

DRAFT MINUTES
Advisory Traffic and Safety Board
September 8, 2009

2009-0352 - Review of Yield Signs in Easthampton Subdivision

Mr. Franklin asked if there was any signage there now. Mr. Shumejko responded that there were two YIELD signs there. He explained that in June they got a traffic request from the homeowners' association president, Larry Mercer, to review two of the intersections for possibly changing the signage from YIELD signs to STOP signs. They were at two intersections with Norcross Drive; one with its intersection with Wentworth, and the other at its intersection with Hillsborough. Mr. Shumejko then read the staff report.

On June 10, 2009 the Traffic Engineering Department received a Traffic Information Survey submitted by Mr. Larry Mercer with the Easthampton Homeowners Association citing that there were several near traffic crashes and traffic conflicts at the intersections of Norcross Drive / Hillsborough Drive and Norcross Drive / Wentworth Drive.

A traffic field study was performed to determine if a change in the type of regulatory controls is warranted for the above two intersections to change them from yield to stop signs as warranted by the latest edition of Michigan Manual of Uniform Traffic Control Devices (MMUTCD). Traffic crash history was reviewed with TIA TCATS for a three (3) year period from 2006-2008 (attached) and no traffic crashes were found at either of the above intersections.

Based upon the review, the following is the recommendation for the type of regulatory traffic control device (stop/yield sign) for each intersection with recorded available safe sight distance:

1) Intersection of Norcross Drive at Hillsborough Drive:

Intersection safe sight distance was measured for 131' westerly (as restricted by parked vehicles within roadway and driveway fronting 997 Hillsborough Drive) and 364' easterly (as restricted by horizontal curvature).

Note: Several sight inspections were made to review the conditions within the field, and found parked vehicles to be a common occurrence at the intersection. No other sight obstructions exist at either of the intersection quadrants that adversely impact the intersection safe approach speeds.

Recommend: Norcross Drive to stop for Hillsborough Drive as a result of limited sight visibility caused by parked vehicles within the roadway and driveway fronting 997 Hillsborough Drive.

Mr. Shumejko clarified that there were two issues: the limited sight distance with the vehicles parked in the roadway, but also due to the location of the home at the corner, the vehicles parked

in the driveway also restricted the sight distance. We didn't want to recommend posting NO PARKING signs up and down that entire street because number one, we don't want to put the restrictions out there because then you are just chasing the problem and people are going to park further down the street. Secondly, the bigger issue was that we felt that there was no realistic way to restrict the driver from parking within his own driveway. For that reason we recommend that this signage be switched from a YIELD sign to a STOP sign.

2) Intersection of Norcross Drive at Wentworth Drive:

The safe intersection sight distance was measured for 245'+ northerly and 400'+ southerly. At this time, no permanent sight obstructions exist at the intersection quadrants that would adversely impact the intersection safe approach speeds.

Recommend: No change in regulatory traffic control at this intersection.

Mr. Shumejko summarized that essentially they are recommending the sign at Hillsborough be switched out from a YIELD to a STOP sign, and the sign at Wentworth to remain the same.

Vice Chairperson Moore asked if there were any discussion of the matter. Hearing none, he asked for a motion.

Motion by Franklin, Seconded by Hunter to approve the issuance of SS-143 and to recommend that the City Council approves the TCO until rescinded or superseded.

Ayes: All

Nays: None

Absent: Cardimen, Colling

MOTION IS CARRIED