



## CITY of NOVI CITY COUNCIL

**Agenda Item L**  
**November 14, 2011**

**SUBJECT:** Approval of Traffic Control Orders 11-35 through 11-37 to prohibit on-street parking along portions of 12-1/2 Mile Road and Dixon Road near the 90-degree curve and in front of the emergency access gates for Lakeshore Park.

**SUBMITTING DEPARTMENT:** Department of Public Services, Engineering Division *BTC*

**CITY MANAGER APPROVAL:** *[Signature]* *R14*

**BACKGROUND INFORMATION:**

At the July 18, 2011 City Council meeting, a resident expressed concern about vehicles parked at the 90-degree curve where Dixon Road meets 12 ½ Mile Road. There is a small area on the outside of the curve where some park users park their vehicles. Additional background relating to the specific concerns can be found in the attached memos from Parks, Recreation and Cultural Services Director Jason Mangum dated July 20, 2011 and September 1, 2011 and Deputy Chief Lindberg dated July 19, 2011. A review of the parking and sight distance in the area was conducted.

The enclosed report from the City's traffic consultant recommends the installation of "no parking signs" on both sides of Dixon Road and 12 ½ Mile Road in advance of the curve. The parking along the north and west side of the curve would continue to be permitted, except for the area in front of the gate to provide access for emergency vehicles to this area of the park. An additional sign is proposed for installation at the other emergency access gate on the north side of 12 ½ Mile Road approximately 975 feet east of Dixon Road. The enclosed map provides a summary of the recommendations.

Three traffic control orders have been prepared for approval:

TCO	Description
11-35	No parking in front of emergency access gates located 1) at the corner of 12-1/2 Mile and Dixon Road and 2) on the north side of 12-1/2 Mile Road approximately 975 feet east of Dixon Road.
11-36	No parking on the north side of 12-1/2 Mile from 50 feet east of Dixon Road to 400 feet east of Dixon and no parking on the south side of 12-1/2 Mile Road from Dixon Road to 400 feet east of Dixon Road
11-37	No parking on the north side of 12-1/2 Mile from 50 feet east of Dixon Road to 400 feet east of Dixon and no parking on the south side of 12-1/2 Mile Road from Dixon Road to 400 feet east of Dixon Road

The proposed no parking zones will continue to permit limited parking at the corner of Dixon Road and 12 ½ Mile Road and will allow access to the park from this location. The recommendations have been reviewed by Parks, Recreation & Cultural Services and Police. The new signs will be scheduled for installation following approval of the traffic control orders.

**RECOMMENDED ACTION:** Approval of Traffic Control Orders 11-35 through 11-37 to prohibit on-street parking along portions of 12-1/2 Mile Road and Dixon Road near the 90-degree curve and in front of the emergency access gates for Lakeshore Park.

	1	2	Y	N
<b>Mayor Gatt</b>				
<b>Council Member Casey</b>				
<b>Council Member Fischer</b>				
<b>Council Member Margolis</b>				

	1	2	Y	N
<b>Council Member Mutch</b>				
<b>Council Member Staudt</b>				
<b>Council Member Wrobel</b>				

CITY OF NOVI  
TRAFFIC CONTROL ORDER

       SPEED  
  X   PARKING  
       OTHER

DATE OF ORDER: 11/02/2011

CONTROL NUMBER: 11-35

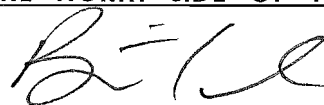
PURSUANT TO CHAPTER NO. 33 OF THE CODE OF ORDINANCES OF THE CITY OF NOVI, MICHIGAN, SAME BEING THE UNIFORM TRAFFIC CODE FOR CITIES, TOWNSHIPS AND VILLAGES OF MICHIGAN AND IN THE INTEREST OF PUBLIC SAFETY AND CONVENIENCE THE FOLLOWING TRAFFIC CONTROL ORDER IS HEREBY ISSUED BY BRIAN COBURN, ENGINEERING MANAGER, DULY AUTHORIZED AS TRAFFIC ENGINEER, BY SEC. 33.141 OF THE AFORESAID CHAPTER.

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.

**12-1/2 MILE ROAD / DIXON ROAD**

AND AFTER SAID INVESTIGATION, IT IS HEREBY ORDERED AND DIRECTED THAT THE DEPARTMENT OF PUBLIC SERVICES ERECT AND MAINTAIN THE NO PARKING SIGN (S) IN ACCORDANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS REQUIRED BY SEC. 33.217 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

**NO PARKING IN FRONT OF EMERGENCY ACCESS GATES LOCATED 1) AT THE CORNER OF 12-1/2 MILE AND DIXON ROAD AND 2) ON THE NORTH SIDE OF 12-1/2 MILE ROAD APPROXIMATELY 975 FEET EAST OF DIXON ROAD.**



\_\_\_\_\_  
Brian Coburn, P.E. - Traffic Engineer

Dated: 11/02/2011

**APPROVED BY CITY COUNCIL**

TRAFFIC CONTROL ORDER NUMBER 11-35 HAVING BEEN PRESENTED TO THE COUNCIL OF THE CITY OF NOVI, MICHIGAN FOR STUDY AND APPROVAL, IS HEREBY APPROVED AND IT IS HEREBY ORDERED AND DIRECTED THAT THIS ORDER BE FILED IN THE OFFICE OF THE CITY CLERK AND A COPY THEREOF IN THE OFFICE OF THE CHIEF OF POLICE OF SAID CITY.

IT IS FURTHER ORDERED AND DIRECTED THAT THIS ORDER SHALL BECOME EFFECTIVE UPON BEING FILED WITH THE CLERK AND UPON ERECTION OF ADEQUATE SIGNS GIVING NOTICE OF THE EXISTENCE OF AFORESAID,

**NO PARKING IN FRONT OF EMERGENCY ACCESS GATES LOCATED 1) AT THE CORNER OF 12-1/2 MILE AND DIXON ROAD AND 2) ON THE NORTH SIDE OF 12-1/2 MILE ROAD APPROXIMATELY 975 FEET EAST OF DIXON ROAD.**

ADOPTED AT THE REGULAR MEETING OF CITY COUNCIL ON 11/14/2011.

By: \_\_\_\_\_, Mayor

By: \_\_\_\_\_  
Maryanne Cornelius, Clerk



**CITY OF NOVI  
TRAFFIC CONTROL ORDER**

           SPEED  
  X   PARKING  
           OTHER

DATE OF ORDER: 11/02/2011

CONTROL NUMBER: 11-37

PURSUANT TO CHAPTER NO. 33 OF THE CODE OF ORDINANCES OF THE CITY OF NOVI, MICHIGAN, SAME BEING THE UNIFORM TRAFFIC CODE FOR CITIES, TOWNSHIPS AND VILLAGES OF MICHIGAN AND IN THE INTEREST OF PUBLIC SAFETY AND CONVENIENCE THE FOLLOWING TRAFFIC CONTROL ORDER IS HEREBY ISSUED BY BRIAN COBURN, ENGINEERING MANAGER, DULY AUTHORIZED AS TRAFFIC ENGINEER, BY SEC. 33.141 OF THE AFORESAID CHAPTER.

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.

**DIXON ROAD**

AND AFTER SAID INVESTIGATION, IT IS HEREBY ORDERED AND DIRECTED THAT THE DEPARTMENT OF PUBLIC SERVICES ERECT AND MAINTAIN THE NO PARKING SIGN (S) IN ACCORDANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS REQUIRED BY SEC. 33.217 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

**NO PARKING ON THE NORTH SIDE OF 12-1/2 MILE FROM 50 FEET EAST OF DIXON ROAD TO 400 FEET EAST OF DIXON AND NO PARKING ON THE SOUTH SIDE OF 12-1/2 MILE ROAD FROM DIXON ROAD TO 400 FEET EAST OF DIXON ROAD**

  
\_\_\_\_\_  
Brian Coburn, P.E. - Traffic Engineer

Dated: 11/02/2011

**APPROVED BY CITY COUNCIL**

TRAFFIC CONTROL ORDER NUMBER 11-37 HAVING BEEN PRESENTED TO THE COUNCIL OF THE CITY OF NOVI, MICHIGAN FOR STUDY AND APPROVAL, IS HEREBY APPROVED AND IT IS HEREBY ORDERED AND DIRECTED THAT THIS ORDER BE FILED IN THE OFFICE OF THE CITY CLERK AND A COPY THEREOF IN THE OFFICE OF THE CHIEF OF POLICE OF SAID CITY.

IT IS FURTHER ORDERED AND DIRECTED THAT THIS ORDER SHALL BECOME EFFECTIVE UPON BEING FILED WITH THE CLERK AND UPON ERECTION OF ADEQUATE SIGNS GIVING NOTICE OF THE EXISTENCE OF AFORESAID,

**NO PARKING ON THE NORTH SIDE OF 12-1/2 MILE FROM 50 FEET EAST OF DIXON ROAD TO 400 FEET EAST OF DIXON AND NO PARKING ON THE SOUTH SIDE OF 12-1/2 MILE ROAD FROM DIXON ROAD TO 400 FEET EAST OF DIXON ROAD**

ADOPTED AT THE REGULAR MEETING OF CITY COUNCIL ON 11/14/2011.

By: \_\_\_\_\_  
; Mayor

By: \_\_\_\_\_  
Maryanne Cornelius, Clerk



# Proposed Parking Prohibition

12-1/2 Mile and Dixon



Map Author: Brian Coburn  
Date: 11/02/11

#### MAP INTERPRETATION NOTICE

Map information depicted is not intended to replace or substitute for any official or primary source. This map was intended to meet National Map Accuracy Standards and use the most recent, accurate sources available to the people of the City of Novi. Boundary measurements and area calculations are approximate and should not be construed as survey measurements performed by a licensed Michigan Surveyor as defined in Michigan Public Act 132 of 1970 as amended. Please contact the City GIS Manager to confirm source and accuracy information related to this map.



**City of Novi**

Engineering Division  
Department of Public Services  
26300 Delwal Drive  
Novi, MI 48375  
cityofnovi.org



1 inch = 200 feet



# MEMORANDUM

DATE: October 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: **Parking Prohibitions on Dixon and 12½ Mile Roads Near Their Intersection**

---



**BIRCHLER ARROYO  
ASSOCIATES, INC.**

At your request, we have investigated the above two roads within 600 ft of their intersection at a low-speed right-angle curve (see Figures 1-5 attached). Both roads have a low-grade paved driving surface only about 16 ft wide, bordered along much of their length by 2-3-ft-wide gravel shoulders and numerous mature trees. Both roads are classified in the City's latest Thoroughfare Plan as Scenic Drive Roads and carry a 30-mph posted speed limit.

This investigation was prompted by a resident's concern with roadside parking occurring due to the non-motorized entry point for Lakeshore Park that is located on the outside of the curve (Figures 1 and 4). While there is space in the gravel "eyebrow" on the outside of the curve to safely permit some parking, significant parking occurring elsewhere along extended sections would clearly pose a traffic safety issue, as it would effectively reduce the road to one lane without reasonable opportunities for vehicles moving in opposite directions to pass one another. Also, parking on the east and/or south sides of the two roads could limit the sight distance around the curve even more than the trees now do.

## Recommendations

1. A total of nine No Parking signs should be installed, as shown in red on Figure 1:
  - a. The six signs numbered 1 are intended to be the smallest available standard signs, the 12"x12" No Parking Symbol (R8-3a) sign. These would be placed on both sides of Dixon 300 ft south of the southbound speed limit sign, on the east side of Dixon opposite that speed limit sign, on the south side of 12½ Mile near the east end of the curve, and on both sides of 12½ Mile 300 ft further east.
  - b. The two signs numbered 2 are intended to be a 12"x18" NO PARKING ANY TIME (R7-1) sign including a horizontal arrow below the legend, suffix L indicating an arrow to the left and suffix R indicating an arrow to the right. The 2R sign should face generally southwest so the arrow makes sense while affording persons looking east a view of the sign. Similarly, the 2L sign should face generally northeast; if such a mounting is infeasible on the existing speed limit sign post, a new post should be installed about 10 ft north and set back slightly more from the road edge so as to not obstruct a driver's view of the speed limit sign.
  - c. Finally, the one sign numbered 3 is intended to be a customized sign mounted directly on the emergency access gate. This sign should consist of red legend and border on a white background, and read "NO PARKING IN FRONT OF GATE".

2. A Traffic Control Order should be prepared to ensure the enforceability of the new signs. Given the recommended sign locations, we believe that the TCO can and should prohibit parking in front of the emergency gate on the eyebrow; along the west side of Dixon to a point 400 ft south of the curve; along the north side of 12½ Mile to a point 400 ft east of the curve; and along the east side of Dixon and south side of 12½ Mile, from a point 400 ft south of the curve, through the inside of the curve to a point 400 ft east of the curve (notice that in each case, the no parking zone extends 100 ft beyond the last No Parking sign).

### **Supporting Observations and Analyses**

Arriving in the study area at 2:55 p.m. on a recent sunny and warm Sunday afternoon (10-9-11), we observed only four parked vehicles, all positioned well off the road in the gravel eyebrow. During our reconnaissance, it became evident that only two of the four vehicles were related to bicycling within Lakeshore Park. If significant numbers of vehicles attempt to park in the area for recreational reasons, our observations would suggest that it must be only for certain special events.

While problematic roadside parking may be rare, it remains a matter of concern relative to traffic safety (for the reasons cited in the introduction above). To provide a sound, unquestionable legal basis for police enforcement in such situations – while minimizing the negative impacts of additional signage on area aesthetics – we are recommending a minimum number of small No Parking signs. Once installed, experience will show if the recommended signs prove adequate; if need be, the sign spacing could be halved or extended further south and/or east.



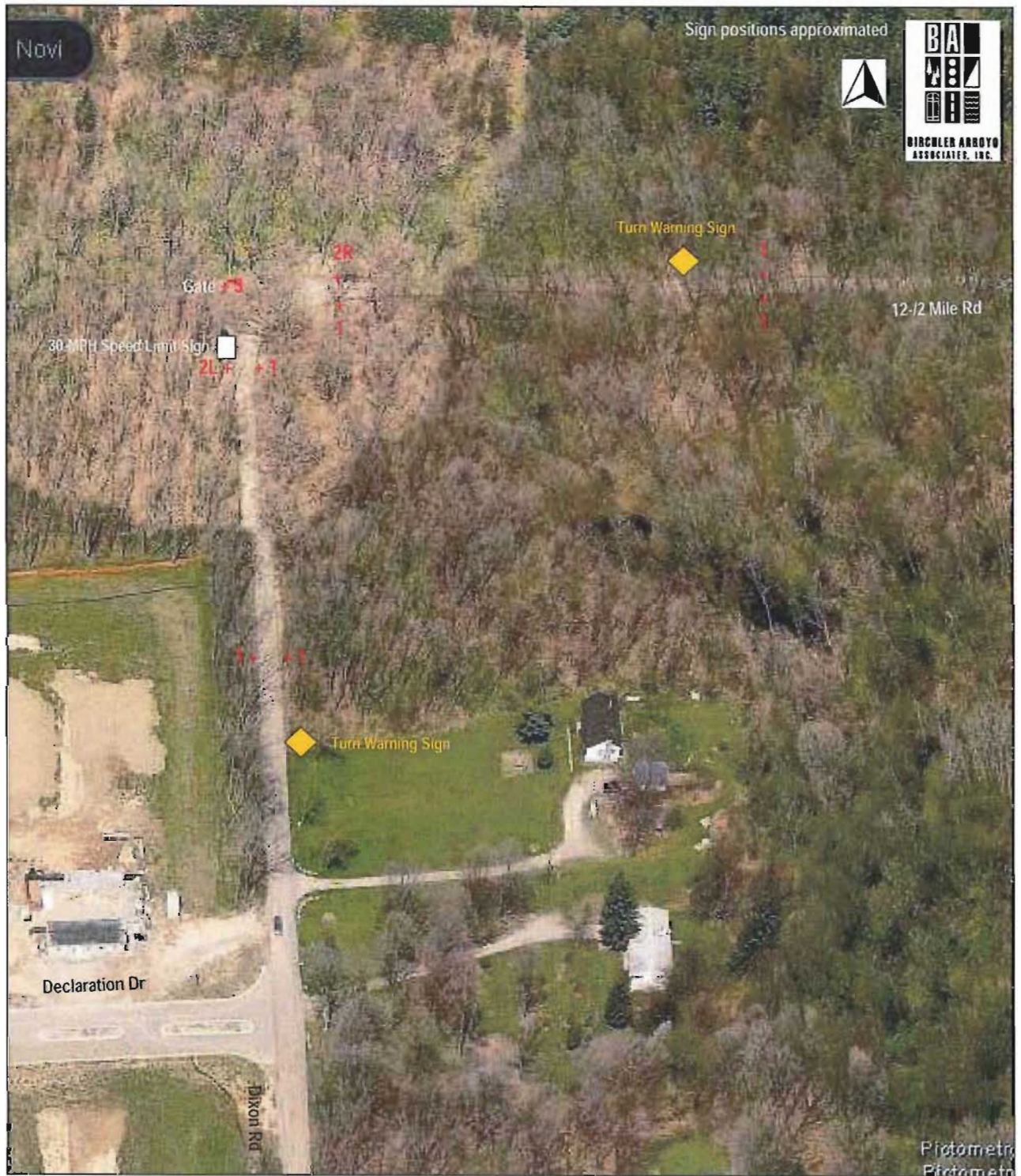


Figure 1. Birdseye View of Dixon at 12-1/2 Mile Road





Figure 2. Looking North on Dixon from the Vicinity of Declaration Drive

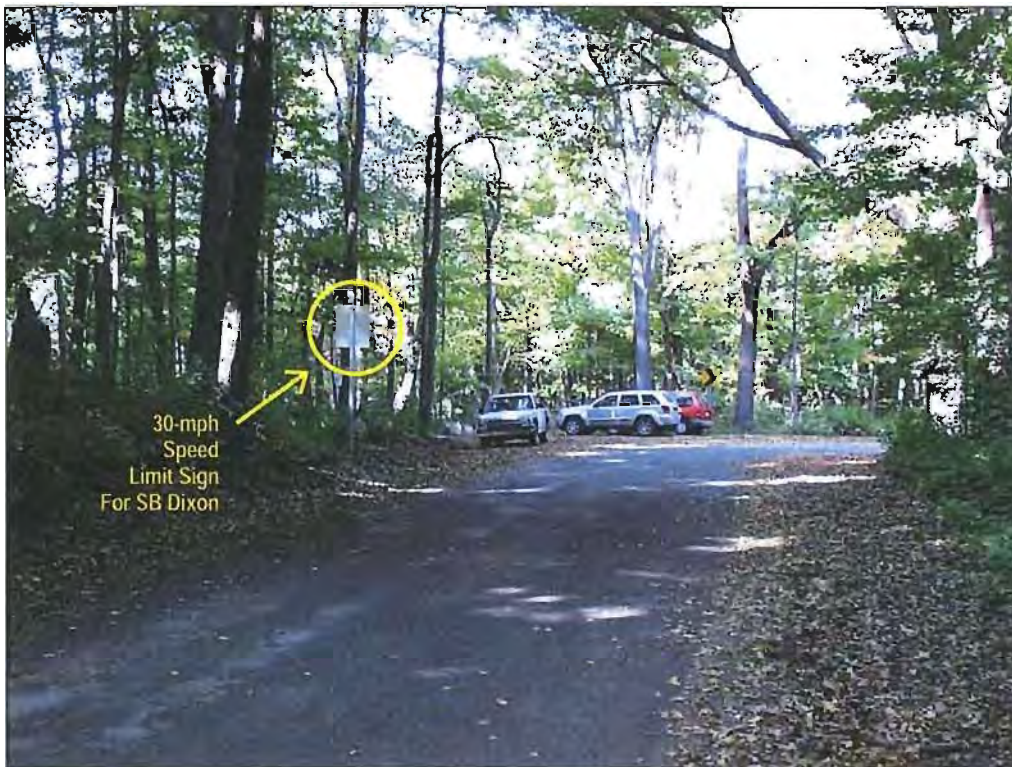


Figure 3. Looking North at Dixon / 12½ Mile Curve



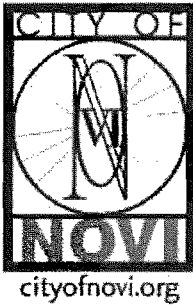


Figure 4. Parking "Eyebrow" and Emergency Access Gate



Figure 5. Eyebrow Viewed from 12½ Mile Road

## MEMORANDUM



**TO:** CLAY PEARSON, CITY MANAGER  
**FROM:** JASON S. MANGUM CPRP, PRCS DIRECTOR *JSM*  
**SUBJECT:** DIXON ROAD/ 12 ½ MILE TRAIL ACCESS  
**DATE:** JULY 20, 2011

*7/20/11  
To = Mayor & City  
Council Member  
Background on the  
access part of citizen  
comments Monday. More  
to come,  
working on  
vehicle speeds  
too.  
[Signature]*

---

At the 7/18/2011 City Council Meeting, a longtime resident, Ray Garcia, spoke to council regarding concerns with traffic speeds and parking at Dixon Rd and 12 ½ Mile Rd. In response to his comments I visited the area in question as it pertains to the trails at Lakeshore Park.

There are two access gates into Lakeshore Park in that area. One is located about half way between Dixon Road and Novi Road (access point 1). The other one in questions is located at the intersection of Dixon and 12 ½ Mile road (access point 2). After speaking with parks staff I learned that both access points are considered emergency access to the trails for the purpose of allowing emergency vehicles to reach a greater portion of the 10 miles of single-track mountain biking trails (see attached map).

Access point 1 is the former utility road used when the property was used as a tree farm. This access point has recently been mowed to allow access to trails being used in this weekend's Michigan Mountain Biking Association (MMBA) race, but does not show any other evidences of impact or use. This is shown as a utility road on Google Maps.

After visiting the location I noticed that access point 2 has evidence of parking and mountain bike activity. There has been some surface improvements done between the "parking area" and the single track trail and it appears that there is significant use in the area. It is assumed that the high levels of use are a result of trail users gaining access to trails without paying the fee at the Lakeshore Park contact station (see photos).



I have contacted the president of MMBA and have set up a tentative meeting to discuss the trails at Lakeshore Park and the partnership between the city and the MMBA and will discuss parking at 12 ½ and Dixon at that time. There is a concern that cars parked in this area may prohibit emergency vehicles from entering the park at this location.

After meeting with MMBA I will work with Public Safety and DPS to determine the best solution for this issue.



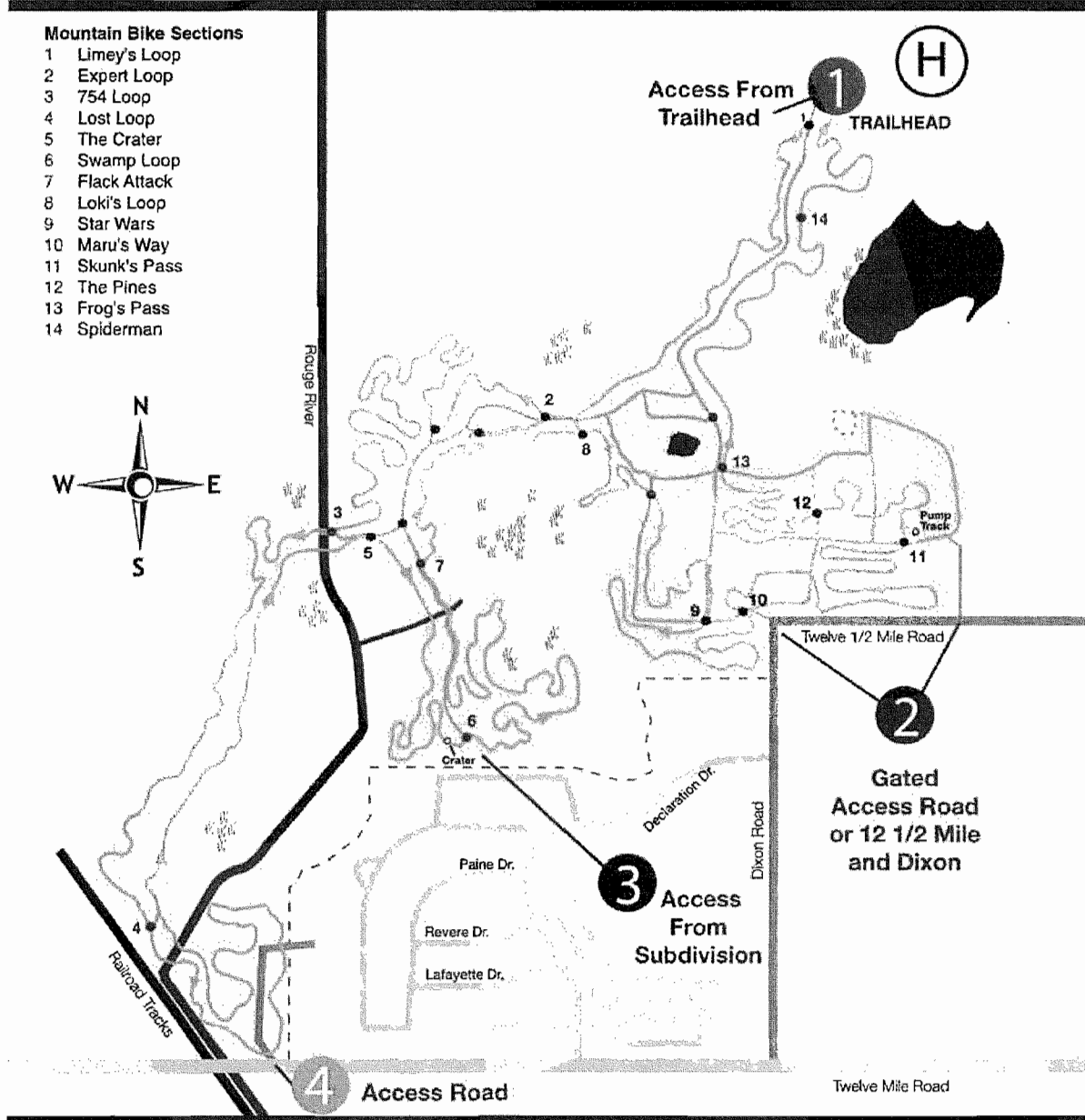
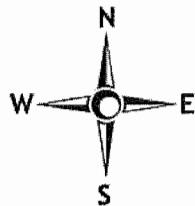
# Lakeshore Park



## Emergency Services Map

### Mountain Bike Sections

- 1 Limey's Loop
- 2 Expert Loop
- 3 754 Loop
- 4 Lost Loop
- 5 The Crater
- 6 Swamp Loop
- 7 Flack Attack
- 8 Loki's Loop
- 9 Star Wars
- 10 Maru's Way
- 11 Skunk's Pass
- 12 The Pines
- 13 Frog's Pass
- 14 Spiderman



### Emergency Access Zones

Zone 1 - Green

Access From Trailhead

Zone 2 - Blue

Access From old tree farm gate on Twelve 1/2 Mile Road or from the corner of 12 1/2 Mile and Dixon

Zone 3 - Red

Access From Liberty Park Subdivision

Zone 4 - Orange

Access from gravel access road off of 12 Mile Road

Technical Single Track  
(Single Direction for Bicycles)

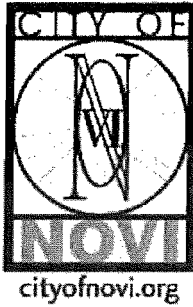
Multi-Use Trail  
Use for Emergency Access

Trail Map

Mountain Bike Trail Feature  
 Mountain Bike Trail Direction

Helicopter Landing Site

# MEMORANDUM



TO: DAVID E. MOLLOY,  
DIRECTOR OF PUBLIC SAFETY/CHIEF OF POLICE  
FROM: THOMAS C. LINDBERG, DEPUTY CHIEF OF POLICE  
SUBJECT: DIXON ROAD TRAFFIC  
DATE: JULY 19, 2011

7/21/11  
To: Mayor & City Council Members

FYI on reviewing speeds on Dixon and 12 1/2.

On July 18, 2011, Mr. Ray Garcia attended the City Council meeting and spoke of two traffic related issues occurring in the area of Dixon Road and 12 1/2 Mile Road. He and his wife are long-time residents of Dixon Road. The first issue they brought up was his perception of vehicles traveling too fast on Dixon. Mr. Garcia believes this may be due to drivers not knowing what the speed limit is as there is a lack of speed limit signs in the area. The second issue of his was vehicles parking at the corner of Dixon and 12 1/2 Mile to access the bike paths located on the south side of Lakeshore Park.

I met with Mr. Garcia after the meeting and he reiterated his concerns stating there are families with young children that play in the yards and he's concerned for their safety with the traffic on the roadway. He stated he is pleased with the number of times he has been seeing police patrols in the area, however remains concerned about posting the speed limit. Mr. Garcia's one wish was to have a speed limit sign; he thinks 25mph, posted on Dixon Road half way between Twelve Mile and 12 1/2 Mile Road. Although these roads are not heavily traveled, he believes there has been an increase of motorists as a result of Carleton Way and Liberty Park being developed.

There is one 25mph speed limit sign posted on 12 1/2 Mile Road just west of Novi Road. There are no other speed limit signs posted in any other location for either roadway. In the absence of having a posted speed limit, state law dictates that the Prima Facia speed motorists must follow is 55mph. While consulting with Engineering, it was learned there is a Traffic Control Order (TCO) on file dated in 1990 which ordered the speed limit to be 30mph on Dixon but there are no TCO's of any kind for 12 1/2 Mile which ironically is the one that has the TCO. Engineering will continue to research documents to determine what the

legal speed limit is and/or conduct a traffic study to determine what limit would be appropriate. This is a large lot residential area, however all homes have an extended set-back from the roads. Additionally, the surface of the road is rough with several areas being very uneven. There are multiple different surfaces on both roads, some being chip seal, some asphalt and the rest gravel road. Being designated Natural Roadway there is significant growth of trees that extend over and close to the roadway. Taking all these factors into account the lower speed limit of 30mph seems to be most appropriate.

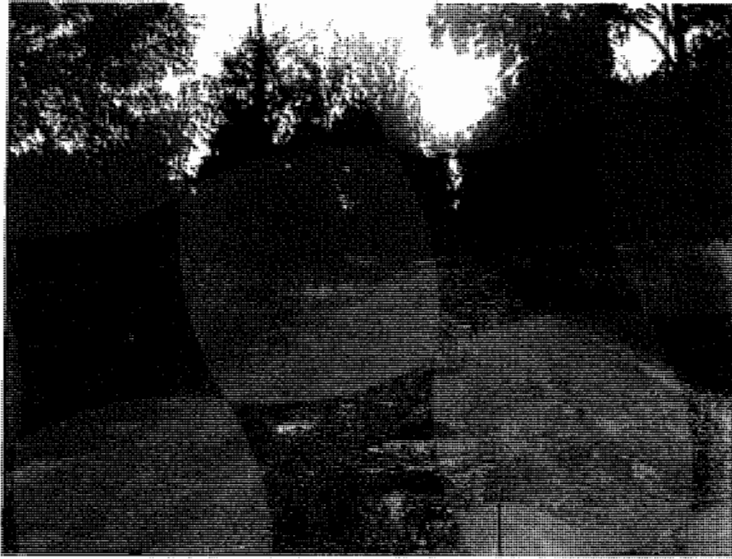
*To be verified  
documented or  
not*

The district officers were made aware of the situation and will continue to have a significant presence in the area. They will not be able to take speed enforcement action until the appropriate signs are posted with a TCO being issued. However, all other violations will be enforced and monitored in the entire area. Due to the condition of the roadway it is unlikely vehicles would be traveling extremely fast, however they may be able to exceed the 30mph which would be the most appropriate for these roads.

In relation to the parking concerns of Mr. Garcia, I have spoken to Jason Mangum as well as Brian Coburn. Jason is going to research the situation with Brian to determine how much of the area located at Dixon and 12 ½ Mile is appropriate for informal parking. He will be creating a document with his recommendation that best suites the area and customers of the park. As you can see from the attached photos there is an area off the roadway that can accommodate a small number of parked vehicles. The areas to the east and south of this location will need to be posted as no parking as this would create issues for other vehicles traveling the roadway. To date I am not aware of any instances where a resident has called our department with a parking complaint in this area or any officers taking enforcement action as a result of parked cars causing a hazard.

I will continue to work with our staff as well as Jason Mangum and Brian Coburn to create a solution to both these concerns.

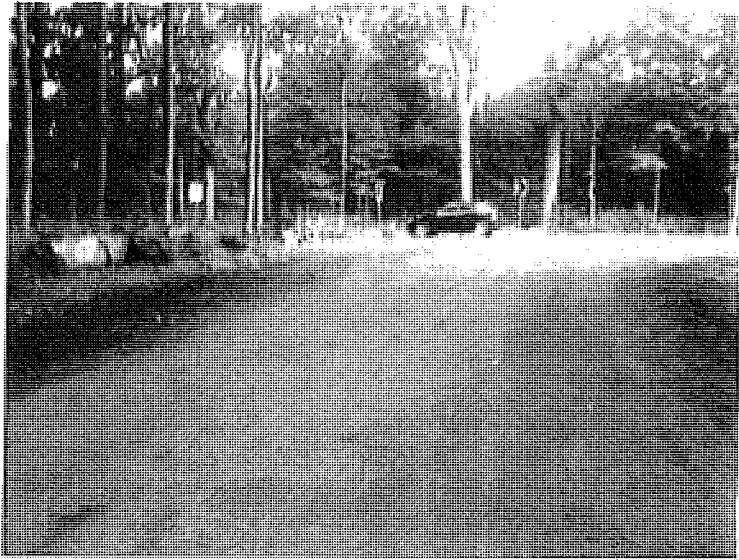




12 ½ Mile Road view to  
the west



Emergency access gate  
– off the Dixon Road  
and 12 ½ Mile Road  
Corner



Dixon Road view to the north

**MICHIGAN VEHICLE CODE (EXCERPT)**  
**Act 300 of 1949**

**257.627 Speed limitations.**

Sec. 627. (1) A person operating a vehicle on a highway shall operate that vehicle at a careful and prudent speed not greater than nor less than is reasonable and proper, having due regard to the traffic, surface, and width of the highway and of any other condition then existing. A person shall not operate a vehicle upon a highway at a speed greater than that which will permit a stop within the assured, clear distance ahead.

(2) Except in those instances where a lower speed is specified in this chapter or the speed is unsafe pursuant to subsection (1), it is prima facie lawful for the operator of a vehicle to operate that vehicle at a speed not exceeding the following, except when this speed would be unsafe:

(a) 25 miles per hour on all highways in a business district as that term is defined in section 5.

(b) 25 miles per hour in public parks unless a different speed is fixed and duly posted.

(c) 25 miles per hour on all highways or parts of highways within the boundaries of land platted under the land division act, 1967 PA 288, MCL 560.101 to 560.293, or the condominium act, 1978 PA 59, MCL 559.101 to 559.276, unless a different speed is fixed and posted.

(d) 25 miles per hour on a highway segment with 60 or more vehicular access points within 1/2 mile.

(e) 35 miles per hour on a highway segment with not less than 45 vehicular access points but no more than 59 vehicular access points within 1/2 mile.

(f) 45 miles per hour on a highway segment with not less than 30 vehicular access points but no more than 44 vehicular access points within 1/2 mile.

(3) It is prima facie unlawful for a person to exceed the speed limits prescribed in subsection (2), except as provided in section 629.

(4) A person operating a vehicle in a mobile home park as defined in section 2 of the mobile home commission act, 1987 PA 96, MCL 125.2302, shall operate that vehicle at a careful and prudent speed, not greater than a speed that is reasonable and proper, having due regard for the traffic, surface, width of the roadway, and all other conditions existing, and not greater than a speed that permits a stop within the assured clear distance ahead. It is prima facie unlawful for the operator of a vehicle to operate that vehicle at a speed exceeding 15 miles an hour in a mobile home park as defined in section 2 of the mobile home commission act, 1987 PA 96, MCL 125.2302.

(5) A person operating a passenger vehicle drawing another vehicle or trailer shall not exceed the posted speed limit.

(6) Except as otherwise provided in this subsection, a person operating a truck with a gross weight of 10,000 pounds or more, a truck-tractor, a truck-tractor with a semi-trailer or trailer, or a combination of these vehicles shall not exceed a speed of 55 miles per hour on highways, streets, or freeways and shall not exceed a speed of 35 miles per hour during the period when reduced loadings are being enforced in accordance with this chapter. However, a person operating a school bus, a truck, a truck-tractor, or a truck-tractor with a semi-trailer or trailer described in this subsection shall not exceed a speed of 60 miles per hour on a freeway if the maximum speed limit on that freeway is 70 miles per hour.

(7) Except as otherwise provided in subsection (6), a person operating a school bus shall not exceed the speed of 55 miles per hour.

(8) The maximum rates of speeds allowed under this section are subject to the maximum rate established under section 629b.

(9) A person operating a vehicle on a highway, when entering and passing through a work zone described in section 79d(a) where a normal lane or part of the lane of traffic has been closed due to highway construction, maintenance, or surveying activities, shall not exceed a speed of 45 miles per hour unless a different speed limit is determined for that work zone by the state transportation department, a county road commission, or a local authority, based on accepted engineering practice. The state transportation department, a county road commission, or a local authority shall post speed limit signs in each work zone described in section 79d(a) that indicate the speed limit in that work zone and shall identify that work zone with any other traffic control devices necessary to conform to the Michigan manual of uniform traffic control devices. A person shall not exceed a speed limit established under this section or a speed limit established under section 628 or 629.

(10) Subject to subsections (1) and (2)(c), speed limits established pursuant to this section are not valid unless properly posted. In the absence of a properly posted sign, the speed limit in effect shall be the general speed limit pursuant to section 628(1).

(11) Nothing in this section prevents the establishment of an absolute speed limit pursuant to section 628. Subject to subsection (1), an absolute speed limit established pursuant to section 628 supersedes a prima facie

speed limit established pursuant to this section.

(12) Nothing in this section shall be construed as justification to deny a traffic and engineering investigation.

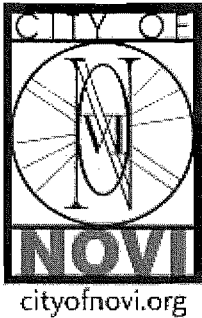
(13) As used in this section, "vehicular access point" means a driveway or intersecting roadway.

(14) A person who violates this section is responsible for a civil infraction.

**History:** 1949, Act 300, Eff. Sept. 23, 1949;—Am. 1957, Act 190, Eff. Sept. 27, 1957;—Am. 1959, Act 76, Eff. Mar. 19, 1960;—Am. 1962, Act 120, Eff. Mar. 28, 1963;—Am. 1966, Act 223, Imd. Eff. July 11, 1966;—Am. 1974, Act 28, Imd. Eff. Mar. 2, 1974;—Am. 1976, Act 190, Imd. Eff. July 8, 1976;—Am. 1978, Act 510, Eff. Aug. 1, 1979;—Am. 1986, Act 92, Eff. June 5, 1986;—Am. 1988, Act 460, Imd. Eff. Dec. 27, 1988;—Am. 1990, Act 165, Imd. Eff. July 2, 1990;—Am. 2003, Act 315, Eff. Apr. 8, 2004;—Am. 2004, Act 62, Imd. Eff. Apr. 13, 2004;—Am. 2006, Act 19, Eff. Nov. 9, 2006;—Am. 2006, Act 85, Eff. Nov. 9, 2006.



# MEMORANDUM



**TO:** CLAY PEARSON, CITY MANAGER  
**FROM:** JASON S. MANGUM CPRP, PRCS DIRECTOR *JSM*  
**SUBJECT:** DIXON ROAD/ 12 ½ MILE TRAIL ACCESS  
**DATE:** SEPTEMBER 1, 2011

9/1/2011  
To: Mayor and City  
Council members  
Review on Dixon and  
12 1/2 parking and  
vehicle traffic a work in  
progress. Clay

At the 7/18/2011 City Council Meeting resident Ray Garcia spoke to the City Council regarding his concerns with traffic speeds and parking at Dixon Rd and 12 ½ Mile Rd. I have also had discussions with another resident, Ron Baer, who lives on 12 ½ Mile who had similar complaints about parking and riders who use the trail late at night.

On August 5, 2011, I met with Dave Cox and Loren Konkus from the Michigan Mountain Biking Association to discuss the issues with mountain bikers accessing trails from the 12 ½ Mile/ Dixon Road area. We discussed concerns with cars blocking emergency access gates and riders accessing the trails and from Lakeshore Park. In the spirit of partnership, I asked them to contact their membership and educate riders on the importance of leaving access for emergency vehicles and accessing the trails from Lakeshore Park. Since then I have visited the area in question several times and have seen a greatly reduced number of vehicles parking in the area. Tom Lindberg reported that the police department has also been taking note of the area and report that there are often cars parked there but usually no more than two or three at a time, these cars, however continue to block the emergency access points.

I have spoken with Brian Coburn about the need for no parking signs to keep the emergency access clear. He will be conducting a survey of the area and be providing recommendations for potential parking restrictions.