

ODWNA Neighborhood Meeting Minutes

Date: Wednesday November 16, 2011

Place: Winchell Elementary Library

Board Members-

Present: Barb McCrea, Co-President; Peter Kushner, Secretary; Diana Morton-Thompson, Treasurer, Tom Keyser, Pat Klein, Deb Klug, Chris Shook, Cindy Shook.

Excused: Larry Ross, Co-President



- I. **Call to Order:** Barb McCrea, Co-President 7:03pm
- II. **Secretary's Report**
 - We now have 354 eNews subscribers
 - Past Association meeting notes are now being posted to the Association website (as of 09-11)
- III. **Treasurer's Report**
 - Association account balance stands at \$1,113.92
- IV. **Guest Speakers:** Fred Nagler, City Engineer & Jim Hoekstra, Traffic Engineer, "Traffic in our Neighborhood"
 - Background; Fred works for the City's Public Services division in the traffic department. Jim is employed by both the City and the County and oversees signage, striping, signals, parking permits, etc.
 - **For signs and signals, the City holds to the strict criteria of the Michigan Manual on Uniform Traffic Control Devices (MMUTD), a federally based manual.**
 - The MMUTD has four warrants for determining if a "stop" sign is warranted:
 - If it is needed as an interim measure before a signal is placed at the intersection
 - Accident count – number reported in a 12 month period
 - Minimum volume – for 8 hours in a 24 hour period
 - 80% - does the intersection meet 80% of the 2nd and 3rd warrant
 - Traffic studies done for the three intersections that had temporary stop signs placed at them this summer during the Parkview Ave. construction (Winchell/Rambling, Winchell/Lorraine, and Winchell/Aberdeen) found that none of the intersections qualified for stop signs.
 - Jim & Fred told us that the City cannot deviate from MMUTD because:
 - They could be held liable for placing signs, etc. against the warrants of the MMUTD
 - They could lose federal road funding by not following the manual
 - Would break from consistency throughout the City
 - Questions arose as to when the study was conducted (during school or when school not in session. They did not know but told us they would find out and if not during school, perhaps a new study could be conducted)
 - Major neighborhood concerns for the intersections and the neighborhood at-large included:
 - Cars not stopping at all
 - Walkers "right of way" being ignored by drivers
 - Speed of traffic on Oakland Dr.
 - Children's lack of crossing spots on Oakland Dr. to Maple St. School
 - Possible solutions that Jim and Fred suggested:
 - Do a posted speed review
 - Driver education
 - Speed enforcement
 - Add a crossing guard
 - Shorten the crossing distance
 - Re-engineer the intersection
 - Look into adding "calming" measures for traffic:
 - Horizontal and/or vertical changes to the road surface
 - Summary of Presentation:
 - City can't/won't add a stop sign if the study doesn't meet the warrants of the MMUTD
 - Can look at "calming" methods

- Neighborhood plan of action:
 - An ODWNA Ad Hoc Traffic Committee was established to:
 - Continue to pursue our options
 - Request speed enforcement

V. **Old Business:** None

VI. **New Business:** Tom Keyser, Board member, presented a display that visually showed some of the issues and traffic challenges to the Winchell/Rambling intersection

VII. **Public Comments:** None

VIII. **Adjournment:** 8:34pm

Respectfully Submitted,
Peter Kushner, ODWNA Secretary