

**Village of Bellaire**  
**STREETS AND MOTOR POOL COMMITTEE**

Dave Ciganick, Chairman

Bryan Hardy

Eldon McPherson

**COMMITTEE MEETING MINUTES**  
**January 22, 2015 at 8:30 a.m.**

1. **Call to Order:** The meeting was called to order at 8:33 a.m. by Trustee McPherson.
2. **Attendance**
  - Present:** Chairman Ciganick (arrived at 8:50 a.m.), Trustee Hardy, Trustee McPherson
  - Absent:** None
  - Staff Present:** Lori Luckett Clerk, Ken Stead, DPW Superintendent, Cathy Odom, Treasurer, Brad Rowe, Chief of Police
  - Also Present:** Garrett Dawe, MDOT Engineer, Mary Lajko, MDOT, Jeremy Wiest, MDOT
3. **Approval of Agenda:** The agenda was approved.

**Motion by Trustee Hardy, seconded by Trustee McPherson, to approve the agenda as presented.**  
**Motion carried by voice vote.**
4. **Approval of Minutes:** The minutes were approved as amended.

**Motion by Trustee Hardy, seconded by McPherson, to approve the minutes of January 6, 2015 as presented. Motion carried by voice vote.**
5. **Public Comment on Agenda Items:** None presented.
6. **Old Business –** None presented.
7. **New Business**
  - a) **MDOT:** Garrett Dawe, Operation Engineer from MDOT - North Region Office made a presentation of a traffic study he had undertaken for the M-88 “trunk turn” at the intersection of Bridge and Cayuga. He explained there are no crosswalks for trunk turns because the vehicles do not stop. Mr. Dawe explained that the local MDOT office had received a request in September to turn the intersection into an all way stop. The complainant had witnessed a near miss pedestrian accident and questioned the safety of the intersection. MDOT determined that it was reasonable to do an intersection study and performed its traffic count in October. Mr. Dawe stated that they compared the numbers to past studies and concluded that converting the intersection to an all way stop would not result in significant traffic delays and that the intersection would still operate at a “B” level. Mr. Dawe outlined the MDOT analysis: 1) the intersection operates well; 2) the concern expressed by the public was valid; 3) the expressed concern warranted further analysis; 4) after conducting its study, MDOT concluded that there was no reason to say “no” to the request; and 5) performed a geometric field review. During the field review MDOT personnel noted some concerns with visibility on the east-west approach if vehicles are parked close to the intersection. They also noted the stopping of vehicles within the intersection even when traveling at very slow speeds and that pedestrians cross regardless of a lack of crosswalk. In summary, MDOT determined that the intersection currently works well and, if converted to an all way stop, would be safer for pedestrians without significant delay to vehicular traffic. Mr. Dawe stated that it was MDOT’s recommendation to convert the intersection to an all way stop. Committee members expressed support for the conversion of the intersection. There was a brief explanation of necessary steps for MDOT including that the Michigan State Police have to approve the conversion. Chief Rowe expressed that there may be resistance to change. Trustee McPherson thought that businesses would appreciate the slowing down of traffic. According to Mr. Dawe, an official traffic control order will have to

be filed with the County Clerk's office. To convert to an all way stop intersection, MDOT will add painted stop bars, add stop and other signage and modify the overhead flasher. All work would be done in the same day. Mr. Dawe did not think the Village would want the conversion done during peak tourist season, it should be done before or after. The cost to convert the intersection is between \$5000 and \$6000 and would be borne by MDOT. Chief Rowe asked about the timing of the proposed conversion. Mr. Dawe stated that painting could not be done until May. Mr. Dawe stated that processing the traffic control order is the longest step in the process. The advantage of waiting until after summer is that if there was any doubt about converting the intersection, MDOT could do another set of traffic counts to determine whether traffic backups would be caused by the conversion. Chief Rowe stated that the possibility of traffic backups has been the biggest concern expressed by locals. Mr. Dawe provided an example of an intersection near East Tawas where MDOT had removed a traffic signal and converted the intersection to an all way stop. The conversion went well until Sunday of July 4 weekend when there was a two mile backup in one direction. Because converting the intersection made the situation worse, MDOT decided to put the traffic signal back into operation. Chief Rowe asked whether another traffic count could encompass a busy weekend. Based on the expressed concerns about traffic backups, Mr. Dawe recommended to hold off converting the intersection until fall to allow for another traffic count study during the summer. Mr. Dawe asked about the next step for the Village. Trustee McPherson explained that the committee could only make a recommendation to the Village Council. Trustee McPherson asked Chief Rowe about concerns Chief Rowe had heard. Chief Rowe stated that the causing backups is the main concern and noted that there is currently confusion with this intersection on any busy weekend with southbound traffic not knowing that it has the right of way. Mr. Dawe stated that it would be worth doing another count that could encompass a holiday and the model presented. Chief Rowe asked about the turn lanes and whether the number of lanes would change. Mr. Dawe stated that MDOT was not proposing a change in the number of lanes. Mary Lajko pointed out that heavy traffic movement north goes to the right.

- b) **2015-2016 Budget Items:** The committee reviewed the Motor Pool Fund budget by line item, comparing last fiscal year's approved amounts with actual expenditures through November 30, 2014. DPW Superintendent Stead and Treasurer Odom provided answers to questions about specific line items in revenues and expenditures. There was discussion about the sand and salt line item and the requested building repair and maintenance items. Superintendent Stead reviewed the list of items requested in the proposed budget. Treasurer Odom answered questions and explained why specific items are expensed through certain accounts. The committee then reviewed the Major Streets Fund. Trustee Ciganick asked Superintendent Stead to identify the major streets - Cayuga, Broad Street, Genesee and Forest Home Avenue west. Revenue line items in the Major Streets Fund reflect amounts received from the state. Amounts were inserted to line items expenditures where appropriate. The Local Streets Fund was reviewed. Questions about specific line items were answered by Superintendent Stead. Capital Outlay included a proposed amount for the paving of two local roads. Superintendent Stead explained that each township is approached about contributing for improvements of local roads in their jurisdiction. Trustee Ciganick asked about funds for local roads. Superintendent Stead explained that 1 mill is assessed for maintenance of local roads.

Superintendent Stead asked committee members whether they had any concerns. Chairman Ciganick asked who was responsible for improvements and repairs along M-88 and about parking and parking lots in the Central Business District to accommodate increased traffic. Clerk Lockett explained that under the current zoning ordinance, the Central Business District is exempted from the parking lot requirements. Committee members agreed that parking is a challenge.

Treasurer Odom returned to the meeting and there was further discussion about the Local Street Fund line item being increased to pay off the Balon property loan. The committee agreed to recommend that the pay off amount be added to the proposed 2015-2016 budget. After further discussion the motion was made to recommend to the Village Council the approval of the proposed budgets for the funds discussed.

**Motion by Chairman Ciganick, seconded by Trustee Hardy to recommend to the Village Council the approval of the proposed budgets. Motion passed by unanimous voice vote.**

8. **Discussion Items:** There was continued discussion about conversion of the intersection and MDOT recommendation. Committee members agreed that local businesses would appreciate the conversion. Trustee

Ciganick stated that the crosswalk affects the businesses but the way the intersection functions has impact Village wide. Trustee McPherson stated that the Village should not justify looking the other way for a safety concern just for a small delay at the intersection. Trustee Hardy pointed out that problems at the intersection are common.

- 9. **New Business Re-Opened** – After further discussion and agreement that the public should be involved in the process, the committee decided to reopen this item under new business in order to make a recommendation to the Village Council. The committee did not think that further study was necessary because there was an identified issue with public safety that should override concerns about possible traffic delays. The committee thought that placing this matter on the next Village Council agenda would afford the public an opportunity to be involved in this process. The meeting minutes will include a discussion of the proposal. Public input in the decision is important. The committee agreed to recommend to Village Council that it consider MDOT’s proposal to convert the intersection to an all way stop based on safety concerns.

**Motion by Trustee McPherson, seconded by Trustee Hardy to recommend to Village Council that it consider MDOT’s proposal to convert the intersection to an all way stop based on safety concerns. Motion passed by unanimous voice vote.**

- 10. **Communications/Informational:** None presented.
- 11. **Member/Public Comment:** None presented.
- 12. **Adjournment:** Meeting adjourned at 9:57 a.m.

Compiled by Lori Lockett, Clerk  
Minutes Subject to Approval

Approved: \_\_\_\_\_

Date: \_\_\_\_\_