



From: Paul G. Shumejko, MBA, M.S., P.E., PTOE, Transportation Engineering Manager
To: Kristen Kapelanski, AICP, Manager of Planning
Date: May 31, 2019
Re: Cumberland Village, City File #17-019, Section 27
Livernois Rd Access Options

A question was posed at the May 21, 2019 Planning Commission meeting regarding the necessity for a secondary full access driveway off Livernois Rd south of the main boulevard entrance. During the construction plan process, the following options were reviewed and are listed below in order of preference from a traffic and safety perspective:

Option 1 – Gated Emergency Access

- Promotes traffic safety by reducing the number of potential traffic crash conflict points at Livernois Rd from two down to one.
- The proposed site is calling for 57 homes and requires a secondary access point per the adopted fire prevention ordinance. Per discussion with the Fire Department, developments with more than 30, one or two family dwellings units shall be provided with separate and approved fire apparatus access roads. The purpose of the secondary access point is to comply with the international fire codes and is not a traffic engineering requirement.
- The secondary access for this site is not required from a traffic engineering perspective.
- For comparison purposes, Foxboro subdivision, located off Walton Blvd in CITY section 8, is an existing similar sized subdivision with a boulevard entrance that has never experienced internal traffic related issues. Foxboro has 54 existing homes compared to the 57 proposed with the Cumberland Village site (see attached map).

Option 2 – Right-in/Right-out Only (RI/RO)

- When warranted, RI/RO entrance configurations are typically constructed at commercial type driveway approaches and generally not at public or private street entrances.
- Non-compliance rates for RI/RO drive approaches can be high. At commercial site developments, motorists often disregard the RI/RO traffic control devices.
- Typically requires additional enforcement by the Oakland County Sherriff Office (OCSO) to garner compliance, which can be an issue with limited resources available.

Option 3 – Full Access

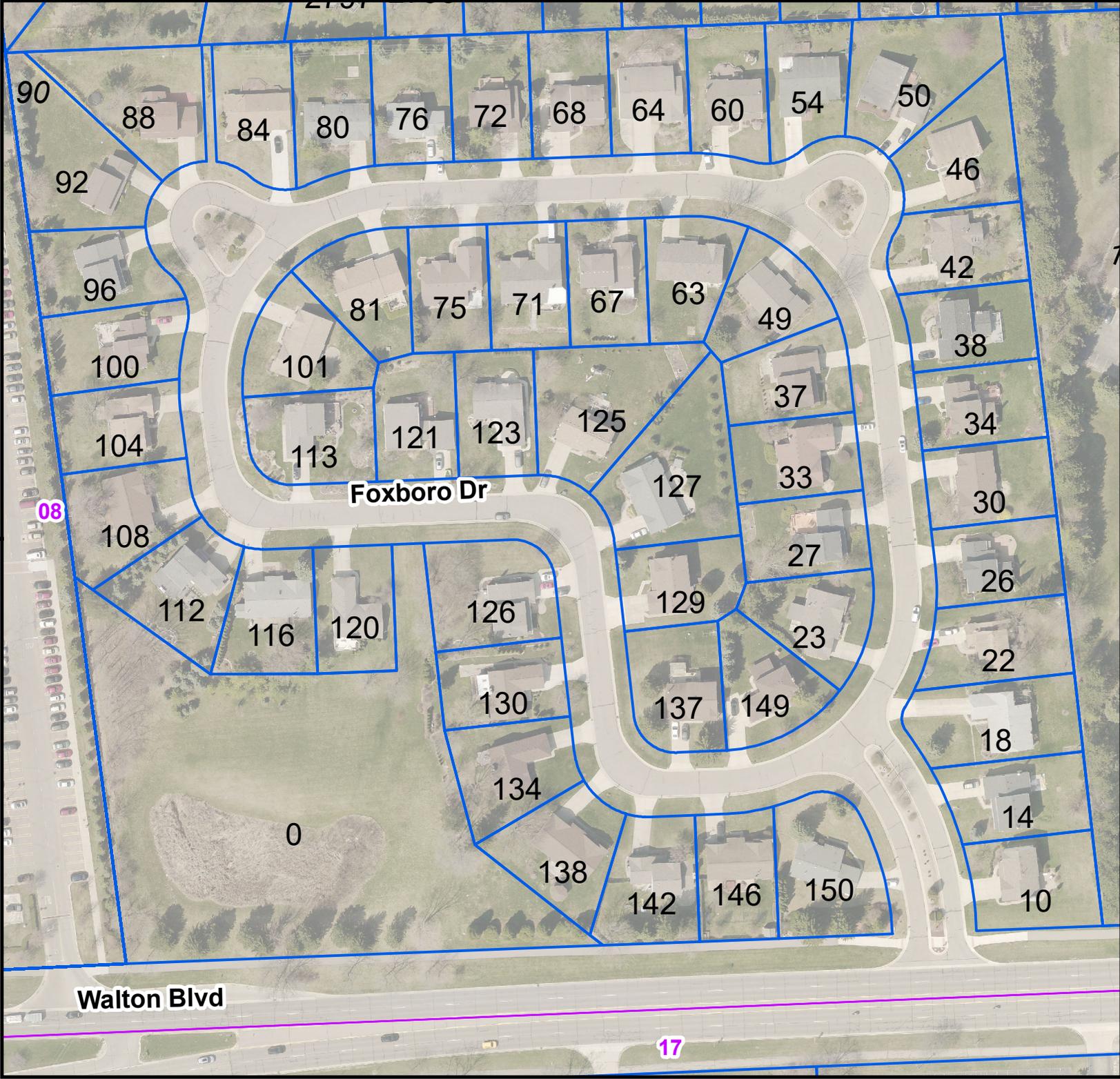
- Creates additional turning movements onto Livernois Rd, which creates additional conflict points and the potential for more crashes.
- Limiting the number of access points onto Livernois Rd assists with allowing the free flowing traffic that is entering and exiting from the roundabout to focus their attention on a single access point.

PGS/

c: Allan E. Schneck, P.E., Director; DPS
Tracey Balint, P.E., Public Utilities Engineering Mgr.; DPS
Nick Costanzo, Engineering Aide; DPS
Jason Boughton, AC, Engineering Utilities Coordinator

Paul Davis, P.E. City Engineer/Deputy Director; DPS
Paul G. Shumejko, PTOE, Transportation Eng. Mgr.; DPS
Keith Depp, Project Engineer; DPS
Bill Cooke, Assistant Chief/Fire Marshall; RHFD

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FoxBoro Subdivision
Section 8



1 inch = 125 feet



Homes within Foxboro: 54

Legend

-  Parcels
-  Section Number