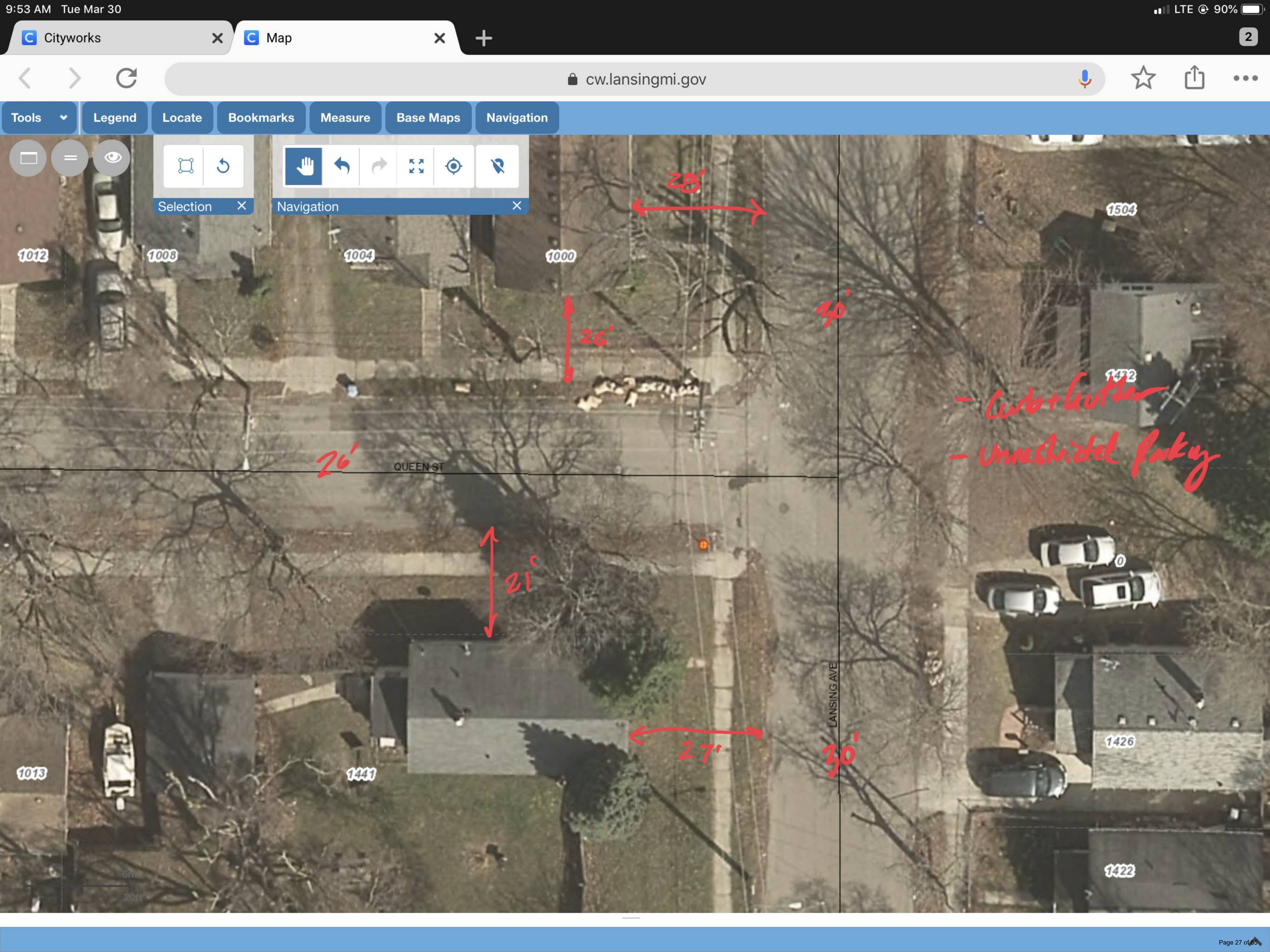
Analyst

A. MILLER

Date

4/5/21





Selection X Navigation X

- Curb + Gutter  
- Unrestricted parking



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 to install a stop sign at the intersection of Lansing Avenue and Queen Street; and

WHEREAS, the Transportation and Non-Motorized Section conducted an investigation to determine sight distance and traffic control requirements at the intersection of Lansing Avenue and Queen Street; and

WHEREAS, based on this study the Transportation and Non-Motorized Section recommends that a yield sign be installed for eastbound traffic on Ontario Street at Lansing Avenue due to the safe approach speed and to assign right of way at this intersection; 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. 21-16, thereby authorizing the Transportation Engineer to regulate traffic at the intersection of Lansing Avenue and Queen Street;

BE IT FINALLY RESOLVED that Traffic Control Order No. 21-16 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate signs are installed.

Approved by the Committee on Public Safety

on: \_\_\_\_\_

Approved for placement on the City Council Agenda:

\_\_\_\_\_

James D. Smiertka  
City Attorney

Date: \_\_\_\_\_



ENGINEERS REPORT #21-08

TRAFFIC CONTROL REQUEST: MAGNOLIA AVENUE AND MARCUS STREET

The Transportation and Non-Motorized Section conducted an investigation to determine sight distance and traffic control requirements at the intersection of Magnolia Avenue and Marcus Street. This study was conducted in response to a resident request by Susan Slovinski, contact information: (517) 372-6546

The intersection of Magnolia Avenue and Marcus Street is a four-leg intersection currently controlled by yield signs on Marcus Street at Magnolia Avenue. Magnolia Avenue is fifteen blocks long and begins at East Grand River Avenue and ends at a dead end south of Harton Street. Magnolia Avenue is 30 feet wide with curb and gutter and with a relatively flat grade at the intersection at Marcus Street. Parking is unrestricted along the west side and prohibited along the east side of the street near this intersection.

The eastern section of Marcus Street is six blocks long and begins at Clemens Avenue and ends at Mifflin Avenue. Marcus Street is 26 feet wide with curb and gutter and a relatively flat grade at the intersection at Magnolia Avenue. Parking is unrestricted along both the north and south sides of the street near this intersection.

A safe approach speed study was performed and revealed a safe approach speed of ten (10) miles per hour (MPH) due to the shrub and house in the northwest quadrant of the intersection.

A review of the traffic crash records for this intersection indicates there has been one (1) reported crash in the last five years from January 1, 2016 to December 31, 2020. This crash was a right turn / sideswipe type with vehicles traveling in opposite directions at the intersection.

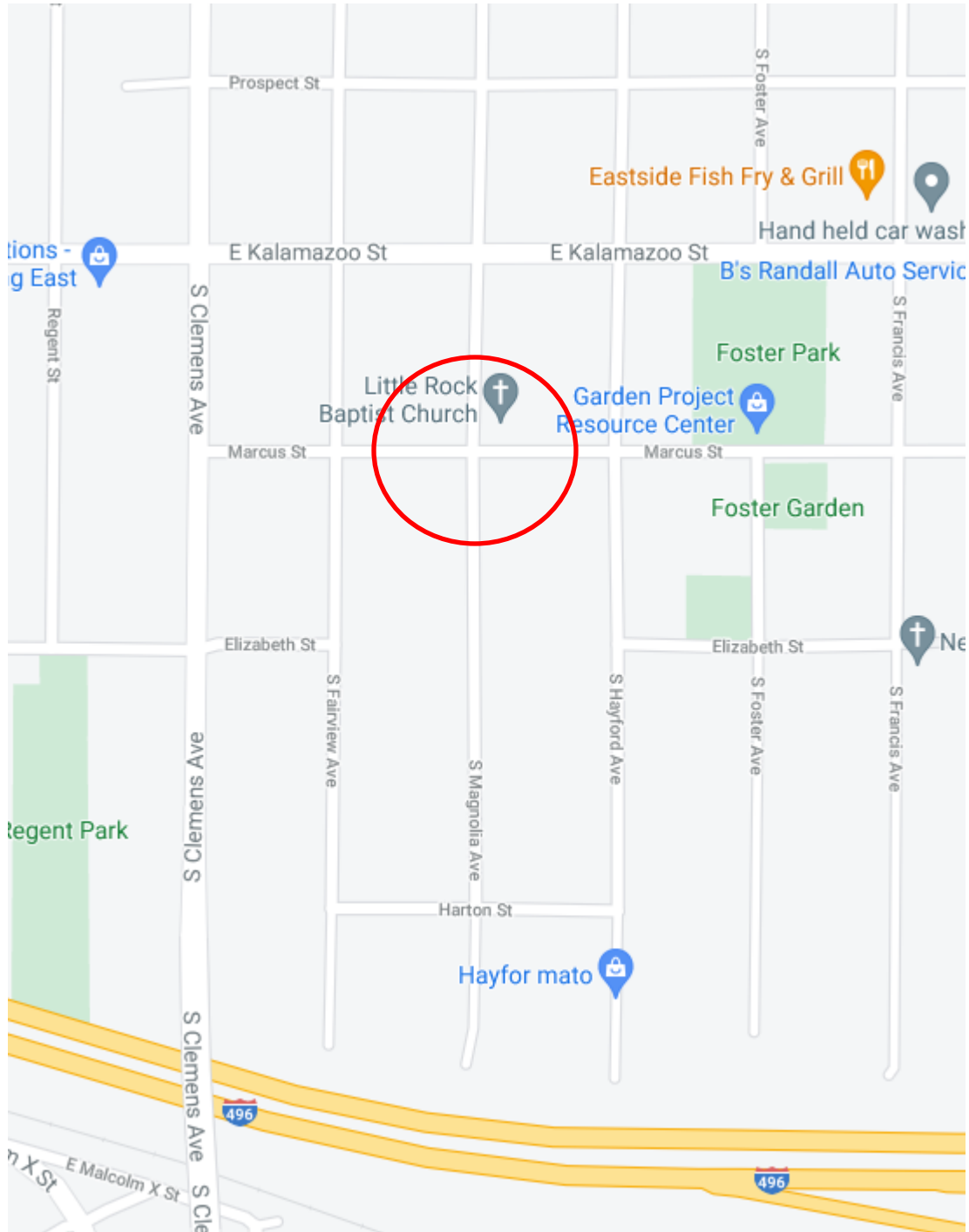
The Transportation and Non-Motorized Section recommends that the existing yield signs on Marcus Street at Magnolia Avenue be upgraded to stop signs due to the safe approach speed at this intersection.



ENGINEERS REPORT #21-08

TRAFFIC CONTROL REQUEST: MAGNOLIA AVENUE AND MARCUS STREET

LOCATION DIAGRAM





ENGINEERS REPORT #21-08

TRAFFIC CONTROL REQUEST: MAGNOLIA AVENUE AND MARCUS STREET

**Eastbound Marcus Street at Magnolia Avenue looking north**



**Eastbound Marcus Street at Magnolia Avenue looking south**





ENGINEERS REPORT #21-08

TRAFFIC CONTROL REQUEST: MAGNOLIA AVENUE AND MARCUS STREET

**Westbound Marcus Street at Magnolia Avenue looking north**



**Westbound Marcus Street at Magnolia Avenue looking south**





ENGINEERS REPORT #21-08

TRAFFIC CONTROL REQUEST: MAGNOLIA AVENUE AND MARCUS STREET

**Northbound Magnolia Avenue at Marcus Street looking east**



**Northbound Magnolia Avenue at Marcus Street looking west**





ENGINEERS REPORT #21-08

TRAFFIC CONTROL REQUEST: MAGNOLIA AVENUE AND MARCUS STREET

**Southbound Magnolia Avenue at Marcus Street looking east**



**Southbound Magnolia Avenue at Marcus Street looking west**





**CITY OF LANSING  
TRAFFIC CONTROL ORDER**

**ORDER NUMBER: 21-18**

**FILE: Magnolia Avenue and Marcus Street**

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

All eastbound and westbound traffic on MARCUS STREET shall be required to stop prior to entering the intersection at MAGNOLIA 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: \_\_\_\_\_

\_\_\_\_\_  
Mitchell Whisler  
Interim Transportation Engineer

RECEIVED FOR FILING: \_\_\_\_\_

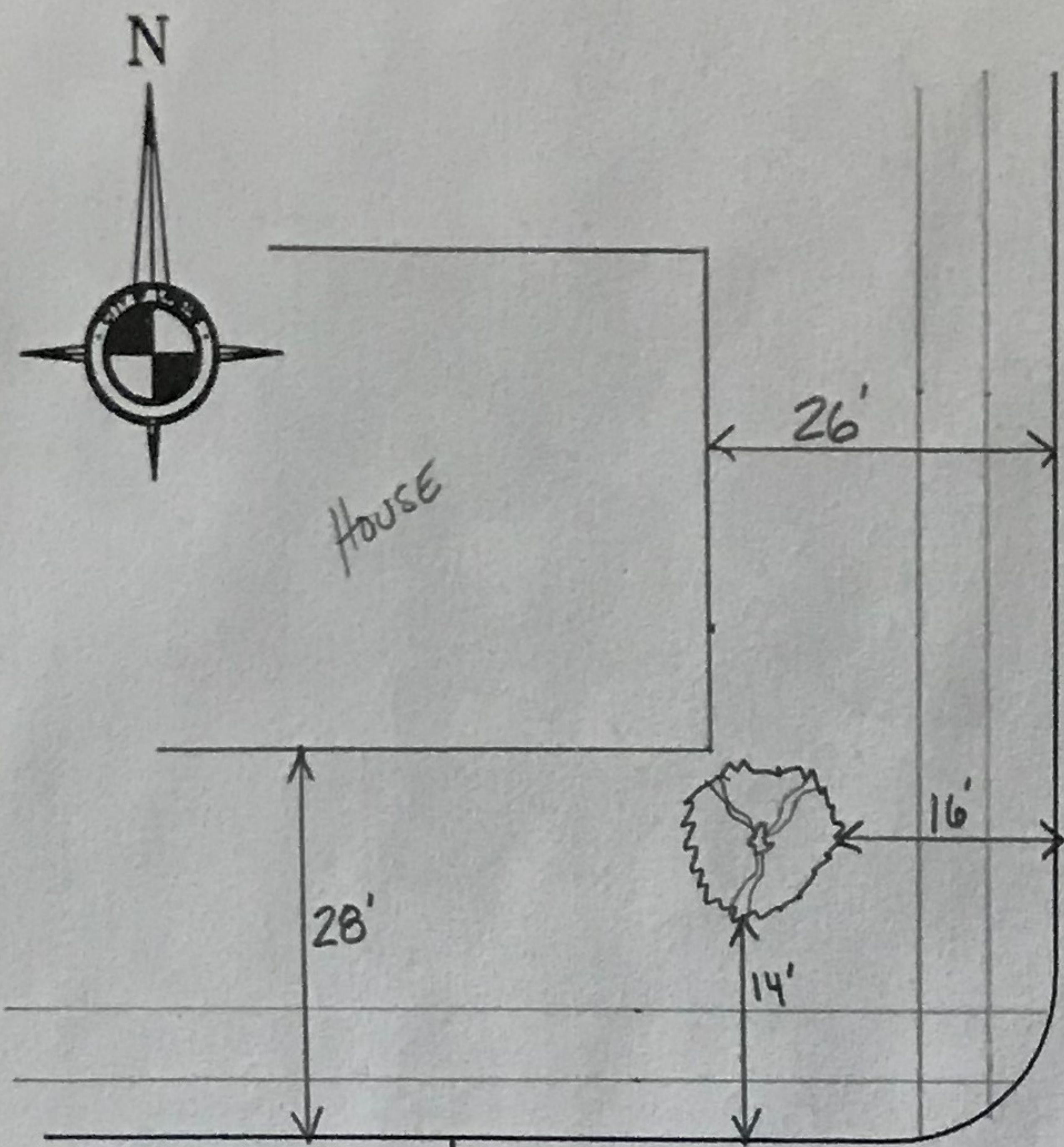
SIGNED BY: \_\_\_\_\_

\_\_\_\_\_  
Date

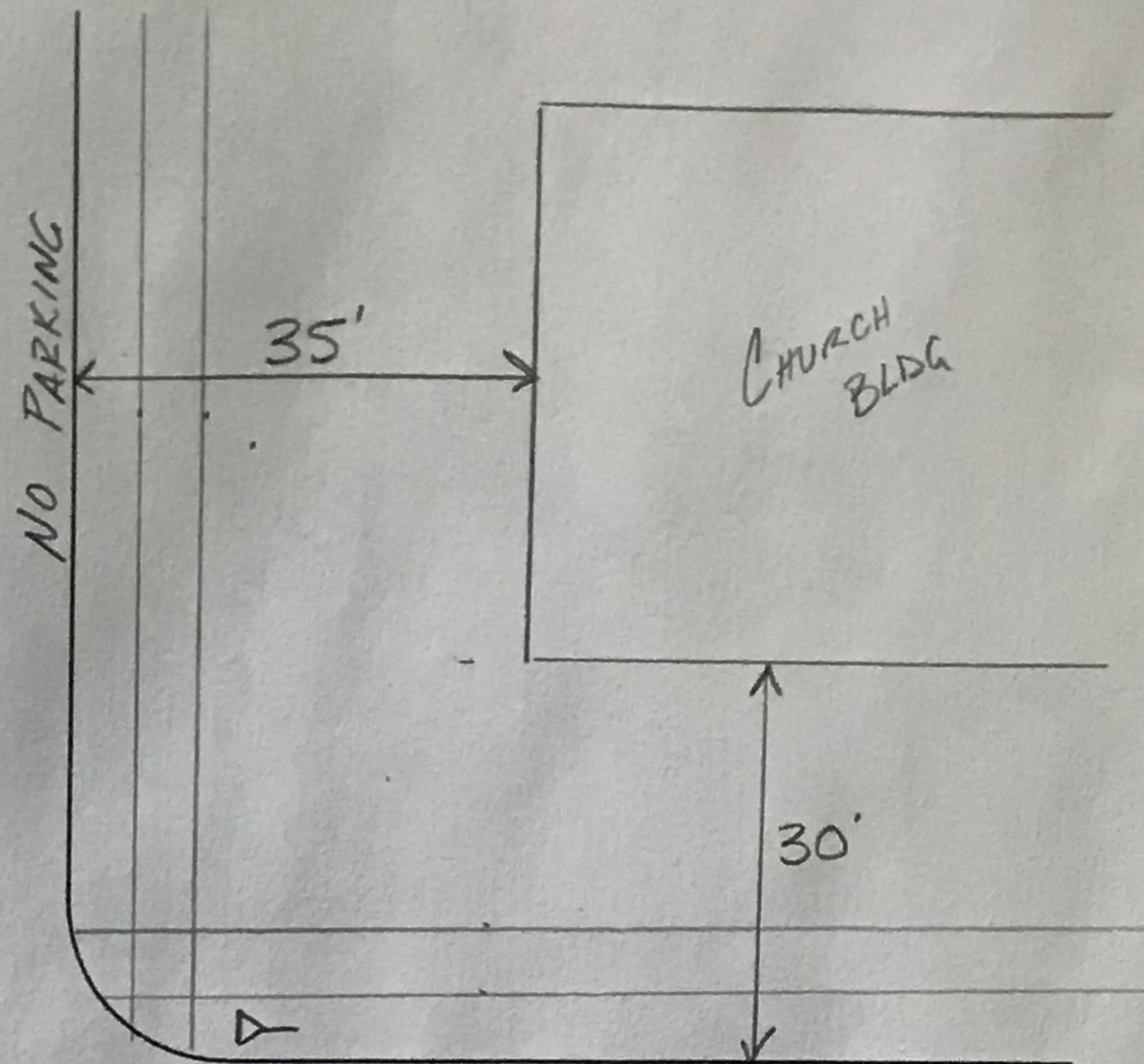
\_\_\_\_\_  
Chris Swope  
City Clerk

DATE OF FILING WITH CITY CLERK: \_\_\_\_\_

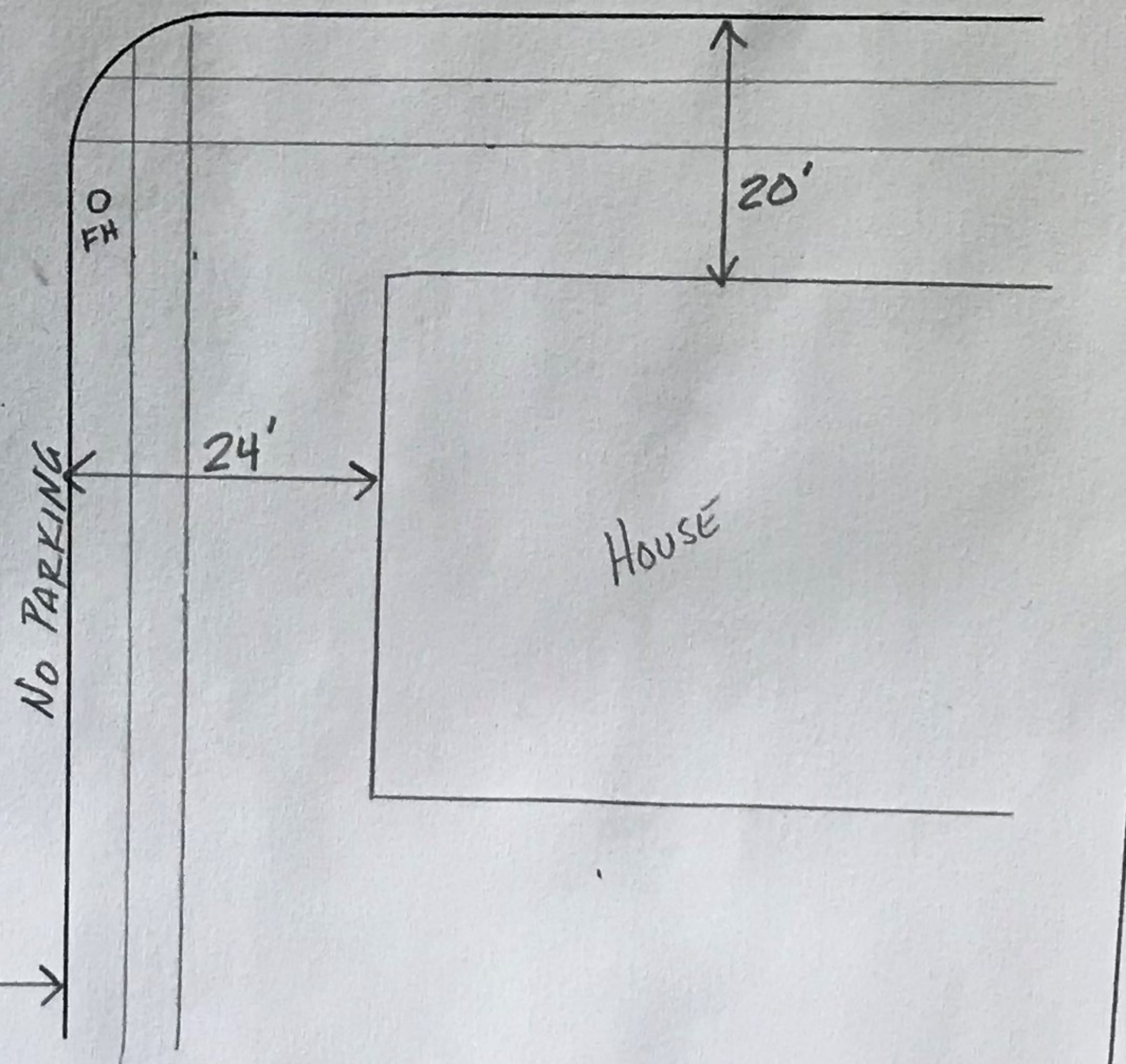
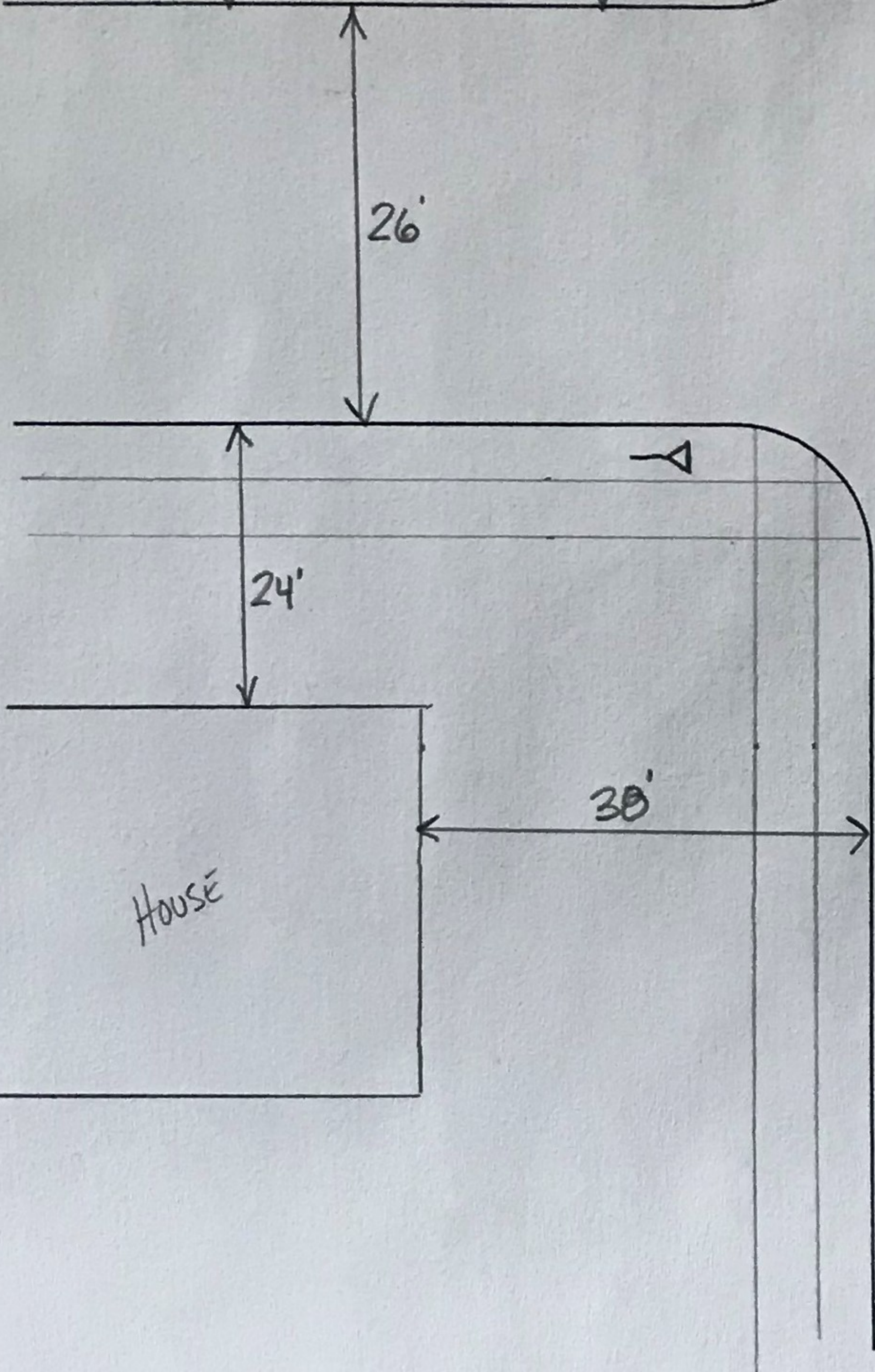




MAGNOLIA AVE



MARCUS ST



### CRASH DATA

2020 - 0  
2019 - 0  
2018 - 1 (SIDESWIPE)  
2017 - 0  
2016 - 0

INTERSECTION: MAGNOLIA AVE + MARCUS ST

DATE: 6-1-21

SCALE: NTS

# OF ACCIDENTS: 1 FROM: 2020 TO: 2016

ANALYST: A. MILLER



Major Street: MARCUS ST Minor Street: MAGNOLIA AVE

A - Vehicle Speed on Main Street in mph

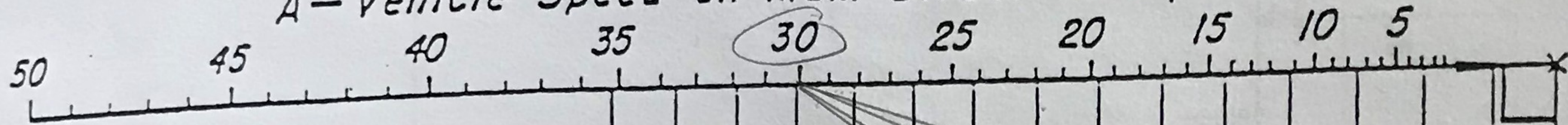
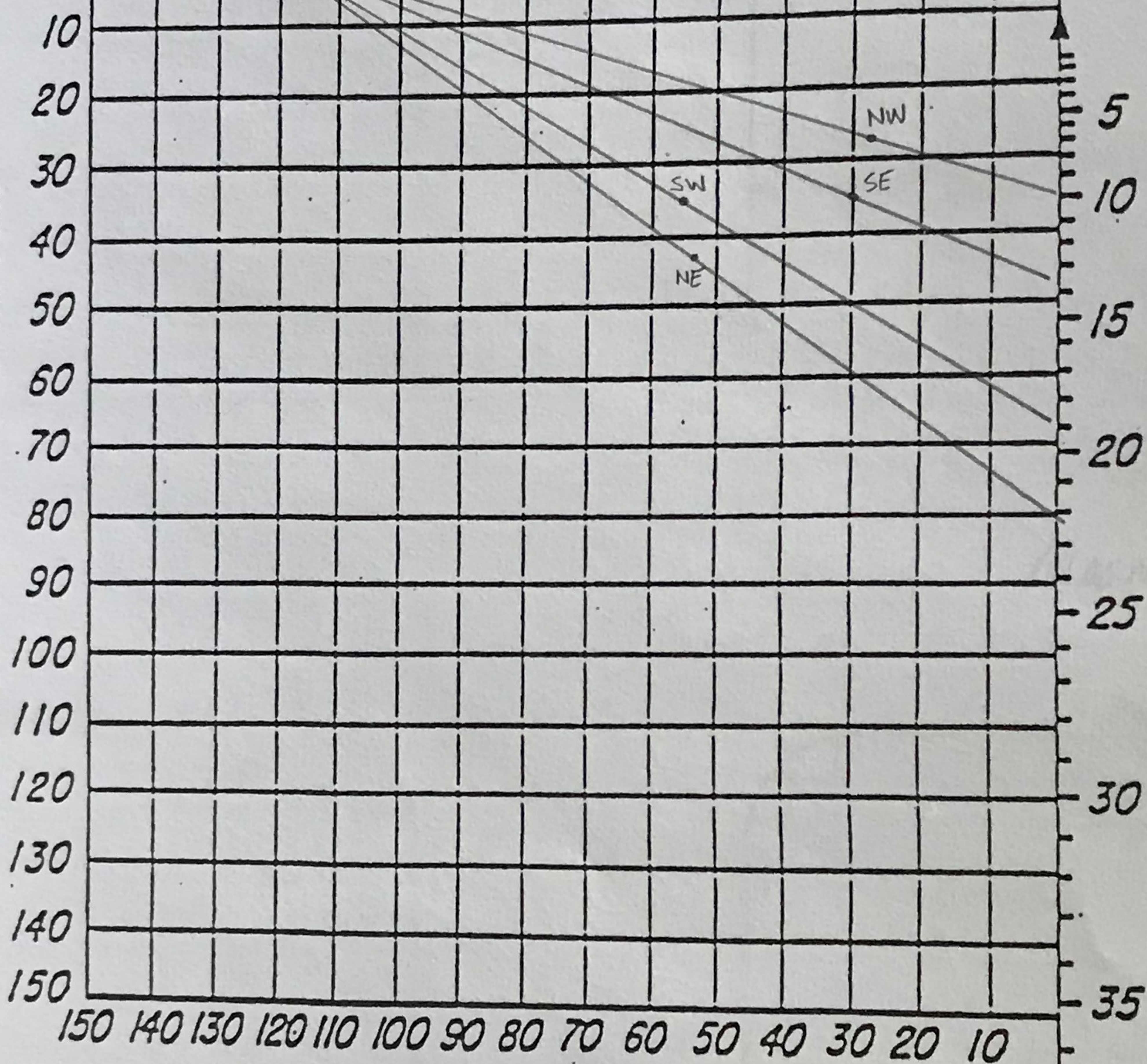


Chart based on AAA Method.

ASSUMPTIONS

1. Vehicles in most dangerous legal position.
2. Reaction time is 1 Sec.
3. Deceleration rate is 16 ft/sec/sec.
4. Drivers eye is 7 ft back of bumper.
5. Vehicle can stop 8 ft from point where paths cross.

Distance a or d in feet



Distance b or c in feet

B - Vehicle Speed on Minor Street in mph

Quadrant

|           |    |           |     |           |   |           |
|-----------|----|-----------|-----|-----------|---|-----------|
| <u>SW</u> | a' | <u>12</u> | a'' | <u>24</u> | a | <u>36</u> |
| <u>SE</u> | b' | <u>18</u> | b'' | <u>38</u> | b | <u>56</u> |
|           | c' | <u>6</u>  | c'' | <u>24</u> | c | <u>30</u> |
|           | d' | <u>14</u> | d'' | <u>20</u> | d | <u>34</u> |
| <u>NE</u> | a' | <u>12</u> | a'' | <u>30</u> | a | <u>42</u> |
| <u>NW</u> | b' | <u>18</u> | b'' | <u>35</u> | b | <u>53</u> |
|           | c' | <u>12</u> | c'' | <u>16</u> | c | <u>28</u> |
|           | d' | <u>14</u> | d'' | <u>14</u> | d | <u>28</u> |

Safe approach speed chart.

Analyst

Date

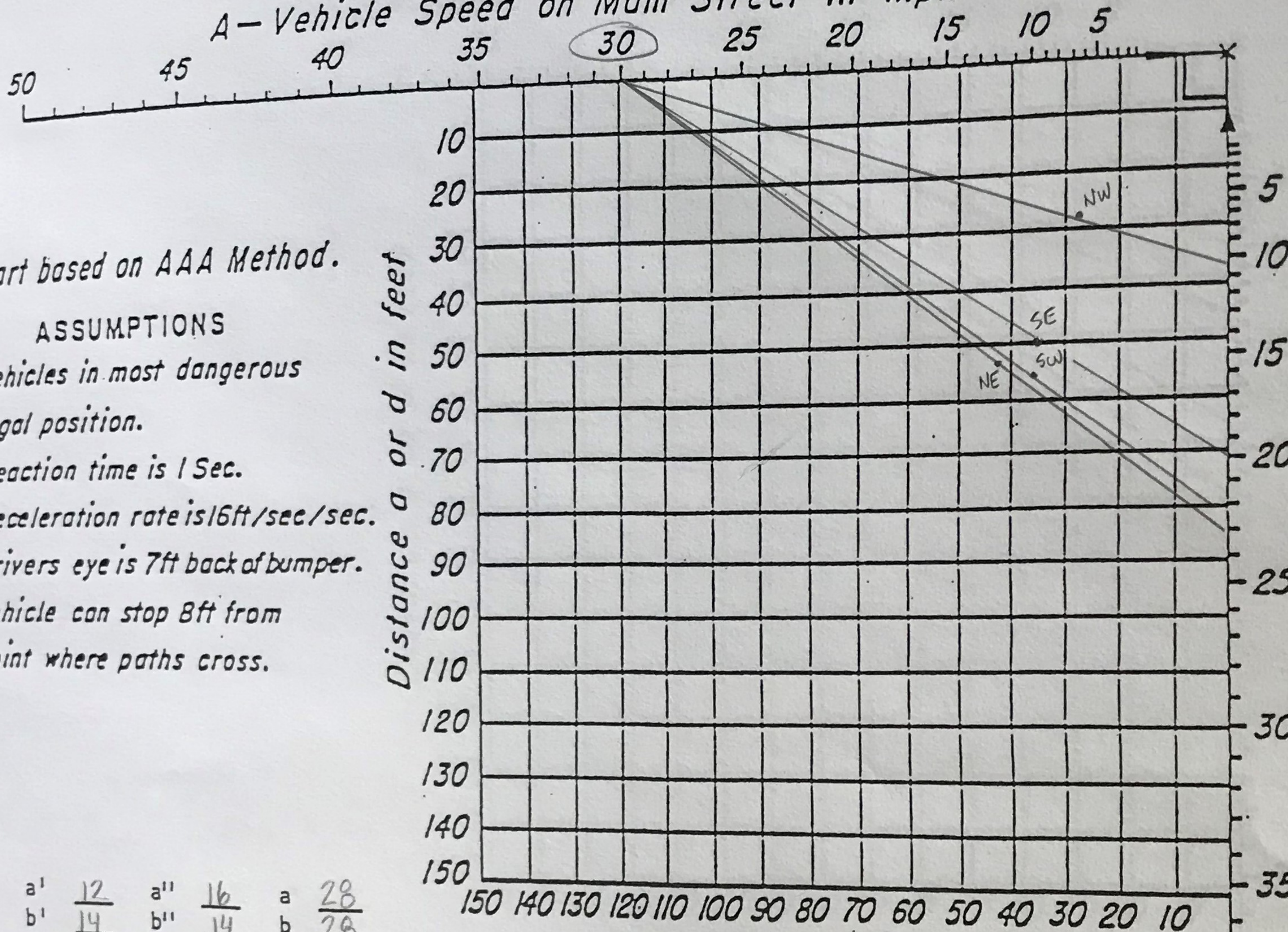
A. MILLER

6-1-21



Major Street: MAGNOLIA AVE Minor Street: MARCUS ST

A - Vehicle Speed on Main Street in mph



Quadrant

|           |    |           |     |           |   |           |
|-----------|----|-----------|-----|-----------|---|-----------|
| <u>NW</u> | a' | <u>12</u> | a'' | <u>16</u> | a | <u>28</u> |
| <u>SW</u> | b' | <u>14</u> | b'' | <u>14</u> | b | <u>28</u> |
|           | c' | <u>12</u> | c'' | <u>24</u> | c | <u>36</u> |
|           | d' | <u>18</u> | d'' | <u>38</u> | d | <u>56</u> |
| <u>SE</u> | a' | <u>6</u>  | a'' | <u>24</u> | a | <u>30</u> |
| <u>NE</u> | b' | <u>14</u> | b'' | <u>20</u> | b | <u>34</u> |
|           | c' | <u>12</u> | c'' | <u>30</u> | c | <u>42</u> |
|           | d' | <u>18</u> | d'' | <u>35</u> | d | <u>53</u> |

Safe approach speed chart.

Analyst  
Date

A. MILLER  
6-1-21















CRIMINALS  
BEWARE!  
Neighborhood Watch  
In Operation  
LANSING POLICE  
DEPARTMENT  
483-2600











LE FLOCH  
METHODIST CHURCH

Marcus Ave  
Magnolia Ave











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 to install stop signs at the intersection of Magnolia Avenue and Marcus Street; and

WHEREAS, the Transportation and Non-Motorized Section conducted an investigation to determine sight distance and traffic control requirements at the intersection of Magnolia Avenue and Marcus Street; and

WHEREAS, based on this study the Transportation and Non-Motorized Section recommends that the existing yield signs on Marcus Street at Magnolia Avenue be upgraded to stop signs due to the safe approach speed at this intersection; 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. 21-18, thereby authorizing the Transportation Engineer to regulate traffic at the intersection of Magnolia Avenue and Marcus Street;

BE IT FINALLY RESOLVED that Traffic Control Order No. 21-18 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate signs are installed.

Approved by the Committee on Public Safety

on: \_\_\_\_\_

Approved for placement on the City Council Agenda:

\_\_\_\_\_

James D. Smiertka  
City Attorney

Date: \_\_\_\_\_



## ENGINEERS REPORT #21-05

### TRAFFIC CONTROL REQUEST: LANSING AVENUE & CROSS STREET

The Transportation and Non-Motorized Section conducted an investigation to determine sight distance and traffic control requirements at the intersection of Lansing Avenue and Cross Street. This study was conducted in response to a request made by the resident at 1441 Lansing Avenue while taking measurements at the intersection of Lansing Avenue and Queen Street for another study.

The intersection of Lansing Avenue and Cross Street is an uncontrolled three-leg intersection. Lansing Avenue is five blocks long and begins at Willow Street and ends at a dead end north of Greenwood Avenue. Lansing Avenue is 30 feet wide with curb and gutter and with a relatively flat grade at the intersection at Cross Street. Parking is unrestricted along both the east and west sides of the street near this intersection.

Cross Street is four blocks long and begins at Lansing Avenue and ends at a dead end east of Emerson Street. Cross Street is 24 feet wide with curb and gutter and a relatively flat grade at the intersection at Lansing Avenue. Parking is unrestricted along both the north and south sides of the street near this intersection.

A safe approach speed study was performed and revealed a safe approach speed of nine (9) miles per hour (MPH) due to the elevated front yard / natural hill in the southeast quadrant of the intersection.

A review of the traffic crash records for this intersection indicates there have been two (2) reported crashes in the last five years from January 1, 2016 to December 31, 2020. These crashes both involved vehicles that failed to yield the right of way at the intersection.

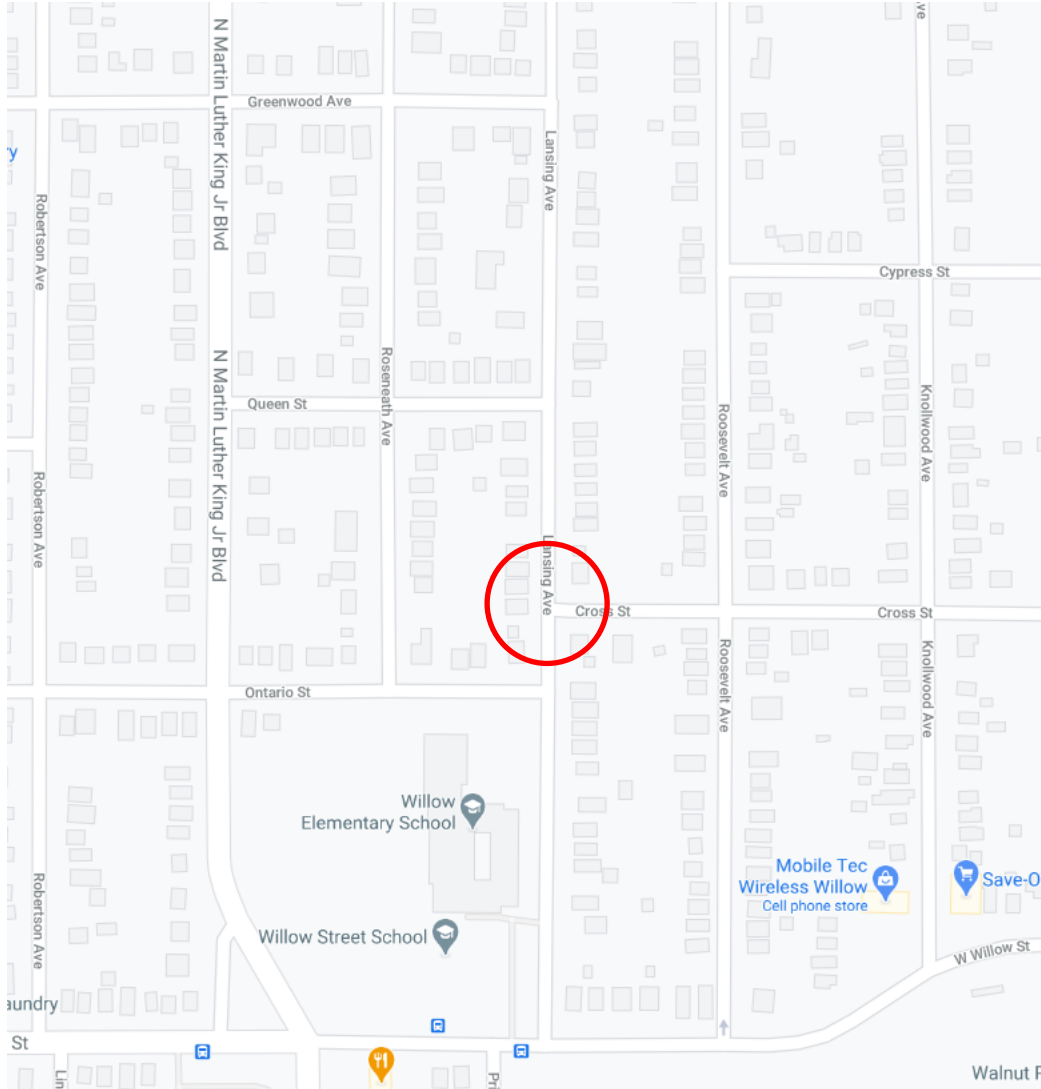
The Transportation and Non-Motorized Section recommends that a stop sign be installed for westbound traffic on Cross Street at Lansing Avenue due to the safe approach speed and to assign right of way at this intersection.



ENGINEERS REPORT #21-05

TRAFFIC CONTROL REQUEST: LANSING AVENUE & CROSS STREET

LOCATION DIAGRAM





ENGINEERS REPORT #21-05

TRAFFIC CONTROL REQUEST: LANSING AVENUE & CROSS STREET

**Westbound Cross Street at Lansing Avenue looking north**





ENGINEERS REPORT #21-05

TRAFFIC CONTROL REQUEST: LANSING AVENUE & CROSS STREET

**Westbound Cross Street at Lansing Avenue looking south**





**CITY OF LANSING  
TRAFFIC CONTROL ORDER**

**ORDER NUMBER: 21-17**

**FILE: Cross Street and Lansing Avenue**

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

All westbound traffic on CROSS STREET shall be required to stop prior to entering the intersection at LANSING 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: \_\_\_\_\_  
Mitchell Whisler  
Interim Transportation Engineer

RECEIVED FOR FILING: \_\_\_\_\_ SIGNED BY: \_\_\_\_\_  
Date Chris Swope  
City Clerk

DATE OF FILING WITH CITY CLERK: \_\_\_\_\_



Lansing Transportation Division

Major Street: LANSING AVE Minor Street: CROSS ST

A - Vehicle Speed on Main Street in mph

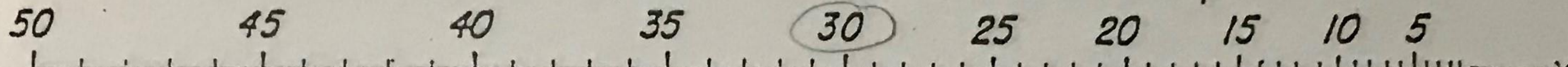
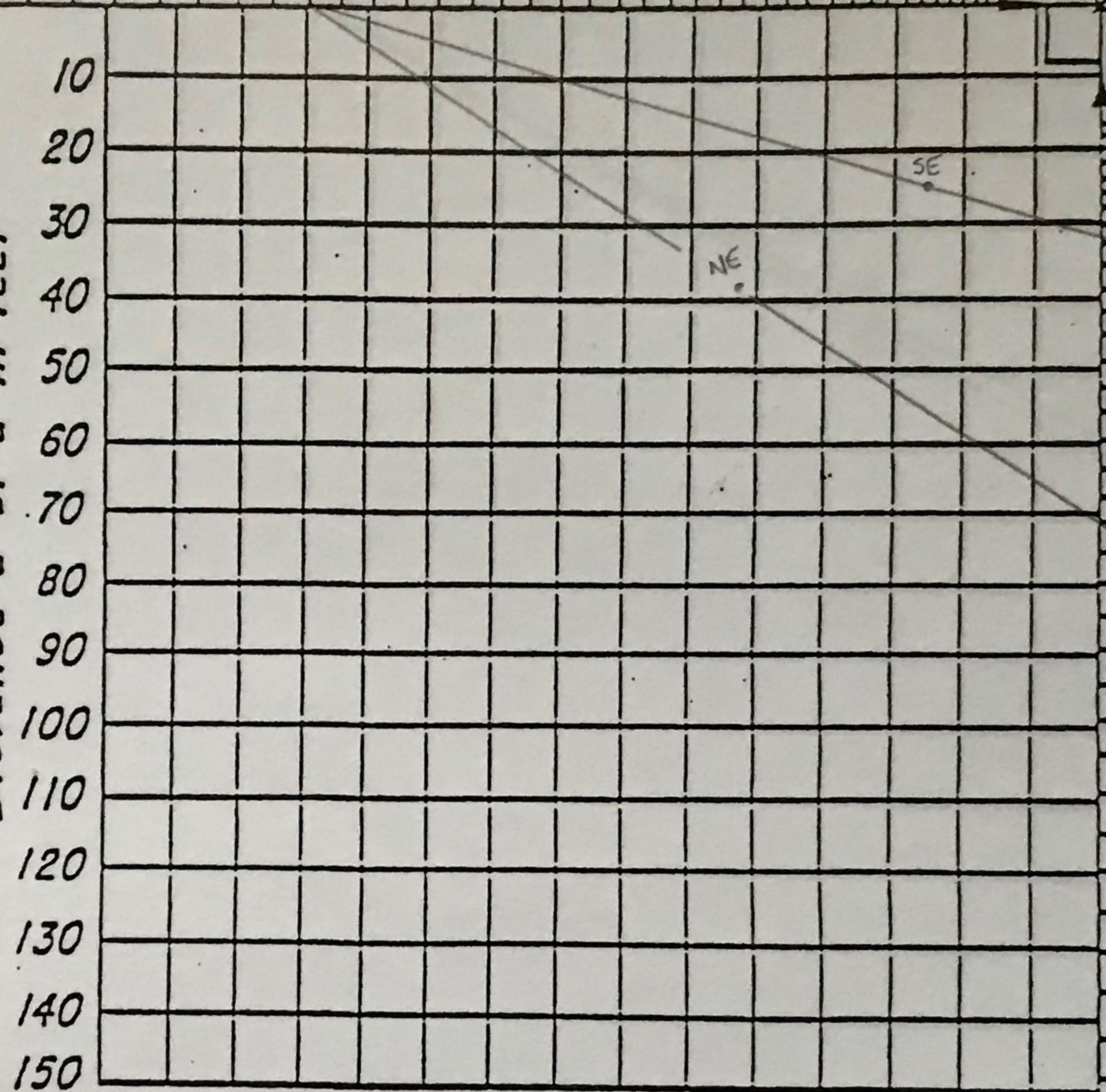


Chart based on AAA Method.

ASSUMPTIONS

1. Vehicles in most dangerous legal position.
2. Reaction time is 1 Sec.
3. Deceleration rate is 16 ft/sec/sec.
4. Drivers eye is 7 ft back of bumper.
5. Vehicle can stop 8 ft from point where paths cross.

Distance a or d in feet



Distance b or c in feet

Quadrant

|           |    |           |     |           |   |           |
|-----------|----|-----------|-----|-----------|---|-----------|
| <u>SE</u> | a' | <u>12</u> | a'' | <u>14</u> | a | <u>26</u> |
|           | b' | <u>12</u> | b'' | <u>14</u> | b | <u>26</u> |
| <u>NE</u> | c' | <u>12</u> | c'' | <u>40</u> | c | <u>52</u> |
|           | d' | <u>12</u> | d'' | <u>27</u> | d | <u>39</u> |
| —         | a' | —         | a'' | —         | a | —         |
| —         | b' | —         | b'' | —         | b | —         |
| —         | c' | —         | c'' | —         | c | —         |
| —         | d' | —         | d'' | —         | d | —         |

B - Vehicle Speed on Minor Street in mph

CRASH DATA

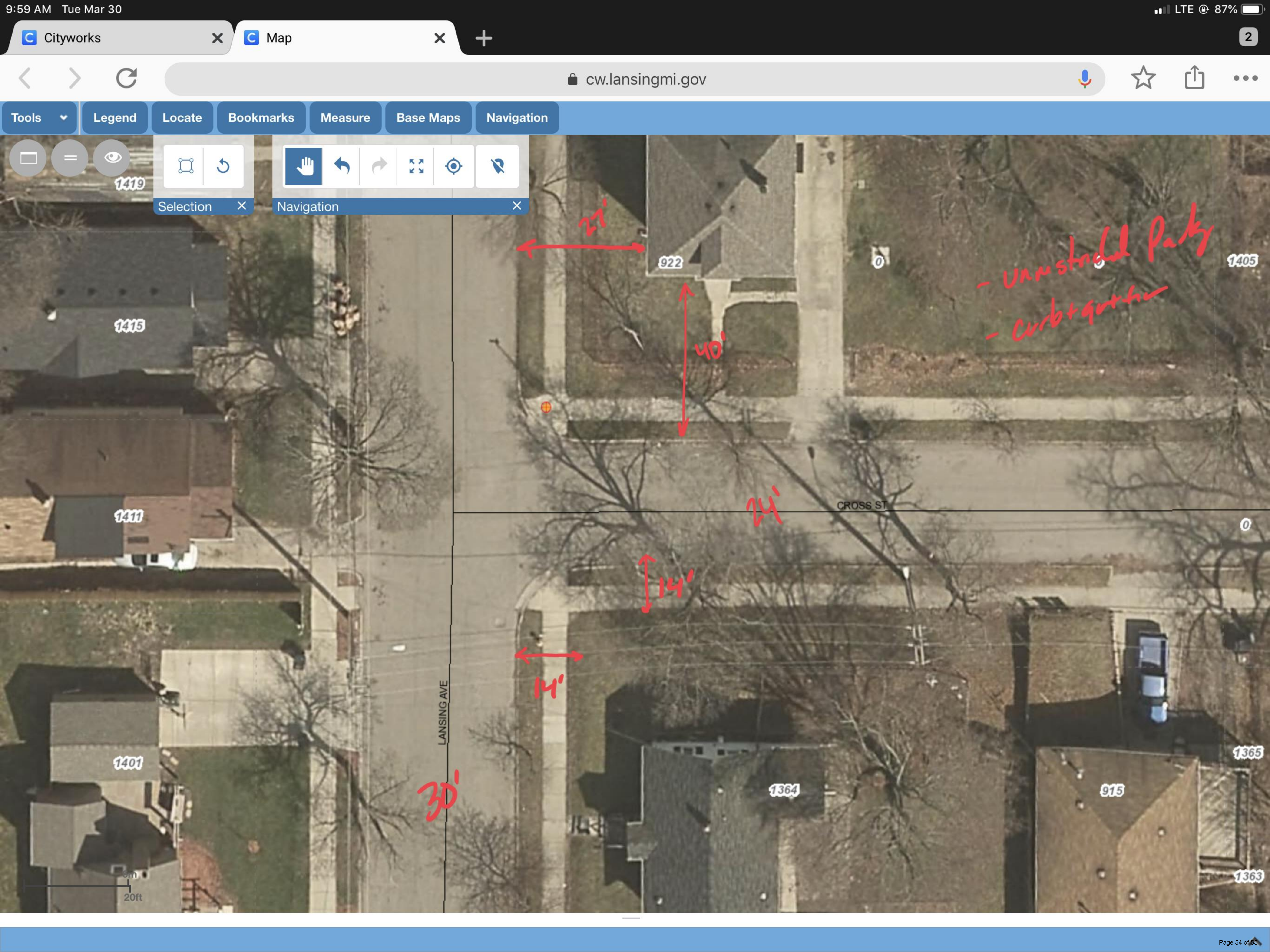
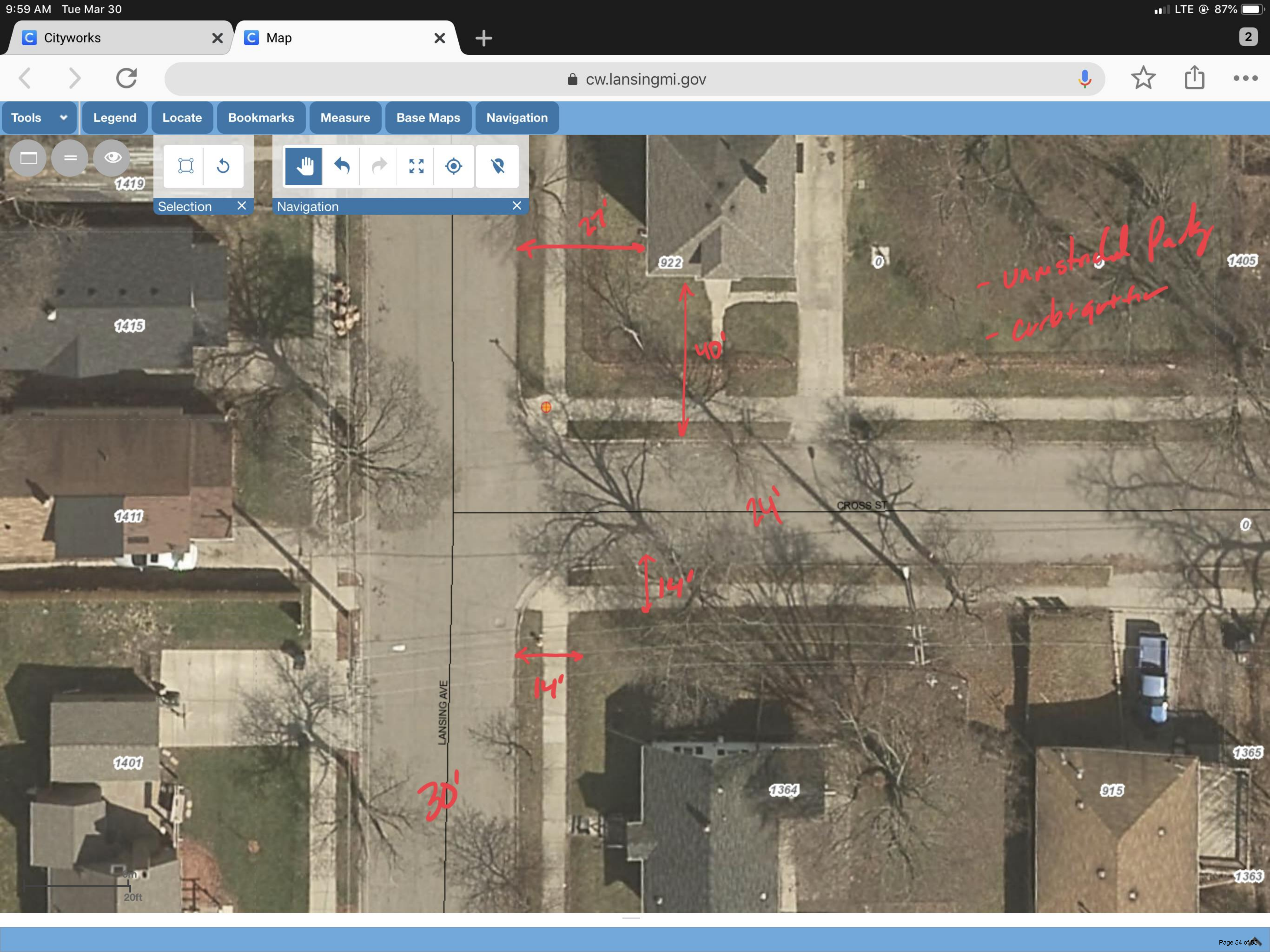
2020 - 2 (F.T.Y.)  
 2019 - 0  
 2018 - 0  
 2017 - 0  
 2016 - 0

Safe approach speed chart.

Analyst  
 Date

A. MILLER  
4/5/21







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 to install a stop sign at the intersection of Cross Street and Lansing Avenue; and

WHEREAS, the Transportation and Non-Motorized Section conducted an investigation to determine sight distance and traffic control requirements at the intersection of Cross Street and Lansing Avenue; and

WHEREAS, based on this study the Transportation and Non-Motorized Section recommends that a stop sign be installed for westbound traffic on Cross Street at Lansing Avenue due to the safe approach speed and to assign right of way at this intersection; 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. 21-17, thereby authorizing the Transportation Engineer to regulate traffic at the intersection of Cross Street and Lansing Avenue;

BE IT FINALLY RESOLVED that Traffic Control Order No. 21-17 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate signs are installed.