



Minutes

Royal Oak Citizens Traffic Committee Meeting

May 27, 2025, 6:30 p.m.
City Hall Commission Chambers Room 121
203 South Troy Street
Royal Oak, MI 48067

Present: Carl Laubach
Dan Godek
Joe Labataille
Sean Dunlop
Thomas Allen
Michael Tash

Absent: Clyde Esbri

Staff Present: Holly Donoghue
Jennifer Caudill

1. Call to Order

The meeting was called to order at 6:30 p.m.

2. Roll Call and Preamble

3. Approval of Minutes

Moved by: Thomas Allen

Seconded by: Carl Laubach

Motion to approve the previous meeting minutes.

Ayes (6): Carl Laubach, Dan Godek, Joe Labataille, Sean Dunlop, Thomas Allen, and Michael Tash

Motion Adopted (6 to 0)

4. Public Comment for Items not on the Agenda

Chairperson Godek asked for any public comment for items not on the agenda. No one came forward.

5. Unfinished Business

6. New Business

6.a Request to Change Signage on Marywood Drive

Chairperson Godek opened public comment on this issue. Engineering staff read aloud the statement from the petitioner who could not attend the meeting. No one else spoke.

Moved by: Thomas Allen

Seconded by: Sean Dunlop

Motion to approve the staff recommendation to make the following signage changes on Marywood Drive between Upton Avenue and Catalpa Drive:

- Remove the existing “No Parking 8am-4pm Except Sat, Sun & Holidays” signs on both sides of the street (8 signs);
- Install “No Parking No Standing 7:30am-9:30am, 2:30pm-3:30pm School Days Only” on the west side of the street (4 signs);
- Install “No Student Drop-Off or Pick-Up” on the east and west side of the street (8 signs).

Ayes (6): Carl Laubach, Dan Godek, Joe Labataille, Sean Dunlop, Thomas Allen, and Michael Tash

Motion Adopted (6 to 0)

6.b 11 Mile Road Lane Conversion Plan

Chairperson Godek opened public comment on this issue.

Denise Allard of 101 Curry spoke against the lane conversion plan. She stated she already has difficulty turning onto 11 Mile Road. She doesn't use Coolidge Highway anymore since the road diet was installed. She had concerns about the traffic near Taco Bell that backs up into the street.

Resident Trish Oliver spoke against the lane conversion plan. She was concerned about delays due to the bus route, the funding being uncertain due to federal pauses or changes, and found no rationale for the pedestrian crossing islands.

Dale Jordan of 1014 Maxwell spoke about optimizing the corridor for people. He wanted to know what Berkley and Madison Heights have planned for 11 Mile Road so that changes can be consistent along the corridor. He noted that the future cost savings associated with the various options would be helpful.

Peggy Pineau of 1003 W 11 Mile spoke against the lane conversion plan. She cited incorrect data on the report from F&V. There is no change in

Level of Service if the road diet is installed, so extra money should not be spent for a lane conversion.

Sharon Hamill of 1002 Longfellow spoke against the lane conversion plan. Does not want bike lanes on 11 Mile Road that no one will use. Debris builds up in the bike lanes. Concerned about tree plantings obstructing views/site lines. Wants additional crosswalks and striping installed.

Jim Razor of 502 W. Lincoln spoke in favor of the lane conversion and traffic calming. As an attorney dealing with accident victims he wants to see safety improvements, and the road diet will reduce vehicle crashes. He asked for more pedestrian crossings so residents and visitors can easily cross to the north/south side of 11 Mile. He suggested instead of planting grass to please focus on greenery and trees. Grass will die from winter road salt. He spoke in favor of adding on-street parking to the Main-Campbell section of the corridor on the north side of the road. Existing businesses need it, and it will assist with future redevelopment. He would be in favor of a bi-directional bike lane, similar to what was installed on Woodward in Ferndale. He requested additional temporary pedestrian crossings be installed since the roadwork is still two years out. He provided a packet of information showing some of the new curbs and sidewalk that was installed in 2013.

Sharlan Douglas spoke about additional crossings, stating that near Philips/Curry would be a great location. She was concerned about road salt damage to lawn areas if installed, and how businesses will maintain these small lawn areas since they don't have a lawnmower and it would not be cost effective to hire a cutting service for such a small area, puts burden on businesses. She thought the city could consider creating a Business Improvement District to help with costs.

Janice Wagman spoke with concerns about police mounting the curb islands. There has been no reduction in accidents on S. Campbell or Rochester where road diets were installed. What if in the future, the road will need to be widened again due to increased traffic?

Tom Marsh of 1118 N Vermont spoke in favor of the road diet. He asked what the long term savings would be if the road diet is implemented. He is a bus driver and spoke about the difficulty getting through the corridor currently. In favor of fewer accidents.

Marty Cardamone of 410 N Rembrandt spoke in favor of the road diet. He liked the ideas of adding on-street parking and additional crosswalks. He hopes it will spur redevelopment. As a cyclist, he is not in favor of bike lanes on 11 Mile Road, and also does not want to see grass that will just die or not be maintained by property owners.

Ali of 2419 E 11 Mile spoke against the lane conversion plan. He spoke about whenever there is an accident on the freeway, it will cause excessive congestion on 11 Mile if the road diet is implemented.

Resident Phyllis spoke about concerns with cut-through traffic in the neighborhoods. She said it is too soon to install so many road diets when we are still in a car-centric region/culture.

Christopher Werner spoke against the lane conversion plan. He spoke about the difficulty of turning onto Main Street now that the road diet is installed, no gaps in traffic. He is a cyclist but uses rail trails not roadways. He also had concerns about the Taco Bell traffic that backs up onto 11 Mile Road.

Chairperson Godek and the committee discussed the various options for the lane conversion. All the members were against bike lanes. All were in favor of additional pedestrian crossings and improving sight distance and safety along the corridor. Members discussed where adding on-street parking could be beneficial and moving curbs inward.

Moved by: Carl Laubach

Seconded by: Michael Tash

Motion to approve the staff recommendation to design the future of 11 Mile Road projects to include the following improvements:

- Maintain existing lane configurations between Woodward Avenue and Baker Street, and also between Minerva Avenue at Stephenson Highway;
- between Baker Street and Minerva Avenue reconstruct curbs inward to provide one lane in each direction with a center left turn lane, and install grass between the new curbing and sidewalk;
- provide pedestrian crossing islands where feasible, tentatively planned near the intersections of Laurel Avenue, Potter Avenue and Dorchester Avenue;
- Maximize tree installation where feasible;
- Incorporate green infrastructure where warranted.

Ayes (4): Carl Laubach, Dan Godek, Joe Labataille, and Michael Tash

Nays (2): Sean Dunlop, and Thomas Allen

Motion Adopted (4 to 2)

7. Information Only Items

7.a Results of Previous Traffic Committee Recommendations

The City Engineer informed the committee of the city commission resolutions from the January meeting.

8. Adjournment

The meeting was adjourned at 8:30 p.m..

Moved by: Sean Dunlop

Seconded by: Carl Laubach

Motion to adjourn.

Ayes (6): Carl Laubach, Dan Godek, Joe Labataille, Sean Dunlop, Thomas Allen, and Michael Tash

Motion Adopted (6 to 0)