

CITY of NOVI CITY COUNCIL

Agenda Item K August 8, 2011

SUBJECT: Approval of: 1) Traffic Control Orders 11-03 through 11-11 for traffic control devices that are currently installed, 2) Traffic Control Orders 11-12 and 11-13 for the installation of stop signs to replace yield signs at two intersections, 3) Traffic Control Orders 11-14 through 11-16 to create an all way stop at the intersection of Thatcher Drive and Cavendish Avenue West, and 4) Traffic Control Orders 11-17 through 11-19 to create an all way stop at the intersection of Cavendish Avenue East and Perceval Lane—all within Churchill Crossing Phases 1 and 2.

SUBMITTING DEPARTMENT: Department of Public Services, Engineering Division

R24

CITY MANAGER APPROVAL

BACKGROUND INFORMATION:

A representative of the Churchill Crossing Homeowners Association contacted City staff (see June 8, 2011 letter, attached) to request a speed and traffic study to address concerns of some homeowners in the subdivision. Specifically, the homeowners expressed concerns about speeding near the intersection of Perceval Lane and Cavendish Avenue East. The request has been reviewed by Birchler-Arroyo, the City's traffic engineering consultant. The attached June 14, 2011 report by Birchler Arroyo noted that while there was not a significant issue concerning speed, there were issues with sight distance at a few intersections in Churchill Crossing. The traffic consultant recommends the installation of a three-way stop at the intersection of Perceval Lane and Cavendish Avenue East, and at the intersection of Thatcher Drive and Cavendish Avenue West. The report also recommends replacing two existing yield signs with stop signs due to concerns with sight distance for southwestbound Cavendish Avenue East at Thatcher Drive and for northeastbound Cavendish Court at Cavendish Avenue West.

Staff supports the recommendations by Birchler-Arroyo and has prepared traffic control orders (summarized in the table below and shown on the attached location map) for these intersections.

In reviewing the existing signage in the subdivision, staff determined that traffic control orders were not adopted for the existing stop signs within Churchill Crossing 1 and 2. Traffic Control Orders are required under the Uniform Traffic Code to enforce traffic control signs that have been installed. Therefore, staff has prepared traffic control orders for the existing signage (as detailed below) within the subdivision. (Note that Churchill Crossing phase 3 has not been presented to the City for formal street acceptance and that traffic control orders would be presented for consideration at that time).

TCO		TCO		
No.		No.	Description	
Existing Signs without Traffic Control Orders		New or Revised Signs based on Traffic Report		
	Southwestbound Thatcher Drive to Stop at		Northeastbound Cavendish Court to Stop at	
11-0 <u>3</u>	Cavendish Ave East	11-12	Cavendish Ave West	
	Westbound Perceval Lane to Yield at		Southwestbound Cavendish Ave East to Stop	
<u>11-04</u>	Cavendish Ave East	11-13	at Thatcher Drive	
	Northbound Churchill Blvd to Stop at		Southeastbound Thatcher Drive to Stop at	
11-05	Cavendish Ave West	11-14	Cavendish Ave West	
	Southeastbound Thatcher Drive to Yield at		Northwestbound Thatcher Drive to Stop at	
11-06	Cavendish Ave East	11-15	Cavendish Ave West	
	Northbound Thatcher Court to Yield at		Northeastbound Cavendish Ave West to Stop	
11-07	Cavendish Ave East	11-16	at Thatcher Drive	
	No Parking in the court on Perceval Lane		Southbound Cavendish Ave East to Stop at	
11-08	adjacent to the island	11-17	Perceval Lane	
	No Parking in the court on the Cavendish		Northbound Cavendish Ave East to Stop at	
11-09	Ave East adjacent to the island	11-18	Perceval Lane	
	No Parking adjacent to the cul-de-sac		Eastbound Perceval Lane to Stop at	
11-10	island on Thatcher Court	11-19	Cavendish Ave East	
	No Parking adjacent to the cul-de-sac			
11-11	island on Cavendish Court			

Staff will work with the Association to facilitate the installation of the new signage.

RECOMMENDED ACTION: Approval of: 1) Traffic Control Orders 11-03 through 11-11 for traffic control devices that are currently installed, 2) Traffic Control Orders 11-12 and 11-13 for the installation of stop signs to replace yield signs at two intersections, 3) Traffic Control Orders 11-14 through 11-16 to create an all way stop at the intersection of Thatcher Drive and Cavendish Avenue West, and 4) Traffic Control Orders 11-17 through 11-19 to create an all way stop at the intersection of Cavendish Avenue East and Perceval Lane—all within Churchill Crossing Phases 1 and 2.

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Mayor Landry				
Mayor Pro Tem Gatt				
Council Member Fischer				
Council Member Margolis				

	100	2	Y	N
Council Member Mutch				
Council Member Staudt				
Council Member Wrobel				



	OF NOVI	
SPEED PARKING	DATE OF ORDER:	07/29/2011
X OTHER	CONTROL NUMBER:	11-03
PURSUANT TO CHAPTER NO. 33 OF THE OMICHIGAN, SAME BEING THE UNIFORM TRAFOF MICHIGAN AND IN THE INTEREST OF PUBLICATION OF MICHIGAN AND THE INTEREST OF PUBLICATION OF THE PROPERTY OF THE PUBLICATION OF TH	FIC CODE FOR CITIES, BLIC SAFETY AND CON D BY BRIAN COBURN	TOWNSHIPS AND VILLAGES IVENIENCE THE FOLLOWING , ENGINEERING MANAGER,
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	Brian Coburn, P	.E Traffic Engineer
	Dated: <u>07/29/</u> 2	<u>2011</u>
APPROVED BY CITY COUNCIL TRAFFIC CONTROL ORDER NUMBER 11-03 H CITY OF NOVI, MICHIGAN FOR STUDY AN HEREBY ORDERED AND DIRECTED THAT THIS AND A COPY THEREOF IN THE OFFICE OF THE	ND APPROVAL, IS HEF ORDER BE FILED IN THE	REBY APPROVED AND IT IS E OFFICE OF THE CITY CLERK
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SOUTHWESTBOUND THATCHER DRIVE TO STO	P AT CAVENDISH AVE	<u>EAST</u>
ADOPTED AT THE REGULAR MEETING OF CITY COUNCIL ON <u>08/08/2011</u> .	By: David Landr	y, Mayor
	By: Maryanne	Cornelius, Clerk

SPEED SARVING	DATE OF ORDER:	07/29/2011
PARKING X OTHER	CONTROL NUMBER:	11-04
PURSUANT TO CHAPTER NO. 33 OF THE C MICHIGAN, SAME BEING THE UNIFORM TRAF OF MICHIGAN AND IN THE INTEREST OF PUB TRAFFIC CONTROL ORDER IS HEREBY ISSUED DULY AUTHORIZED AS TRAFFIC ENGINEER, BY	FIC CODE FOR CITIES, TO LIC SAFETY AND CONVE D BY BRIAN COBURN, E	DWNSHIPS AND VILLAGES INIENCE THE FOLLOWING NGINEERING MANAGER,
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	Brian Coburn, P.E.	- Traffic Engineer
	Brian Coburn, P.E. Dated: <u>07/29/201</u>	, and the second
APPROVED BY CITY COUNCIL TRAFFIC CONTROL ORDER NUMBER 11-04 H. CITY OF NOVI, MICHIGAN FOR STUDY AN HEREBY ORDERED AND DIRECTED THAT THIS AND A COPY THEREOF IN THE OFFICE OF THE	Dated: <u>07/29/201</u> AVING BEEN PRESENTED ID APPROVAL, IS HEREE ORDER BE FILED IN THE C	TO THE COUNCIL OF THE BY APPROVED AND IT IS OFFICE OF THE CITY CLERK
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SPEED	DATE OF ORDER:	07/29/2011
PARKING X OTHER	CONTROL NUMBER:	11-05
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	Brian Coburn, P.E.	- Traffic Engineer
	Dated: <u>07/29/20</u>	<u>11</u>
APPROVED BY CITY COUNCIL TRAFFIC CONTROL ORDER NUMBER 11-05 H CITY OF NOVI, MICHIGAN FOR STUDY AN HEREBY ORDERED AND DIRECTED THAT THIS AND A COPY THEREOF IN THE OFFICE OF TH	ND APPROVAL, IS HEREI ORDER BE FILED IN THE C	BY APPROVED AND IT IS DFFICE OF THE CITY CLERK
IT IS FURTHER ORDERED AND DIRECTED TH BEING FILED WITH THE CLERK AND UPON ER THE EXISTENCE OF AFORESAID,		
NORTHBOUND CHURCHILL BLVD TO STOP AT	CAVENDISH AVE WEST	
ADOPTED AT THE REGULAR MEETING OF CITY COUNCIL ON <u>08/08/2011</u> .	By:	Mayor
	By: Maryanne C	ornelius, Clerk

SPEED SARKING	DATE OF ORDER:	07/29/2011
PARKING X OTHER	CONTROL NUMBER:	11-06
PURSUANT TO CHAPTER NO. 33 OF TH MICHIGAN, SAME BEING THE UNIFORM THE OF MICHIGAN AND IN THE INTEREST OF F TRAFFIC CONTROL ORDER IS HEREBY ISS DULY AUTHORIZED AS TRAFFIC ENGINEER	RAFFIC CODE FOR CITIES, TO PUBLIC SAFETY AND CONVE SUED BY BRIAN COBURN, E	DWNSHIPS AND VILLAGES NIENCE THE FOLLOWING NGINEERING MANAGER,
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	Brian Coburn, P.E.	- Traffic Engineer
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SPEED	DATE OF ORDER:	07/29/2011
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	Brian Coburn, P.E	E Traffic Engineer
	Dated: <u>07/29/20</u>	<u>)11</u>
APPROVED BY CITY COUNCIL TRAFFIC CONTROL ORDER NUMBER 11-0 CITY OF NOVI, MICHIGAN FOR STUDY HEREBY ORDERED AND DIRECTED THAT T AND A COPY THEREOF IN THE OFFICE OF	AND APPROVAL, IS HERE HIS ORDER BE FILED IN THE	EBY APPROVED AND IT IS OFFICE OF THE CITY CLERK
IT IS FURTHER ORDERED AND DIRECTED BEING FILED WITH THE CLERK AND UPON THE EXISTENCE OF AFORESAID,		
NORTHBOUND THATCHER COURT TO YIEL	D AT CAVENDISH AVE EAST	
ADOPTED AT THE REGULAR MEETING OF CITY COUNCIL ON <u>08/08/2011</u> .	By: David Landry,	. Mayor
	By: Maryanne C	Cornelius, Clerk

SPEED	DATE OF ORDER: 07/29/2011				
X PARKING OTHER	CONTROL NUMBER: 11-08				
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ISSUANCE OF THIS TRAFFIC CONTROL ORDER WAS PRECEDED BY STUDY AND INVESTIGATION OF TRAFFIC CONDITIONS ON THE FOLLOWING PUBLIC ROAD OR ROADS IN THE CITY OF NOVI, MICHIGAN.					
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	Brian Coburn, P.E Traffic Engineer				
	Dated: <u>07/29/2011</u>				
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NO PARKING IN THE COURT ON PERCEVAL LANE ADJACENT TO THE ISLAND					
ADOPTED AT THE REGULAR MEETING OF CITY COUNCIL ON <u>08/08/2011</u> .	By: David Landry, Mayor				

SPEED SPEED	DATE OF ORDER:	07/29/2011
X PARKING OTHER	CONTROL NUMBER:	11-09
PURSUANT TO CHAPTER NO. 33 OF THE C MICHIGAN, SAME BEING THE UNIFORM TRAFF OF MICHIGAN AND IN THE INTEREST OF PUBI TRAFFIC CONTROL ORDER IS HEREBY ISSUED DULY AUTHORIZED AS TRAFFIC ENGINEER, BY	FIC CODE FOR CITIES, TO LIC SAFETY AND CONVE D BY BRIAN COBURN, E	DWNSHIPS AND VILLAGES NIENCE THE FOLLOWING NGINEERING MANAGER,
ISSUANCE OF THIS TRAFFIC CONTROL ORDER OF TRAFFIC CONDITIONS ON THE FOLLOWING MICHIGAN.		
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AND AFTER SAID INVESTIGATION, IT IS DEPARTMENT OF PUBLIC SERVICES ERECT ACCORDANCE WITH THE MICHIGAN MANU REQUIRED BY SEC. 33.217 OF THE AFORESAIL FOLLOWING DETERMINATION:	AND MAINTAIN THE NO AL OF UNIFORM TRAFFIO	O PARKING SIGN (S) IN C CONTROL DEVICES AS
NO PARKING IN THE COURT ON THE CAVEND	ISH AVE EAST ADJACENT	TO THE ISLAND
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	Brian Coburn, P.E.	- Traffic Engineer
	Dated: <u>07/29/201</u>	1
APPROVED BY CITY COUNCIL TRAFFIC CONTROL ORDER NUMBER 11-09 HA CITY OF NOVI, MICHIGAN FOR STUDY AN HEREBY ORDERED AND DIRECTED THAT THIS OF AND A COPY THEREOF IN THE OFFICE OF THE	D APPROVAL, IS HEREE ORDER BE FILED IN THE C	BY APPROVED AND IT IS OFFICE OF THE CITY CLERK
IT IS FURTHER ORDERED AND DIRECTED THAT BEING FILED WITH THE CLERK AND UPON ERE THE EXISTENCE OF AFORESAID,		
NO PARKING IN THE COURT ON THE CAVEND	ISH AVE EAST ADJACENT	TO THE ISLAND
ADOPTED AT THE REGULAR MEETING OF CITY COUNCIL ON 08/08/2011.	By: David Landry, <i>I</i>	Mayor
	By: Maryanne Co	ornelius, Clerk

SPEED BARRING		DATE OF ORDER:	07/29/2011
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		Brian Coburn, P.E.	- Traffic Engineer
		Dated: <u>07/29/201</u>	1
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Maryanne Cornelius, Clerk

SPEED	DATE OF ORDER:(07/29/2011			
X PARKING OTHER	CONTROL NUMBER:	11-11			
PURSUANT TO CHAPTER NO. 33 OF THE COMICHIGAN, SAME BEING THE UNIFORM TRAFFIOF MICHIGAN AND IN THE INTEREST OF PUBLITRAFFIC CONTROL ORDER IS HEREBY ISSUED DULY AUTHORIZED AS TRAFFIC ENGINEER, BY SECOND STAFFIC ENGINEER, BY SECO	C CODE FOR CITIES, TOWI C SAFETY AND CONVENIE BY BRIAN COBURN, ENG	NSHIPS AND VILLAGES NCE THE FOLLOWING INEERING MANAGER,			
ISSUANCE OF THIS TRAFFIC CONTROL ORDER WAS PRECEDED BY STUDY AND INVESTIGATION OF TRAFFIC CONDITIONS ON THE FOLLOWING PUBLIC ROAD OR ROADS IN THE CITY OF NOVI, MICHIGAN.					
CAVENDISH COURT					
AND AFTER SAID INVESTIGATION, IT IS HOPEPARTMENT OF PUBLIC SERVICES ERECT A ACCORDANCE WITH THE MICHIGAN MANUAREQUIRED BY SEC. 33.217 OF THE AFORESAID FOLLOWING DETERMINATION:	ND MAINTAIN THE NO F L OF UNIFORM TRAFFIC C	PARKING SIGN (S) IN CONTROL DEVICES AS			
NO PARKING ADJACENT TO THE CUL-DE-SAC	SLAND ON CAVENDISH CO	OURT			
	BTU				
•	Brian Coburn, P.E Tr	affic Engineer			
	Dated: <u>07/29/2011</u>				
APPROVED BY CITY COUNCIL TRAFFIC CONTROL ORDER NUMBER 11-11 HA CITY OF NOVI, MICHIGAN FOR STUDY AND HEREBY ORDERED AND DIRECTED THAT THIS OF AND A COPY THEREOF IN THE OFFICE OF THE	APPROVAL, IS HEREBY , RDER BE FILED IN THE OFFICE	APPROVED AND IT IS CE OF THE CITY CLERK			
IT IS FURTHER ORDERED AND DIRECTED THA BEING FILED WITH THE CLERK AND UPON EREC THE EXISTENCE OF AFORESAID,					
NO PARKING ADJACENT TO THE CUL-DE-SAC ISLAND ON CAVENDISH COURT					
ADOPTED AT THE REGULAR MEETING OF CITY COUNCIL ON <u>08/08/2011</u> .	By:	yor			
	By: Maryanne Corne	elius, Clerk			

SPEED	DATE OF ORDER:	07/29/2011											
PARKING X OTHER	CONTROL NUMBER:	11-12											
PURSUANT TO CHAPTER NO. 33 OF THE OMICHIGAN, SAME BEING THE UNIFORM TRAINED OF MICHIGAN AND IN THE INTEREST OF PUBLICATION CONTROL ORDER IS HEREBY ISSUEDULY AUTHORIZED AS TRAFFIC ENGINEER, BY	ffic code for cities, to Blic safety and conve Ed by brian coburn, e	DWNSHIPS AND VILLAGES NIENCE THE FOLLOWING NGINEERING MANAGER,											
ISSUANCE OF THIS TRAFFIC CONTROL ORDER OF TRAFFIC CONDITIONS ON THE FOLLOWING MICHIGAN.													
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AND AFTER SAID INVESTIGATION, IT IS DEPARTMENT OF PUBLIC SERVICES ERECT AN WITH THE MICHIGAN MANUAL OF UNIFORM 33.217 OF THE AFORESAID CHAPTER, SAI DETERMINATION:	ND MAINTAIN THE STOP SI TRAFFIC CONTROL DEVI	GN (S) IN ACCORDANCE CES AS REQUIRED BY SEC.											
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	27												
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	Brian Coburn, P.E Traffic Engineer												
	B ria n Coburn, P.E. Dated: <u>07/29/20</u>												
APPROVED BY CITY COUNCIL TRAFFIC CONTROL ORDER NUMBER 11-12 F CITY OF NOVI, MICHIGAN FOR STUDY AT HEREBY ORDERED AND DIRECTED THAT THIS AND A COPY THEREOF IN THE OFFICE OF TH	Dated: <u>07/29/201</u> HAVING BEEN PRESENTED ND APPROVAL, IS HEREE ORDER BE FILED IN THE C	TO THE COUNCIL OF THE BY APPROVED AND IT IS DEFICE OF THE CITY CLERK											
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	By: Maryanne Co	ornelius, Clerk

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ADOPTED AT THE REGULAR MEETING OF CITY COUNCIL ON <u>08/08/2011</u> .	By: David Landry	, Mayor
	By:	Cornelius, Clerk

Churchill Crossing Homeowners Association

Novi, Michigan 48375

June 8, 2011

Brian T. Coburn, P.E., Engineering Manager City of Novi, Dept. of Public Services 26300 Delwal Drive Novi, MI 48375 248-735-5632

SENT VIA E-MAIL

Mr. Coburn,

As the representative for the Association, I am requesting on behalf of the Association that the City of Novi initiate a traffic and speed study in Churchill Crossings to address the concerns of homeowners in the community.

I would like to communicate to the association members the amount of time it will take for the study and the possible next steps. Please provide any information you can on the study.

If you have any questions, please feel free to contact me. I can be reached by e-mail at <u>ischuirmann@thecondopros.com</u> and by phone at 734-663-1900 ext 232.

Sincerely,

Joe Schuirmann, CMCA, AMS

Je Schuirman

MEMORANDUM

DATE:

June 14, 2011

TO:

Brian T. Coburn, P.E.

Engineering Manager, City of Novi

FROM:

Rodney L. Arroyo, AICP, Vice President

William A. Stimpson, P.E., Director of Traffic Engineering

SUBJECT:

Churchill Crossing Subdivision



At your request, we have studied the east intersection of Perceval Lane and Cavendish Avenue East to determine whether or not the existing YIELD sign on Perceval should be replaced by STOP signs on all three intersection approaches. This memo summarizes our recommendations and supporting analyses. Also, since a few similar issues elsewhere in the subdivision have not yet been addressed in response to our August 2008 study for Mr. McCusker, the key findings and recommendations of that earlier study are repeated here for your convenience. Figure 1 (below) summarizes all recommended signing changes.

Recommendations

- All-way STOP-sign control should be implemented at the east intersection of Perceval Lane and Cavendish Avenue East, replacing the existing YIELD sign on the eastbound Percevel approach.
- 2. All-way STOP-sign control should be implemented at the west intersection of Thatcher Drive and Cavendish Avenue West, replacing the improperly located YIELD sign on southeast-bound Thatcher (the subdivision engineering drawings called for the YIELD to be on northeast-bound Cavendish).
- 3. The existing YIELD sign on the southwest-bound Cavendish East approach to Thatcher Drive should be replaced by a (one-way) STOP sign.
- 4. The existing YIELD sign on the northeast-bound Cavendish Court approach to Cavendish Avenue West should be replaced by a (one-way) STOP sign.
- 5. All traffic control signs in the subdivision should be checked for maintenance issues (such as twisted or leaning posts), and to confirm the existence of appropriate traffic control orders.

Supporting Analyses

Criteria – The Michigan Manual on Uniform Traffic Control Devices (MMUTCD) limits what the City can legally do with respect to traffic control signs. That manual, in Section 2B.05, states that 'STOP signs shall not be used for speed control." Traffic engineering experience and past research studies have shown that installing STOP signs specifically to control speeds will – at least over a period of time – result in an excessive number of such signs, greater disrespect for them, more rolling stops, and higher speeds between the signs as drivers attempt to "make up for lost time." Young children stepping out from behind parked cars could be struck if they expect all vehicles to fully stop, whereas adults know many will not.

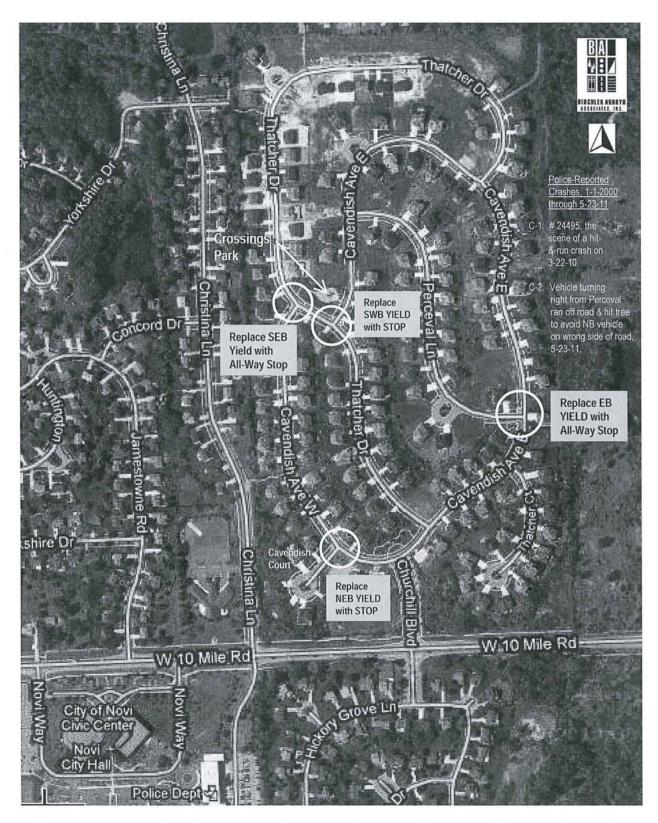


Figure 1. Locations of Recommended Traffic Control Changes within Churchill Crossing Subdivision

The MMUTCD lists four specific conditions that *can* be used to justify the installation of a STOP sign:

- A. Intersection of a less important road with a main road where application of the normal right-ofway rule would not be expected to provide reasonable compliance with the law;
- B. Street entering a through highway or street;
- C. Unsignalized intersection in a signalized area; and/or
- D. High speeds, restricted view, or crash records indicate a need for control by [a] STOP sign.

Also, "STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop. At intersections where a full stop is not necessary at all times, consideration should be given to using less restrictive measures such as YIELD signs." The Road Commission for Oakland County (RCOC) has recommended a procedure for choosing between stop and yield control on the minor approach(es) to a local intersection, based on the available corner sight distance and resulting "Critical Approach Speed." We applied that procedure in this case, as we have previously at numerous intersections throughout Novi.

The MMUTCD also states that "multi-way stop control can be useful as a safety measure if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is [typically] used where the volume of traffic on intersecting roads is approximately equal."

"The decision to install multi-way stop control should be based on an engineering study." Within such a study, the manual indicates that multi-way stop control can be considered where:

- 1. Eventual signal installation is likely.
- 2. Five or more police-reported crashes in a 12-month period may have been avoided.
- 3. Over eight hours of an average day, there are at least 300 vehicles per hour on the major street and 200 "traffic units" (cars, pedestrians, and bikes) per hour on the minor street.
- 4. There is a need to "control left-turn conflicts."
- 5. There is a need to control vehicle/pedestrian conflicts near high pedestrian generators.
- 6. A driver, after stopping, can not see conflicting cross traffic, and where that cross traffic must also stop in order to provide a reasonable level of safety.
- 7. Two similar through streets are intersecting and the "traffic operational characteristics" of the intersection would be improved.

Findings Relative to the East Intersection of Perceval and Cavendish East – Based on the relatively heavy landscaping on the northwest corner (Figures 2-4), we determined a Critical Approach Speed on the eastbound Perceval approach of 15 mph (prior to the past three years' growth, the CAS was 17 mph).



Figure 2. Early View Across Northwest Corner from Perceval

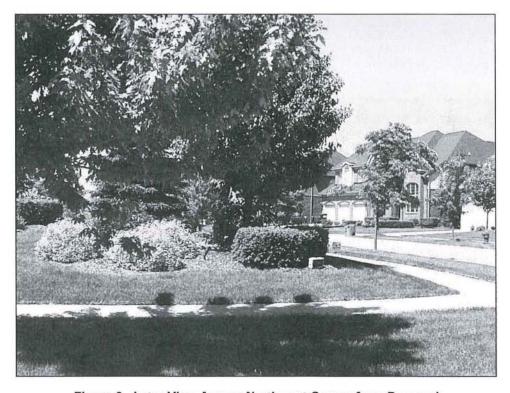


Figure 3. Later View Across Northwest Corner from Perceval



Figure 4. View Across Northwest Corner with Car Encroaching on Crosswalk



Figure 5. View Across Southwest Corner from Perceval

According to RCOC, Critical Approach Speeds of 0-10 mph warrant a STOP sign and 10-30 mph warrant a YIELD sign. However, we look carefully at intersections where the CAS is 10-15 mph and use professional judgment to determine if a STOP sign would be a better choice than a YIELD sign. Here, given such considerations as the rate at which the corner landscaping has grown over the past three years, we are recommending that a STOP sign replace the existing YIELD sign on Perceval.

Relative to the above criteria for multi-way stop control, we have further found:

- 1. That future signalization is out of the question.
- Only two crashes anywhere near the subject intersection have been reported to the police over the past 12 years; see the attached reports and the related summary in Figure 1. (We did see evidence of two trees and three mailboxes having been struck, but apparently only the one recent tree-related crash near Perceval was reported to the police.)
- 3. Speed and volume counts recently made by City staff (Table 1) show that the average *daily* volumes on the two streets are less than the minimum *hourly* volumes normally considered to prompt consideration of all-way stop control.
- 4. Given the recorded volumes, the incidence of left-turn conflicts is likely negligible.
- 5. There are no significant pedestrian generators near this intersection.
- 6. As can be seen in Figure 4, a car has to encroach on the legal (but unmarked) crosswalk along the west side of Cavendish East for its driver to acquire significant sight distance to the north. Based on field-expedient measurements, we estimate that the sight distance in that direction from 10 ft behind the stop bar is only about 140 ft, or significantly less than the minimum recommended by AASHTO for a 25-mph street (240 ft for right turns and 280 ft for left turns). Hence, the cross traffic on southbound Cavendish East should be required to stop in order for traffic on eastbound Perceval to stop and then proceed safely from behind the legal crosswalk.
- 7. The final consideration does not apply, as only one of the two streets is a "through" street.

In summary, the restricted sight distance caused by the landscaping on the northwest corner justifies all-way stop control. The City should make it clear to the concerned residents that all-way stop is being recommended for that reason and *not* for speed control purposes.

Speed Findings – Table 1 shows that at two sampling locations on Cavendish East, the average speed ranges from 21.3-22.9 mph and the 85th-percentile speed (i.e., the speed exceeded by 15% of all drivers) ranges from 25.5-28.7 mph. The monitoring location south of the intersection corresponds rather closely to the 2008 monitoring location "100 ft 'east' of Thatcher Court," where the prior sampling found average speeds of 22.5-22.9 mph and 85th-percentile speeds of 27.7-28.6 mph. Driver speed choice has therefore not changed significantly near the subject intersection over the past three years.

Table 1. Speed and Volume Summary

Location Direction		Day (Data)		Speed	Statistic	
Location	Direction	Day (Date)	Sample Size	Average	85th %tile	No. > 35 mph
		Wed., 6-08-11	182	22.6	28.3	3
		Thu., 6-09-11	183	21.5	27.4	1
		Fri., 6-10-11	171	22.0	27.6	7
	NB	Sat., 6-11-11	164	22.9	28.5	1
		Sun., 6-12-11	146	22.1	28.3	2
On Cavendish		Mon., 6-13-11	22	18.4	22.9	0
about 150 ft		Average Day	174	22.1	27.9	2.7
north of Perceval		Wed., 6-08-11	126	23.6	29.4	3
		Thu., 6-09-11	166	23.0	28.7	1
		Fri., 6-10-11	154	22.9	28.9	3
	SB	Sat., 6-11-11	147	23.4	29.1	3
		Sun., 6-12-11	128	22.3	28.7	3
		Mon., 6-13-11	41	20.3	25.0	0
		Average Day	152	22.9	28.7	2.4
		Wed., 6-08-11	274	22.0	26.7	3
		Thu., 6-09-11	272	21.1	25.2	0
		Fri., 6-10-11	262	21.1	25.0	2
	NB	Sat., 6-11-11	249	21.0	25.1	0
		Sun., 6-12-11	231	21.6	25.7	0
On Cavendish		Mon., 6-13-11	36	19.7	24.5	0
about 150 ft		Average Day	265	21,3	25.5	1.0
north of		Wed., 6-08-11	198	22.4	28.0	0
Perceval		Thu., 6-09-11	262	22.0	27.7	1
		Fri., 6-10-11	256	21.6	27.6	1
	SB	Sat., 6-11-11	225	22.4	27.9	1
		Sun., 6-12-11	210	21.7	27.6	0
		Mon., 6-13-11	81	20.3	24.7	0
		Average Day	246	21.9	27.5	0.6
		Wed., 6-08-11	66	19.3	23.7	0_
		Thu., 6-09-11	84	18.8	23.9	0
		Fri., 6-10-11	88	18.8	23.7	0
	EB	Sat., 6-11-11	69_	18.9	24.0	0
		Sun., 6-12-11	75	20.0	24.9	0
On Perceval		Mon., 6-13-11	29	18.0	22.6	0
about 150 ft		Average Day	82	19.1	23.9	0.0
west of		Wed., 6-08-11	81	18.8	23.1	0
Cavendish		Thu., 6-09-11	91	17.9	22.7	0
		Fri., 6-10-11	86	18.5	23.1	0
	WB	Sat., 6-11-11	64	18.7	22.5	0
		Sun., 6-12-11	80	18.9	23.3	0
		Mon., 6-13-11	7	19.7	24.9	0
_		Average Day	82	18.6	23.0	0.0

By long-established national practice as well as the State law respecting the establishment of speed limits, the 85th-percentile speed ideally approximates the speed limit (25 mph here). However, compliance with speed limits on residential streets has historically been less than ideal (one national study found it to average only 17%). Past studies on some streets in Novi have found 85th-percentile speeds in the 31-37 mph range.

Special "traffic calming" actions to reduce speeds – other than the STOP sign installation specifically prohibited for this purpose by the *MMUTCD* – are typically not considered unless the 85th-percentile speed exceeds the speed limit by at least 10 mph. According to the recent speed sampling near the subject intersection, an average of only 1-3 drivers per day typically exceed (25+10=) 35 mph (see last column of Table 1). This is a very small number of serious offenders, constituting 1½% or less of all traffic.

Findings Relative to Other Intersections – As explained in more detail in our memo to Mr. McCusker dated August 6, 2008:

- We determined a Critical Approach Speed on the Cavendish Court approach to Cavendish Avenue West of 14 mph and recommended that the YIELD sign there be replaced by a STOP sign. Unless the raised parking lot causing that sight restriction has since been removed, and we should reevaluate the situation, we stand by our previous recommendation.
- The two intersections adjacent to Crossings Park (Figure 1) warrant special consideration given that the park could be construed a high pedestrian generator under the *MMUTCD's* guidelines for multi-way stop control. Considering the playground and the existing sidewalk pattern around the playground, we recommended all-way stop control at the west intersection of Thatcher Drive and Cavendish Avenue West (where a YIELD sign has existed for several years on the wrong approach), and one-way stop control on the Cavendish Avenue East approach to Thatcher (while the sign-obstructing tree on this approach has since been pruned, the existing YIELD sign has been allowed to remain).

As also documented in our previous memo, we observed several sign maintenance issues throughout the subdivision, which may or may not have been addressed since 2008.

Finally, we respectfully remind you that you will want to verify that all YIELD signs – and both existing and recommended new STOP signs – are supported by traffic control orders, and that the recommended all-way stop installations include the *MMUTCD*-required ALL WAY plates below the STOP signs.

CRASHES REPORTED TO POLICE

Authority: 1949 PA 300, Sec.257.62: Compliance: Required MSP U Penalty: \$100 and/or 90 days (Rev 1	ID-10E		External#		Page 01 of 01 incident ####################################								
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