

TO THE HONORABLE BOARD OF COMMISSIONERS OF BERRIEN COUNTY, MICHIGAN:
Your County Administration Committee respectfully recommends adoption of the following:

RESOLUTION

WHEREAS, the Berrien County Road Department has conducted a traffic engineering study at the intersection of Lakeshore Road and Townline Avenue in Chikaming Township; and

WHEREAS, the study was done to determine the need for a multi-way stop control as the intersection currently only requires the traffic on Townline Avenue to stop; and

WHEREAS, the Michigan Manual of Uniform Traffic Control Devices has a list of criteria, that if met, could give cause for additional traffic control devices; and

WHEREAS, the engineering study revealed that while the volume levels or minimum crashes were not met, other criteria was met and revealed the need for a change in traffic controls; and

WHEREAS, the Berrien County Road Department recommends the placement of multi-way stop signs at the intersection of Lakeshore Road and Townline Avenue; and

WHEREAS, Chikaming Township officials are in favor of this recommendation.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Berrien County Board of Commissioners authorizes the placement of multi-way stop signs at the intersection of Lakeshore Road and Townline Avenue in Chikaming Township and that the signs be erected and maintained in conformity with the Michigan Manual of Uniform Traffic Control Devices.

**Respectfully submitted,
BERRIEN COUNTY ADMINISTRATION COMMITTEE**

Jim Curran, Chairman

Michael J. Majerek, Vice Chairman

Chris Heugel

Don Meeks

RESOLUTION APPROVED AS TO FORM	
Administrator _____	Date _____
Comments Attached _____	
Corporate Counsel _____	Date _____
Comments Attached _____	

Annette Christie

From: Michael Juengling <mjuengling@bcroad.org>
Sent: Monday, March 30, 2020 10:10 AM
To: 'Annette Christie'
Cc: 'Jason Latham'; 'Kevin Stack'
Subject: Stop resolution needed
Attachments: Lakeshore Rd at Townline Ave TCO.docx; Multi-way stop_Townline Ave at Lake Shore Rd.pdf

Hi Annette,

After talking with Jason, Kevin about our upcoming construction project in Union Pier and in the interest of public safety, we wish to convert the intersection of Lakeshore Road and Townline Avenue into a four-way stop intersection. Chikaming Township is also in favor of this. In past years we have always had a board resolution when installing stop signs. We do not need to submit anything to the State Police like when speed limits are changed. I have attached the basic outline of a stop sign resolution which you can modify into the County format. Thanks!

Michael Juengling

Traffic Safety Supervisor
Berrien County Road Department
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www.bcroad.org

BERRIEN COUNTY ROAD DEPARTMENT

The Traffic Safety Supervisor reported that a traffic engineering study has been conducted at the intersection of Lakeshore Road and Townline Avenue in Chikaming Township for the purpose of installing a Multi-way stop control. Currently, only Townline Avenue is required to stop. It was noted that warrants for volume levels or minimum crashes were not met. However, other criteria that could be considered according to the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) was met. These criteria are:

- The need to control left-turn conflicts.
- The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.
- Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop
- An intersection of two residential neighborhood collector (through) streets of similar design and operation characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

The studies revealed a need for a change in traffic controls and he recommended placement of multi-way stop signs at the following intersection:

Lakeshore Road at Townline Avenue

Commissioner _____ offered the following resolution and moved its adoption:

BE IT RESOLVED that the Board of County Road Commissioners of the County of Berrien hereby authorize placement of "STOP" signs where the following roads intersect:

Lakeshore Road at Townline Avenue

BE IT FURTHER RESOLVED that this resolution supersedes and rescinds any prior Traffic Control Order regarding these intersections and that the signs be erected and maintained in conformity with the Michigan Manual of Uniform Traffic Control Devices.

The motion was seconded by Commissioner _____

The Chairman called for a "Yea" and "Nay" vote with the following results:

Yeas:

Nays:

The Chairman declared the motion carried and resolution adopted.

Section 2B.06 STOP Sign Applications

Guidance:

- 01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*
- 02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*
- A. *The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
 - B. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
 - C. *Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

- 03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

- 01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.
- 02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

- 03 *The decision to install multi-way stop control should be based on an engineering study.*
- 04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*
- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
 - B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
 - C. *Minimum volumes:*
 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
 - D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

- 05 *Other criteria that may be considered in an engineering study include:*
- A. *The need to control left-turn conflicts;*
 - B. *The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;*
 - C. *Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and*
 - D. *An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.*