

CITY OF ITHACA  
CITY COUNCIL MEETING  
MAY 19, 2009  
7:00pm

The regular meeting of the City of Ithaca City Council, held at 129 W. Emerson Street, Ithaca, Michigan, was called to order by Mayor George Bailey at 7:00pm and followed by the Pledge of Allegiance to the Flag. Councilperson Schafer opened with prayer.

Present were Mayor George Bailey, Councilpersons L.D. Hollenbeck, Alice Schafer, Charles Teegardin, John Thomas, Larry Trexler and City Attorney Jefferson Arnold. Staff present was Clerk-Treasurer Barbara Fandell and Consulting City Manager Dennis Collison.

Absent was Councilperson Cathy Timmons.

Audience in attendance was Ron Ronny, Will Rykert, Steve Lytle, Ron Lane, Martin Lott, Jerry Clagg, William DeVuyst, Gary Churchill, Phyllis McCrossin, Linda Gittleman, Craig Schripsema, John Tanner, Jonathan Myers, John Walker, Don Schurr, Chelsey Foster, Chris Lyon, Dan and Sharon Guild, Bill Dilts, Jamie Gulick, Linda Koebert and students.

A motion was made by Councilperson Hollenbeck, second by Councilperson Teegardin to approve the minutes of the previous meeting. Motion carried.

Mayor Bailey introduced and read Resolution 2009-07, which if passed, would recognize Ms. Linda Koebert and her fifth grade students for their community service project. A motion was made by Councilperson Thomas, second by Councilperson Hollenbeck to adopt Resolution 2009-07 Recognition of North Elementary Students' "Litter Bugs Me" Service project. Motion carried. Mayor Bailey presented the Resolution to Ms. Koebert and her students. Ms. Koebert thanked the Council and explained the Green Initiative Program the students and schools are working toward.

Mayor Bailey opened the Public Hearing on the Re-striping of BUS-127 route at 7:07pm. Mayor Bailey reviewed the procedure for the hearing and introduced Craig Schripsema of Rowe Professional Services and Jonathan Myers of the Michigan Department of Transportation. Mr. Schripsema explained the project design and safety aspects of the re-striping. He informed that the re-striping was a statewide initiative to reduce traffic accidents and recently had been completed in Alma, Mt. Pleasant and Clare. He further explained that statistics and data were taken from a nationwide study and next year data for the traffic light would be compiled. Mr. Myers reported accident statistics specific to the business route for the past five years.

Gary Churchill inquired if road rage would become an issue. Mr. Schripsema explained that re-striping would slow traffic but the left turn lane will move some out of the way and keep traffic moving. Martin Lott asked about congestion and the need for a light at Industrial Parkway currently. Mr. Myers explained that visibility would be better and though busier, it would be easier for motorists to maneuver into the lane. Mr. Schripsema added that the data does not support a light, however it more likely would as a three lane. Mike Thomas asked when the last traffic study was done. Mr. Myers said 2004. Mr. Thomas asked if all of the new business development and increase in accidents justified a new study. Mayor Bailey stated concern also falls because of the truck traffic and offset of the intersection and the solution. Mr. Myers stated the ideal would be to relocate the road, but common sense and caution would have to play a part. In addition, at the Union Street intersection, motorist could utilize the left turn lane to ease into the gap.

Glen Unruh expressed concern for the buses and school traffic crossing Center Street to get to South Elementary. Mrs. Linda Koebert expressed that the change was progressive and good especially for bike riders like herself who has to use the sidewalk in lieu of the road due to the danger of the traffic. Dick Abbott echoed her and stated more people will ride bicycles with the paths. He lived in a similar community that made the change and the issues being stated were similar and easily worked themselves out.

Councilperson Thomas asked Mr. Myers to explain the warrants for a traffic light. Mr. Myers stated there are eight warrants and are regulated by the Federal Highway Commission. One is the number of crashes, peak to volume within a 4-hour, 8-hour, etc period, side streets are considered and deaths and injury, though a factor are not a significant determinant. A resident inquired if the test data was close, could the city override the decision. Mr. Myers stated they could not because