

AGENDA

Committee on City Operations AGENDA FOR OCTOBER 30, 2023 AT 3:30 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 or (517) 483-4177 prior to the meeting.
view on: <https://www.youtube.com/@lansingcitycouncil4446/streams>

Council Member Spadafore, Chairperson
Council Member Hussain, Vice Chairperson
Council Member Kost, Member

- 1. Call to Order**
- 2. Roll Call**
- 3. Minutes**
 - A. October 16, 2023
- 4. Public Comment on Agenda Items (Up to 3 Minutes)**
- 5. Discussion/Action:**
 - B. RESOLUTION - Traffic Control Order Nos. 18-006 and 18-007 to install a traffic signal and pedestrian signal at the intersection of Michigan Ave. and Sparrow Health System driveway
 - C. RESOLUTION - Traffic Control Order No. 20-07 to remove the traffic signal at Cesar E. Chavez Ave. and High St. and install a stop sign on High St. at Cesar E. Chavez Ave.
 - D. RESOLUTION - Traffic Control Order No. 19-015 to remove the traffic signal at Cesar E. Chavez Ave. and Washington Ave. and install stop signs on Washington Ave. at Cesar E. Chavez Ave.
 - E. RESOLUTION - Traffic Control Order Nos. 18-061 and 18-062 to change the metered parking restrictions along the 1100 and 1200 blocks of N. Washington Avenue
 - F. RESOLUTION - Traffic Control Order No. 10-011 to remove parking meter #3223 and parking space along the South side of the 200 block of W. Genesee Street
 - G. RESOLUTION - Traffic Control Order No. 18-029 to regulate parking along the 200 block of W. Ottawa Street
 - H. RESOLUTION - Traffic Control Order No. 18-044 to regulate parking along R G Curtis Ave.
 - I. RESOLUTION - Traffic Control Order No. 18-046 to regulate parking along Hall St.

- J. RESOLUTION - Traffic Control Order Nos. 19-16, 19-17, 19-18, 19-19, and 19-20 to regulate parking in the East Village Neighborhood
- K. RESOLUTION - Traffic Control Order Nos. 20-03, 20-04 and 20-05 to regulate parking along W. Ionia St. from Sycamore St. to Walnut St.
- L. RESOLUTION - Traffic Control Order No. 21-31 to regulate parking along Beaver St. between Turner St. and Center St.
- M. RESOLUTION - Traffic Control Order No. 22-14 to regulate parking along Shepard Street
- N. RESOLUTION - Traffic Control Order No. 23-21 to regulate parking along the 600 block of S. Pine St.
- O. RESOLUTION - Traffic Control Order No. 18-058 to regulate traffic along Mt. Hope Ave. at Martin Luther King Jr. Blvd.
- P. RESOLUTION - Traffic Control Order No. 18-056 to install a yield sign on Grant St. at Hamilton Ave.
- Q. RESOLUTION - Traffic Control Order No. 18-059 to install a yield sign on Keystone Ave. at Enterprise Dr.
- R. RESOLUTION - Traffic Control Order No. 20-16 to install a yield sign on Herbert St. at Wilson St.
- S. RESOLUTUION - Traffic Control Order No. 18-001 to install a stop sign on Madison St. at Sycamore St.
- T. RESOLUTION - Traffic Control Order No. 18-057 to install a stop sign on Oxford Rd. where the two road segments merge from Cambridge Rd.
- U. RESOLUTION - Traffic Control Order No. 20-02 to install a stop sign on Glenn Street at the alley
- V. RESOLUTION - Traffic Control Order No. 22-07 to install a stop sign on Shubel Ave. at Lindbergh Dr.
- W. RESOLUTION - Traffic Control Order No. 22-08 to install a stop sign on Greencroft Rd. at Strathmore Rd.
- X. RESOLUTION - Traffic Control Order No. 23-16 to install stop signs on Donald St. at Everettdale Ave.
- Y. RESOLUTION - Traffic Control Order No. 23-19 to install a stop sign on Pontiac St. at Fayette St.
- Z. RESOLUTION - Traffic Control Order No. 23-20 to install stop signs on N. Cedar St. at Community St.
- AA. DISCUSSION - Lansing City Council Rules

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 City Operations
Monday, October 16, 2023 @ 3:30 p.m.
City Council Conference Room

CALL TO ORDER

Council Member Spadafore called the meeting to order at 3:30 p.m.

PRESENT

Council Member Spadafore, Chair
Council Member Hussain, Vice-Chair
Council Member Kost, Member

OTHERS PRESENT

Sherrie Boak, Council Office Manager
Emily Linden, Internal Auditor
Lisa Hagen-Lawrence, OCA
Matt Staples, OCA
Walter Allen, Code Compliance Manager
Julie Reinhart, Downtown Lansing Inc.
Jen Estill, Downtown Lansing Inc.
Karl Dorshimer, LEDC

MINUTES

MOTION BY COUNCIL MEMBER KOST TO APPROVE THE MINUTES FROM SEPTEMBER 11, 2023, AND SEPTEMBER 25, 2023 AS PRESENTED. MOTION CARRIED 3-0.

PUBLIC COMMENT

No public comment at this time.

Discussion/Action

RESOLUTION – Reappointment; Frank Lee as an At-Large member of the Human Relations and Community Services Advisory Board for a term to expire June 30, 2027

MOTION BY COUNCIL MEMBER HUSSAIN TO APPROVE THE RESOLUTION FOR THE REAPPOINTMENT; FRANK LEE AS AN AT-LARGE MEMBER OF THE HUMAN RELATIONS AND COMMUNITY SERVICES ADVISORY BOARD FOR A TERM TO EXPIRE JUNE 30, 2027. MOTION CARRIED 3-0.

RESOLUTION – Reappointment; Versey Williams as the 3rd Ward member of the Human Relations and Community Services Advisory Board for a term to expire June 30, 2027

MOTION BY COUNCIL MEMBER HUSSAIN TO APPROVE THE RESOLUTION FOR THE REAPPOINTMENT; VERSEY WILLIAMS AS THE 3RD WARD MEMBER OF THE HUMAN RELATIONS AND COMMUNITY SERVICES ADVISORY BOARD FOR A TERM TO EXPIRE JUNE 30, 2027. MOTION CARRIED 3-0.

RESOLUTION – Claim Appeal #1962; Mark Parker for \$661 in trash violation fees at 711 Irvington Avenue

MOTION BY COUNCIL MEMBER HUSSAIN TO REMOVE FROM THE TABLE FOR CLAIM APPEAL #1962; MARK PARKER FOR \$661 IN TRASH VIOLATION FEES AT 711 IRVINGTON AVENUE. MOTION CARRIED 3-0.

Council Member Spadafore noted this was noticed to the wrong person and the claimant was not the owner, but the tenant. Per OCA Committee should discharge.

MOTION BY COUNCIL MEMBER HUSSAIN TO DISCHARGE THE RESOLUTION FOR THE CLAIM APPEAL #1962; MARK PARKER FOR \$661 IN TRASH VIOLATION FEES AT 711 IRVINGTON AVENUE. MOTION CARRIED 3-0.

RESOLUTION – Setting a Public Hearing on the Special Assessment; Principal Shopping District 2023 Roll

Ms. Reinhart noted the rates have not been raised since 2017. They are proposing the individual property cap from \$10,000 to \$17,534, the annual assessment increase by 5% annually for next 3 years, then after that reassess every five years going forward. They would like surface parking lots and vacant lot assessment to be the same as first floor retail to encourage development, and recommend Zone C assessment be 50% of Zones A & B. They are currently at \$0. For non-profit cap they are proposing from 40% of the proposed assessment rate to 75%. Ms. Frischman confirmed all those have been included in the roll in front of Committee. They \$10,000 to \$17,534 is regulated by the State, the initial \$10,000 and the CPI by law. The other proposed changes, there have not been any increases since 2017, and the parking lots/vacant lot changes have just as much benefit from the DLI activities as first floor uses. They have taken out the non-profit application since they are already on the roll as non-profit.

Council Member Hussain confirmed with Ms. Frishman that the roll for action reflects the changes, and it was confirmed.

Mr. Dorshimer noted that this is updating to where it should be, not just the amounts but the types. This will provide a steady source of income.

Council Member Spadafore asked the bottom line, and Ms. Frishman stated it is about \$200,000. DLI added it catches them up to the operating needs and they have more staff now. Ms. Frischman added that the total collected would be \$549,000.

MOTION BY COUNCIL MEMBER HUSSAIN TO APPROVE THE RESOLUTION IN SETTING A PUBLIC HEARING ON THE SPECIAL ASSESSMENT; PRINCIPAL SHOPPING DISTRICT 2023 ROLL. MOTION CARRIED 3-0.

DISCUSSION – Lansing City Council Rule 15 & 17 Amendments

Council Member Spadafore briefly spoke on the changes to rules that speak to the flow of meetings of Council, public comment on legislative matters at Council and Committees. There were budget funds on how to offer public comment. There is a procedure that people can sign up to speak, and proposing setting that timeline so the zoom link is provided to the public. Will

be meeting with City TV to find out what they are capable to do, and this conference room can handle ZOOM, and Council Chambers is available. Once determine what is capable by City TV will propose draft language to the Committee. There might be different options for Council and Committees based on the set up.

Other

No other topics.

Adjourn

Adjourned at 3:44 pm

Submitted by Sherrie Boak

Recording Secretary, Lansing City Council

Approved by the Committee on

DRAFT

Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, Sparrow Hospital requested approval from the City of Lansing to install a traffic signal at the intersection of Michigan Avenue with the driveway to the current professional building and associated parking structure, based on a proposed addition of another professional building and parking structure just west of their current facilities; and

WHEREAS, Sparrow Hospital also requested approval for the installation of a pedestrian signal adjacent to the overhead pedestrian bridge. This request was made based on the fact that the overhead pedestrian crossing does not connect to a public part of the hospital on the north side; and

WHEREAS, the Transportation and Non-Motorized Section conducted a traffic signal warrant study of the intersection of Michigan Avenue and the driveway (formerly Jones Street) based on data provided by Sparrow's traffic consultant, Traffic Engineering Associates (TEA) and data from the Capital Area Transportation Authority's Bus Rapid Transit (BRT) environmental assessment study; and

WHEREAS, the analysis performed by the Transportation and Non-Motorized Section indicates that the warrants in the Manual on Uniform Traffic Control Devices are not met for a signal at the intersection of Michigan Avenue and the Sparrow Plaza driveway, or for the requested pedestrian signal east of this intersection, under existing or proposed future conditions; and

WHEREAS, the distances between the signals at Pennsylvania Avenue and Holmes Street and the minimal impacts to traffic operations on Michigan Avenue, a signal at the Sparrow Plaza driveway and a pedestrian signal just to the east of this driveway would be permitted as long as it is coordinated with the signals at Holmes and Pennsylvania; and

WHEREAS, the cost for installation and maintenance of the signal would be the responsibility of Sparrow Hospital as long as the crossing was primarily for the use of Sparrow employees and patients; and

WHEREAS, the Public Service Board, concurs with the recommendation of the Public Service Department; 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 City Operations met on October 30, 2023, and 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's. 18-006 and 18-007, thereby authorizing the Transportation Engineer to a traffic signal and pedestrian signal on Michigan Avenue at the Sparrow Hospital Cancer Center;

BE IT FINALLY RESOLVED that Traffic Control Order No's. 18-006 and 18-007 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate signals are installed.

**CITY OF LANSING
TEMPORARY TRAFFIC CONTROL ORDER**

ORDER NUMBER: TCO 18-006

FILE: Michigan Avenue and Sparrow Health System Driveway

In accordance with Ordinance Number 761 as amended, an investigation of the traffic conditions at the intersection of Michigan Avenue and the Sparrow Health System Driveway has been made; and as a result of said investigation, it is hereby directed that:

All traffic at the intersection of MICHIGAN AVENUE and the SPARROW HEALTH SYSTEM DRIVEWAY, 415 feet east of Bingham Street, shall be controlled by a traffic signal.

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

This order shall expire 90 days from the date of filing.

ISSUED BY:

DATE: July 14, 2017

Andrew Kilpatrick, P.E.
Transportation Engineer

RECEIVED FOR FILING: July 14, 2017

SIGNED BY:

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: July 14, 2017

**CITY OF LANSING
TEMPORARY TRAFFIC CONTROL ORDER**

ORDER NUMBER: 18-007

FILE: Michigan Avenue and Sparrow Health System Pedestrian Crossing

In accordance with Ordinance Number 761 as amended, an investigation of the traffic conditions at the intersection of Michigan Avenue and the Sparrow Health System has been made; and as a result of said investigation, it is hereby directed that:

All traffic at the intersection of MICHIGAN AVENUE and the SPARROW HEALTH SYSTEM, 475 feet east of Bingham Street, shall be controlled by a pedestrian actuated traffic signal.

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

This order shall expire 90 days from the date of filing.

ISSUED BY:

DATE: July 14, 2017

Andrew Kilpatrick, P.E.
Transportation Engineer

RECEIVED FOR FILING: July 14, 2017

SIGNED BY:

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: July 14, 2017

REPORT FROM THE SECRETARY #15-005
TRAFFIC CONTROL REQUEST: Michigan Avenue & Sparrow Plaza Drive

Sparrow Hospital requested approval from the City to install a traffic signal at the intersection of Michigan Avenue with the driveway to the current professional building and associated parking structure, based on a proposed addition of another professional building and parking structure just west of their current facilities. It also requested approval for the installation of a pedestrian signal adjacent to the overhead pedestrian bridge. This request was made based on the fact that the overhead pedestrian crossing does not connect to a public part of the hospital on the north side. The Transportation & Non-Motorized Section of the Public Service Department conducted a traffic signal warrant study of the intersection of Michigan Avenue and the driveway (formerly Jones Street) based on data provided by Sparrow's traffic consultant, Traffic Engineering Associates (TEA) and data from the Capital Area Transportation Authority's Bus Rapid Transit (BRT) environmental assessment study.

Currently the intersection of Michigan Avenue and Sparrow Plaza driveway is controlled by a stop sign. All Sparrow traffic is required to stop prior to entering the intersection at Michigan Avenue.

The intersection of Michigan Avenue and Sparrow Plaza driveway is proposed to be a four-legged intersection. The drive on the north side of Michigan Avenue will provide access to the Emergency Room, Sparrow's Valet Area and patient drop-off/pick up area, and Sparrow parking ramp. The drive on the south side would provide access to Sparrow's existing professional building and parking structure and the proposed Cancer Center and new parking structure. Michigan Avenue is a five-lane roadway with curb & gutter and a 30 mile per hour speed limit that serves as a major arterial to and from the Downtown area. The traffic speeds on the Sparrow driveways are expected to be less than 20 miles per hour due to the geometry of the area.

Staff reviewed the traffic volumes on Michigan Avenue at the professional building driveway for both the morning and afternoon peaks under both existing and proposed future conditions, based on data provided by TEA and data collected for the CATA BRT study. These data were used to evaluate traffic conditions along Michigan Avenue, between Pennsylvania Avenue and Holmes Road.

TRAFFIC SIGNAL WARRANT ANALYSIS

Warrant 1, Eight-Hour Vehicular Volume

The intersection was reviewed to see if it met the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) Minimum Vehicular Volume warrant (Warrant #1 Condition A) for traffic signal installation. This warrant is satisfied when, for any eight hours of an average day, the traffic volume for both approaches on a two lane approach for the major street is 600 vehicles per hour (VPH) and for the higher volume, minor street, two-lane approach the traffic volume is 200 VPH. TEA provided projected peak hour volumes for the Sparrow Plaza drive approaches. The north drive approach is projected to have 43 vehicles per hour (VPH) and 46 VPH in the AM & PM peaks respectively. The south drive approach is anticipated to have 27 VPH and 107 VPH in the AM & PM peaks, respectively.

REPORT FROM THE SECRETARY #15-005
TRAFFIC CONTROL REQUEST: Michigan Avenue & Sparrow Plaza Drive

The Michigan Avenue traffic volume exceeds the required major street traffic volume of 600 VPH for 16 hours of a typical day, 8:00 AM to 11:00 PM. The minor street (driveway volumes), highest volume of either approach, 107 VPH in the PM peak, does not meet the minimum criteria of 200 VPH to satisfy the criteria of the Eight-Hour Vehicle Warrant.

The intersection was reviewed to see if it met the MMUTCD Interruption of Continuous Traffic warrant (Warrant #1 condition B) for traffic signal installation. This warrant would only apply if the speed limit or 85th percentile speed on the major exceeds 40 MPH. The 85th percentile speed on Michigan Avenue is 35 MPH and therefore this warrant is not applicable.

Warrant 2 – Four hour Warrant

The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

The need for a traffic control signal 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 hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in the Manual on Uniform Traffic Control Devices for the existing combination 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 BRT Traffic Study collected traffic volumes at the Sparrow Plaza drive between the hours of 6:00 AM to 9:00 AM and between the hours of 2:00PM and 7:00 PM on September 16, 2014. The highest traffic volume on either minor leg of this intersection was 47 vehicles. TEA projected 43 vehicles per hour in the AM peak hour and 107 vehicles in the PM peak hour entering the proposed intersection during the PM peak hour. When plotting the existing and projected traffic volumes on the Four Hour Warrant graph against the existing traffic volumes on Michigan Avenue, no data point fell above the line for the two lane approach. Therefore, traffic volumes at this intersection do not satisfy the Four Hour Warrant.

Warrant 3 – Peak hour

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. The threshold to consider installing a traffic control signal at an intersection such as Michigan Avenue and the proposed drive is a delay of five vehicle-hours during any hour of the day.

After simulating the projected volumes in Synchro 9, the expected vehicle delay was reported to be 0.71 vehicles-hours. Therefore, the Peak Hour Warrant has not been satisfied.

REPORT FROM THE SECRETARY #15-005
TRAFFIC CONTROL REQUEST: Michigan Avenue & Sparrow Plaza Drive

Warrant 4 – Pedestrian Volume Warrant

The Pedestrian Volume signal warrant requires a minimum of 107 pedestrian crossings per hour over four hours, or 133 in a single hour. Based on the pedestrian data collected for CATA's bus rapid transit study, only 57 pedestrians crossed Michigan Avenue over the eight hours for which data were collected, with a maximum of 12 pedestrians crossing during the highest hour. The existing pedestrian volumes do not meet the pedestrian volumes. Based on the existence of the overhead pedestrian bridge at this location, it is not anticipated that pedestrian volumes will increase to the point of meeting this warrant with the proposed development on the south side of Michigan Avenue.

Warrant 5 – School Crossing

Although Eastern High School is located approximately one block north of the site, this intersection is not a designated school crossing and therefore this warrant is not applicable.

Warrant 6 – Coordinated Signal System

This warrant should be applied not where the resultant sign spacing of traffic control signals would be less than 1000 feet. The nearest traffic control signal is Holmes Road and Michigan Avenue approximately 750 feet west of this intersection. The traffic control signal at the intersection of Michigan Avenue Pennsylvania Avenue is approximately 600 feet to the east of this intersection.

The need for a traffic control signal shall be considered if an engineering study finds that one of the following criteria is met:

A. On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.

B. On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.

The traffic signals along the Michigan Avenue corridor provide sufficient platooning of traffic through the area of this intersection, that it would not improve but may hinder the platooning of traffic through this corridor. Therefore, the Coordinated Signal System Warrant has not been satisfied.

Warrant 7 – Crash Experience

The intersection was reviewed to see if it met the MMUTCD Crash Experience warrant for traffic signal installation. The warrant is satisfied when: 1) five or more reported accidents of a type correctable by the installation of a traffic signal occurred within a

REPORT FROM THE SECRETARY #15-005
TRAFFIC CONTROL REQUEST: Michigan Avenue & Sparrow Plaza Drive

twelve-month period; 2) there exists a volume of vehicular or pedestrian traffic not less than 80 percent of the requirements specified by the Minimum Vehicular Volume, the Interruption of Continuous Traffic, or Minimum Pedestrian Volume warrants; and 3) the traffic signal installation will not seriously disrupt progressive traffic flow. A review of the accident records from January 1, 2012, through December 31, 2014, for the intersection Michigan Avenue and the Proposed Drive shows no reported accidents during this period in the area of this intersection. The Crash Experience Warrant has not been met for the last three years.

Warrant 8 – Roadway Network

This warrant is applicable to the intersection of two major routes. Sparrow's proposed drive does not meet the classification of a major route and therefore this warrant is not applicable.

Operational Considerations

The reconfigured drives would provide full access on the north side of Michigan Avenue. On the south side of Michigan Avenue, all northbound traffic would be required to turn right onto eastbound Michigan Avenue.

Synchro analysis (see the table below) shows that traffic delay would increase with the installation of a traffic signal for all approaches. The average delay increase to Michigan Avenue as well as to traffic on the driveways would increase by no more than five seconds per vehicle.

Michigan Avenue & Sparrow Driveway Average Delay (seconds/vehicle)

	Northbound		Southbound	
Time Period	Unsignalized	Signalized	Unsignalized	Signalized
AM Peak	14	16	26	30
PM Peak	22	25	19	20

REPORT FROM THE SECRETARY #15-005
TRAFFIC CONTROL REQUEST: Michigan Avenue & Sparrow Plaza Drive

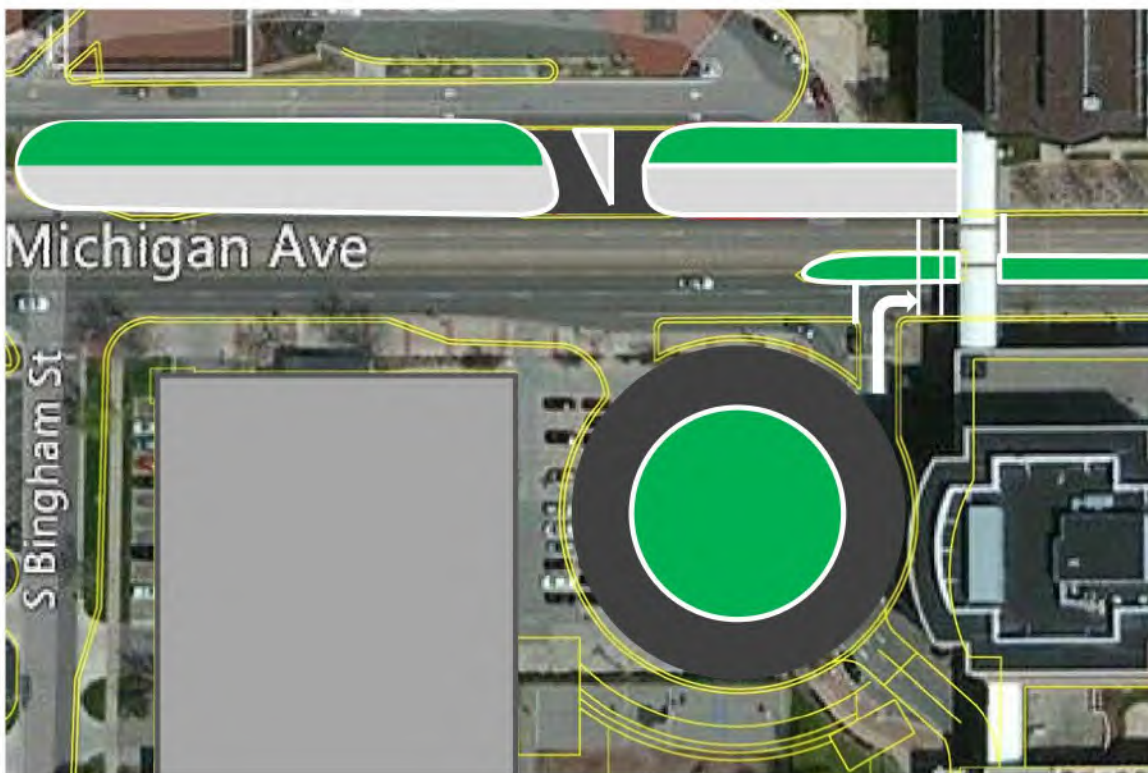
RECOMMENDATIONS AND CONCLUSIONS:

The analysis performed by the Transportation and Non-Motorized Section indicates that the warrants in the Manual on Uniform Traffic Control Devices are not met for a signal at the intersection of Michigan Avenue and the Sparrow Plaza driveway, or for the requested pedestrian signal east of this intersection, under existing or proposed future conditions.

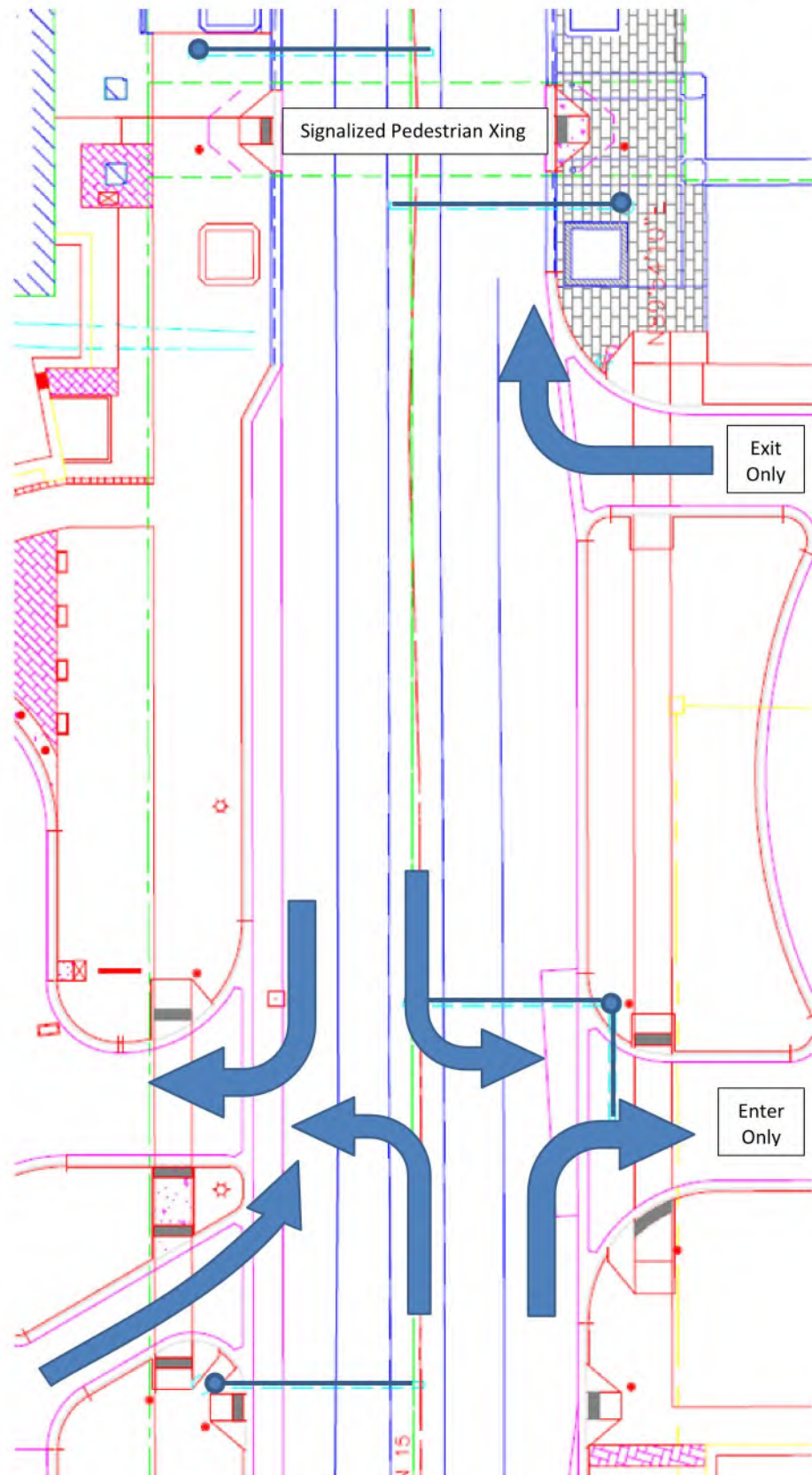
Due to the distances between the signals at Pennsylvania Avenue and Holmes Street and the minimal impacts to traffic operations on Michigan Avenue, a signal at the Sparrow Plaza driveway and a pedestrian signal just to the east of this driveway would be permitted as long as it is coordinated with the signals at Holmes and Pennsylvania.

Cost for installation and maintenance of the signal would be the responsibility of Sparrow Hospital as long as the crossing was primarily for the use of Sparrow employees and patients. If Bus Rapid Transit is implemented in the future, this signal would remain in place and serve the station that is assumed to be located between the overhead pedestrian bridge and Holmes Street.

The recommended alignment of the signalized locations is shown on the following page.



REPORT FROM THE SECRETARY #15-005
TRAFFIC CONTROL REQUEST: Michigan Avenue & Sparrow Plaza Drive



Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, the Engineering Division of the Public Service Department Has conducted a Traffic Signal Removal/Upgrade Study at the intersection of Cesar E. Chavez Avenue and High Street to determine if the traffic volumes currently meet the Michigan Manual of Uniform of Traffic Control Devices (MMUTCD) Traffic Signal Warrants; and

WHEREAS, the Traffic Signal Removal/Upgrade Study was conducted as part of an overall evaluation of the Traffic Signal System to determine if the signal should be modernized or removed as a result of recent traffic volume reductions; and

WHEREAS, the Engineering Division's study determined the existing traffic volumes at the intersection of Cesar E. Chavez Avenue and High Street do not meet current MMUTCD Traffic Signal Warrants; and

WHEREAS, field observations determined the placement of the traffic signal in flash on Cesar E. Chavez Avenue at High Street would improve traffic operations at the intersection; and

WHEREAS, The Engineering Division has received no complaints from businesses or residents since the signal was placed in flash on May 6, 2019; and

WHEREAS, there have been no reported accidents at this intersection since the signal was placed in flash; and

WHEREAS, Based on the observations and no public concern, the City of Lansing's Transportation Section recommends the permanent removal of the traffic signals with stop signs installed on High Street requiring all High Street traffic to stop prior to entering the intersection at Cesar E. Chavez Avenue; and

WHEREAS, the Public Service Board has reviewed and voted unanimously to recommend the removal of traffic signals and the installation of stop signs on High Street at the Cesar E Chavez Avenue and High Street intersection; and

WHEREAS, the draft minutes for the Public Service Board containing their review of this matter are on file with the City Clerk's office; and

WHEREAS, the Mayor concurs with the recommendation of the Engineering Division; and

WHEREAS, the Committee on City Operations met on October 30, 2023, and reviewed the report and concurs with the recommendation of the Administration.

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 20-07, thereby authorizing the Transportation Engineer to install stop signs on High Street at the High Street and Cesar E. Chavez Avenue intersection;

BE IT FINALLY RESOLVED that Traffic Control Order No. 20-07 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: 20-07

FILE: Cesar E. Chavez Avenue and High Street

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

All traffic on HIGH STREET shall stop prior to entering the intersection at CESAR E. CHAVEZ 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 Whistler
Interim Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

Engineering Report – 19--12
Traffic Signal Study Removal
Cesar E. Chavez Avenue & High Street

The Transportation Section has reviewed the intersections of Cesar E. Chavez Avenue and High Street for removal of the traffic signal as part of an overall evaluation of the Traffic Signal System. The intersection of Grand River & High Street was identified as a candidate for possible traffic signal removal due to reduction in traffic volumes along both High Street and Cesar E. Chavez Avenue. The Transportation Section conducted a traffic signal removal study of Cesar E. Chavez Avenue and High Street and the results of this study are summarized below.

Background

Cesar E. Chavez Avenue and High Street

Cesar E. Chavez Avenue is a two-way, two-lane roadway from Oakland Avenue to the intersection of Cesar E. Chavez Avenue and New York Avenue. Grand River from New York Avenue to High Street is a two-way three lane roadway, one eastbound lane, one westbound through lane, and one westbound left turn lane at Pennsylvania Avenue. Cesar E. Chavez Avenue west of Pennsylvania Avenue is a four-lane roadway, one eastbound through lane, one eastbound right turn lane, one westbound through-left lane, and one through-right lane. The roadway width of Cesar E. Chavez Avenue Varies in width, 46 feet wide east of Pennsylvania Avenue 54 feet west of Pennsylvania Avenue.

The speed limit on Cesar E. Chavez Avenue is 30 MPH from Oakland Avenue to Larch Street.

High Street is a two two-lane 30-foot roadway north of Cesar E. Chavez Avenue. The south leg of High Street is offset 40 feet to the west of the north leg. The south leg of High Street is a two way two-lane roadway. The speed limit on both legs of High Street is 25 MPH.

The traffic signal at this intersection controls vehicles on Cesar E. Chavez Avenue and vehicles on the north

Three legs of Cesar E. Chavez Avenue and High Street intersection are currently controlled by a traffic signal, the north, east and west legs. The south leg of the intersection is controlled by a stop sign supplemented with overhead flashing red signal indications and a disappearing legend, no left-turn case sign which is activated between the hours of 06:00 and 22:00.

Traffic and pedestrian volumes on High Street have dropped below the threshold of the Traffic Signal Warrants of the Michigan Manual of Uniform Traffic Control Devices (MMUTCD).

**Engineering Report – 19--12
Traffic Signal Study Removal
Cesar E. Chavez Avenue & High Street**

Traffic volume counts were collected on Cesar E. Chavez Avenue and on High Street during the month of March 2015. The daily traffic volumes are summarized in the table below.

Northbound High Street	Southbound High Street	Eastbound Cesar E. Chavez Avenue	Westbound Cesar E. Chavez Avenue
119 vehicles/day	940 vehicles/day	3025 vehicles/day	4950 vehicle/day

The MMUTCD Traffic Signal Warrant #1, Eight-Hour Vehicular Volume:

The Minimum Vehicular Volume, 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.

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%	80%	70%	56% _d	100%	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

The traffic volumes collected at the intersection of Grand River & High Street do not meet the minimum traffic volumes for any hour for an average day. (See Appendix 1)

Engineering Report – 19--12
Traffic Signal Study Removal
Cesar E. Chavez Avenue & High Street

Warrant 2, Four-Hour Vehicular Volume:

The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

The need for a traffic control signal shall be considered if an engineering study finds that, for each of any 4 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 hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in Figure 4C-1 for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours.

The traffic volumes collected at the intersection of Cesar E. Chavez Avenue and High Street reveal that no plotted traffic volumes fall above the corresponding graphed line. Therefore the current traffic volumes at the intersection of Cesar E. Chavez Avenue and High St satisfy this warrant. (See Appendix 2)

Warrant 3, Peak Hour

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time. The need for a traffic control signal 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 (any four consecutive 15-minute periods) of an average day:

- 1. 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*
- 2. 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*
- 3. 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.*

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 (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

Engineering Report – 19--12
Traffic Signal Study Removal
Cesar E. Chavez Avenue & High Street

The traffic volumes collected at the intersection of Cesar E. Chavez Avenue and High Street, when plotted on do not lay above the corresponding line for any hour of the average day. Therefore the Peak Hour warrant is not satisfied (*See APPENDIX 3*)

Warrant 4, Pedestrian Volume

The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

A. The pedestrian volume crossing the major street at an intersection or midblock location during an average day is 100 or more for each of any 4 hours or 190 or more during any 1 hour; and

B. There are fewer than 60 gaps per hour in the traffic stream of adequate length to allow pedestrians to cross during the same period when the pedestrian volume criterion is satisfied. Where there is a divided street having a median of sufficient width for pedestrians to wait, the requirement applies separately to each direction of vehicular traffic.

The Pedestrian Volume signal warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 90 m (300 ft), unless the proposed traffic control signal will not restrict the progressive movement of traffic.

If this warrant is met and a traffic control signal is justified by an engineering study, the traffic control signal shall be equipped with pedestrian signal heads conforming to requirements set forth in Chapter 4E.

The estimated pedestrian volumes crossing near the intersection of Cesar E. Chavez Avenue and High Street does not meet criteria A or B and therefore Warrant 4 is not satisfied.

Warrant 5, School Crossing and Warrant 6, Coordinated Signal System are Warrants do not have applicable criteria to be considered for the intersection of Cesar E. Chavez Avenue and High Street.

Engineering Report – 19--12
Traffic Signal Study Removal
Cesar E. Chavez Avenue & High Street

Warrant 7, Crash Experience

The Transportation Section staff has reviewed the reported crashes at the intersection of Cesar E. Chavez Avenue and High Street, between January 1, 2010 and December 31, 2014, to determine the type and frequency of accidents at this location. The following conditions must be met to satisfy Warrant 7:

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 of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

There were eight reported crash in the 5-year study period (2014 to 2018). Three of these crashes were angle crashes and one head-on left crash that are susceptible to correction by the installation of a traffic signal at this location. An Evaluation of the crash history from May 2019 through November 2019, there has no reported crashed at the intersection while the traffic signal was in flashing operation. Based on the Crash history at the intersection of Cesar E. Chavez Avenue and High Street does not meet the criteria of Warrant 7.

Warrant 8, Roadway Network is not applicable for this intersection.

The Transportation Section staff directed the Board of Water & Light Traffic Signal Crew to place the traffic signal at the intersection of Grand River & High Street into flashing operation, yellow for Cesar E. Chavez Avenue Street and red for High Street on May 6, 2019, to evaluate the impacts on motorist and pedestrian traveling along these two streets. To date the Traffic Section has not received any negative feedback from residents or businesses in the area of the intersection. There have been no reported accidents after the signal has been placed in flashing operation.

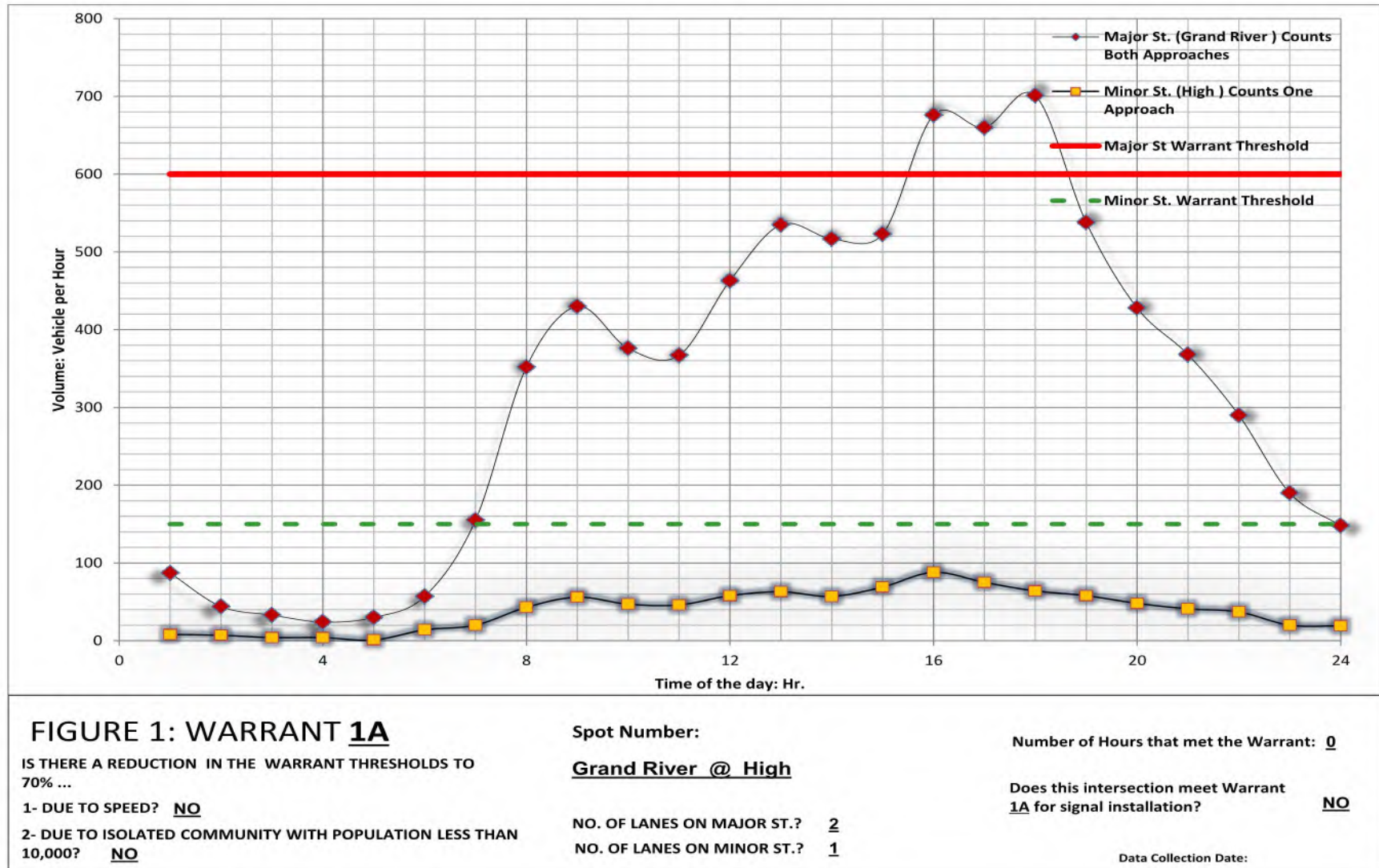
**Engineering Report – 19--12
Traffic Signal Study Removal
Cesar E. Chavez Avenue & High Street**

Conclusion

Traffic and pedestrian volumes as well as current traffic conditions no longer warrant a traffic signal at this location. The Transportation Section staff recommends the removal of the Traffic Signal at the intersection of Cesar E. Chavez Avenue and High Street and install stop signs on High Street requiring all High Street traffic to stop prior to entering the intersection at Cesar E. Chavez Avenue, because the traffic and pedestrian volume, and traffic conditions at the intersection no longer warrants for a traffic signal at this location.

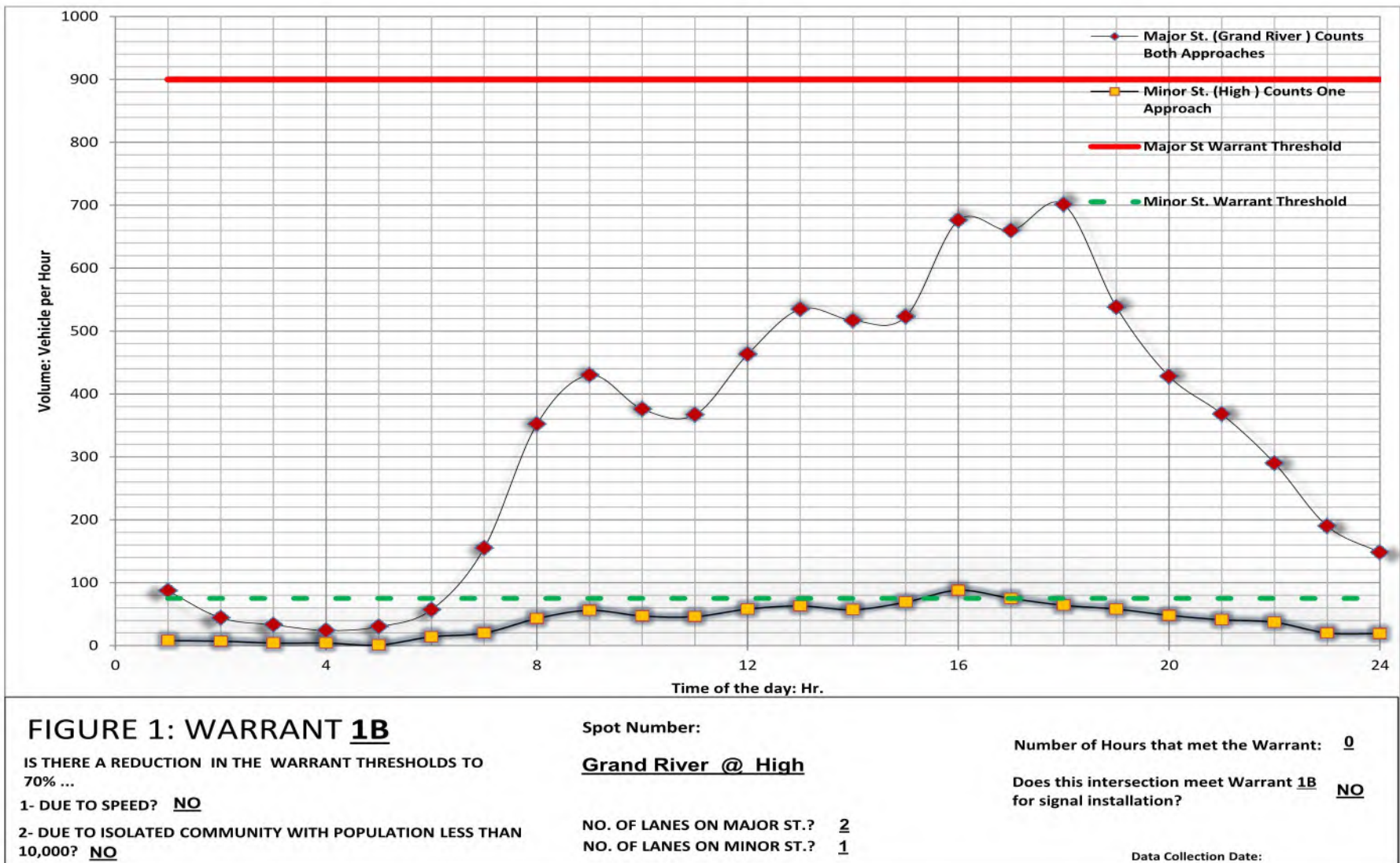
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Cesar E. Chavez Avenue & High Street

APPENDIX - 1A



**Engineering Report – 19--12
Traffic Signal Study Removal
Cesar E. Chavez Avenue & High Street**

APPENDIX – 1B



**Engineering Report – 19--12
Traffic Signal Study Removal
Cesar E. Chavez Avenue & High Street**

APPENDIX – 1A & B

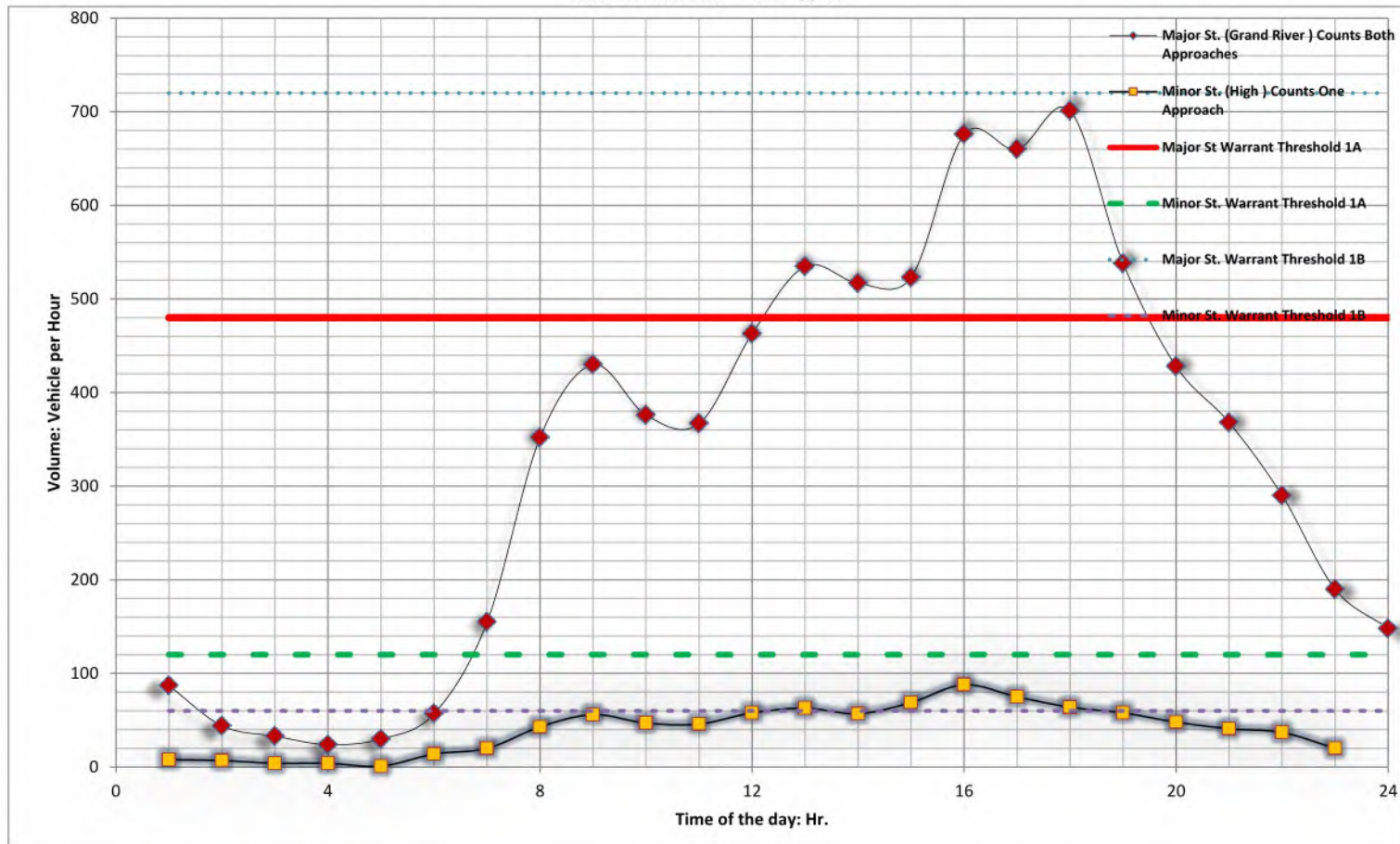


FIGURE 3: WARRANT 1A&B

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 56% ...

1- DUE TO SPEED? NO

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number:

Grand River @ High

NO. OF LANES ON MAJOR ST.? 2

NO. OF LANES ON MINOR ST.? 1

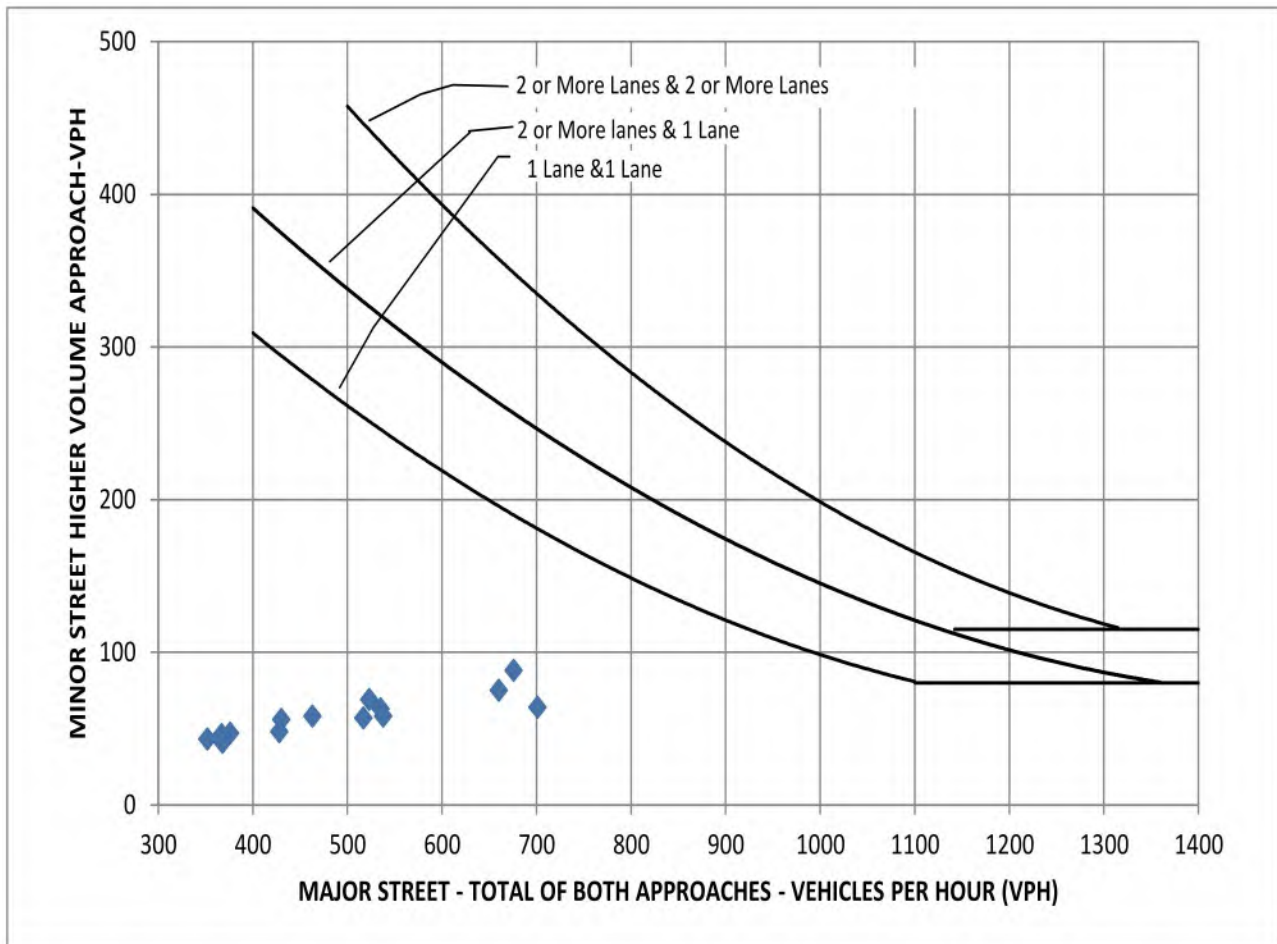
Number of Hours that met the Warrant: 0

Does this intersection meet Warrant 1A&B for signal installation? NO

Data Collection Date:

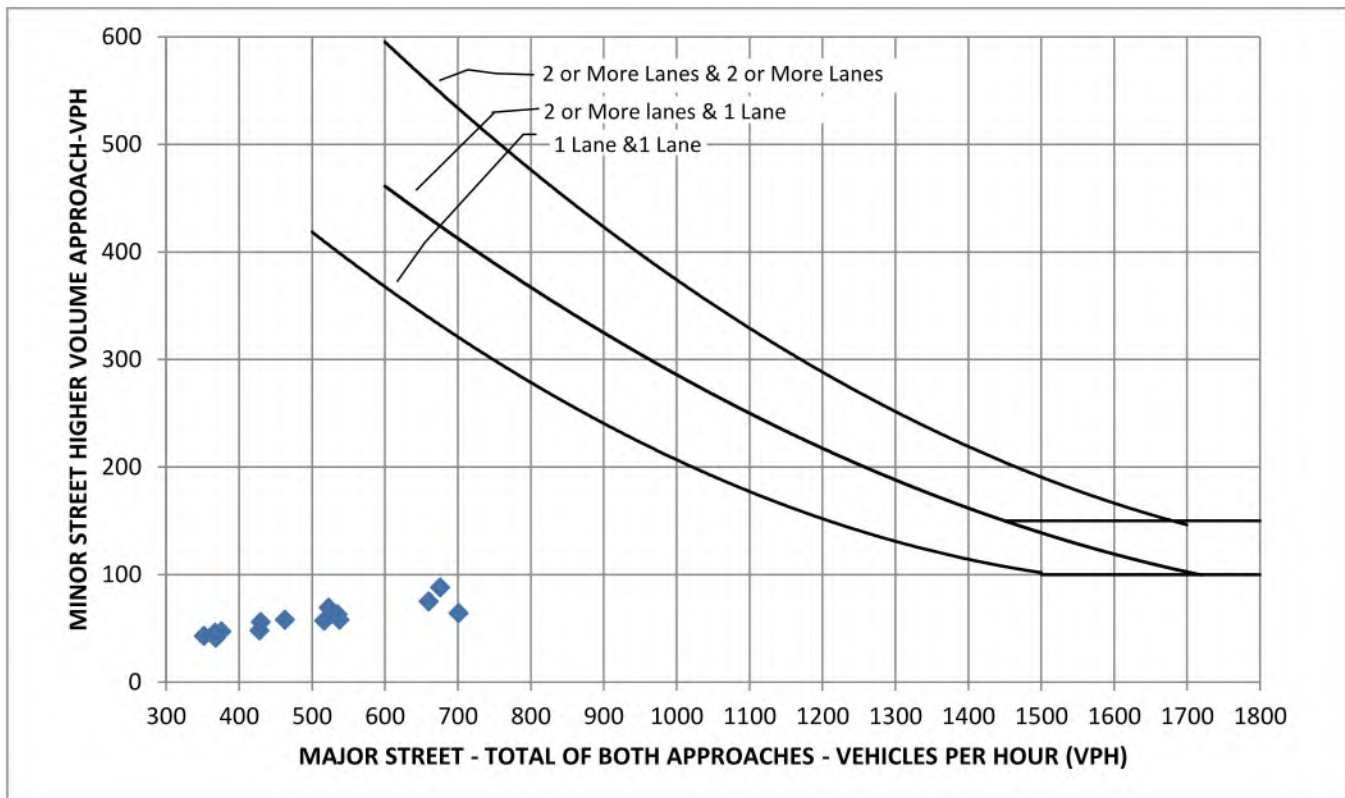
Engineering Report – 19--12
Traffic Signal Study Removal
Cesar E. Chavez Avenue & High Street

APPENDIX – 2



Engineering Report – 19--12
Traffic Signal Study Removal
Cesar E. Chavez Avenue & High Street

APPENDIX – 3



BY THE COMMITTEE ON CITY OPERATIONS
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 Cesar E. Chavez 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 Cesar E. Chavez Avenue and Washington Avenue road construction project completed during the 2019 construction season; and

WHEREAS, based on field observations, the Transportation and Non-Motorized Section recommend removing the traffic signal at Cesar E. Chavez Avenue and Washington 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 2019, which indicated low pedestrian volumes and sufficient gaps in traffic; and

WHEREAS, the signal has been removed during the 2019 construction season and stop signs were installed 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 City Operations met on October 30, 2023, and 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. 19-015, thereby authorizing the Transportation Engineer to remove the traffic signal at Cesar E. Chavez Avenue and Washington Avenue and install stop signs on Washington Avenue at Cesar E. Chavez Avenue.

BE IT FINALLY RESOLVED that Traffic Control Order No. 19-015 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate stop signs are installed.

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 19-015

FILE: Cesar E. Chavez 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 Cesar E. Chavez Avenue and Washington Avenue has been made; and as a result of said investigation, it is hereby directed that:

All northbound and southbound traffic on WASHINGTON AVENUE shall be required to stop prior to entering the intersection at CESAR E. CHAVEZ 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: _____

Engineering Report – 19-003
Traffic Control Request: Traffic Signal Removal / Upgrade Study
Cesar E. Chavez Avenue & Washington Avenue

The Engineering Division of the Public Service Department conducted a Traffic Signal Removal/Upgrade Study at the intersection of Cesar E. Chavez 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 Cesar E. Chavez Avenue and Washington Avenue road construction project completed during the 2019 construction season.

Existing Roadway Characteristics

The intersection of Cesar E. Chavez Avenue and Washington Avenue is a signalized four leg intersection. Cesar E. Chavez Avenue is a 48 - 54 feet wide, three lane, major street that runs from Pine Street to Oakland Avenue / E. Grand River Avenue. At Washington Avenue, Cesar E. Chavez Avenue has one through -right-turn approach lane, a left-turn approach lane and one acceptance lane in both the eastbound and westbound directions. Washington Avenue north of Cesar E. Chavez Avenue is 47 feet wide and Washington Avenue south of Cesar E. Chavez Avenue is 53 feet wide. Washington Avenue is a one lane, major street in both the northbound and southbound direction. Parking is permitted except in bike lanes on Cesar E. Chavez Avenue and Washington Avenue within the influence area of the intersection. The traffic signal was last modernized in 1997.

Existing Traffic Data:

Both Cesar E. Chavez Avenue and Washington Avenue have had reductions in daily traffic volumes of approximately forty to fifty percent over the past twenty plus years. Current average daily traffic volumes are 3,429 vehicles per day on Cesar E. Chavez Avenue west of Washington Avenue, 5,993 vehicles per day on Cesar E. Chavez Avenue east of Washington Avenue, 1,742 vehicles per day on Washington Avenue north of Cesar E. Chavez Avenue, and 2,636 vehicles per day on Washington Avenue south of Cesar E. Chavez Avenue. A total of one (1) traffic crash has been reported at this intersection within the past five years and none involved bicyclists or pedestrians.

Analysis:

Washington Avenue was reconstructed from Maple Street to a location south of Willow Street. 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 through a five lane to three lane conversion. As a result, the recommended geometrics along Washington Avenue incorporated roadway

Engineering Report – 19-003
Traffic Control Request: Traffic Signal Removal / Upgrade Study
Cesar E. Chavez Avenue & Washington Avenue

narrowing, bike lanes, curb extensions, curb radii and sidewalk ramp modifications. The traffic signal is over 20 years old and would require significant modernization in the near future. Because traffic volumes have reduced significantly, the Transportation and Non-Motorized Section conducted a traffic signal warrant analysis to determine if the traffic signal should 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 Cesar E. Chavez 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 Baker Street & 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.

Engineering Report – 19-003
Traffic Control Request: Traffic Signal Removal / Upgrade Study
Cesar E. Chavez 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

Engineering Report – 19-003
Traffic Control Request: Traffic Signal Removal / Upgrade Study
Cesar E. Chavez Avenue & Washington Avenue

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

Intersection of Cesar E. Chavez Avenue and Washington Avenue:

Hour	Cesar E. Chavez Ave (EB)	Cesar E. Chavez Ave (WB)	Washington Ave (NB)	Washington Ave (SB)	Cesar E. Chavez Ave Volumes (Both Approaches)	Washington Ave (highest approach volume)	Satisfies Condition A or B
01:00	10	26	9	6	36	9	No
02:00	7	15	5	2	22	5	No
03:00	7	13	3	2	20	3	No
04:00	5	9	2	2	14	2	No
05:00	8	9	3	2	17	3	No
06:00	17	28	6	8	45	8	No
07:00	25	66	18	14	91	18	No
08:00	73	137	57	34	210	57	No
09:00	83	163	82	50	246	82	No
10:00	93	165	73	44	258	73	No
11:00	88	167	81	50	255	81	No
12:00	94	175	115	39	269	115	No
13:00	128	246	123	58	374	123	No
14:00	109	243	111	58	352	111	No
15:00	117	237	99	51	354	99	No
16:00	142	286	127	64	428	127	No
17:00	143	306	151	81	449	151	No
18:00	136	313	173	71	449	173	No
19:00	83	218	104	37	301	104	No
20:00	62	133	74	29	195	74	No
21:00	39	104	64	24	143	64	No
22:00	35	82	42	18	117	42	No
23:00	31	61	28	13	92	28	No
24:00	17	40	12	8	57	12	No

The preceding table of existing traffic volumes at the intersection of Cesar E. Chavez 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 or 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

Engineering Report – 19-003
Traffic Control Request: Traffic Signal Removal / Upgrade Study
Cesar E. Chavez Avenue & Washington Avenue

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 does not meet Warrant 2, Four-Hour Vehicular Volume criteria, for any hour of an average day at the intersection of Cesar E. Chavez 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
 - 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.

There is one lane for the minor street approach to the major street at this intersection. The stop delay of the minor street at this intersection is 4.1 vehicle hours. This meets the required 4 vehicle-hours for a one-lane approach as required under Warrant 3A, condition i.

The peak-hour side street volumes on the minor street are 100 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 693 vehicles. This meets the required 650 vph as required under Warrant 3A, condition iii.

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.

Engineering Report – 19-003
Traffic Control Request: Traffic Signal Removal / Upgrade Study
Cesar E. Chavez Avenue & Washington Avenue

- 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 Cesar E. Chavez 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.

The pedestrian activity at the intersection of Cesar E. Chavez Avenue and Washington Avenue intersection is minimal during the weekday. However, there is a parking lot on southeast corner of the intersection that serves as overflow parking for the Bethlehem Temple Church located on the west side of Washington Avenue. During church services, pedestrian activity is higher.

The pedestrian activity at Cesar E. Chavez Avenue and Washington Avenue does not exceed 100 pedestrian for each of any four hours; and since the peak pedestrian activity resulting from the church's activities is primarily on Sunday during worship the criteria for 190 pedestrians during any one hour of an average day is not met.

Pedestrian activity at the intersection of Cesar E. Chavez Avenue and Washington Avenue is minimal 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 Cesar E. Chavez Avenue and Washington Avenue does not serve as a school crossing or established school walking route.

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Traffic Control Request: Traffic Signal Removal / Upgrade Study
Cesar E. Chavez Avenue & Washington Avenue

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.

The installation of a signal according to this warrant should not be considered where the resultant spacing is less than 1000 feet.

Although platooning would be increased with a signal at Washington Avenue, the one at Turner Street is only 685 feet away and would provide adequate platooning for the corridor.

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.

A review of reported traffic crash data for last five years (2014 – 2018) at the intersection of Cesar E. Chavez Avenue and Washington Avenue indicated a low incident of accidents at this intersection. This data is summarized in the table below:

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Traffic Control Request: Traffic Signal Removal / Upgrade Study
Cesar E. Chavez Avenue & Washington Avenue

Cesar E. Chavez Avenue and Washington Avenue Crash Data Table

Year	Crash Totals	Correctable Crashes*
2014	0	0 (0 injury)
2015	0	0 (0 injury)
2016	0	0 (0 injury)
2017	1	0 (1 injury)
2018	0	0 (0 injury)
Total	1	0 (1 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.

Criteria A and B cannot 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 Cesar E. Chavez Avenue and Washington Avenue are designated as major streets, criteria A and B are not satisfied and Warrant 8 is not met.

Engineering Report – 19-003
Traffic Control Request: Traffic Signal Removal / Upgrade Study
Cesar E. Chavez Avenue & Washington Avenue

Summary

Based on the signal warrant analysis and the need for modernization of the traffic signal, the traffic signal was removed during 2019 construction and stop signs installed for northbound and southbound Washington Avenue. Current field observations, post signal removal, have observed sufficient gaps in eastbound and westbound traffic to allow Washington Avenue traffic to enter Cesar E. Chavez Avenue as well as allow pedestrians to cross.

Recommendation

The Public Service Department recommends keeping the current two-way stop on Washington Avenue at Cesar E. Chavez Avenue and making the traffic control permanent.

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Traffic Control Request: Traffic Signal Removal / Upgrade Study
Cesar E. Chavez Avenue & Washington Avenue

APPENDIX 1-A

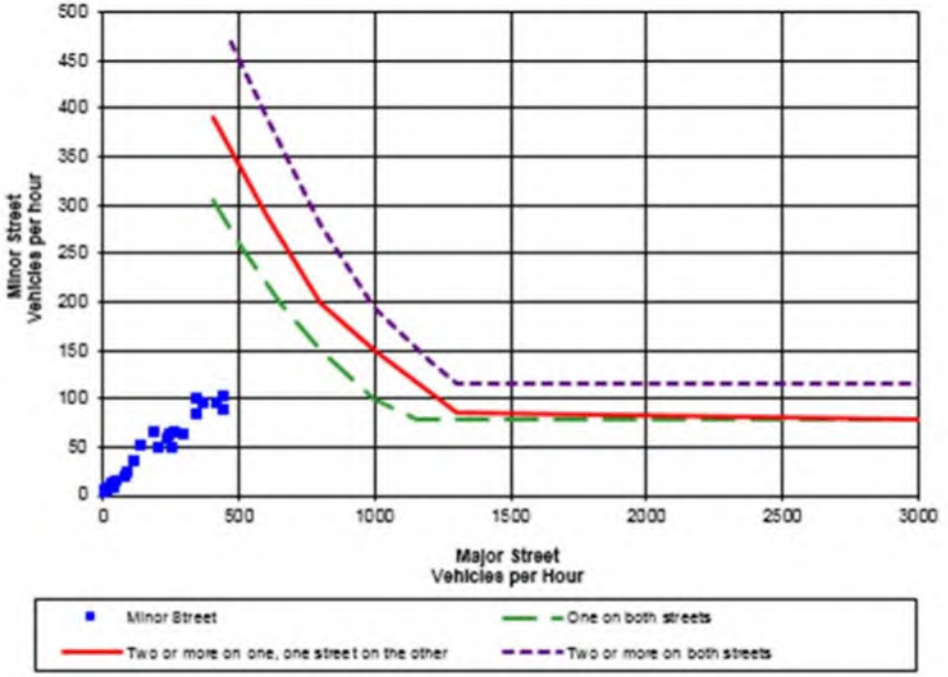
EIGHT HOUR VEHICULAR VOLUME WARRANT 1: Cesar E. Chavez Ave. and
Washington Ave.

Michigan Manual of Uniform Traffic Control Devices Worksheet for Signal Warrants (Section 4C) Prepared by Parsons Brinckerhoff for the 2005 Edition of the MMUTCD			
Intersection: Grand River Ave & Washington Ave			
City: LANSING			
Date: 9/27/2019	Performed by: PAL		
Warrant 1 – Eight-Hour Vehicular Volume			
Number of lanes of moving traffic for moving traffic on each approach:			
Major Street:	1	Minor Street:	1
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	36	10	No
01:00 - 02:00	22	5	No
02:00 - 03:00	20	4	No
03:00 - 04:00	14	4	No
04:00 - 05:00	17	2	No
05:00 - 06:00	45	5	No
06:00 - 07:00	91	17	No
07:00 - 08:00	210	48	No
08:00 - 09:00	246	58	No
09:00 - 10:00	258	48	No
10:00 - 11:00	255	61	No
11:00 - 12:00	269	63	No
12:00 - 13:00	374	94	No
13:00 - 14:00	352	83	No
14:00 - 15:00	354	98	No
15:00 - 16:00	428	93	No
16:00 - 17:00	449	100	No
17:00 - 18:00	449	87	No
18:00 - 19:00	301	62	No
19:00 - 20:00	195	63	No
20:00 - 21:00	143	49	No
21:00 - 22:00	117	34	No
22:00 - 23:00	92	23	No
23:00 - 00:00	57	14	No
Total Hours Met		<u>0</u>	
Is the intersection using the reduced volume criteria based on speed or population? YES			
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)			

Engineering Report – 19-003
Traffic Control Request: Traffic Signal Removal / Upgrade Study
Cesar E. Chavez Avenue & Washington Avenue

APPENDIX 2-A

FOUR HOUR VOLUME WARRANT 2: Cesar E. Chavez Ave. and Washington Ave.

Michigan Manual of Uniform Traffic Control Devices Worksheet for Signal Warrants (Section 4C) Prepared by Parsons Brinckerhoff for the 2005 Edition of the MMUTCD	
Intersection: Grand River Ave & Washington 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 	

Engineering Report – 19-003
Traffic Control Request: Traffic Signal Removal / Upgrade Study
Cesar E. Chavez Avenue & Washington Avenue

APPENDIX 3-A

PEAK HOUR WARRANT 3B: Cesar E. Chavez Ave. and Washington Ave.

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
Prepared by Parsons Brinckerhoff for the 2005 Edition of the MMUTCD

Intersection: Grand River Ave & Washington Ave
City: LANSING

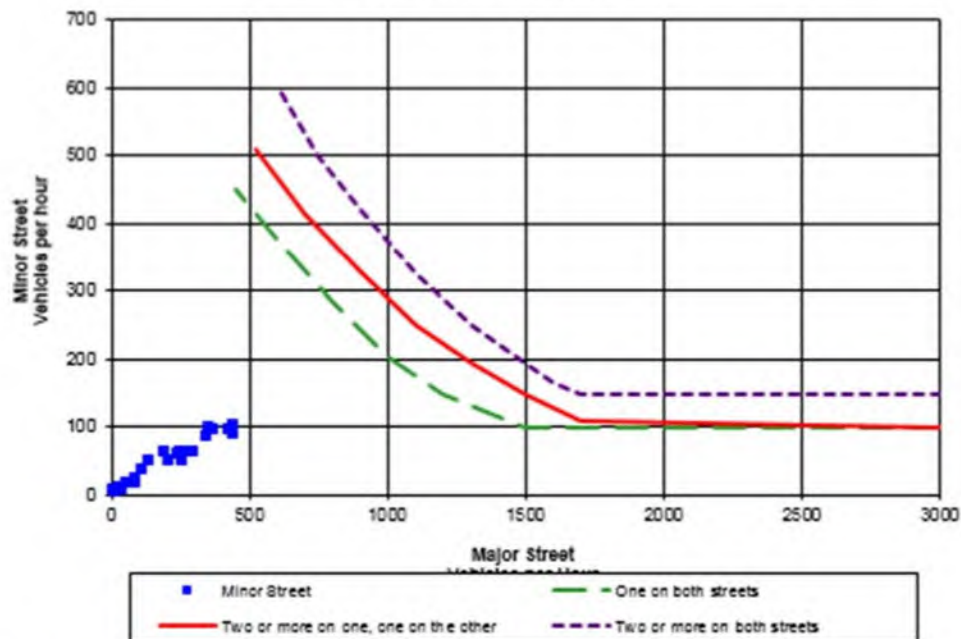
Warrant 3B – Peak Hour

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? NO
Is Peak Hour Volume Warrant Met? NO

Resolution #2023-###

By the Committee on City Operations
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 a local business to increase the maximum stay at the parking meters along the 1100 and 1200 blocks of North Washington Avenue from one hour to three hours; and

WHEREAS, the Transportation and Non-Motorized Section conducted a field investigation and staff sent a survey to the area properties; and

WHEREAS, the Transportation and Non-Motorized Section recommends changing the metered parking restrictions along the 1100 and 1200 blocks of North Washington Ave from one hour to three hours between 8:00 am and 6:00 pm 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 City Operations met on October 30, 2023, and 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. 18-061 and 18-062, thereby authorizing the Transportation Engineer to change the metered parking restrictions along the 1100 and 1200 blocks of North Washington Ave.;

BE IT FINALLY RESOLVED that Traffic Control Order Nos. 18-061 and 18-062 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: 18-061 (page 1 of 2)

FILE: Washington Avenue (1100 North)

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

On the east side of WASHINGTON AVENUE the following regulations shall apply:

Parking shall be prohibited from Maple Street to 50 feet north of Maple Street;

No vehicle shall remain parked in the parking meter zone for a period exceeding three (3) hours between the hours of 8:00 AM and 6:00 PM Monday through Friday from 54 feet north of Maple Street to 162 feet north of Maple Street;

Parking shall be prohibited from 162 feet north of Maple Street to 195 feet north of Maple Street;

No vehicle shall remain parked in the parking meter zone for a period exceeding three (3) hours between the hours of 8:00 AM and 6:00 PM Monday through Friday from 195 feet north of Maple Street to 215 feet north of Maple Street;

Parking shall be prohibited from 215 feet north of Maple Street to 246 feet north of Maple Street;

No vehicle shall remain parked in the parking meter zone for a period exceeding three (3) hours between the hours of 8:00 AM and 6:00 PM Monday through Friday from 246 feet north of Maple Street to 278 feet north of Maple Street;

Parking shall be prohibited from 278 feet north of Maple Street to 350 feet north of Maple Street;

No vehicle shall remain parked in the parking meter zone for a period exceeding three (3) hours between the hours of 8:00 AM and 6:00 PM Monday through Friday from 350 feet north of Maple Street to 386 feet north of Maple Street;

Parking shall be prohibited from 350 feet north of Maple Street to Cesar E. Chavez Avenue;

On the west side of WASHINGTON AVENUE the following regulations shall apply:

Parking shall be prohibited from Cesar E. Chavez Avenue to 68 feet south of Cesar E. Chavez Avenue;

No vehicle shall remain parked in the parking meter zone for a period exceeding three (3) hours between the hours of 8:00 AM and 6:00 PM Monday through Friday from 68 feet south of Cesar E. Chavez Avenue to 125 feet south of Cesar E. Chavez Avenue;

CITY OF LANSING

TRAFFIC CONTROL ORDER

ORDER NUMBER: 18-061 (page 2 of 2)

FILE: Washington Avenue (1100 North)

Parking shall be prohibited from 125 feet south of Cesar E. Chavez Avenue to 152 feet south of Cesar E. Chavez Avenue;

No vehicle shall remain parked in the parking meter zone for a period exceeding three (3) hours between the hours of 8:00 AM and 6:00 PM Monday through Friday from 152 feet south of Cesar E. Chavez Avenue to 192 feet south of Cesar E. Chavez Avenue;

Parking shall be prohibited from 192 feet south of Cesar E. Chavez Avenue to 277 feet south of Cesar E. Chavez Avenue;

No vehicle shall remain parked in the parking meter zone for a period exceeding three (3) hours between the hours of 8:00 AM and 6:00 PM Monday through Friday from 277 feet south of Cesar E. Chavez Avenue to 317 feet south of Cesar E. Chavez Avenue;

Parking shall be prohibited from 317 feet south of Cesar E. Chavez Avenue to 347 feet south of Cesar E. Chavez Avenue;

No vehicle shall remain parked in the parking meter zone for a period exceeding three (3) hours between the hours of 8:00 AM and 6:00 PM Monday through Friday from 347 feet south of Cesar E. Chavez Avenue to 430 feet south of Cesar E. Chavez Avenue;

Parking shall be prohibited from 430 feet south of Cesar E. Chavez Avenue to Maple Street;

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: _____

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 18-062

FILE: Washington Avenue (1200 North)

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

On the east side of WASHINGTON AVENUE the following regulations shall apply:

Parking shall be prohibited from Cesar E. Chavez Avenue to 63 feet north of Cesar E. Chavez Avenue;

No vehicle shall remain parked in the parking meter zone for a period exceeding three (3) hours between the hours of 8:00 AM and 6:00 PM Monday through Friday from 63 feet north of Cesar E. Chavez Avenue to 98 feet north of Cesar E. Chavez Avenue;

Parking shall be prohibited from 98 feet north of Cesar E. Chavez Avenue to Willow Street;

On the west side of WASHINGTON AVENUE the following regulations shall apply:

Parking shall be prohibited from Willow Street to 330 feet north of Willow Street;

No vehicle shall remain parked in the parking meter zone for a period exceeding three (3) hours between the hours of 8:00 AM and 6:00 PM Monday through Friday from 330 feet north of Willow Street to 410 feet north of Willow Street;

Parking shall be prohibited from 410 feet north of Willow Street to Cesar E. Chavez 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 #13-002

PARKING REGULATION REQUEST: 1100 - 1200 NORTH WASHINGTON AVENUE

The Transportation and Non-Motorized Section received a request from [REDACTED] to increase the maximum stay at the parking meters along the 1100 and 1200 blocks of North Washington Avenue from one hour to three hours.

North Washington Avenue between is approximately 66 feet wide between Maple Street and Grand River Avenue and approximately 48 feet wide and between Grand River Avenue and Willow Street. Metered parking along both sides of North Washington Avenue between Maple Street and Willow Street is currently restricted to one hour between 8:00 AM and 6:00 PM Monday through Friday (see Existing Parking Regulations)

Based on this request, and a field investigation of the area, staff sent a survey to the area properties offering three possible parking options, as noted below:

Option 1 – No change (keep the one hour time limit).

Option 2 – Change metered time limit to two hours.

Option 3 – Change metered time limit to three hours.

Of the 69 surveys mailed, 18 (26%) were returned. Of the surveys returned, 2 (11%) supported Option 1, 22% supported Option 2, and 12 (67%) supported Option 3.

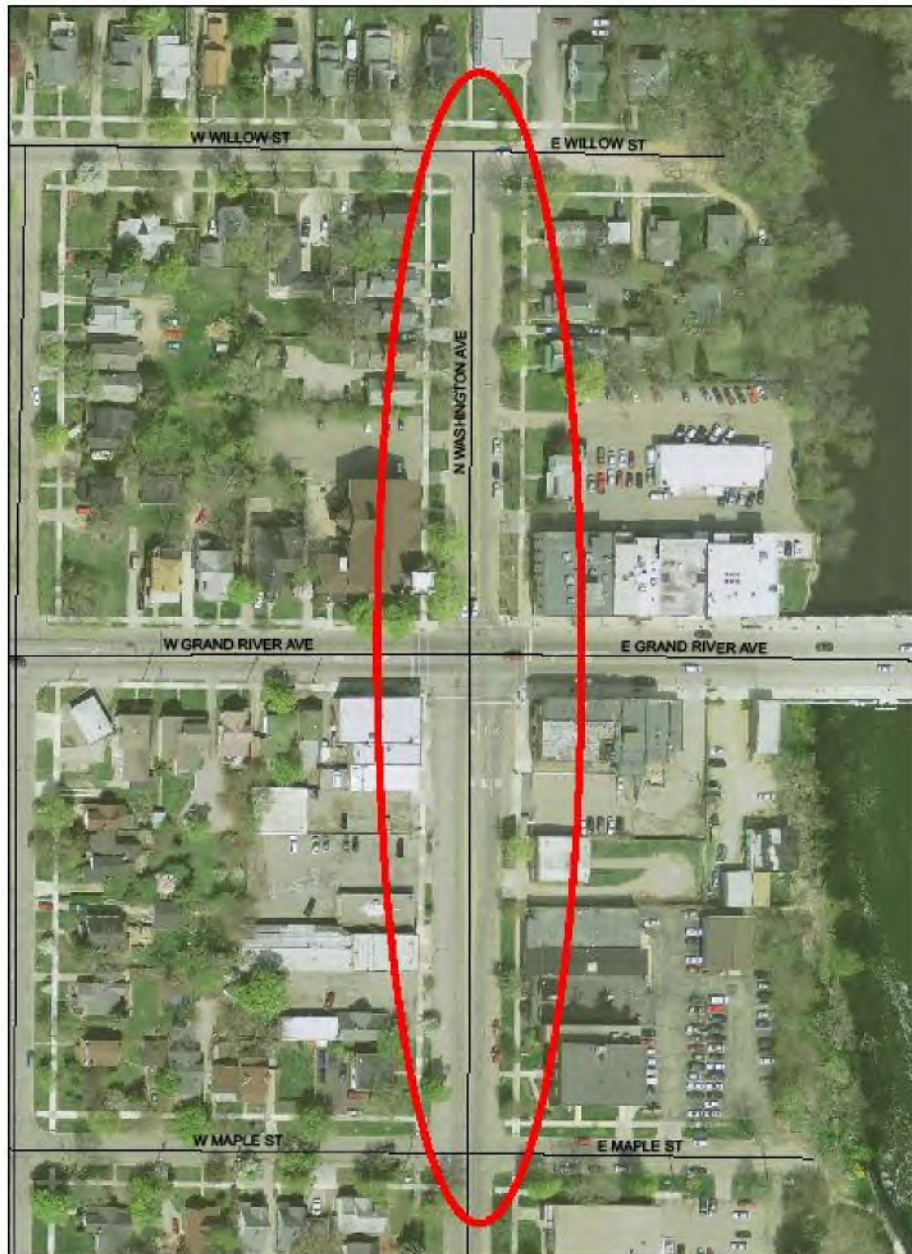
Recommendation:

Based on the survey results and the field review of the area, the Transportation and Non-Motorized Section recommends changing the metered parking restrictions along the 1100 and 1200 blocks of North Washington Avenue from one hour to three hours between 8:00 am and 6:00 pm Monday through Friday. This change has already been implemented on a temporary basis.

REPORT FROM THE SECRETARY #13-002

PARKING REGULATION REQUEST: 1100 - 1200 NORTH WASHINGTON AVENUE

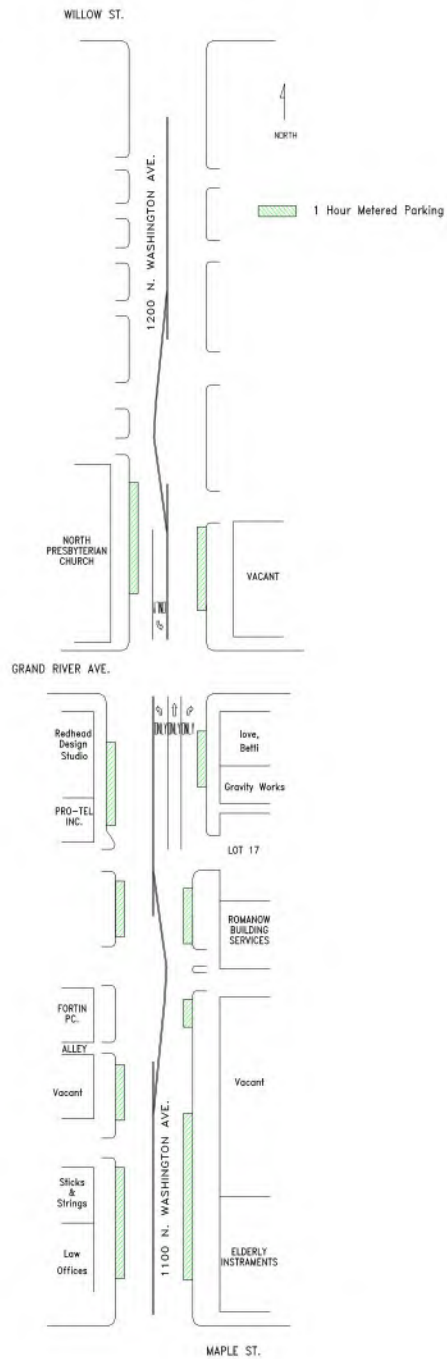
LOCATION DIAGRAM



REPORT FROM THE SECRETARY #13-002

PARKING REGULATION REQUEST: 1100 - 1200 NORTH WASHINGTON AVENUE

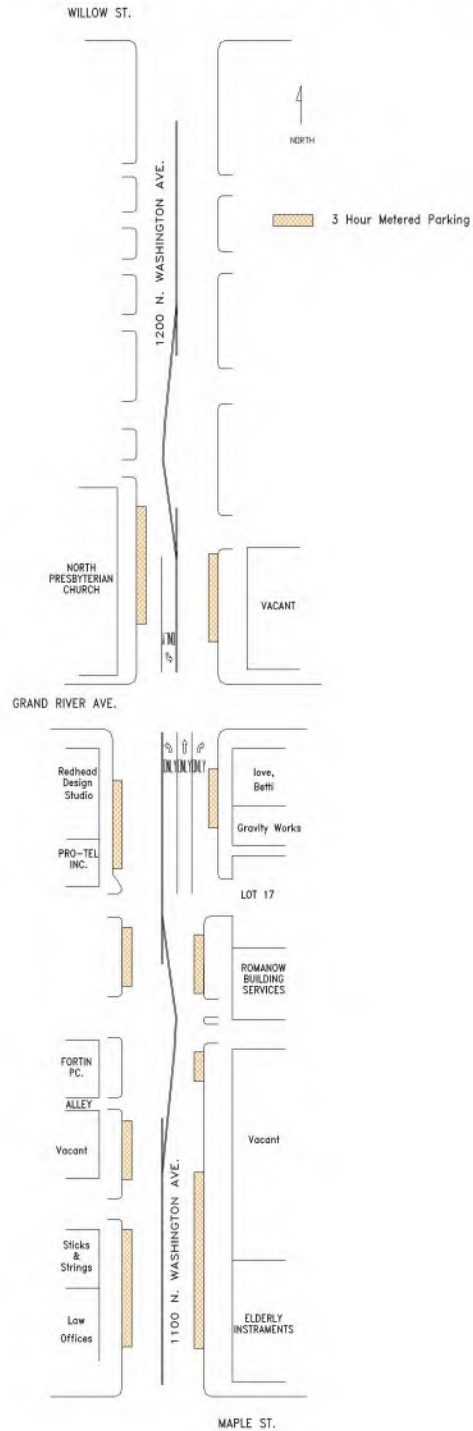
EXISTING PARKING REGULATIONS



REPORT FROM THE SECRETARY #13-002

PARKING REGULATION REQUEST: 1100 - 1200 NORTH WASHINGTON AVENUE

PROPOSED PARKING REGULATIONS



BY THE COMMITTEE ON CITY OPERATIONS
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Transportation and Non-Motorized Section of the Public Service Department reviewed the parking meter locations along the 200 block of West Genesee Street; and

WHEREAS, the Transportation and Non-Motorized Section identified the need to remove parking meter #3223 in this area due to the parking space being smaller than the minimum length required, and being closer to the stop bar than permitted by City Ordinance; and

WHEREAS, the Transportation and Non-Motorized Section recommends removing parking meter #3223 and its corresponding parking space at this location along the South side of the 200 block of West Genesee Street to comply with City Ordinance and required minimum parking space dimensions; and

WHEREAS, presented to the Public Service Board and the Board concurs; 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 City Operations met on October 30, 2023, and 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. 10-011, thereby authorizing the Transportation Engineer to remove parking meter #3223 and its corresponding parking space along the South side of the 200 block of West Genesee Street;

BE IT FINALLY RESOLVED that Traffic Control Order No. 10-011 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: 10-011 (Page 1 of 2)

FILE: Genesee Street (200 west)

In accordance with Ordinance Number 761 as amended, an investigation of the parking activities and roadway conditions on Genesee Street from Capitol Avenue to Seymour Street has been made; and as a result of said investigation, it is hereby directed that:

On the north side of GENESEE STREET the following parking regulations shall apply:

Parking shall be prohibited from Capitol Avenue to 70 feet west of Capitol Avenue;

No vehicle shall remain parked for a period exceeding four (4) hours between the hours of 8:00 AM to 6:00 PM, Monday through Friday, from 70 feet west of Capitol Avenue to 150 feet west of Capitol Avenue;

Parking shall be prohibited from 150 feet west of Capitol Avenue to 173 feet west of Capitol Avenue;

No vehicle shall remain parked for a period exceeding four (4) hours between the hours of 8:00 AM to 6:00 PM, Monday through Friday, from 173 feet west of Capitol Avenue to 192 feet west of Capitol Avenue;

Parking shall be prohibited from 192 feet west of Capitol Avenue to 153 feet east of Seymour Street;

No vehicle shall remain parked for a period exceeding four (4) hours between the hours of 8:00 AM to 6:00 PM, Monday through Friday, from 153 feet east of Seymour Street to 113 feet east of Seymour Street;

Parking shall be prohibited from 113 feet east of Seymour Street to 86 feet east of Seymour Street;

No vehicle shall remain parked for a period exceeding four (4) hours between the hours of 8:00 AM to 6:00 PM, Monday through Friday, from 86 feet east of Seymour Street to 67 feet east of Seymour Street;

Parking shall be prohibited from 67 feet east of Seymour Street to Seymour Street;

On the south side of GENESEE STREET the following parking regulations shall apply:

Parking shall be prohibited from Seymour Street to 60 feet east of Seymour Street;

TRAFFIC CONTROL ORDER

ORDER NUMBER: 10-011 (Page 2 of 2)

FILE: Genesee Street (200 west)

No vehicle shall remain parked for a period exceeding four (4) hours between the hours of 8:00 AM to 6:00 PM, Monday through Friday, from 60 feet east of Seymour Street to 144 feet east of Seymour Street;

Parking shall be prohibited from 144 feet east of Seymour Street to 212 feet east of Seymour Street;

No vehicle shall remain parked for a period exceeding four (4) hours between the hours of 8:00 AM to 6:00 PM, Monday through Friday, from 212 feet east of Seymour Street to 70 feet west of Capitol Avenue;

Parking shall be prohibited from 70 feet west of Capitol Avenue to Capitol 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 #12-005

PARKING REGULATION REQUEST: 200 WEST GENESEE STREET

The Transportation and Non-Motorized Section reviewed the parking meter locations along the 200 block of West Genesee Street.

This section of Genesee Street between Capitol Avenue and Seymour Avenue is a two-way street that is approximately 30 feet wide with curb and gutter. Four-hour, metered parking is provided along both sides of Genesee Street between Capitol Avenue and Seymour Avenue.

The Transportation and Non-Motorized Section identified the need to remove parking meter #3223 in this area due to the parking space being smaller than the minimum length required. Furthermore, this parking space was closer to the stop bar on Genesee Street at Capitol Avenue than permitted by City Ordinance.

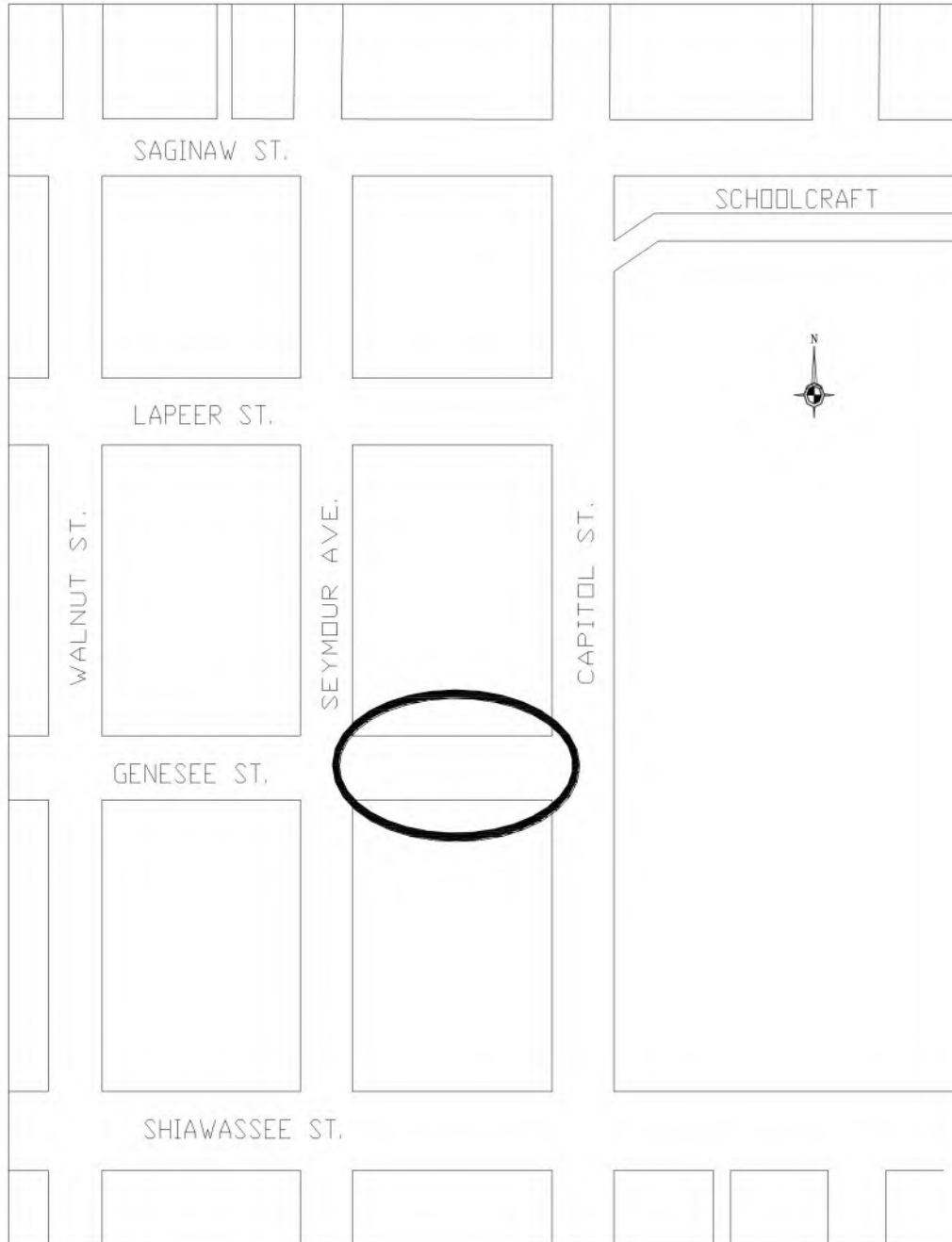
The Transportation and Non-Motorized Section recommends removing parking meter #3223 and its corresponding parking space at this location along the south side of the 200 block of West Genesee Street to comply with City Ordinance and required minimum parking space dimensions.

Traffic Board Action Date:
Passed: _____ Declined: _____

REPORT FROM THE SECRETARY #12-005

PARKING REGULATION REQUEST: 200 WEST GENESEE STREET

LOCATION DIAGRAM



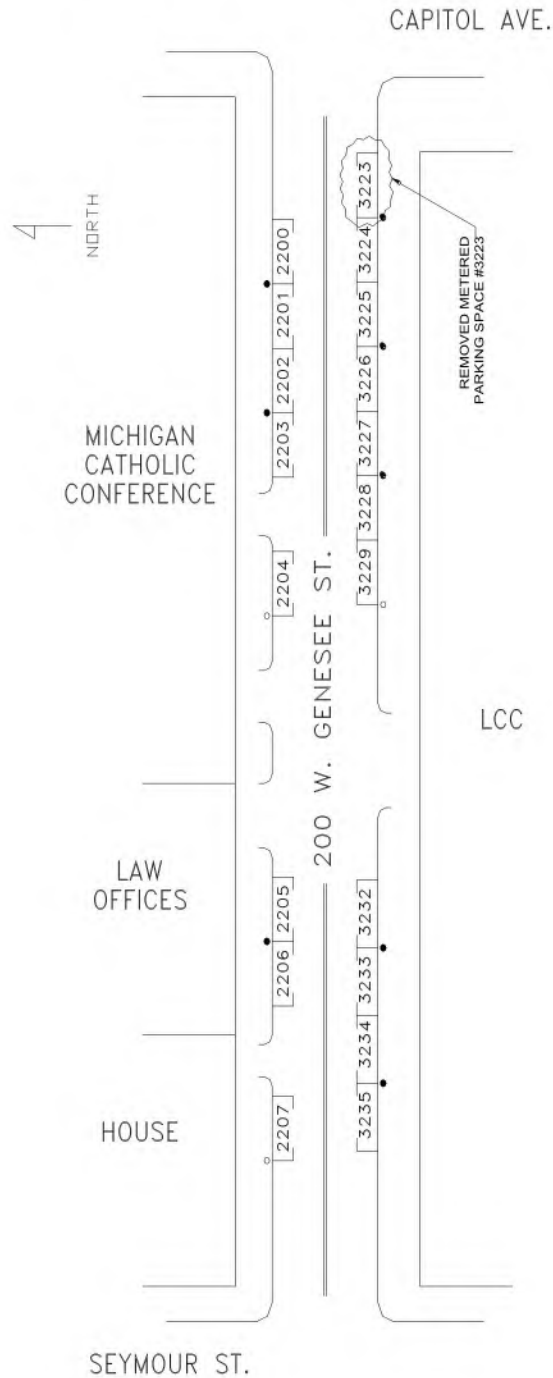
Traffic Board Action Date:
Passed: _____ Declined: _____

File: Genesee Drive
S:\Public_Service_Staff\Traffic\TB items\3.0 To Traffic Board\2013 December\RFS 12-05 Genesee St 200 W Parking Regulations.docx

REPORT FROM THE SECRETARY #12-005

PARKING REGULATION REQUEST: 200 WEST GENESEE STREET

PARKING METER LAYOUT



Traffic Board Action Date:
Passed: _____ Declined: _____

File: Genesee Drive
S:\Public_Service_Staff\Traffic\TB items\3.0 To Traffic Board\2013 December\RFS 12-05 Genesee St 200 W Parking Regulations.docx

BY THE COMMITTEE ON CITY OPERATIONS
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Transportation and Non-Motorized Section of the Public Service Department evaluated parking regulations along the 200 block of West Ottawa Street; and

WHEREAS, the Transportation and Non-Motorized Section identified the potential to add additional metered parking spaces along the north side of Ottawa Street west of Capitol Avenue; and

WHEREAS, based on consultation with First United Methodist Church, the Transportation and Non-Motorized Section recommends the installation of three metered parking spaces along the north side of the 200 block of West Ottawa Street; 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 City Operations met on October 30, 2023, and 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. 18-029, thereby authorizing the Assistant City Engineer to regulate parking along the 200 block of West Ottawa Street;

BE IT FINALLY RESOLVED that Traffic Control Order No. 18-029 shall become effective when signed by the Assistant City Engineer and filed with the City Clerk and the appropriate parking meters and signs are installed.

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 18-029 (Page 1 of 2)

FILE: Ottawa Street (200 West)

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

On the north side of OTTAWA STREET the following regulations shall apply:

Parking shall be prohibited from Capitol Avenue to 79 feet west of Capitol Avenue;

No vehicle shall remain parked in the parking meter zone for a period exceeding three (3) hours between the hours of 8:00 AM and 6:00 PM Monday through Friday from 79 feet west of Capitol Avenue to 145 feet west of Capitol Avenue;

Parking shall be prohibited from 145 feet west of Capitol Avenue to 186 feet east of Seymour Street;

No vehicle shall remain parked in the parking meter zone for a period exceeding three (3) hours between the hours of 8:00 AM and 6:00 PM Monday through Friday from 186 feet east of Seymour Street to 88 feet east of Seymour Street;

Parking shall be prohibited from 88 feet east of Seymour Street to Seymour Street;

On the south side of OTTAWA STREET the following regulations shall apply:

Parking shall be prohibited from Capitol Avenue to 76 feet west of Capitol Avenue;

Parking shall be reserved for Media Only from 76 feet west of Capitol Avenue to 145 feet west of Capitol Avenue;

No vehicle shall remain parked in the parking meter zone for a period exceeding three (3) hours between the hours of 8:00 AM and 6:00 PM Monday through Friday from 145 feet west of Capitol Avenue to 127 feet east of Seymour Street;

Parking shall be prohibited from 127 feet east of Seymour Street to Seymour Street;

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 18-029 (Page 2 of 2)

FILE: Ottawa Street (200 West)

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 J. Whisler
Assistant City 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: 15-019 (Page 1 of 2)

FILE: Ottawa Street (200 West)

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

On the north side of OTTAWA STREET the following regulations shall apply:

Parking shall be prohibited from Capitol Avenue to 79 feet west of Capitol Avenue;

No vehicle shall remain parked in the parking meter zone for a period exceeding three (3) hours between the hours of 8:00 AM and 6:00 PM Monday through Friday from 79 feet west of Capitol Avenue to 145 feet west of Capitol Avenue;

Parking shall be prohibited from 145 feet west of Capitol Avenue to 186 feet east of Seymour Street;

No vehicle shall remain parked in the parking meter zone for a period exceeding three (3) hours between the hours of 8:00 AM and 6:00 PM Monday through Friday from 186 feet east of Seymour Street to 88 feet east of Seymour Street;

Parking shall be prohibited from 88 feet east of Seymour Street to Seymour Street;

On the south side of OTTAWA STREET the following regulations shall apply:

Parking shall be prohibited from Capitol Avenue to 76 feet west of Capitol Avenue;

Parking shall be reserved for Media Only from 76 feet west of Capitol Avenue to 145 feet west of Capitol Avenue;

No vehicle shall remain parked in the parking meter zone for a period exceeding three (3) hours between the hours of 8:00 AM and 6:00 PM Monday through Friday from 145 feet west of Capitol Avenue to 127 feet east of Seymour Street;

Parking shall be prohibited from 127 feet east of Seymour Street to Seymour Street;

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 15-019 (Page 2 of 2)

FILE: Ottawa Street (200 West)

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 #15-004

PARKING REGULATION REQUEST: 200 WEST OTTAWA STREET

The Transportation and Non-Motorized Section evaluated parking regulations along the 200 block of West Ottawa Street.

Ottawa Street between Capitol Avenue and Seymour Street is a one-way street with curb and gutter that is approximately 48 feet wide. Metered parking is provided on both the north and south sides of Ottawa Street in this section, restricted to 3 hours between 8 a.m. and 6 p.m., Monday through Friday.

Parking was prohibited on the north side of Ottawa Street just west of Capitol Avenue to provide a drop-off and pick-up area for a day care inside Central United Methodist Church, which is now closed. Staff identified the potential to add additional metered parking spaces along the north side of Ottawa Street adjacent to the church.

The Transportation and Non-Motorized Section recommends the installation of three metered parking spaces along the north side of Ottawa Street from 79 feet west of Capitol Avenue to 145 feet west of Capitol Avenue (see parking meter layout).

Traffic Board Action Date:
Passed: _____ Declined: _____

REPORT FROM THE SECRETARY #15-004

PARKING REGULATION REQUEST: 200 WEST OTTAWA STREET

LOCATION DIAGRAM



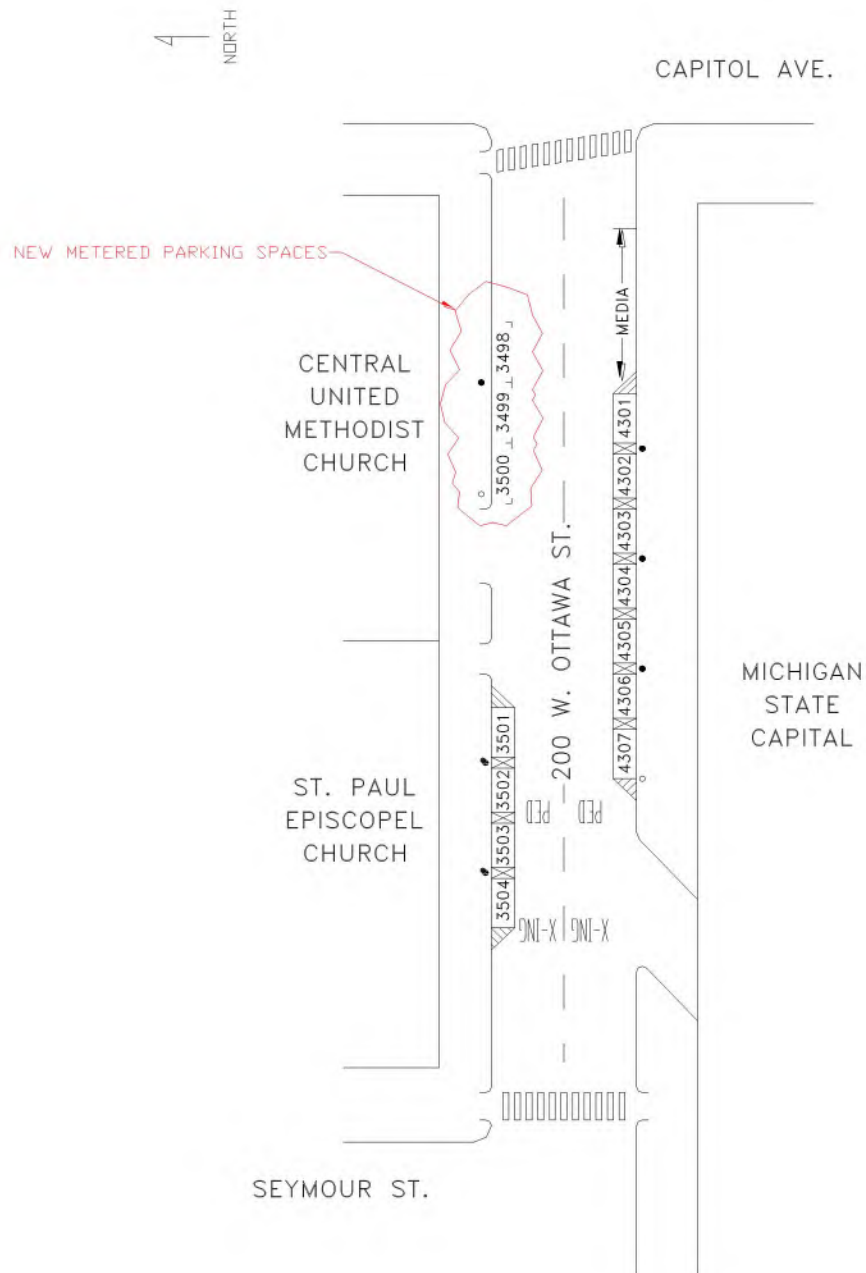
Traffic Board Action Date:
Passed: _____ Declined: _____

File: Ottawa St
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Regs.docx

REPORT FROM THE SECRETARY #15-004

PARKING REGULATION REQUEST: 200 WEST OTTAWA STREET

PARKING METER LAYOUT



Traffic Board Action Date:
Passed: _____ Declined: _____

File: Ottawa St
S:\Public_Service_Staff\Traffic\TB items\2.0 For Review By Engineer\Andy's Review\RFS 15-04 200 W Ottawa St Parking
Regs.docx

Resolution #2023-###

By the Committee on City Operations
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 a resident on R.G. Curtis Avenue, to install no parking signs along R.G. Curtis Avenue; and

WHEREAS, the Transportation and Non-Motorized Section conducted a field investigation and also surveyed the occupants and owners of properties along R.G. Curtis Avenue; and

WHEREAS, based on the street width and the results of the survey, the Transportation and Non-Motorized Section recommends that parking both the north and south sides of R.G. Curtis Avenue be prohibited; 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 City Operation met on October 30, 2023, and 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. 18-044, thereby authorizing the Transportation Engineer to regulate parking along R.G. Curtis Avenue;

BE IT FINALLY RESOLVED that Traffic Control Order No. 18-044 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: 18-044

FILE: R G Curtis Avenue

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

On the north side of R G CURTIS AVENUE the following regulations shall apply:

Parking shall be prohibited from Washington Avenue to the western end of R G CURTIS AVENUE;

On the south side of R G CURTIS AVENUE the following regulations shall apply:

Parking shall be prohibited from the western end of R G CURTIS AVENUE to 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: _____

ENGINEERING REPORT # 18-013

TRAFFIC CONTROL REQUEST: R.G. CURTIS AVENUE PARKING SURVEY

The Transportation and Non-Motorized Section of the Public Service Department's Engineering Division received a request from [REDACTED], a resident of R.G. Curtis Avenue, to install no parking signs along R.G. Curtis Avenue. The request was made due to vehicles parking along both sides of R.G. Curtis Avenue which, combined with the narrow street width, was causing difficulties for the residents along R.G. Curtis Avenue.

R.G. Curtis Avenue is three blocks long starting at Washington Avenue and ending at the cul-de-sac approximately 1250 feet west of Washington Avenue. R.G. Curtis Avenue is approximately 18 feet wide without curb and gutter and unrestricted parking along both sides of the street except where prohibited by ordinance. (see **Existing Parking Regulations**)

A parking survey was sent to property owners / residents along R.G. Curtis Avenue with the following two options:

Option 1 – Prohibit parking along one side of R.G. Curtis Avenue

Option 2 – Prohibit parking along both sides of R.G. Curtis Avenue

Of the 62 surveys mailed, 30 responses were returned (50%). Of the surveys that were returned, seven (23%) were in favor of Option 1, twenty-one (70%) were in favor of Option 2 and two (7%) surveys were returned without selecting Option 1 or Option 2.

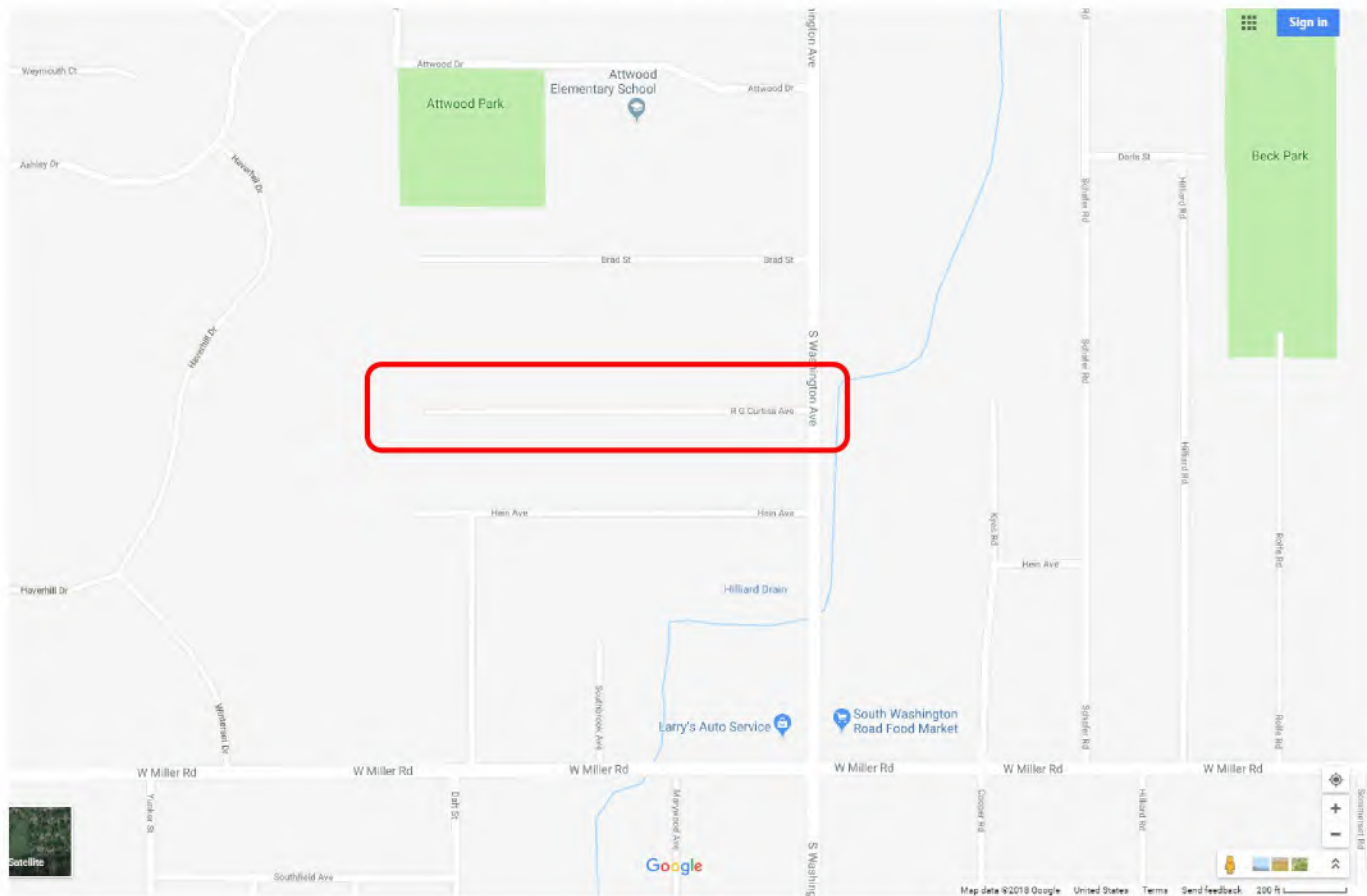
Based on the response to the survey, the resident request, and the narrow street width, it is recommended that parking be prohibited along both sides of R.G. Curtis Avenue. The appropriate no parking signs have been installed along both sides of R.G. Curtis Avenue on a trial basis. (see **Proposed Parking Regulations**)

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

ENGINEERING REPORT # 18-013

TRAFFIC CONTROL REQUEST: R.G. CURTIS AVENUE PARKING SURVEY

LOCATION DIAGRAM



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

September 4, 2018

ENGINEERING REPORT # 18-013

TRAFFIC CONTROL REQUEST: R.G. CURTIS AVENUE PARKING SURVEY

STREET VIEW



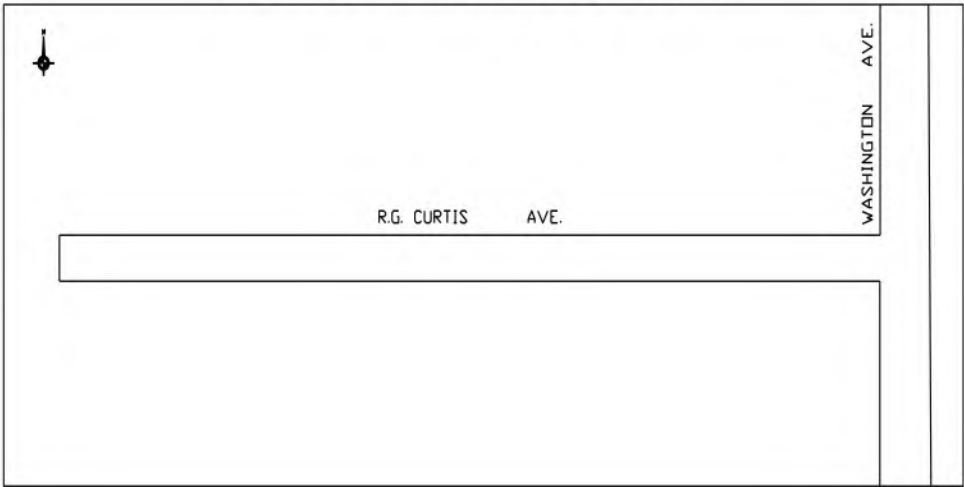
Public Service Board Action Date:
Passed: _____ Declined: _____

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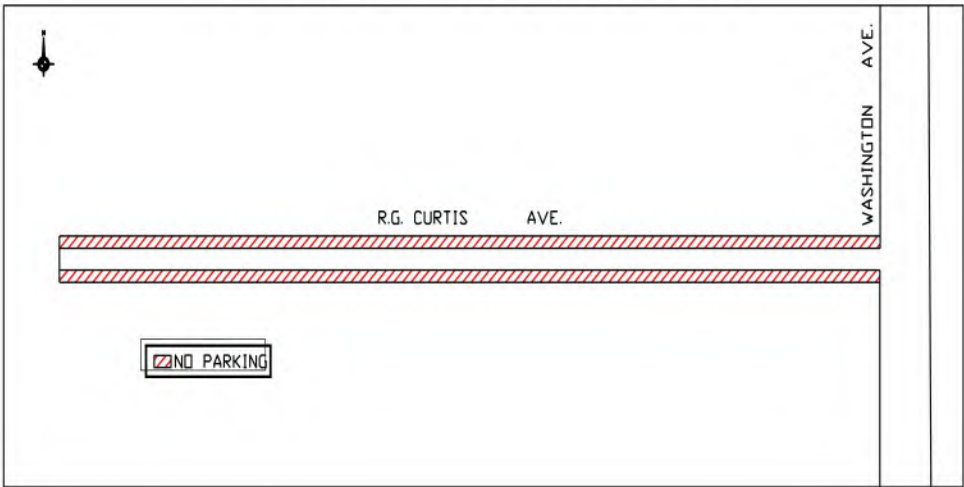
ENGINEERING REPORT # 18-013

TRAFFIC CONTROL REQUEST: R.G. CURTIS AVENUE PARKING SURVEY

EXISTING PARKING REGULATIONS



PROPOSED PARKING REGULATIONS



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

Resolution #2023-###

By the Committee on City Operations
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 a resident at the northeast corner of Hall Street and Thomas Street to install no parking signs along Hall Street near his residence; and

WHEREAS, the Transportation and Non-Motorized Section conducted a field investigation and also surveyed the occupants and owners of properties along Hall Street; and

WHEREAS, based on the response to the survey and the original request, it is recommended that parking be prohibited along the east side of Hall Street from Thomas Street to 91 feet north of Thomas Street; 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 City Operations met on October 30, 2023, and 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. 18-046, thereby authorizing the Transportation Engineer to regulate parking along Hall Street.

BE IT FINALLY RESOLVED that Traffic Control Order No. 18-046 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: 18-046

FILE: Hall Street

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

On the east side of HALL STREET the following regulations shall apply:

Parking shall be prohibited from Thomas Street to 91 feet north of Thomas Street;

On the west side of HALL STREET the following regulations shall apply:

Parking shall be prohibited from 60 feet north of Thomas Street to Thomas Street;

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: _____

ENGINEERING REPORT #18-012

PARKING REGULATIONS SURVEY: HALL STREET

The Transportation and Non-Motorized Section of the Public Service Department's Engineering Division received a request from [REDACTED], a resident at the northeast corner of Hall Street and Thomas Street to install no parking signs along Hall Street near his residence. The request was made due to parking by non-residents along Hall Street causing difficulties for the residents along Hall Street.

Hall Street is a 200 foot long street that starts at Thomas Street and ends at the parking lot entrance to the Gier Street Community Center. It is 26 feet wide without curb and gutter and parking is unrestricted along both sides. (see **Existing Parking Regulations**)

A parking survey was sent to property owners / residents along Hall Street from Thomas Street to the north end of Hall Street with the following two options:

Option 1 – Keep parking unrestricted on both sides of Hall Street (no change).

Option 2 – Prohibit parking along both sides of Hall Street.

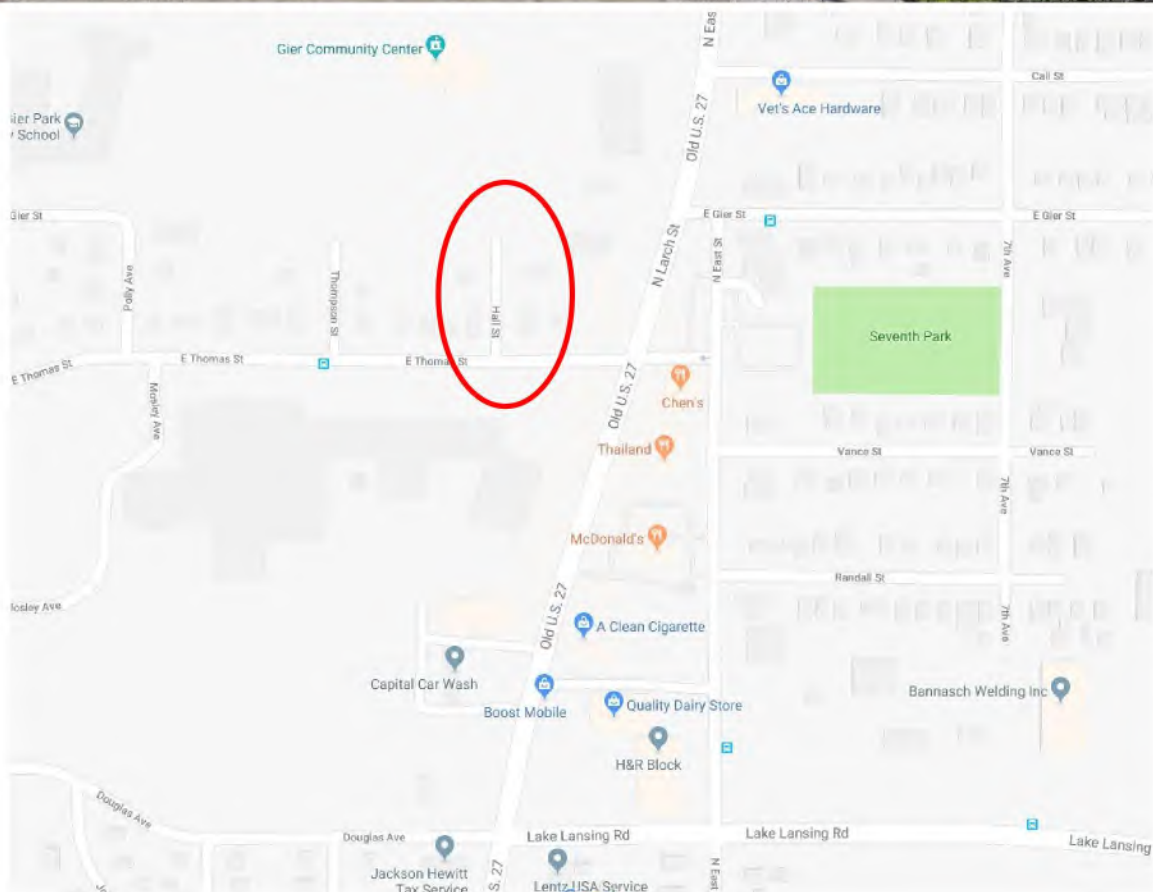
Of the 5 surveys mailed, 3 responses were returned (60%). Of the surveys that were returned, one (33%) was in favor keeping parking unrestricted and two (67%) wrote in a request to prohibit parking along the east side of Hall Street from Thomas Street to 77 feet north of Thomas Street (91' from the center of Thomas Street).

Based on the response to the survey and the original request, it is recommended that parking be prohibited along the east side of Hall Street from Thomas Street to 91 feet north of Thomas Street. The appropriate no parking signs have been installed on a trial basis at this location. (see **Proposed Parking Regulations**)

ENGINEERING REPORT #18-012

PARKING REGULATIONS SURVEY: HALL STREET

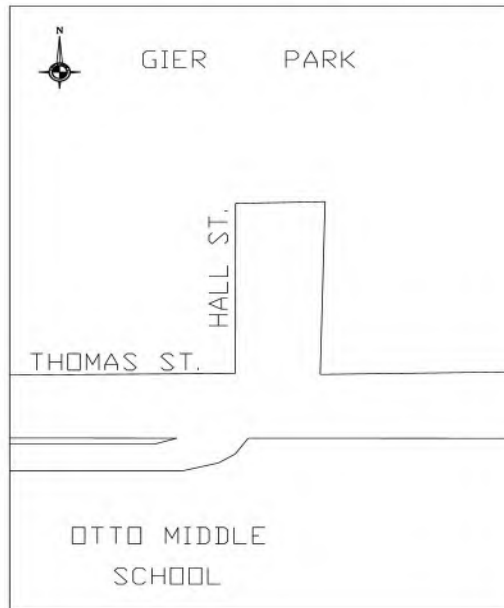
LOCATION DIAGRAM



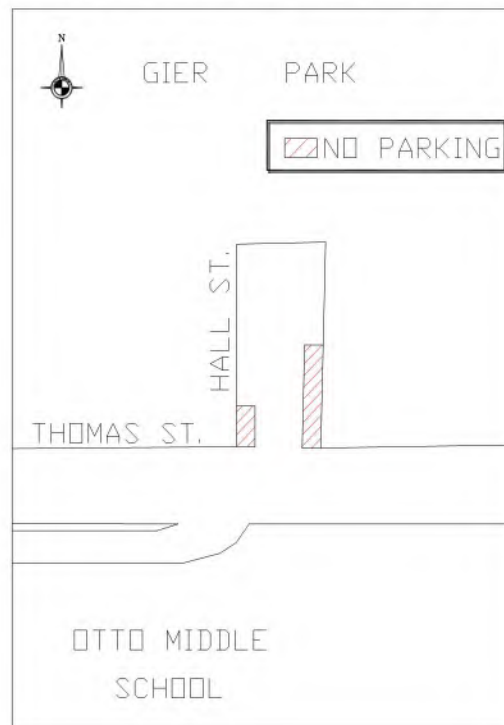
ENGINEERING REPORT #18-012

PARKING REGULATIONS SURVEY: HALL STREET

EXISTING PARKING REGULATIONS



PROPOSED PARKING REGULATIONS



Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, at the request of the Police Commissioner of Ward 1, a resident and a H.O.A. Board member for the East Village Condominiums, a review of the existing parking regulations within the East Village neighborhood was conducted to clarify existing parking regulations within the neighborhood; and

WHEREAS, the Transportation and Non-Motorized Section staff conducted a study of the existing parking restrictions and street widths along Dunston Drive, Nantucket Drive, Wendover Drive, Wickham Drive and Worthington Drive; and

WHEREAS, based on the results of the survey, the Transportation and Non-Motorized Section recommends that along Dunston Drive from Nantucket Drive to Wendover Drive, parking shall be prohibited along the north side of the street and unrestricted along the south side of the street, along Nantucket Drive from Saginaw Street to Wickham Drive, parking shall be prohibited along the east side of the street and unrestricted along the west side of the street, along Wendover Drive from Dunston Drive to Wickham Drive, parking shall be prohibited along the west side of the street and unrestricted along the east side of the street, along Wickham Drive from Nantucket Drive to Worthington Drive, parking shall be prohibited along the north side of the street and unrestricted along the south side of the street, and along Worthington Drive from Saginaw Street to Wickham Drive, parking shall be prohibited along the west side of the street and unrestricted along the east side of the street; 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 City Operations met on October 30, 2023, and 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. 19-16, 19-17, 19-18, 19-19, and 19-20, thereby authorizing the Transportation Engineer to regulate parking along Dunston Drive, Nantucket Drive, Wendover Drive, Wickham Drive and Worthington Drive;

BE IT FINALLY RESOLVED that Traffic Control Order No. 19-16, 19-17, 19-18, 19-19, and 19-20 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: 19-16

FILE: Dunston Drive

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

On the north side of DUNSTON DRIVE the following regulations shall apply:

Parking shall be prohibited from Nantucket Drive to Wendover 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: _____

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: 19-17

FILE: Nantucket Drive

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

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

Parking shall be prohibited from Wickham Drive to Saginaw Street;

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: 19-18

FILE: Wendover Drive

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

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

Parking shall be prohibited from Dunston Drive to Wickham 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: _____

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: 19-19

FILE: Wickham Drive

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

On the north side of WICKHAM DRIVE the following regulations shall apply:

Parking shall be prohibited from Nantucket Drive to Worthington 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: _____

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: 19-20

FILE: Worthington Drive

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

On the north side of WORTHINGTON DRIVE the following regulations shall apply:

Parking shall be prohibited from Saginaw Street to Wickham 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:

Mitchell Whisler
Interim Transportation Engineer

RECEIVED FOR FILING:

SIGNED BY:

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

ENGINEERING REPORT #19-10

EAST VILLAGE PARKING REGULATION SURVEY
DUNSTON DRIVE, NANTUCKET DRIVE, WENDOVER DRIVE, WICKHAM DRIVE,
WORTHINGTON DRIVE

A request to clarify existing parking regulations within the East Village neighborhood was made by the Police Commissioner – Ward 1 and resident and H.O.A. Board member for the East Village Condominium.

In response to this request Transportation and Non-Motorized Section staff conducted a study of the existing parking regulations and street widths along Dunston Drive, Nantucket Drive, Wendover Drive, Wickham Drive and Worthington Drive.

Dunston Drive from Nantucket Drive to Wendover Drive is 26 feet wide with curb and gutter. Parking is unrestricted along both the north and south sides of the street.

Nantucket Drive from Saginaw Street to Wickham Drive is 26 feet wide with curb and gutter. Parking is prohibited along the east side of the street and unrestricted along the west side of the street.

Wendover Drive from Dunston Drive to Wickham Drive is 26 feet wide with curb and gutter. Parking is unrestricted along both the east and west sides of the street.

Wickham Drive from Nantucket Drive to Worthington Drive is 26 feet wide with curb and gutter. Parking is prohibited along the north side of the street and unrestricted along the south side of the street.

Worthington Drive from Saginaw Street to Wickham Drive is 26 feet wide with curb and gutter. Parking is prohibited along both the east and west sides of the street.

To allow the public an opportunity to comment on parking regulations within the East Village neighborhood, the Transportation and Non-Motorized Section developed and mailed a survey to property owners and occupants along Nantucket Drive, Wendover Drive, Wickham Drive and Worthington Drive with the two options listed below (there are no parcels that front Dunston Drive, and thus this street had no public survey):

Option 1 – Prohibit parking on one side of the street

Option 2 – Allow unrestricted parking on both sides of the street

Of the 113 surveys mailed, 55 responses were received. Of the 55 responses, 45 or 82% were in favor of Option 1 - prohibiting parking on one side of the street. The survey responses were further broken down by street:

Nantucket Drive had 14 responses, 71% in favor of Option 1.

ENGINEERING REPORT #19-10

EAST VILLAGE PARKING REGULATION SURVEY
DUNSTON DRIVE, NANTUCKET DRIVE, WENDOVER DRIVE, WICKHAM DRIVE,
WORTHINGTON DRIVE

Wendover Drive had 3 responses, 100% in favor of Option 1.

Wickham Drive had 7 responses, 86% in favor of Option 1.

Worthington Drive had 31 responses, 84% in favor of Option 1.

Based on this study, the survey results and input from the Fire Marshal's Office the Transportation and Non-Motorized Section recommends the following parking regulations:

Dunston Drive from Nantucket Drive to Wendover Drive, parking shall be prohibited along the north side of the street and unrestricted along the south side of the street.

Nantucket Drive from Saginaw Street to Wickham Drive, parking shall be prohibited along the east side of the street and unrestricted along the west side of the street.

Wendover Drive from Dunston Drive to Wickham Drive, parking shall be prohibited along the west side of the street and unrestricted along the east side of the street.

Wickham Drive from Nantucket Drive to Worthington Drive, parking shall be prohibited along the north side of the street and unrestricted along the south side of the street.

Worthington Drive from Saginaw Street to Wickham Drive, parking shall be prohibited along the west side of the street and unrestricted along the east side of the street.

DUNSTON DRIVE - STREET VIEW

ENGINEERING REPORT #19-10

EAST VILLAGE PARKING REGULATION SURVEY
DUNSTON DRIVE, NANTUCKET DRIVE, WENDOVER DRIVE, WICKHAM DRIVE,
WORTHINGTON DRIVE



NANTUCKET DRIVE – STREET VIEW



WENDOVER DRIVE – STREET VIEW

ENGINEERING REPORT #19-10

**EAST VILLAGE PARKING REGULATION SURVEY
DUNSTON DRIVE, NANTUCKET DRIVE, WENDOVER DRIVE, WICKHAM DRIVE,
WORTHINGTON DRIVE**



WICKHAM DRIVE – STREET VIEW



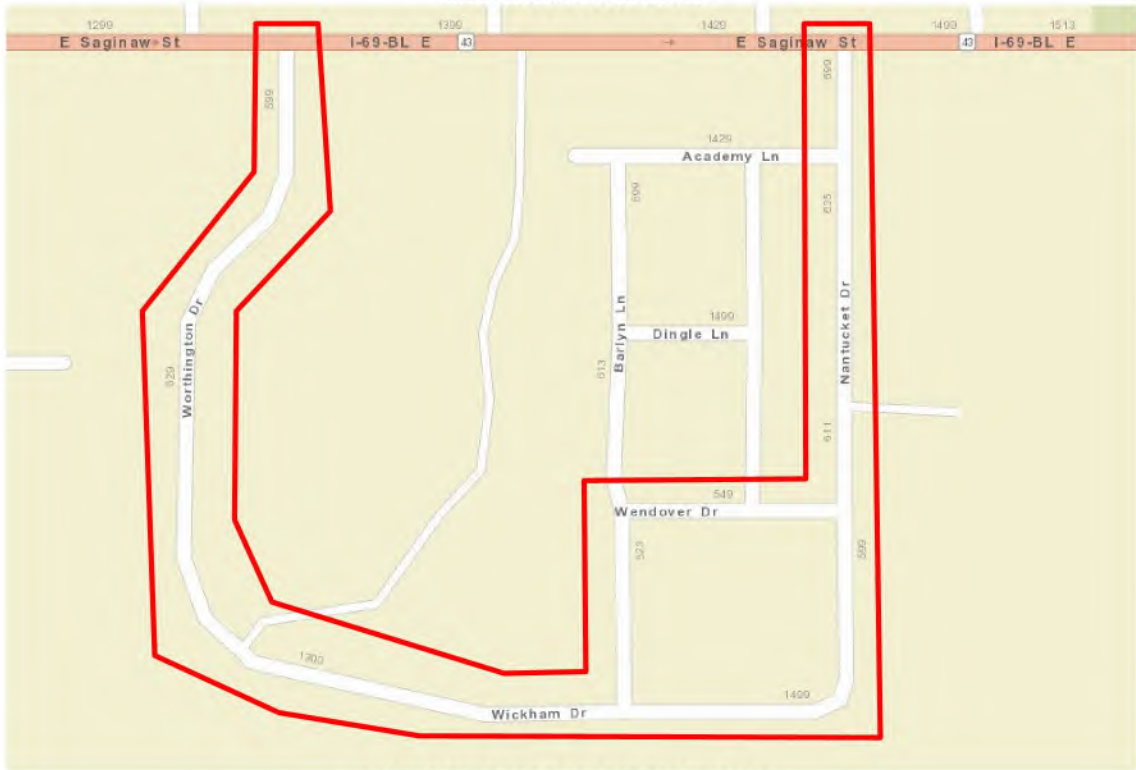
WORTHINGTON DRIVE – STREET VIEW

ENGINEERING REPORT #19-10

EAST VILLAGE PARKING REGULATION SURVEY
DUNSTON DRIVE, NANTUCKET DRIVE, WENDOVER DRIVE, WICKHAM DRIVE,
WORTHINGTON DRIVE



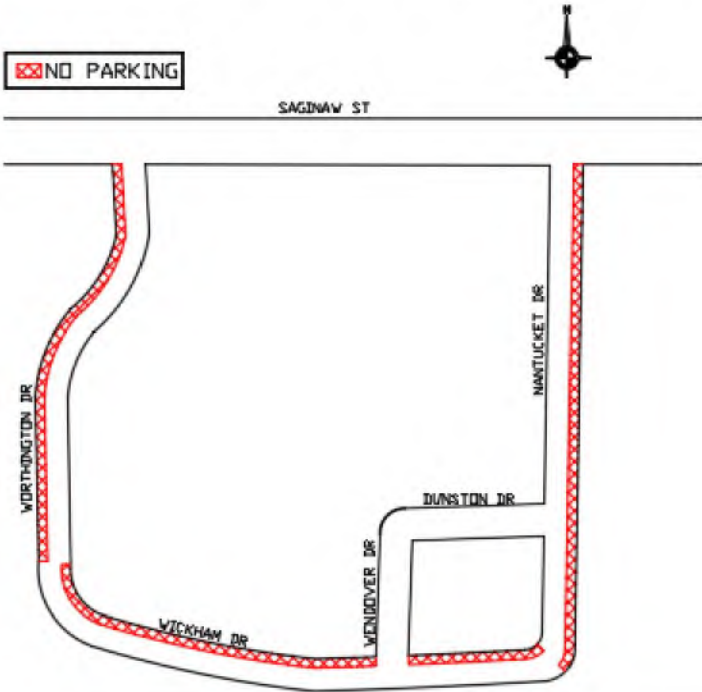
LOCATION DIAGRAM



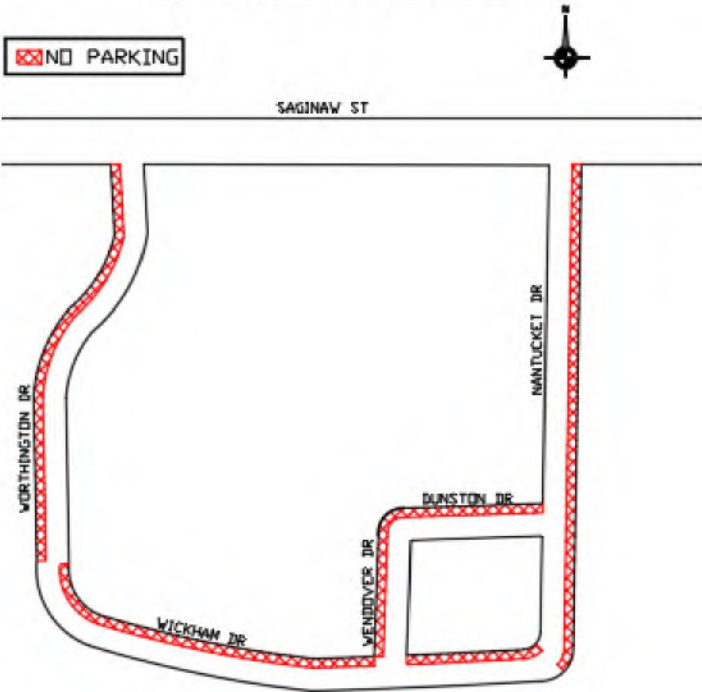
EXISTING PARKING REGULATIONS

ENGINEERING REPORT #19-10

EAST VILLAGE PARKING REGULATION SURVEY
DUNSTON DRIVE, NANTUCKET DRIVE, WENDOVER DRIVE, WICKHAM DRIVE,
WORTHINGTON DRIVE



PROPOSED PARKING REGULATIONS



Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, as part of the project at 513 West Ionia Street the angular metered parking spaces along the south side of the 500 block of West Ionia Street were removed; and

WHEREAS, the Transportation and Non-Motorized Section staff gathered existing roadway conditions and parking regulations along the 400 – 600 blocks of West Ionia Street; and

WHEREAS, based on the existing parking regulations and traffic conditions Transportation and Non-Motorized Section staff have updated the existing Traffic Control Orders and recommends that the proposed parking regulations be made permanent; 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 City Operations met on October 30, 2023, and 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. 20-03, 20-04 and 20-05, thereby authorizing the Transportation Engineer to regulate parking along West Ionia Street from Sycamore Street to Walnut Street;

BE IT FINALLY RESOLVED that Traffic Control Order No. 20-03, 20-04 and 20-05 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: 20-03

FILE: 400 West Ionia Street

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

On the north side of IONIA STREET the following regulations shall apply:

Parking shall be prohibited from Walnut Street to Chestnut Street;

On the south side of IONIA STREET the following regulations shall apply:

Parking shall be prohibited from Chestnut Street to 57 feet east of Chestnut Street;

No vehicle shall remain parking in the parking meter zone for a period exceeding two (2) hours between the hours of 8:00 AM and 6:00 PM, Monday through Friday, from 57 feet east of Chestnut Street to 230 feet east of Chestnut Street;

Parking shall be prohibited from 230 feet east of Chestnut Street to 295 feet east of Chestnut Street;

No vehicle shall remain parked in the parking meter zone for a period exceeding two (2) hours between the hours of 8:00 AM and 6:00 PM, Monday through Friday, from 295 feet east of Chestnut Street to 315 feet east of Chestnut Street;

Parking shall be prohibited from 315 feet east of Chestnut Street to Walnut Street;

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded:
99-053

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: 20-04

FILE: 500 West Ionia Street

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

On the north side of IONIA STREET the following regulations shall apply:

Parking shall be prohibited from Chestnut Street to Pine Street;

On the south side of IONIA STREET the following regulations shall apply:

Parking shall be prohibited from Pine Street to 273 feet east of Pine Street;

No vehicle shall remain parked in the parking meter zone for a period exceeding two (2) hours between the hours of 8:00 AM and 6:00 PM, Monday through Friday, from 273 feet east of Pine Street to 66 feet west of Chestnut Street;

Parking shall be prohibited from 66 feet west of Chestnut Street to Chestnut Street;

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded:
99-053

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

ISSUED BY: _____

Mitchell Whisler
Interim Transportation Engineer

DATE: _____

RECEIVED FOR FILING: _____

Date

SIGNED BY: _____

Chris Swope

City Clerk

DATE OF FILING WITH CITY CLERK: _____

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 20-05

FILE: 600 West Ionia Street

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

On the north side of IONIA STREET the following regulations shall apply:

Parking shall be prohibited from Pine Street to 151 feet west of Pine Street;

Parking shall be prohibited between the hours of 7:00 AM and 7:00 PM, Monday through Friday, from 151 feet west of Pine Street to 339 feet west of Pine Street;

Parking shall be prohibited from 339 feet west of Pine Street to Sycamore Street;

On the south side of IONIA STREET the following regulations shall apply:

Parking shall be prohibited from Sycamore Street to 65 feet east of Sycamore Street;

No vehicle shall remain parked for a period exceeding two (2) hours between the hours of 8:00 AM and 6:00 PM, Monday through Friday, from 65 feet east of Sycamore Street to 265 feet east of Sycamore Street;

Parking shall be prohibited from 265 feet east of Sycamore Street to Pine Street;

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded:
99-053

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

ISSUED BY: _____

Mitchell Whisler
Interim Transportation Engineer

DATE: _____

RECEIVED FOR FILING: _____

Date

SIGNED BY: _____

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

ENGINEERING REPORT #20-02

500 WEST IONIA STREET PARKING REGULATIONS

As part of the project at 513 West Ionia Street the angular metered parking spaces along the south side of the 500 block of West Ionia Street were removed. This report is part of an effort to update the existing parking regulations along the 500 block of West Ionia Street.

Ionia Street is classified as a City Major street from Pine Street to Chestnut Street **and** is 30 feet wide with curb and gutter.

Original parking regulations (prior to the project completion):

Parking along the north side of Ionia Street from Chestnut Street to Pine Street is prohibited.

Parking along the south side of Ionia Street from Pine Street to 127 feet east of Pine Street is prohibited. From 127 feet east of Pine Street to 347 feet east of Pine Street no vehicle shall remain parked in the parking meter zone for a period exceeding two (2) hours between the hours of 8:00 AM and 6:00 PM, Monday through Friday. Parking from 347 feet east of Pine Street to Chestnut Street is prohibited.

Proposed parking regulations (post project completion / existing):

Parking along the north side of Ionia Street from Chestnut Street to Pine Street shall be prohibited.

Parking along the south side of Ionia Street shall be prohibited from Pine Street to 273 feet east of Pine Street;

No vehicle shall remain parked in the parking meter zone for a period exceeding two (2) hours between the hours of 8:00 AM and 6:00 PM, Monday through Friday, from 273 feet east of Pine Street to 66 feet west of Chestnut Street;

Parking shall be prohibited from 66 feet west of Chestnut Street to Chestnut Street;

It is recommended that the proposed parking regulations detailed above be made permanent. Furthermore, the existing Traffic Control Order (TCO) for the 500 block of West Ionia Street was part of a TCO that includes parking regulations for the 400, 500 and 600 blocks of West Ionia Street. This existing TCO will be rescinded and replaced by separate single block TCO's for each of these three blocks.

ENGINEERING REPORT #20-02

500 WEST IONIA STREET PARKING REGULATIONS

500 block West Ionia Street - STREET VIEW (before project)



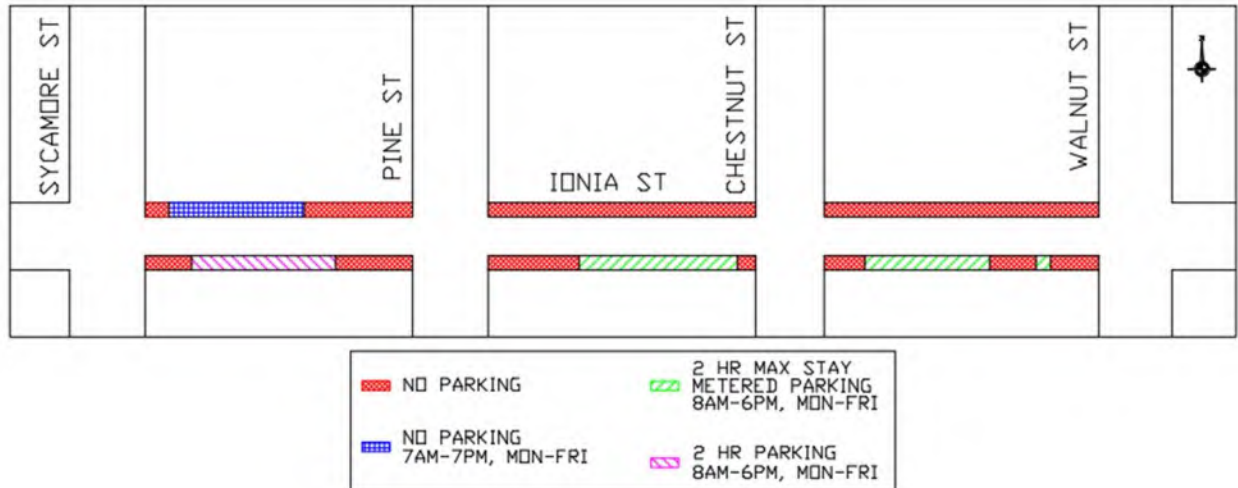
500 block West Ionia Street - STREET VIEW (after project / existing)



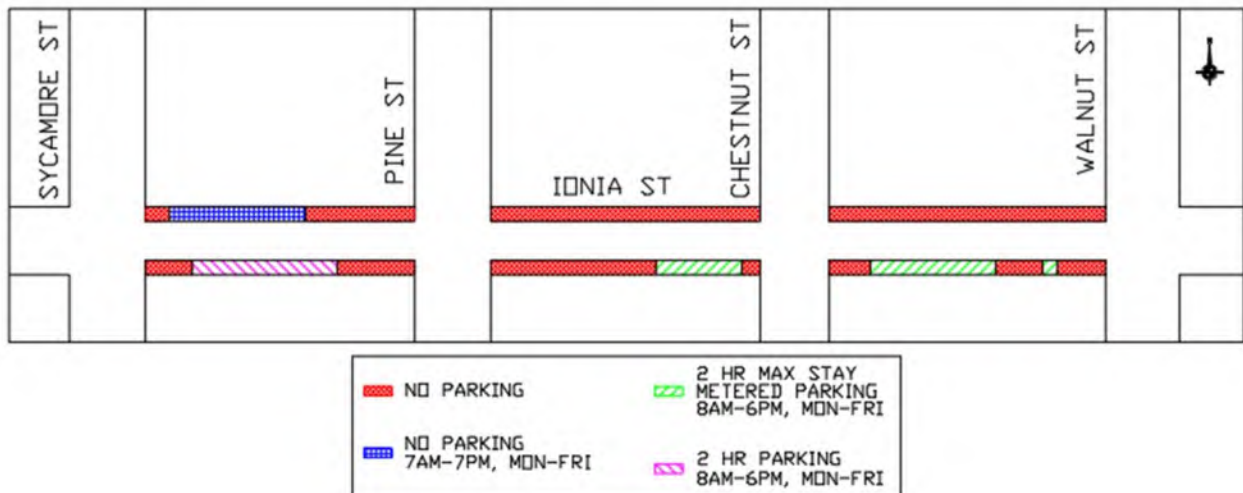
ENGINEERING REPORT #20-02

500 WEST IONIA STREET PARKING REGULATIONS

EXISTING PARKING REGULATIONS



PROPOSED PARKING REGULATIONS



BY THE COMMITTEE ON CITY OPERATIONS
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 Beaver Street between Turner Street and Center Street; and

WHEREAS, the Transportation and Non-Motorized Section provided a parking plan to better meet the needs of property and business owners along Beaver Street; and

WHEREAS, the Transportation and Non-Motorized Section recommends that parking be unrestricted along both the north and south sides of Beaver Street between Turner Street and Center Street except where prohibited; 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 City Operations met on October 30, 2023, and 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. 21-31, thereby authorizing the Transportation Engineer to regulate parking along Beaver Street between Turner Street and Center Street;

BE IT FINALLY RESOLVED that Traffic Control Order No. 21-31 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: 21-31

FILE: Beaver Street

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

On the north side of BEAVER STREET the following regulations shall apply:

Parking shall be prohibited from Center Street to 56 feet west of Center Street;

Parking shall be prohibited from 173 feet west of Center Street to 110 feet east of Turner Street;

Parking shall be prohibited from 73 feet east of Turner Street to Turner Street;

On the south side of BEAVER STREET the following regulations shall apply:

Parking shall be prohibited from Turner Street to 51 feet east of Turner Street;

Parking shall be prohibited from 115 feet east of Turner Street to 168 feet west of Center Street;

Parking shall be prohibited from 71 feet west of Center Street to Center Street;

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: 09-025

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: _____

ENGINEERS REPORT #21-15

PARKING PROHIBITION REQUEST: BEAVER STREET

The Transportation and Non-Motorized Section received a request via the Parking Services Office on behalf of [REDACTED], to allow parking along the north side of Beaver Street.

Based on this request, The Transportation and Non-Motorized Section generated a parking plan to allow for unrestricted parking along the north side of Beaver Street between Turner Street and Center Street except where prohibited by Michigan Vehicle Code.

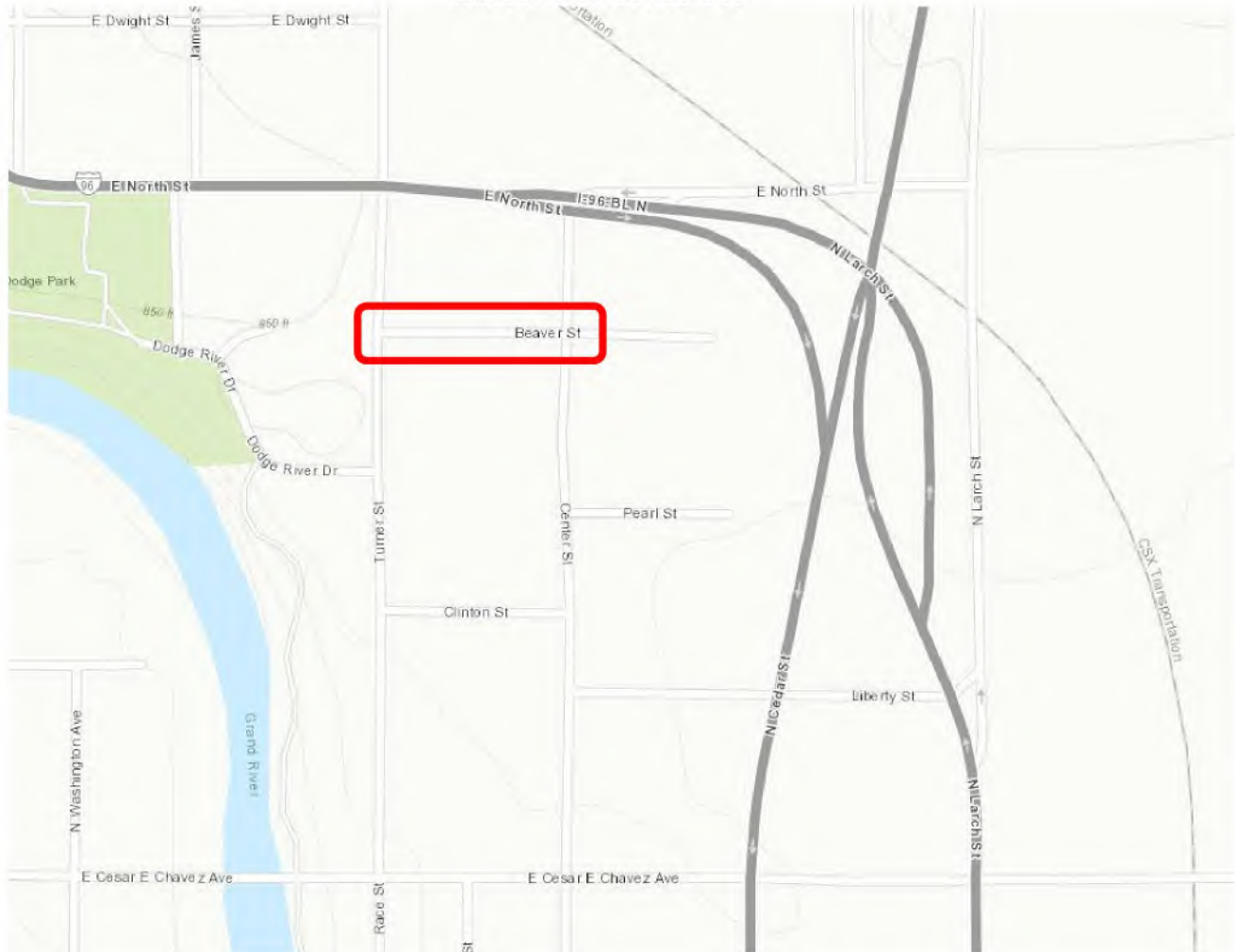
Beaver Street between Turner Street and Center Street is approximately 30 feet wide with an asphalt surface and curb and gutter. Parking is currently unrestricted along the south side of the street and prohibited along the north side of the street from Center Street to the railroad.

The Transportation and Non-Motorized Section recommends that parking be unrestricted along both the north and south sides of Beaver Street between Turner Street and Center Street except where prohibited by Michigan Vehicle Code

ENGINEERS REPORT #21-15

PARKING PROHIBITION REQUEST: BEAVER STREET

LOCATION DIAGRAM



Beaver Street - street view

ENGINEERS REPORT #21-15

PARKING PROHIBITION REQUEST: BEAVER STREET



BY THE COMMITTEE ON CITY OPERATIONS
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 the east side of Shepard Street from Kalamazoo Street to 310 feet north of Kalamazoo Street; and

WHEREAS, the Transportation and Non-Motorized Section received a parking petition signed by the residents of all properties along the east side of Shepard Street from Kalamazoo Street to 310 feet north of Kalamazoo Street; and

WHEREAS, based on the parking petition being signed by all residents of the east side of Shepard Street from Kalamazoo Street to 310 feet north of Kalamazoo Street, the Transportation and Non-Motorized Section recommends that parking be prohibited along the along the east side of the street from Kalamazoo Street to 310 feet north of Kalamazoo Street; 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 City Operations met on October 30, 2023, and 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. 22-14 thereby authorizing the Transportation Engineer to regulate parking along Shepard Street;

BE IT FINALLY RESOLVED that Traffic Control Order No. 22-14 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: 22-14

FILE: Shepard Street

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

On the east side of SHEPARD STREET the following regulations shall apply:

Parking shall be prohibited from Kalamazoo Street to 310 feet north of Kalamazoo Street;

On the west side of SHEPARD STREET the following regulations shall apply:

Parking shall be prohibited from Stanley Court to Kalamazoo Street;

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: _____

ENGINEERS REPORT #22-04

PARKING REGULATION REQUEST: SHEPARD STREET

The Transportation and Non-Motorized Section received a request and petition from residents of Shepard Street to prohibit parking along the east side of the street from Kalamazoo Street to the northern property line of the Allen Neighborhood Center.

City of Lansing Public Service Department standards and procedures require a majority of residents (51% or greater) along the block of a street in question to be in favor of changing existing parking restrictions. A petition was signed by residents from 305, 315, 317, 319, 327 and 331 Shepard Street or 100% of the residences in the area where the parking prohibition has been requested.

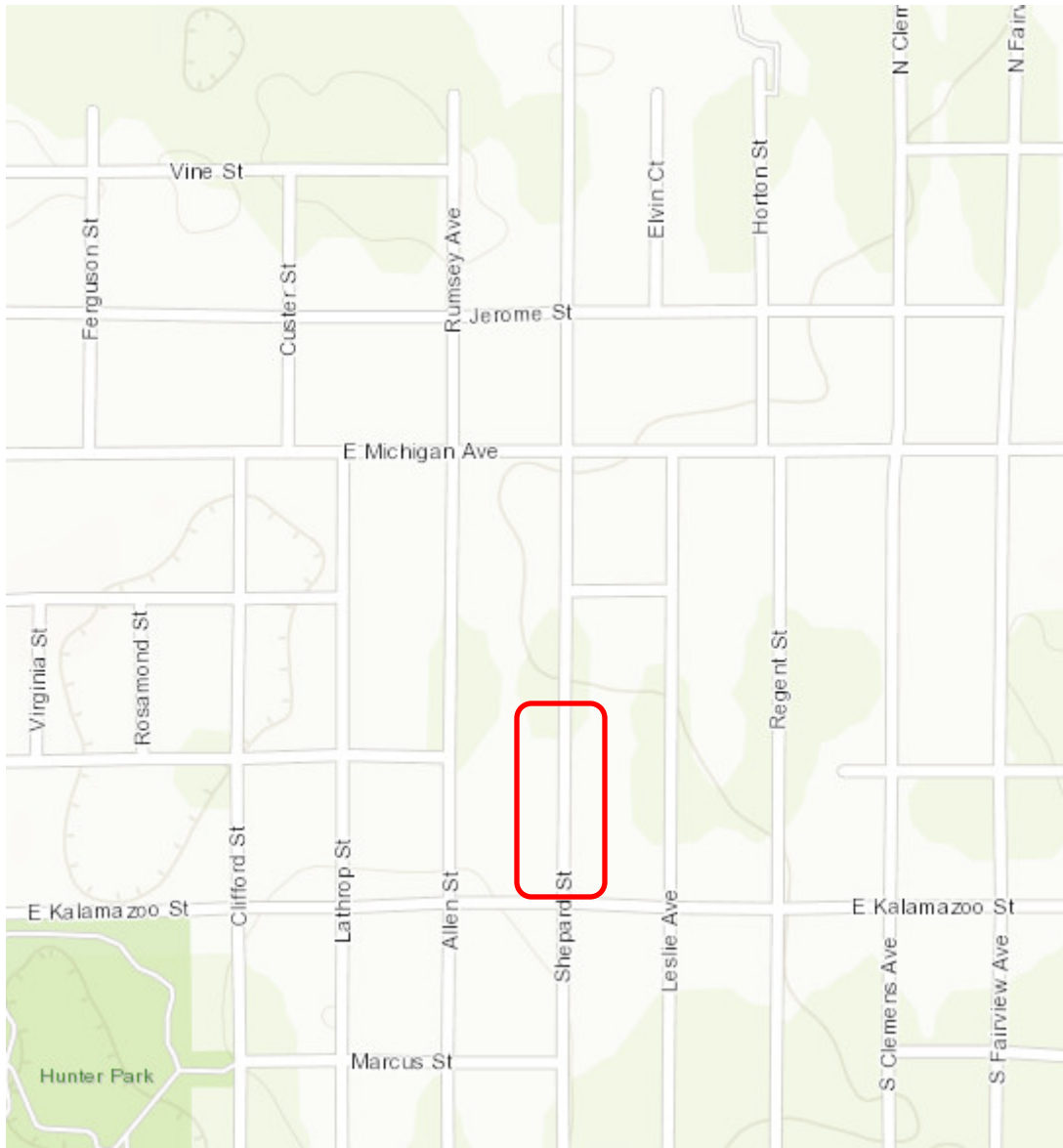
Shepard Street from Kalamazoo Street to Stanley Street is approximately 30 feet wide with curb and gutter. Parking in the 300 block of Shepard Street is currently prohibited along the west side of the street and unrestricted along the east side of the street.

The Transportation and Non-Motorized Section recommends that the requested parking prohibition along the east side of Shepard Street from Kalamazoo Street to 310 feet north of Kalamazoo Street be approved to better meet the needs of residents / property owners.

ENGINEERS REPORT #22-04

PARKING REGULATION REQUEST: SHEPARD STREET

Location Diagram



ENGINEERS REPORT #22-04

PARKING REGULATION REQUEST: SHEPARD STREET

Shepard Street – Street View



Resolution #2023-###

By the Committee on City Operations
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 Parking Services to review the existing parking regulations along the 600 block of South Pine Street; and

WHEREAS, the Transportation and Non-Motorized Section conducted a field investigation along Pine Street; and

WHEREAS, the existing regulations were found to be inconsistent with parking regulations north of the 600 block; and

WHEREAS, the Transportation and Non-Motorized Section replaced the existing parking regulation signs on the east side of the 600 block of South Pine Street with two-hour time limited parking Monday through Friday from 8 AM to 6 PM on a trial basis; and

WHEREAS, the Transportation and Non-Motorized Section has not received negative response regarding the changes; and

WHEREAS, it is recommended that parking on the east side of 600 S Pine Street be limited to two-hours Monday through Friday from 8 AM to 6 PM; and

WHEREAS, the Public Service Board, by 6-0 vote, concurs with the recommendation of the Public Service Department; 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 City Operations met on October 30, 2023, and 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. 23-21, thereby authorizing the Transportation Engineer to regulate parking along the 600 block of South Pine Street.

BE IT FINALLY RESOLVED that Traffic Control Order No. 23-21 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: 23-21

FILE: Pine Street (600 South)

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions along Pine Street between Hillsdale Street and St. Joseph Street has been made; and as a result of said investigation, it is hereby directed that:

On the east side of PINE STREET the following regulations shall apply:

Parking shall be prohibited from Hillsdale Street to 55 feet south of Hillsdale Street;

No vehicle shall remain parked for a period exceeding two (2) hours between the hours of 8:00 AM and 6:00 PM Monday through Friday from 55 feet south of Hillsdale Street to 155 feet north of St. Joseph Street;

Parking shall be prohibited from 155 feet north of St. Joseph Street to St. Joseph Street;

On the west side of PINE STREET the following regulations shall apply:

Parking shall be prohibited from Hillsdale Street to St. Joseph Street;

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 Whistler
Interim Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

ENGINEERS REPORT #22-05

PARKING REGULATION REQUEST: 600 SOUTH PINE STREET

The City of Lansing Public Service Department Transportation and Non-Motorized Section received a request from the Parking Services Office to investigate the parking regulations within the 600 block of South Pine Street based on conflicting and confusing traffic signs posted in this block.

The traffic signs along the east side of the 600 block of South Pine Street indicated prohibited parking and permissive parking from 4 PM to 6PM except on Saturday, Sunday and Holidays. Based on historical traffic sign inventory sources stopping, standing or parking was prohibited along the east side of 600 South Pine Street during the hours of 4 PM to 6 PM except for Saturday & Sunday.

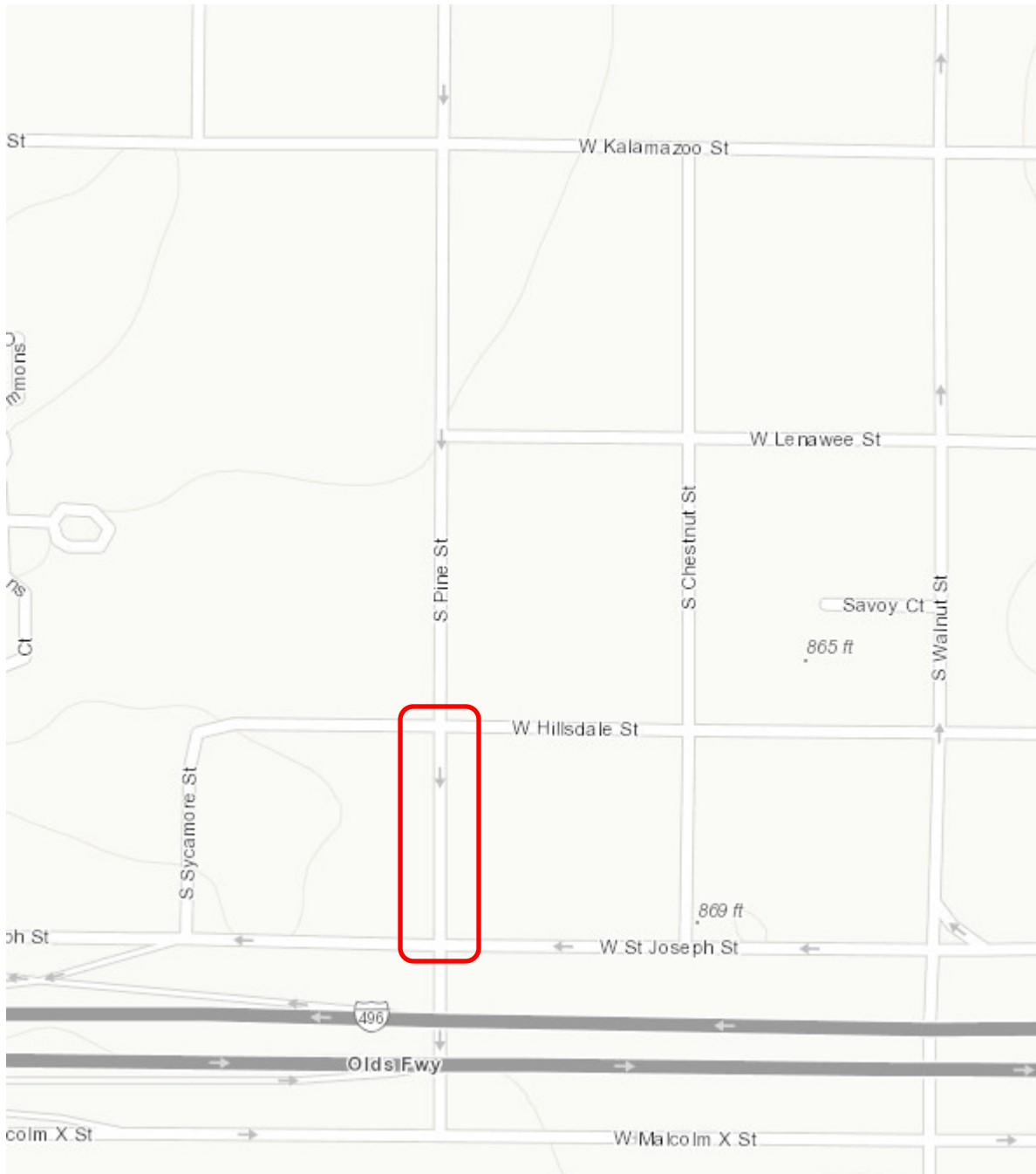
On a trial basis the City of Lansing Public Service Department Transportation and Non-Motorized Section has removed the previously installed parking signs along the east side of 600 South Pine Street and replaced them with two hour parking Monday through Friday from 8 AM to 6 PM signs without any negative comment from area residents or Parking Services Office staff.

The City of Lansing Public Service Department Transportation and Non-Motorized Section recommends that the current parking regulations along the east side of 600 South Pine Street be removed and replaced with time restricted permissive parking with a two hour maximum stay Monday through Friday from 8 AM to 6 PM for consistency with the adjacent blocks of South Pine Street.

ENGINEERS REPORT #22-05

PARKING REGULATION REQUEST: 600 SOUTH PINE STREET

Location Diagram



ENGINEERS REPORT #22-05

PARKING REGULATION REQUEST: 600 SOUTH PINE STREET

600 South Pine Street – Street View



BY THE COMMITTEE ON CITY OPERATIONS
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Transportation and Non-Motorized Section of the Public Service Department added bicycle lanes to Mt. Hope Avenue from Moores River Drive to approximately 800 feet east of Pleasant Grove Road in 2015 and extended the three lane configuration with bicycle lanes to Martin L. King Jr. Boulevard in conjunction with current combined sewer overflow (CSO) project; and

WHEREAS, the center turn lane of Mt. Hope Avenue at southbound Martin L. King Jr. Boulevard would transition to an eastbound through lane and the travel lane would continue as a right turn lane. Westbound traffic would be carried in one lane. There would be bike lanes in each direction; and

WHEREAS, westbound traffic on Mt. Hope Avenue at southbound Martin L. King Jr. Boulevard would have one through lane and one right turn lane. Eastbound traffic would have two travel lanes; and

WHEREAS, the City of Lansing analyzed the traffic operations at the Martin Luther King, Jr. Blvd intersections with the current and proposed lane configurations and determined that both would operate acceptably. The analysis was sent to the Michigan Department of Transportation (MDOT) for review and MDOT concurred with the City's analysis; and

WHEREAS, the City of Lansing surveyed property owners along the impacted stretch of Mt. Hope Avenue and attended the Colonial Village Neighborhood association and the South Lansing Farmers Market to gather input on the proposed change and 13 of 15 comments received were in support of the proposed change; and

WHEREAS, the Transportation and Non-Motorized Section recommends that the three lane configuration on Mt. Hope Avenue be extended from the point where it currently ends between Pleasant Grove Road and Boston Boulevard east to southbound Martin Luther King, Jr. Blvd; 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 City Operations met on October 30, 2023, and 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. 18-058, thereby authorizing the Transportation Engineer to regulate traffic along Mt. Hope Avenue;

BE IT FINALLY RESOLVED that Traffic Control Order No. 18-058 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: 18-058

FILE: Mount Hope Avenue at Martin Luther King Jr. Boulevard

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions at the intersection of Mount Hope Avenue and Martin L. King Jr Boulevard has been made; and as a result of said investigation, it is hereby directed that:

Vehicular traffic west bound on MOUNT HOPE AVENUE in the northernmost travel lane shall be required to turn right onto north bound MARTIN LUTHER KING JR BOULEVARD;

Vehicular traffic west bound on MOUNT HOPE AVENUE in the second lane from the northernmost curb shall be required to continue west through the intersection at both north bound and south bound MARTIN LUTHER KING JR BOULEVARD;

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: 07-058

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: _____

ROADWAY RECONFIGURATION REQUEST
MT HOPE AVENUE BETWEEN 800' EAST OF PLEASANT GROVE AND MLK JR BLVD.

Background

The City of Lansing added bicycle lanes to Mt. Hope Avenue from Moores River Drive to approximately 800' east of Pleasant Grove in 2015 as part of the reconfiguration of Moores River Drive from a four lane boulevard to a two lane roadway with an adjacent pathway. The City is proposing to extend the three lane configuration with bicycle lanes to Martin Luther King, Jr. Boulevard in conjunction with the current combined sewer overflow (CSO) project.

A traffic signal operational analysis was performed for the intersection at the MDOT controlled intersection at Martin Luther King Jr. Blvd (M-99) to determine if traffic operations at this intersection would be adversely affected by the reconfiguration of the roadway in this area.

Existing Configuration

Mt. Hope Avenue, from just east of its western terminus at Moores River Drive to approximately 800' east of the Pleasant Grove intersection is a three lane roadway with bicycle lanes, at which point it transitions to four travel lanes.

Proposed Configuration

The City of Lansing is proposing to extend the three-lane configuration east to Martin Luther King Jr. Blvd. (M-99) during this construction season, and investigate extending this configuration further to the east next year. The MLK Jr. Blvd. intersection would be configured as described below and as shown on the attached graphic.

Mount Hope Avenue at Southbound MLK, Jr. Blvd.:

The center turn lane would transition to an eastbound through lane and the travel lane would continue as a right turn lane. Westbound traffic would be carried in one lane. There would be bike lanes in each direction.

Mount Hope Avenue at Southbound MLK, Jr. Blvd.:

Westbound traffic would have one through lane and one right turn lane. Eastbound traffic would have two travel lanes.

The City of Lansing analyzed the traffic operations at the Martin Luther King, Jr. Blvd intersections with the current and proposed lane configurations and determined that both would operate acceptably. The analysis was sent to the Michigan Department of Transportation (MDOT) for review and MDOT concurred with the City's analysis.

ROADWAY RECONFIGURATION REQUEST
MT HOPE AVENUE BETWEEN 800' EAST OF PLEASANT GROVE AND MLK JR BLVD.

Public Input

The City mailed postcards to all properties along the impacted stretch of Mt. Hope Avenue, sent information out through the weekly neighborhood e-newsletter and attended the Colonial Village Neighborhood association and the South Lansing Farmers Market to gather input on the proposed change. Fifteen verbal or written comments received, of which 13 were in support of the proposed change, one believed the road was fine as is and one was supportive of the proposed change as long as the reconfiguration did not cost more than putting the striping back as is.

Conclusion and Recommendation

The reconfiguration of Mount Hope Avenue would provide a turn lane at the Boston Boulevard intersection as well as a center turn lane and bicycle lanes along the entire section. The roadway reconfiguration would not affect parking.

Signal analysis performed at the Martin Luther King, Jr. Blvd. intersection indicates that traffic will continue to operate at high levels of service with low delays.

The Public Service Department recommends that the three lane configuration on Mt. Hope Avenue be extended from the point where it currently ends between Pleasant Grove Road and Boston Boulevard east to southbound Martin Luther King, Jr. Blvd.

BY THE COMMITTEE ON CITY OPERATIONS
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 Grant Street and Hamilton Avenue; and

WHEREAS, the Transportation and Non-Motorized Section performed a safe approach speed study and revealed a safe approach speed of 15 miles per hour (MPH); and

WHEREAS, the Transportation and Non-Motorized Section recommends the installation of a yield sign on Grant Street at Hamilton Avenue due to the low safe approach speed; and

WHEREAS, presented to the Public Service Board and the Board concurs; 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 City Operations met on October 30, 2023, and 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. 18-056, thereby authorizing the Transportation Engineer to install a yield sign on Grant Street at Hamilton Avenue;

BE IT FINALLY RESOLVED that Traffic Control Order No. 18-056 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate parking signs are installed.

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 18-056

FILE: Grant Street and Hamilton Avenue

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

All southbound traffic on GRANT STREET shall be required to yield the right-of-way to eastbound and westbound traffic on HAMILTON 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: _____

ENGINEERING REPORT # 18-006

TRAFFIC CONTROL REQUEST: GRANT STREET AND HAMILTON AVENUE

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 Grant Street and Hamilton Avenue. This study was initiated by the Public Service Department based on site visit where a temporary stop pedestal was found at the intersection.

The intersection of Grant Street and Hamilton Avenue is a three-leg intersection in a residential area. Grant Street is approximately seven blocks long beginning at Tisdale Avenue and terminating at Hamilton Avenue. Grant Street is 26 feet wide in this area with unrestricted parking. Hamilton Avenue is approximately three blocks long beginning at Cedar Street and terminating at Sablain Parkway Avenue. Hamilton Avenue is 30 feet wide with unrestricted parking.

A review of the traffic crash records for this intersection indicates there have been no reported crashes from January 1, 2013 to December 31, 2017.

A safe approach speed study was performed and revealed a safe approach speed of 15 miles per hour (MPH). The intersection contains visual obstructions on the west side of Grant Street near Hamilton Avenue consisting of a hedge and large tree.

The Transportation and Non-Motorized Section recommends the installation of a yield sign on Grant Street at Hamilton Avenue due to the low safe approach speed. A yield sign has been installed for southbound traffic on Grant Street at Hamilton Avenue on a trial basis. (see Location Diagram)

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

ENGINEERING REPORT # 18-006

TRAFFIC CONTROL REQUEST: GRANT STREET AND HAMILTON AVENUE

LOCATION DIAGRAM



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

S:\Public_Service_Staff\Traffic\TB items\3.0 To PS Board\18.11 November 2018\Grant St & Hamilton Ave Traffic Control\REPORT
18-006 Grant St & Hamilton Ave Traffic Control.docx

ENGINEERING REPORT # 18-006

TRAFFIC CONTROL REQUEST: GRANT STREET AND HAMILTON AVENUE

STREET VIEW



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

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18-006 Grant St & Hamilton Ave Traffic Control.docx

BY THE COMMITTEE ON CITY OPERATIONS
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 Keystone Avenue and Enterprise Drive, upon the request by a local business owner; and

WHEREAS, the Transportation and Non-Motorized Section performed a safe approach speed study and revealed a safe approach speed of greater than 40 miles per hour; and

WHEREAS, the Transportation and Non-Motorized Section recommends the installation of a yield sign on Keystone Avenue at Enterprise Drive to assign right-of-way at this intersection; and

WHEREAS, presented to the Public Service Board and the Board concurs; 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 City Operations met on October 30, 2023, and 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. 18-059, thereby authorizing the Transportation Engineer to install a yield sign on Keystone Avenue at Enterprise Drive;

BE IT FINALLY RESOLVED that Traffic Control Order No. 18-059 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate sign is installed.

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 18-059

FILE: Keystone Avenue and Enterprise Drive

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

All eastbound traffic on KEYSTONE AVENUE shall be required to yield the right-of-way to northbound and southbound traffic on ENTERPRISE 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: _____

ENGINEERING REPORT #18-003

TRAFFIC CONTROL REQUEST: KEYSTONE AVENUE AND ENTERPRISE DRIVE

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 Keystone Avenue and Enterprise Drive. This study was conducted in response to a request made by a local business owner via Cityworks service request.

The intersection of Keystone Avenue and Enterprise Drive is a three-leg intersection in a commercial area. Keystone Avenue is approximately five blocks long beginning at Pennsylvania Avenue and terminating at Enterprise Drive. Keystone Avenue is 36 feet wide in this area with unrestricted parking. Enterprise Drive is approximately six blocks long beginning at Aurelius Road and terminating at a north dead end north of Keystone Avenue. Enterprise Drive is 36 feet wide with unrestricted parking on the north leg of the intersection and prohibited parking along both sides of the street on the south leg of the intersection.

A review of the traffic crash records for this intersection indicates there has been one reported crash from January 1, 2013 to December 31, 2017. This reported crash involved a driver that failed to yield the right-of-way.

A safe approach speed study was performed and revealed a safe approach speed of greater than forty (40) miles per hour (MPH). The intersection is free of any major obstructions with building set back approximately 70 feet from the intersecting streets.

The Transportation and Non-Motorized Section recommends the installation of a yield sign on Keystone Avenue at Enterprise Drive to assign right-of-way at this intersection.

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

ENGINEERING REPORT #18-003

TRAFFIC CONTROL REQUEST: KEYSTONE AVENUE AND ENTERPRISE DRIVE

LOCATION DIAGRAM



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

ENGINEERING REPORT #18-003

TRAFFIC CONTROL REQUEST: KEYSTONE AVENUE AND ENTERPRISE DRIVE

STREET VIEW



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

Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, based on City Works service request submitted by the Lansing Police Department, 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 Herbert Street and Wilson Street; and

WHEREAS, based on the results of the study, the Transportation and Non-Motorized Section recommends the installation of a yield sign on Herbert Street at Wilson Street; 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 City Operations met on October 30, 2023, and 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. 20-16, thereby authorizing the Transportation Engineer to install a yield sign on Herbert Street at Wilson Street.

BE IT FINALLY RESOLVED that Traffic Control Order No. 20-16 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate sign is installed.

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 20-16

FILE: Herbert Street and Wilson Street

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

All westbound traffic on HERBERT STREET shall yield the right-of-way to northbound and southbound traffic on WILSON STREET.

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 Whistler
Interim Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

ENGINEERS REPORT #20-04

TRAFFIC CONTROL REQUEST: HERBERT STREET & WILSON STREET

The Transportation and Non-Motorized Section conducted an investigation to determine sight distance and traffic control requirements at the intersection of Herbert Street and Wilson Street. This study was conducted in response to Cityworks service request #133278 submitted by the Lansing Police Department.

The intersection of Herbert Street and Wilson Street is a three-leg, uncontrolled intersection. Herbert Street begins at Baker Street and ends at Mount Hope Avenue. Herbert Street is 30 feet wide with curb and gutter and a relatively flat grade near the intersection at Wilson Street. Parking is unrestricted along both the east and west sides of the street near this intersection.

Wilson Street begins at Cedar Street and ends at Herbert Street. Wilson Street is 25 feet wide with curb and gutter and a relatively flat grade near the intersection at Herbert Street. 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 eighteen (18) miles per hour (MPH) due to the house in the southeast quadrant of the intersection.

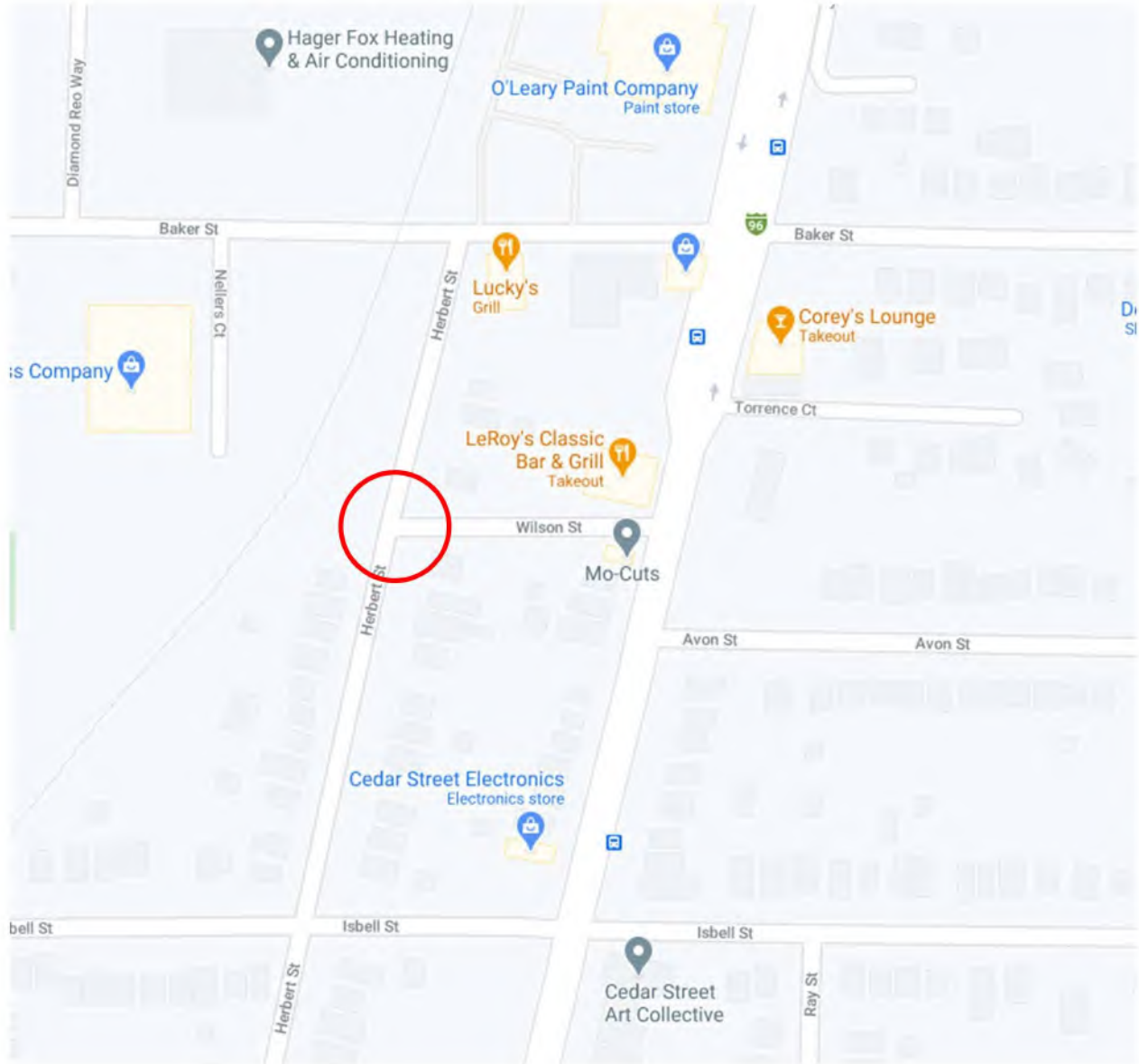
A review of the traffic crash records for this intersection indicates there have been no reported crashes in the last five years from January 1, 2015 to December 31, 2019.

The Transportation and Non-Motorized Section recommends that a yield sign be installed for westbound Wilson Street at Herbert Street due to the safe approach speed at this intersection.

ENGINEERS REPORT #20-04

TRAFFIC CONTROL REQUEST: HERBERT STREET & WILSON STREET

LOCATION DIAGRAM



ENGINEERS REPORT #20-04

TRAFFIC CONTROL REQUEST: HERBERT STREET & WILSON STREET

WB Wilson Street looking north



WB Wilson Street looking south



Resolution #2023-###

By the Committee on City Operations
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 Madison Street and Sycamore Street, upon the requester; and

WHEREAS, the Transportation and Non-Motorized Section performed a safe approach speed study and revealed a safe approach speed of 12 miles per hour; and

WHEREAS, the Transportation and Non-Motorized Section recommends the installation of a stop sign on Madison Street at Sycamore Street due to the low safe approach speed at this intersection; and

WHEREAS, presented to the Public Service Board and the Board concurs; 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 City Operations met on October 30, 2023, and 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. 18-001, thereby authorizing the Transportation Engineer to install a stop sign on Madison Street at Sycamore Street;

BE IT FINALLY RESOLVED that Traffic Control Order No. 18-001 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: 18-001

FILE: Madison Street and Sycamore Street

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

All westbound traffic on MADISON STREET shall be required to stop prior to entering the intersection at SYCAMORE STREET.

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: 07-058

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: _____

ENGINEERING REPORT #18-001

TRAFFIC CONTROL REQUEST: MADISON STREET AND SYCAMORE STREET

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 Madison Street and Sycamore Street. This study was conducted in response to a request made by [REDACTED].

The intersection of Madison Street and Sycamore Street is a residential three-leg intersection currently controlled by a yield sign on Madison Street. Madison Street is approximately seven blocks long beginning at Sycamore Street and terminating at Grand Avenue. Madison Street is 30 feet wide in this area with unrestricted parking. Sycamore Street is eight blocks long beginning at Ottawa Street and terminating at Brook Street. Sycamore Street is 26 feet wide with unrestricted parking.

A review of the traffic crash records for this intersection indicates there has been one reported crash from January 1, 2013 to December 31, 2017.

A safe approach speed study was performed and revealed a safe approach speed of twelve (12) miles per hour (MPH) due to the hedge in the northeast quadrant of the intersection. This safe approach speed applies to vehicles traveling westbound and southbound into the intersection.

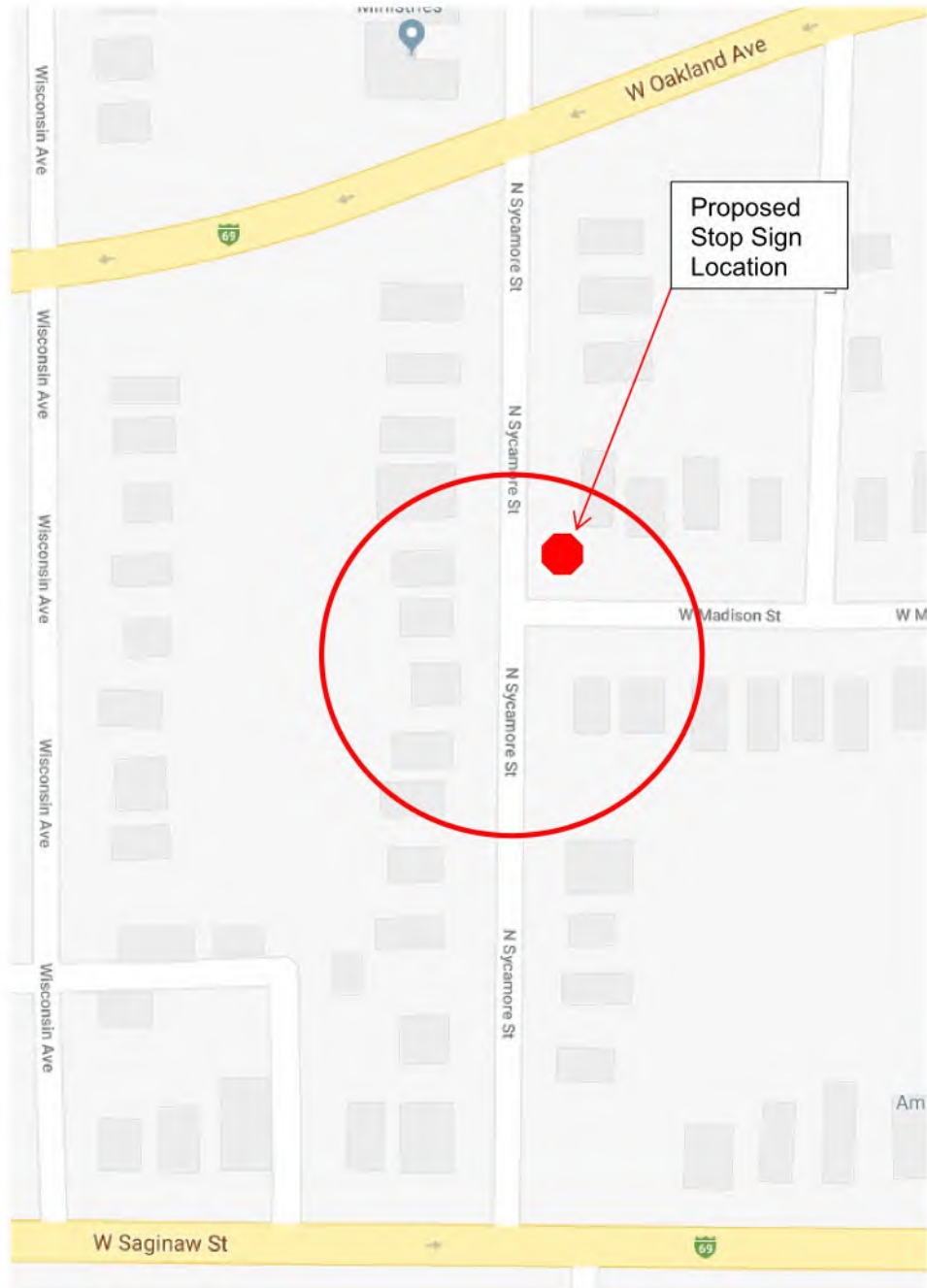
The Transportation and Non-Motorized Section recommends the installation of a stop sign on Madison Street at Sycamore Street due to the low safe approach speed at this intersection.

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

ENGINEERING REPORT #18-001

TRAFFIC CONTROL REQUEST: MADISON STREET AND SYCAMORE STREET

LOCATION DIAGRAM



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

ENGINEERING REPORT #18-001

TRAFFIC CONTROL REQUEST: MADISON STREET AND SYCAMORE STREET

STREET VIEW



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

BY THE COMMITTEE ON CITY OPERATIONS
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 Cambridge Road and Oxford Road, upon the request of a local resident; and

WHEREAS, the Transportation and Non-Motorized Section performed a safe approach speed study and revealed a safe approach speed of 7 miles per hour (MPH); and

WHEREAS, the Transportation and Non-Motorized Section recommends the installation of a stop sign on Oxford Road where the two road segments merge from Cambridge Road, to assign right-of-way at this intersection; and

WHEREAS, presented to the Public Service Board and the Board concurs

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 City Operations met on October 30, 2023, and 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. 18-057, thereby authorizing the Transportation Engineer to install a stop sign on Oxford Rd where the two road segments merge from Cambridge Rd;

BE IT FINALLY RESOLVED that Traffic Control Order No. 18-057 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: 18-057

FILE: Oxford Road (northern segment) and Oxford Road (southern segment)

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

All westbound traffic on the northern segment of OXFORD ROAD west of Cambridge Road shall be required to stop prior to entering the intersection at the southern segment of OXFORD ROAD west of Cambridge 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: _____

ENGINEERING REPORT #18-011

TRAFFIC CONTROL REQUEST: CAMBRIDGE ROAD AND OXFORD ROAD

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 Cambridge Road and Oxford Road. This study was conducted in response to a request made by local resident [REDACTED] request.

The intersection is a three-leg intersection in a residential area that contains an island directing traffic onto Oxford Road from Cambridge Road. Oxford Road is approximately one block long beginning at Nottingham Road and terminating at Cambridge Road. Oxford Road is 24 feet wide at the location of the intersection with unrestricted parking west of the intersection. Cambridge Road is approximately two blocks long beginning at Moors River Drive and ending at Nottingham Road. Cambridge Road is 24 feet wide at the location of the intersection with unrestricted parking to the north and south.

A review of the traffic crash records for this intersection indicates there have been no reported crashes from January 1, 2013 to August 01, 2018.

A safe approach speed study was performed and revealed a safe approach speed of seven (7) miles per hour (MPH). The island in the intersection contains large shrubs that cause visual obstructions to drivers who are merging onto Oxford Road from Cambridge Road. This affects drivers simultaneously entering Oxford Road from Cambridge Road leading to a low safe approach speed.

The Transportation and Non-Motorized Section recommends the installation of a stop sign on Oxford Road where the two road segments merge from Cambridge Road, to assign right-of-way at this intersection. A stop sign has been installed at this location on a trial basis.

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

ENGINEERING REPORT #18-011

TRAFFIC CONTROL REQUEST: CAMBRIDGE ROAD AND OXFORD ROAD

LOCATION DIAGRAM



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

S:\Public_Service_Staff\Traffic\TB items\3.0 To PS Board\18.11 November 2018\Cambridge Rd & Oxford Rd Traffic Control\REPORT 18-011 Cambridge Rd and Oxford Rd Traffic Control.docx

ENGINEERING REPORT #18-011

TRAFFIC CONTROL REQUEST: CAMBRIDGE ROAD AND OXFORD ROAD

STREET VIEW



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

S:\Public_Service_Staff\Traffic\TB items\3.0 To PS Board\18.11 November 2018\Cambridge Rd & Oxford Rd Traffic Control\REPORT 18-011 Cambridge Rd and Oxford Rd Traffic Control.docx

BY THE COMMITTEE ON CITY OPERATIONS
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, based on a City Works request, 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 Glenn Street and Alley; and

WHEREAS, based on the results of the study, the Transportation and Non-Motorized Section recommends the installation of a stop sign on Glenn Street at Alley; 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 City Operations met on October 30, 2023, and 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. 20-02, thereby authorizing the Transportation Engineer to install a stop sign on Glenn Street at Alley;

BE IT FINALLY RESOLVED that Traffic Control Order No. 20-02 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate sign is installed.

Approved by the Committee on Public Safety

on: _____

Approved for placement on the City Council Agenda:

James D. Smiertka
City Attorney

Date: _____

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 20-02

FILE: Glenn Street and Alley

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

All westbound traffic on GLENN STREET shall stop prior to entering the intersection at ALLEY.

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 Whistler
Interim Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

ENGINEERS REPORT #20-01

TRAFFIC CONTROL REQUEST: GLENN STREET AT ALLEY

The Transportation and Non-Motorized Section conducted an investigation to determine sight distance and traffic control requirements at the intersection of Glenn Street and the north – south Alley east of Westmoreland Avenue. This study was conducted in response to Cityworks service request [REDACTED].

The intersection of Glenn Street and the Alley is a three-leg, uncontrolled intersection. Glenn Street begins at Princeton Avenue and ends at the north south Alley. Glenn Street then picks up from the Alley for a short distance to Westmoreland Avenue. Glenn Street is 26 feet wide with curb and gutter and a relatively flat grade near the intersection. Parking is unrestricted along both the south and north sides of the street. The Alley is approximately one block long beginning at Theodore Street and ending at Glenn Street. The Alley is approximately 17 feet wide with no curb or gutter and a relatively flat grade near the intersection. Parking is unrestricted along both the east and west sides of the street.

A safe approach speed study was performed and revealed a safe approach speed of zero (0) miles per hour (MPH) due to the tree in the northeast quadrant of the intersection.

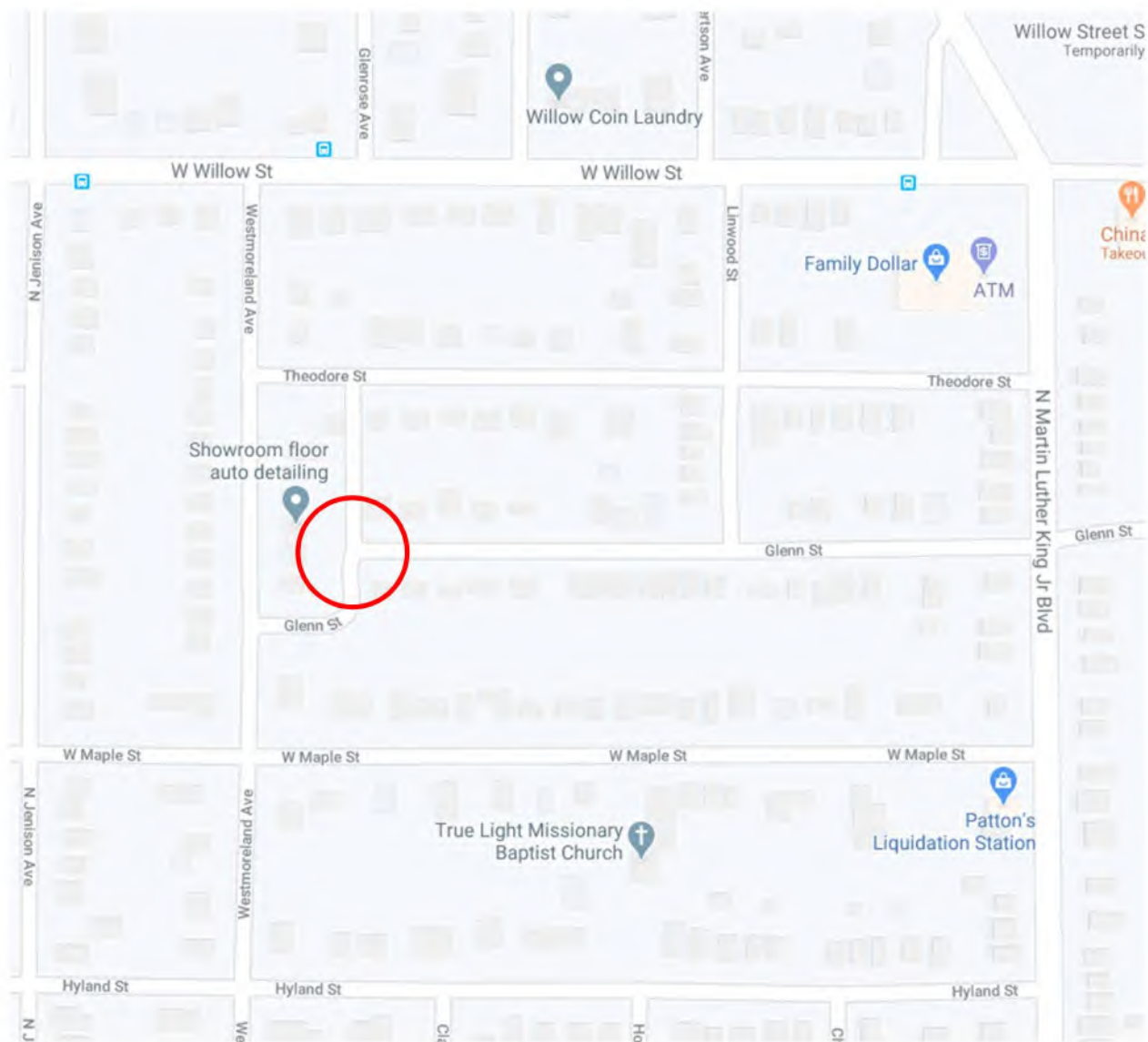
A review of the traffic crash records for this intersection indicates there have been no reported crashes in the last five years from January 1, 2015 to December 31, 2019.

The Transportation and Non-Motorized Section recommends the installation of a stop sign for Westbound Glenn Street at the Alley due to the safe approach speed at this intersection.

ENGINEERS REPORT #20-01

TRAFFIC CONTROL REQUEST: GLENN STREET AT ALLEY

LOCATION DIAGRAM



ENGINEERS REPORT #20-01

TRAFFIC CONTROL REQUEST: GLENN STREET AT ALLEY

WB Glenn Street looking north



ENGINEERS REPORT #20-01

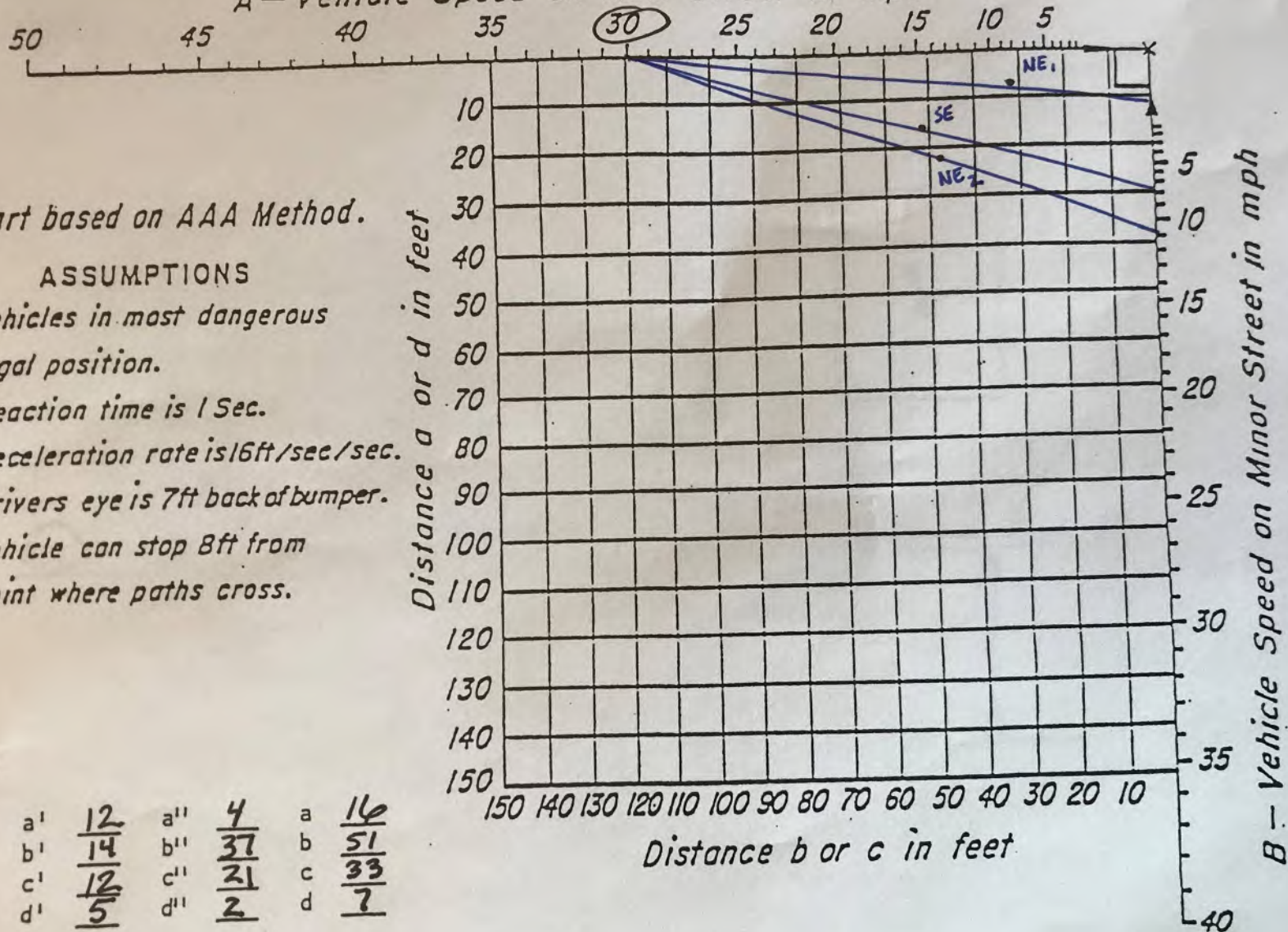
TRAFFIC CONTROL REQUEST: GLENN STREET AT ALLEY

WB Glenn Street looking south



Major Street: Alley Minor Street: GLENN ST

A - Vehicle Speed on Main Street in mph



Quadrant

<u>SE</u>	a'	<u>12</u>	a''	<u>4</u>	a	<u>16</u>
	b'	<u>14</u>	b''	<u>37</u>	b	<u>51</u>
<u>NE1</u>	c'	<u>12</u>	c''	<u>21</u>	c	<u>33</u>
	d'	<u>5</u>	d''	<u>2</u>	d	<u>7</u>
—	a'	—	a''	—	a	—
	b'	—	b''	—	b	—
<u>NE2</u>	c'	<u>12</u>	c''	<u>36</u>	c	<u>48</u>
	d'	<u>5</u>	d''	<u>16</u>	d	<u>21</u>

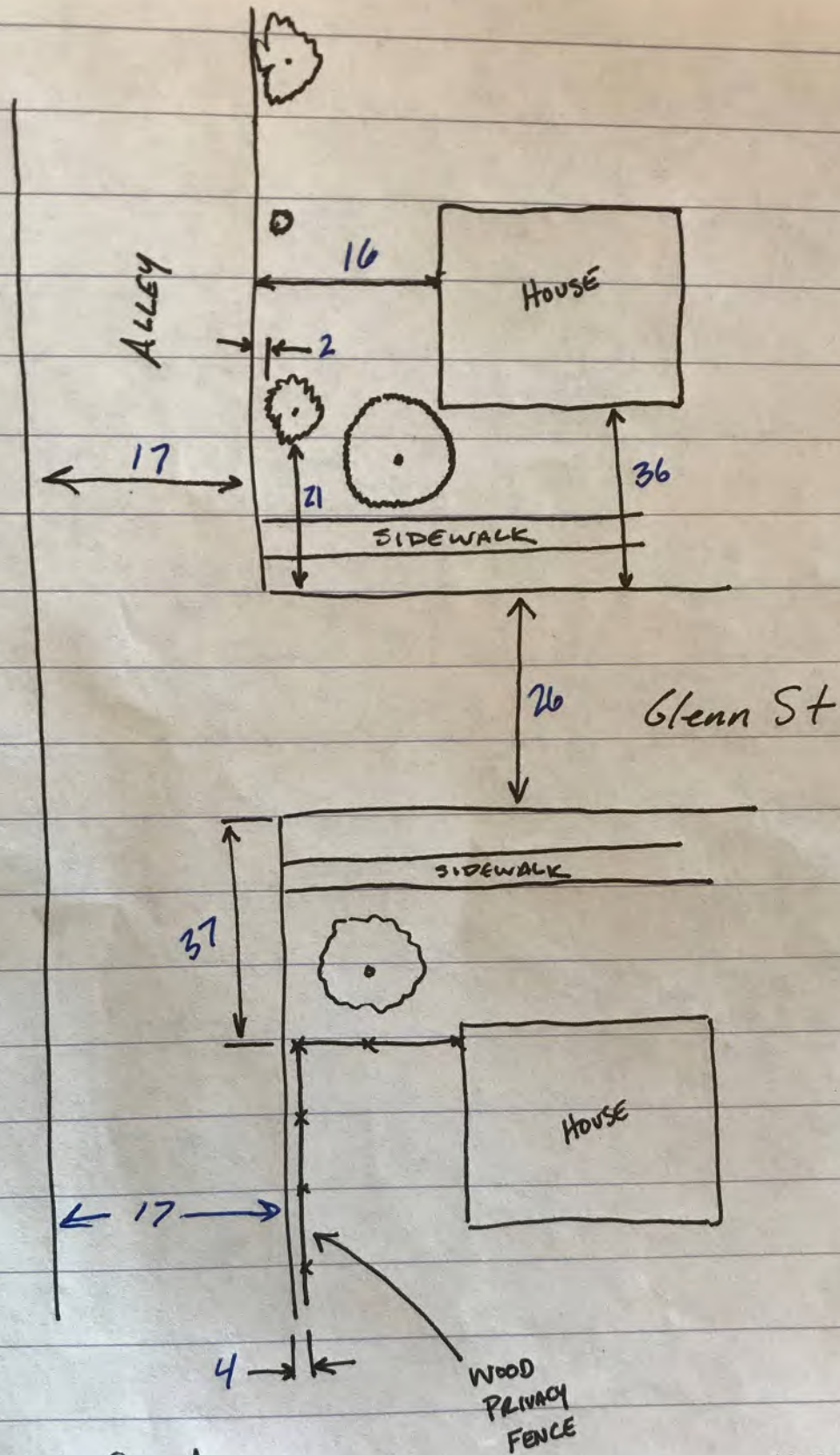
Safe approach speed chart.

Analyst

A. MILLER

Date

5-6-20



LOCATION: GLENN ST + ALLEY

DATE: 5-6-20

CRASH HISTORY: 0 IN Last 5 yrs 2019-2015

NOTE:

- Curb + Gutter on Glenn Street only.
- Unrestricted parking along both streets

* WORKS SERVICE REQUEST # 130308

Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, based on City Works service request submitted by a resident, 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 Lindberg Drive and Shubel Avenue; and

WHEREAS, based on the results of the study, the Transportation and Non-Motorized Section recommends the installation of a stop sign on Shubel Avenue at Lindbergh 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 City Operations met on October 30, 2023, and 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. 22-07, thereby authorizing the Transportation Engineer to install a stop sign on Shubel Avenue at Lindbergh Drive.

BE IT FINALLY RESOLVED that Traffic Control Order No. 22-07 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate sign is installed.

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 22-07

FILE: Lindbergh Drive and Shubel Avenue

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

All northbound traffic on SHUBEL AVENUE shall be required to stop prior to entering the intersection at LINDBERGH 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: _____

Mitchell Whisler
Interim Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

ENGINEERS REPORT #21-06

TRAFFIC CONTROL REQUEST: LINDBERGH DRIVE AND SHUBEL AVENUE

The Transportation and Non-Motorized Section conducted an investigation to determine sight distance and traffic control requirements at the intersection of Lindbergh Drive and Shubel Avenue. This study was conducted in response to Cityworks service request [REDACTED]

The intersection of Lindbergh Drive and Shubel Avenue is an uncontrolled three-leg intersection. Lindbergh Drive is four blocks long and begins at Pennsylvania Avenue and ends Mount Hope Avenue. Lindbergh Drive is 30 feet wide with curb and gutter and with a relatively flat grade at the intersection at Shubel Avenue. Parking is unrestricted along the north and south sides of the street and except where prohibited along the south side of the street just from the east curb line to 100 feet east of Shubel Avenue (existing No Parking This Side of Sign).

Shubel Avenue is four blocks long and begins at Lindbergh Drive and ends at Mount Hope Avenue. Shubel Avenue is 28 feet wide with curb and gutter and a relatively flat grade at the intersection at Lindbergh Drive. Parking is unrestricted along the east side and prohibited along the west side 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 trees and shrubs in the southwest quadrant of the intersection.

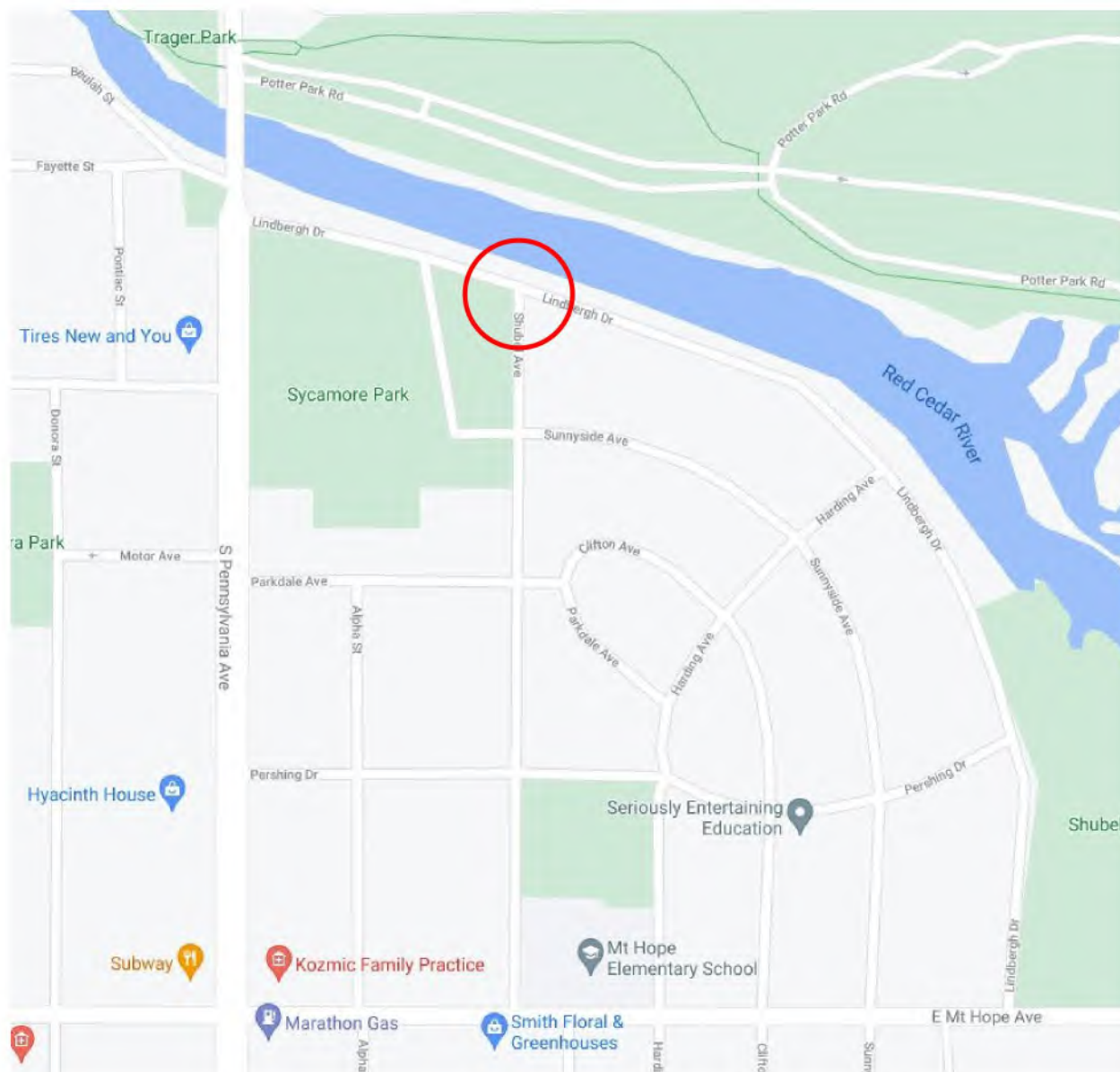
A review of the traffic crash records for this intersection indicates there have no (0) reported crashes in the last five years from January 1, 2016 to December 31, 2020.

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

ENGINEERS REPORT #21-06

TRAFFIC CONTROL REQUEST: LINDBERGH DRIVE AND SHUBEL AVENUE

LOCATION DIAGRAM



ENGINEERS REPORT #21-06

TRAFFIC CONTROL REQUEST: LINDBERGH DRIVE AND SHUBEL AVENUE

Northbound Shubel Avenue at Lindbergh Drive looking east



Northbound Shubel Avenue at Lindbergh Drive looking west

ENGINEERS REPORT #21-06

TRAFFIC CONTROL REQUEST: LINDBERGH DRIVE AND SHUBEL AVENUE



Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, based on a City Works service request submitted anonymously, 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 Greencroft Road and Strathmore Road; and

WHEREAS, based on the results of the study, the Transportation and Non-Motorized Section recommends the installation of a stop sign on Greencroft Rd at Strathmore Rd; 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 City Operations met on October 30, 2023, and 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. 22-08, thereby authorizing the Transportation Engineer to install a stop sign on Greencroft Road at Strathmore Road;

BE IT FINALLY RESOLVED that Traffic Control Order No. 22-08 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate sign is installed.

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 22-08

FILE: Greencroft Road and Strathmore Road

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

All westbound traffic on GREENCROFT ROAD shall be required to stop prior to entering the intersection at STRATHMORE 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: _____

ENGINEERS REPORT #21-14

TRAFFIC CONTROL REQUEST: GREENCROFT ROAD & STRATHMORE ROAD

The Transportation and Non-Motorized Section conducted an investigation to determine sight distance and traffic control requirements at the intersection of Greencroft Road and Strathmore Road. This study was conducted in response to Cityworks Service Request [REDACTED] submitted anonymously.

The intersection of Greencroft Road and Strathmore Road is an uncontrolled three-leg intersection. Greencroft Road is one block long and begins at Washington Avenue and ends at Strathmore Road. Greencroft Road is 20 feet wide with curb and gutter and with a relatively flat grade at the intersection at Strathmore Road. Parking is prohibited along the east side and unrestricted along the west side of the street.

Strathmore Road is six blocks long and begins at Washington Avenue (north of Kensington Road) and ends at Washington Avenue (north of Greenlawn Avenue). Sparrow Avenue is 26 feet wide with curb and gutter and a relatively flat grade at the intersection at Greencroft Road. Parking is unrestricted along both the north and south sides of the street near the intersection.

A safe approach speed study was performed and revealed a safe approach speed of eight (8) miles per hour due to the spruce tree in the southeast quadrant of the intersection (bottom section of this tree has already been trimmed out presumably by owner).

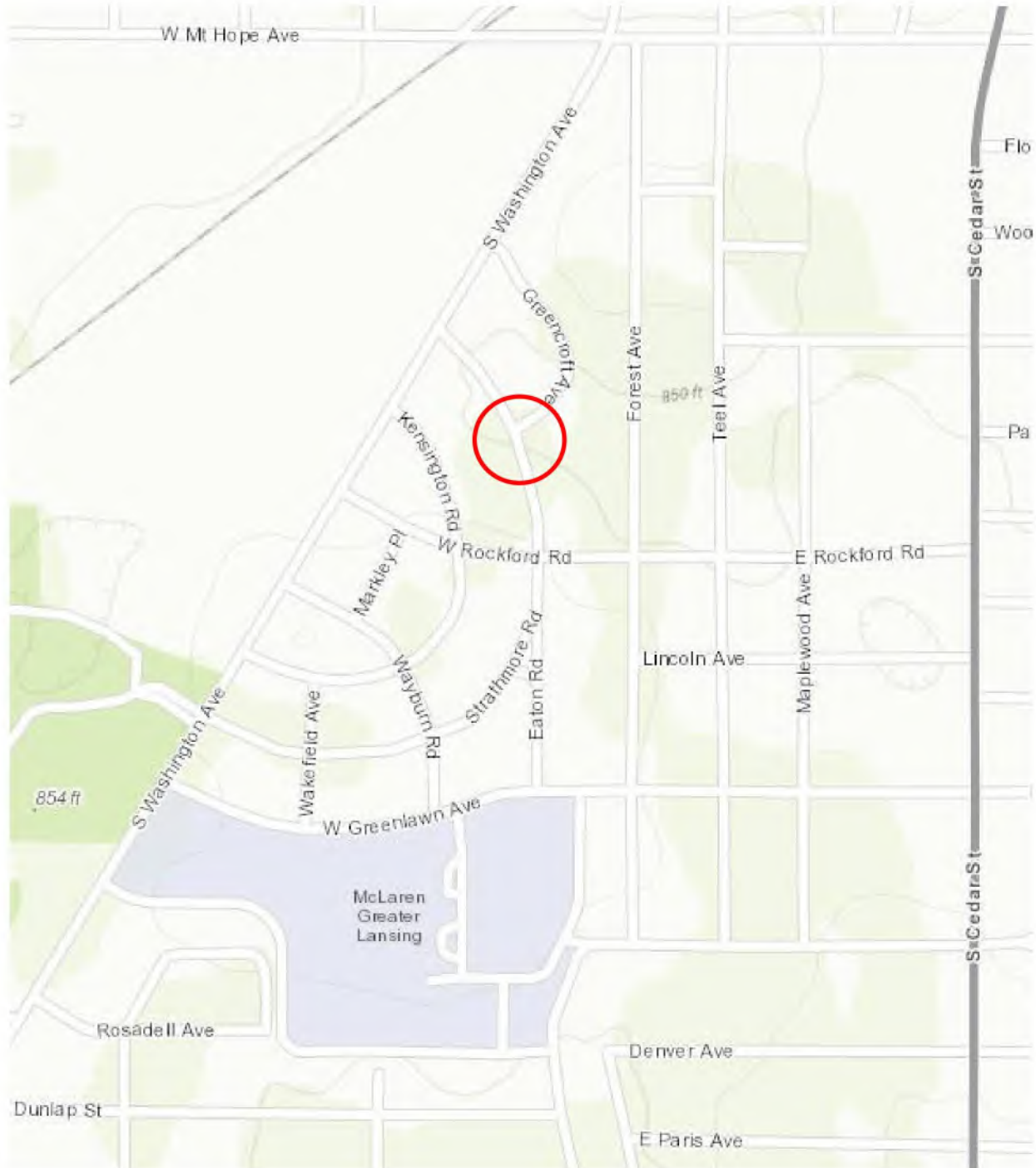
A review of the traffic crash records for this intersection indicates there have been no (0) reported crashes in the last five years from January 1, 2016 to December 31, 2020.

The Transportation and Non-Motorized Section recommends that a stop sign be installed for westbound Greencroft Road at Strathmore Road based on the safe approach speed and to assign right of way at this intersection.

ENGINEERS REPORT #21-14

TRAFFIC CONTROL REQUEST: GREENCROFT ROAD & STRATHMORE ROAD

LOCATION DIAGRAM



ENGINEERS REPORT #21-14

TRAFFIC CONTROL REQUEST: GREENCROFT ROAD & STRATHMORE ROAD

Greencroft Ave looking north



Greencroft Ave looking south

ENGINEERS REPORT #21-14

TRAFFIC CONTROL REQUEST: GREENCROFT ROAD & STRATHMORE ROAD



BY THE COMMITTEE ON CITY OPERATIONS
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 upgrade the existing yield signs at the intersection of Donald Street and Everettdale Avenue to stop signs; and

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

WHEREAS, based on this study the Transportation and Non-Motorized Section recommends that the existing yield signs on Everettdale Avenue at Donald Street be upgraded to stop signs due to the safe approach speed at this intersection and the occurrence of four reported crashes (including fail to yield type crashes) at this intersection during the most recent five year period; 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 City Operations met on October 30, 2023, and 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. 23-16, thereby authorizing the Transportation Engineer to regulate traffic at the intersection of Donald Street and Everettdale Avenue;

BE IT FINALLY RESOLVED that Traffic Control Order No. 23-16 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: 23-16

FILE: Donald Street and Everettdale Avenue

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

All eastbound and westbound traffic on DONALD STREET shall be required to stop prior to entering the intersection at EVERETTTDALE AVENUE;

The existing yield control at this intersection shall be rescinded.

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: _____

ENGINEERING REPORT #18-027

TRAFFIC CONTROL REQUEST: DONLAD STREET AND EVERETTTDALE AVENUE

The Transportation and Non-Motorized Section of the Public Service Department received a request to upgrade the existing yield signs at the intersection of Donald Street and Everettdale Avenue to stop signs. In response to the request, staff conducted an investigation to determine sight distance and traffic control requirements at the intersection, and reviewed reported traffic crash history at this location.

The intersection of Donald Street and Everettdale Avenue is a four-leg intersection in a residential area. Donald Street is approximately eight blocks long beginning at Jewell Avenue and ending at Syringa Drive. Donald Street is 26 feet wide with curb and gutter. Parking is prohibited along the east side of Donald Street north of Everettdale Drive and unrestricted along the west side of Donald Street north of Everettdale Drive, parking is also unrestricted along both the east and west sides of Donald Street south of Everettdale Avenue. Everettdale Avenue is approximately two blocks long beginning at Stafford Avenue and ending at Cedar Street. Stratford Avenue is 26 feet wide with curb and gutter and unrestricted parking.

A review of the traffic crash records for this intersection indicates there have been four reported crashes from January 1, 2016 to December 31, 2020 involving vehicles at this intersection. These four crashes were angle type / intersection crashes, three of these crashes involved a driver that failed to yield the right of way.

A safe approach speed study was performed and revealed a safe approach speed of seventeen (17) miles per hour (MPH) due to the house at the northeast quadrant of the intersection.

The Transportation and Non-Motorized Section of the Public Service Department recommends upgrading the existing yield signs to stop signs at this intersection due to the safe approach speed and the occurrence of four reported crashes (including fail to yield type crashes) at this intersection during the most recent five year period.

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

ENGINEERING REPORT #18-027

TRAFFIC CONTROL REQUEST: DONLAD STREET AND EVERETTTDALE AVENUE

LOCATION DIAGRAM



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

ENGINEERING REPORT #18-027

TRAFFIC CONTROL REQUEST: DONLAD STREET AND EVERETTTDALE AVENUE

EAST BOUND STREET VIEW



WEST BOUND STREET VIEW



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

ENGINEERING REPORT #18-027

TRAFFIC CONTROL REQUEST: DONLAD STREET AND EVERETTTDALE AVENUE

NORTH BOUND STREET VIEW



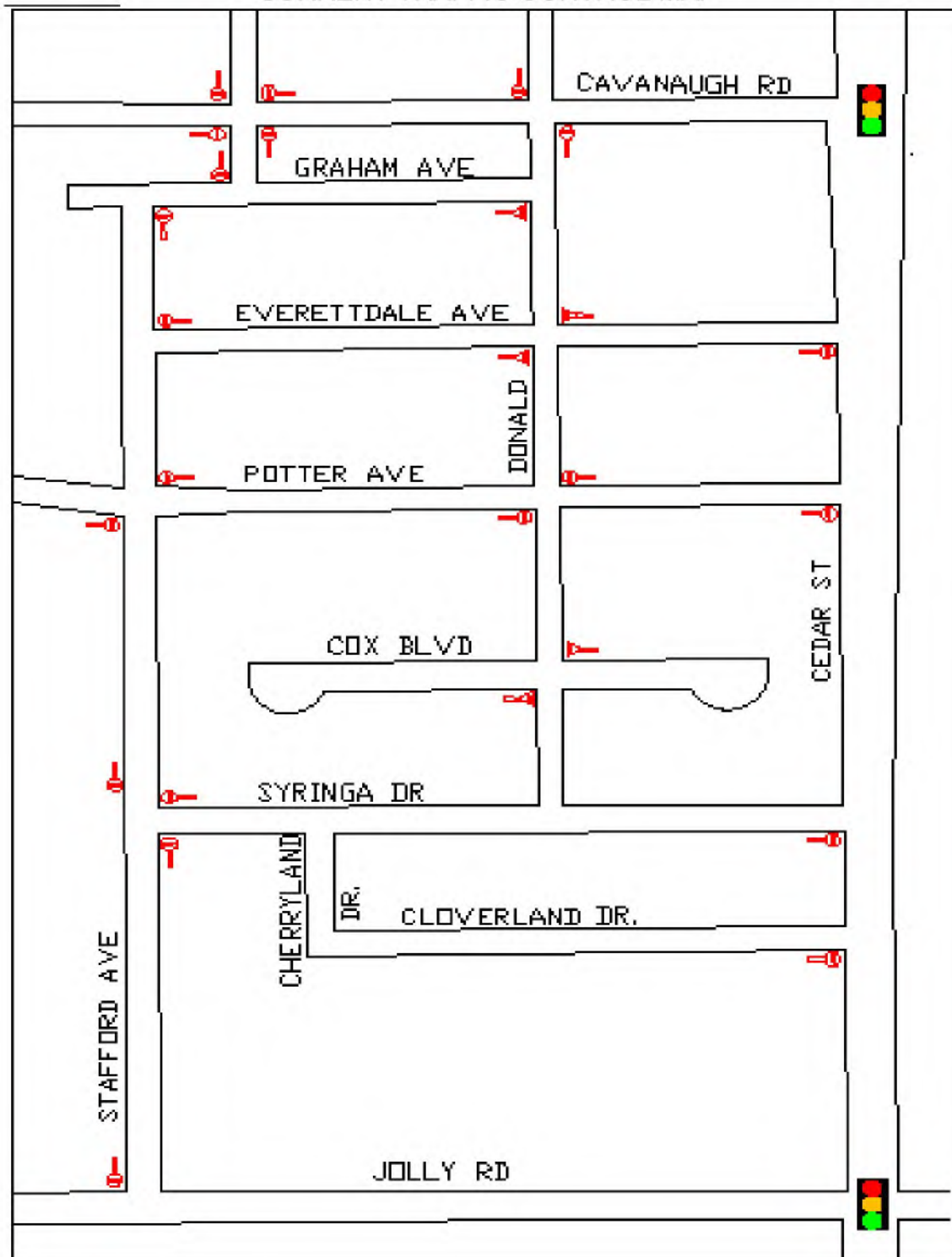
SOUTH BOUND STREET VIEW



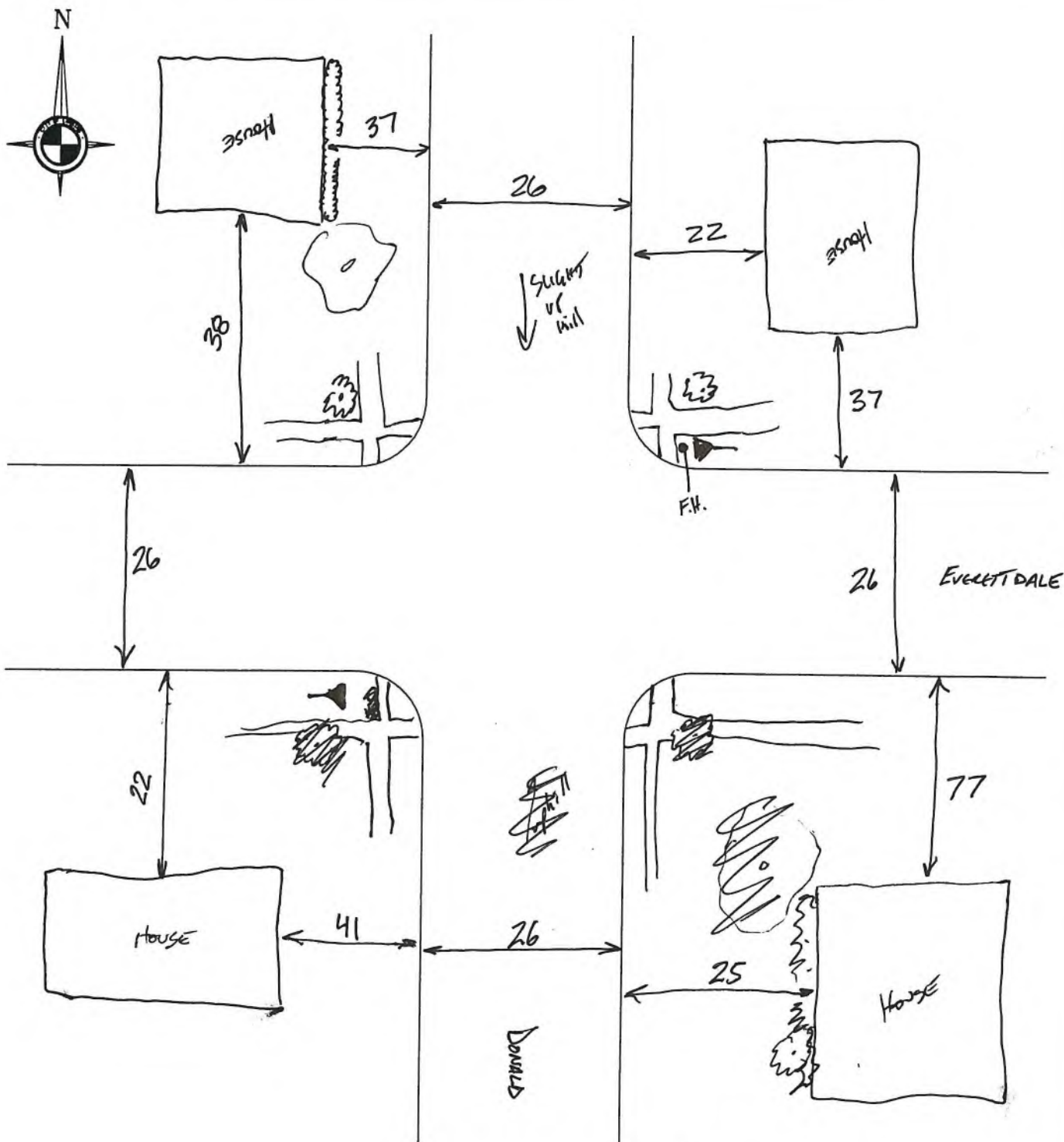
Public Service Board Action Date:
Passed: _____ Declined: _____

TRAFFIC CONTROL REQUEST: DONLAD STREET AND EVERETTTDALE AVENUE

CURRENT TRAFFIC CONTROL MAP



Public Service Board Action Date:
Passed: Declined:



Crash Data

Y2D - 1

2017 - 2

2016 - 0

2015 - 0

2014 - 0

2013 - 0

INTERSECTION: DONALD @ EVERETT DALE

DATE: NOTE 7/24/17

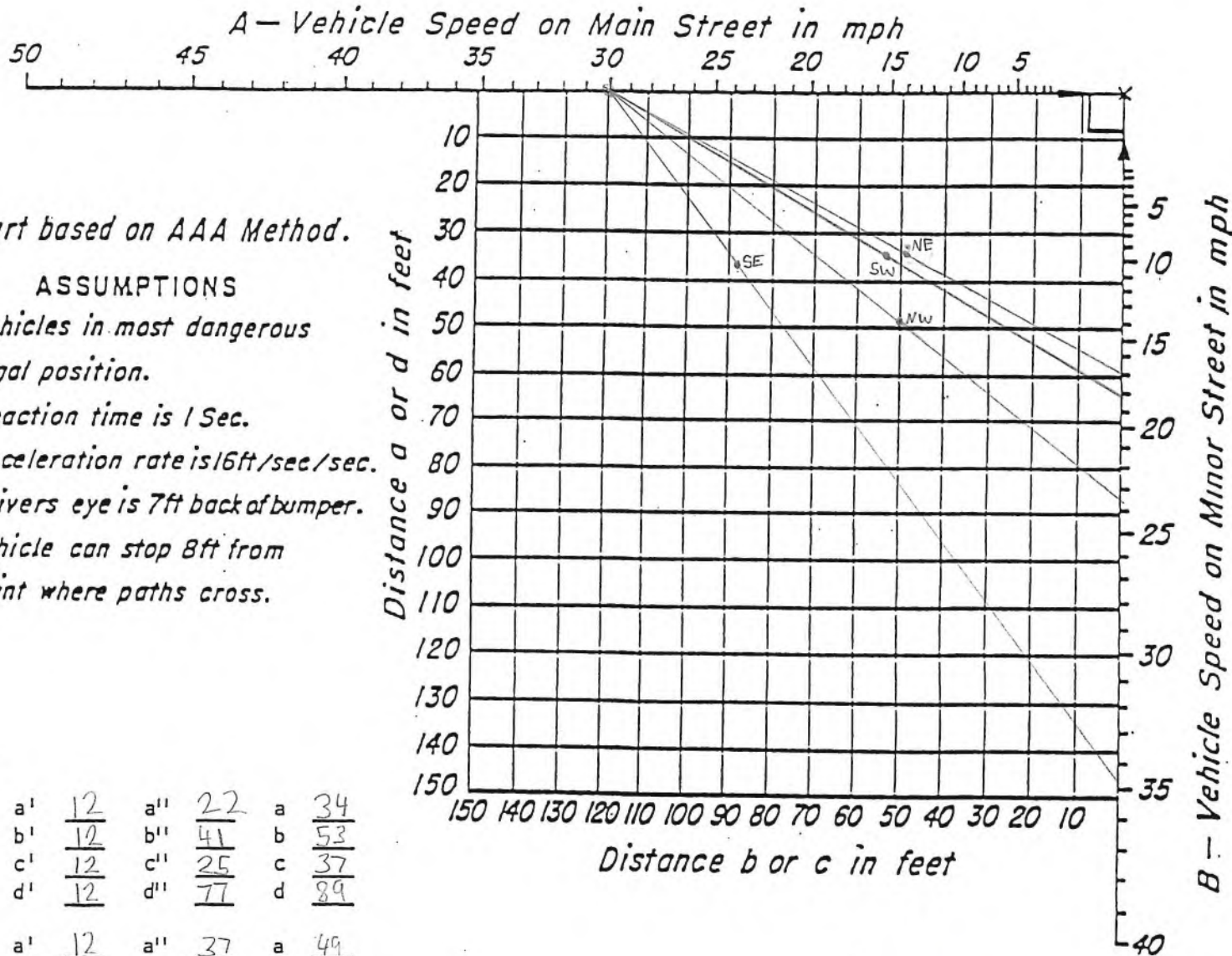
SCALE: NTS

OF ACCIDENTS: 2 FROM: 1/2013 TO: 12/2017

ANALYST: A. MULLER

Lansing Transportation Division

Major Street: Donald St Minor Street: Everett Dale Ave



Quadrant

<u>SW</u>	a'	<u>12</u>	a''	<u>22</u>	a	<u>34</u>
	b'	<u>12</u>	b''	<u>41</u>	b	<u>53</u>
<u>SE</u>	c'	<u>12</u>	c''	<u>25</u>	c	<u>37</u>
	d'	<u>12</u>	d''	<u>77</u>	d	<u>89</u>
<u>NE</u>	a'	<u>12</u>	a''	<u>37</u>	a	<u>49</u>
	b'	<u>12</u>	b''	<u>22</u>	b	<u>34</u>
<u>NW</u>	c'	<u>12</u>	c''	<u>37</u>	c	<u>49</u>
	d'	<u>12</u>	d''	<u>38</u>	d	<u>50</u>

Safe approach speed chart.

Analyst
Date

ADAM / RC
OCT 2018

Resolution #2023-###

By the Committee on City Operations
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 Fayette Street and Pontiac Street, upon the request by a resident; and

WHEREAS, the Transportation and Non-Motorized Section performed a safe approach speed study and revealed a safe approach speed of 3 miles per hour; and

WHEREAS, the Transportation and Non-Motorized Section recommends the installation of a stop sign on Pontiac Street at Fayette Street to assign right-of-way at this intersection; and

WHEREAS, the Public Service Board, concurs with the recommendation of the Public Service Department; 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 City Operations met on October 30, 2023, and 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. 23-19, thereby authorizing the Transportation Engineer to install a stop sign on Pontiac Street at Fayette Street.

BE IT FINALLY RESOLVED that Traffic Control Order No. 23-19 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate sign is installed.

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 23-19

FILE: Fayette Street and Pontiac Street

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

All northbound traffic on PONTIAC STREET shall stop prior to entering the intersection at FAYETTE STREET.

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 Whistler
Interim Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

ENGINEERS REPORT #22-10

TRAFFIC CONTROL REQUEST: FAYETTE STREET & PONTIAC STREET

The Transportation and Non-Motorized Section conducted an investigation to determine sight distance and traffic control requirements at the intersection of Fayette Street and Pontiac Street. This study was conducted in response to Cityworks Service Request [REDACTED] submitted by a resident.

The intersection of Fayette Street and Pontiac Street is an uncontrolled three-leg intersection. Fayette Street is two blocks long and begins at Pennsylvania Avenue and ends at a dead end west of Ada Street. Fayette Street is 25 feet wide with curb and gutter and a relatively flat grade near the intersection at Pontiac Street. Parking is unrestricted along the north side and prohibited along the south side of the street near this intersection.

Pontiac Street is one block long and begins at Fayette Street and ends at Baker Street. Pontiac Street is 24 feet wide with curb and gutter and a relatively flat grade near the intersection at Fayette Street. Parking is unrestricted along west side and prohibited along the east side of the street near this intersection.

A safe approach speed study was performed and revealed a safe approach speed of three (3) miles per hour (MPH) due to the miscellaneous vegetation in the southwest quadrant of the intersection.

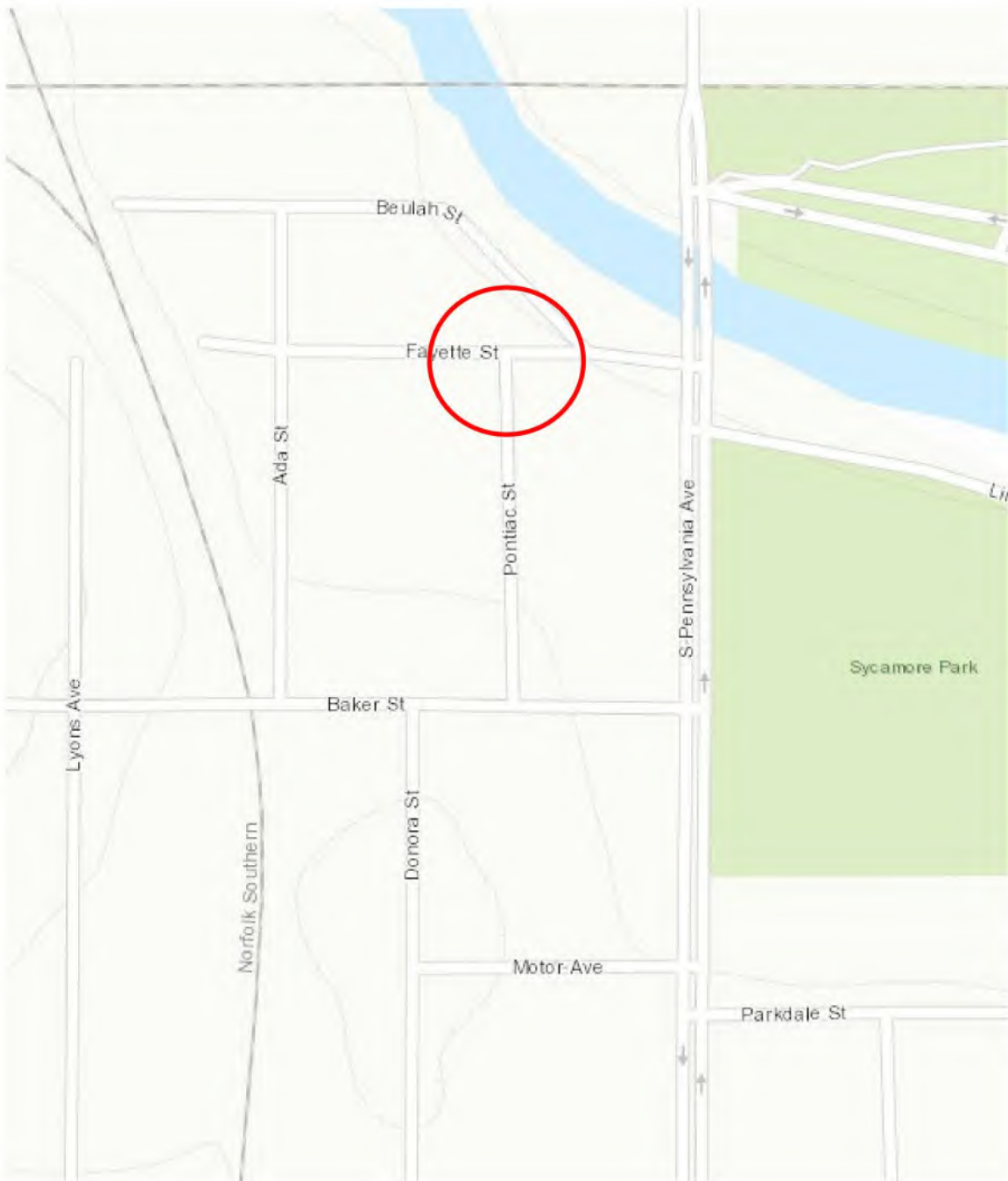
A review of the traffic crash records for this intersection indicates there have been no reported crashes in the last five years from January 1, 2017 to December 31, 2021.

The Transportation and Non-Motorized Section recommends that a stop sign be installed on Pontiac Street at Fayette Street due to the safe approach speed at this intersection.

ENGINEERS REPORT #22-10

TRAFFIC CONTROL REQUEST: FAYETTE STREET & PONTIAC STREET

LOCATION DIAGRAM



ENGINEERS REPORT #22-10

TRAFFIC CONTROL REQUEST: FAYETTE STREET & PONTIAC STREET

Northbound Pontiac St at Fayette St – looking west



ENGINEERS REPORT #22-10

TRAFFIC CONTROL REQUEST: FAYETTE STREET & PONTIAC STREET

Northbound Pontiac St at Fayette St – looking east



Resolution #2023-###

By the Committee on City Operations
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 North Cedar Street and Community Street, upon the request by a resident; and

WHEREAS, the Transportation and Non-Motorized Section performed a safe approach speed study and revealed a safe approach speed of 12 miles per hour; and

WHEREAS, the Transportation and Non-Motorized Section recommends the removal of the existing yield signs and the installation of stop signs on N. Cedar Street at Community Street based on the safe approach speed at this intersection; and

WHEREAS, the Public Service Board, concurs with the recommendation of the Public Service Department; 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 City Operations met on October 30, 2023, and 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. 23-20, thereby authorizing the Transportation Engineer to install stop signs on N. Cedar Street at Community Street.

BE IT FINALLY RESOLVED that Traffic Control Order No. 23-20 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: 23-20

FILE: North Cedar Street and Community Street

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

All northbound and southbound traffic on NORTH CEDAR STREET shall be required to stop prior to entering the intersection at COMMUNITY STREET;

The existing yield control at this intersection shall be rescinded.

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 Whistler
Interim Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

ENGINEERS REPORT #22-09

TRAFFIC CONTROL REQUEST: NORTH CEDAR STREET & COMMUNITY STREET

The Transportation and Non-Motorized Section conducted an investigation to determine sight distance and traffic control requirements at the intersection of North Cedar Street and Community Street. This study was conducted in response to a resident request.

The intersection of North Cedar Street and Community Street is a four-leg intersection controlled by yield signs. North Cedar Street is six blocks long and begins at Sheridan Road and ends at a dead end south of Howe Avenue. North Cedar Street is 21 feet wide without curb and gutter and a slight south to north downhill grade near the intersection at Community Street. Parking is unrestricted along both the east and west sides of the street near this intersection.

Community Street is six blocks long and begins at Walker Street and ends at Garland Street. Community Street is 23 feet wide without curb and gutter and a slight east to west uphill grade near the intersection at North Cedar Street. 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 twelve (12) miles per hour (MPH) due to the apartment building / house in the southwest quadrant of the intersection.

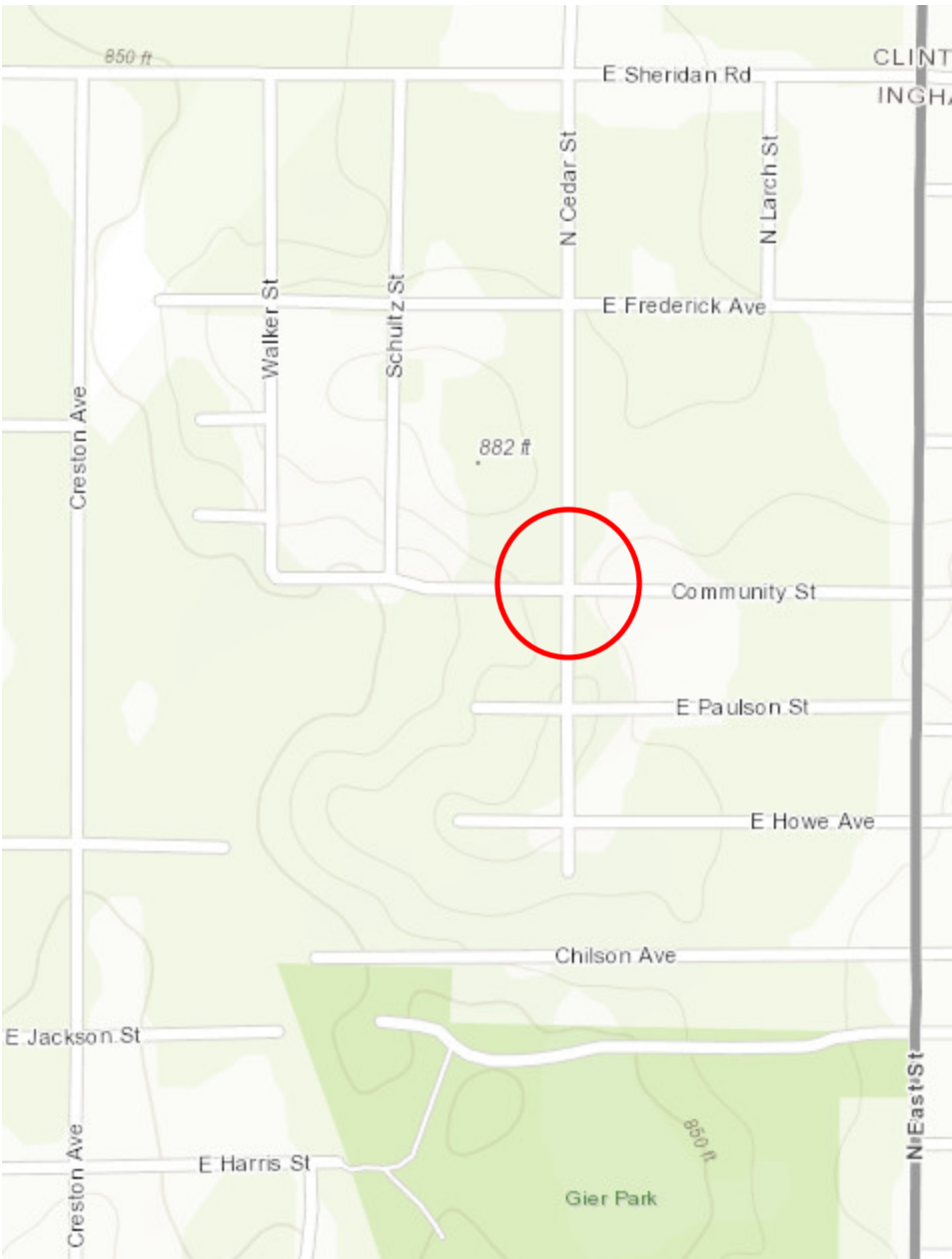
A review of the traffic crash records for this intersection indicates there have been two reported crashes in the last five years from January 1, 2017 to December 31, 2021.

The Transportation and Non-Motorized Section recommends that existing yield signs on North Cedar Street at Community Street be removed and replaced with stop signs due to the safe approach speed at this intersection.

ENGINEERS REPORT #22-09

TRAFFIC CONTROL REQUEST: NORTH CEDAR STREET & COMMUNITY STREET

LOCATION DIAGRAM



ENGINEERS REPORT #22-09

TRAFFIC CONTROL REQUEST: NORTH CEDAR STREET & COMMUNITY STREET

Westbound Community St at N Cedar St



Eastbound Community St at N Cedar St



ENGINEERS REPORT #22-09

TRAFFIC CONTROL REQUEST: NORTH CEDAR STREET & COMMUNITY STREET

Northbound N Cedar St at Communtiy St



Southbound N Cedar St at Communtiy St



LANSING CITY COUNCIL RULES
(As amended on _____)

Rule 48. Electronic Participation in Public Comment at Meetings of Council, Committees. Electronic participation by members of the public, for the purpose of making public comment on legislative matters (as that term is defined above), is permitted at Meetings of City Council, Committee of the Whole, and all other Committees of City Council.

To register to speak electronically on legislative matters at a regularly scheduled meeting of the City Council or Committee of the Whole, a member of the public may send a request to the City Clerk no later than four (4) hours prior to the meeting in a form and manner determined by the City Clerk. Once registered to participate electronically, the City Clerk will email the member of the public a link to the meeting.

To register to speak electronically on legislative matters at a regularly scheduled meeting of all other Committees of City Council, a member of the public may send a request to the City Council office staff no later than four (4) hours prior to the meeting in a form and manner determined by the City Clerk. Once registered to participate electronically, the City Council office staff will email the member of the public a link to the meeting.

The Presiding Officer of City Council, Committee of the Whole, or any other Committee of City Council may reduce the amount of time allowed for each speaker if he or she has determined that the number of registered speakers is so numerous that the meeting cannot be timely concluded without a reduction in the time allocated for each speaker.

The Rules of Decorum for Meetings, at Rule 18, apply to members of the public participating electronically.