

FINAL

The Traffic Committee meeting was called to order at 7:30 p.m. in the Lower Level Conference Room at Troy City Hall on November 28, 2001 by Jan Hubbell.

PRESENT: John Diefenbaker
Ted Halsey
Jan Hubbell
Richard Kilmer
Michael Palchesko

ABSENT: Eric Grinnell
Charles Solis

Also present: Lt. Robert Rossman, Troy Police Department
Lt. Robert Matlick, Troy Fire Department
John Abraham, Traffic Engineer

and

Item 4 Angus W. McHay, 554 Colebrook
Pam and Mike Brady, 576 Trombley

Item 5 Joshua Maxon, 2098 Mary Anne Drive
Sonya Rowe, 1341 Dorre Drive
Billie Baker, 2310 Rochester Ct.
Pamela Jones, 2315 Rochester Ct.
Ed & Denise Jonas, 2305 Rochester Ct.
Angela, James, Daniel and Nicole Deel, 1308 Elaine
Samantha & Stephen Rowe, 1341 Dorre
Bruce Caldwell, 2084 Pauline
Floyd & Lori Hornbacker, 1139 Birchwood

2. Minutes – October 17, 2001

Motion by Diefenbaker
Supported by Palchesko

To approve the October 17, 2001 minutes as printed.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

3. Visitors' Time - (Items not on the Agenda)

No one appeared to address any items not on the agenda.

Motion to Excuse

Motion by Palchesko
Supported by Kilmer

To excuse Mr. Grinnell and Mr. Solis.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

4. Install 4-way STOP signs at the intersection of Trombley and Ellenboro

Ms. Susan Jones, 3458 Talbot requests 4-way STOP signs at the intersection of Trombley and Ellenboro. Ms. Jones indicated that she was involved in a crash at the intersection where the other vehicle failed to yield right of way. Ms. Jones mentioned this intersection is also used by kids walking to the Wattles Elementary School at the end of Ellenboro and that Trombley carries a large amount of traffic since a lot of motorists cut through the neighborhood at high speeds.

If stop signs were to be installed at Trombley and Ellenboro, a multi-way STOP would be created. Installation of a multi-way STOP would be warranted under one of the following conditions:

- a. Where traffic signals are warranted and urgently needed, the multi-way STOP is an interim measure that can be installed quickly to control traffic while arrangements are being made for traffic signal installation.
- b. An accident problem as indicated by five or more reported accidents of the type susceptible of correction by a multi-way STOP during a 12-month period. Such accidents include right and left turn collisions.
- c. Minimum Traffic Volume – The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day.

The intersection of Trombley and Ellenboro is YIELD controlled with YIELD signs on Ellenboro. Field observations indicate no significant sight obstructions at the intersection. There is a marked crosswalk to cross Trombley on the east side of the intersection to get to the school. There are pavement markings and a crosswalk sign for eastbound traffic. The crosswalk sign for westbound traffic on Trombley seems to be missing and will be replaced soon. Field observations indicate that during school arrival time there were three school kids that crossed Trombley, and a school safety patrol kid helped the others in crossing. The average speed of

vehicles on Trombley was 28.9 mph with one vehicle recorded at 37 mph. Vehicles also slowed down considerably as they approached Ellenboro. There were enough gaps of adequate length for pedestrians to cross Trombley between 8:10 and 8:50 a.m. (school starts at 8:35 a.m.). Traffic volume studies indicated around 825 vehicles per day on Trombley and 870 vehicles per day on Ellenboro. Over the past few years, traffic volume on Trombley has lessened—the count in 1994 was around 1500 vehicles per day. A traffic crash analysis performed for the time period 1996-2000 (5 years) indicates 2 crashes, one in 1996, which was a broadside crash, and one in 1999, which involved a vehicle losing control on the icy roadway. The traffic volumes and the traffic crash experience do not warrant 4-way STOP signs at the intersection.

Pam Brady, 576 Trombley, doesn't think STOP signs are warranted.

Mike Brady is also against the proposal. He feel that STOP signs could possible eliminate some accidents, but could cause other problems such as motorists speeding up after the STOP signs to make up for lost time.

Angus McHay, 554 Colebrook, crosses at that intersection several times a week, and hasn't seen any problems.

Motion by Halsey
Supported by Kilmer

To recommend no changes.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

5. Install Traffic Signal at Rochester Court and Rochester Road to Aid Pedestrians

The Lane Family, 1049 Kelley, requests that a traffic signal be installed at the intersection of Rochester Court and Rochester Road. An E-mail with the request is attached herewith. The request is in response to a pedestrian crash at the intersection involving a kid crossing Rochester Road near Rochester Court to catch up with his friends on the other side of the roadway. Following are some reasons quoted in the E-mail:

- a. It's too dangerous to cross Rochester near the curve.
- b, There have been too many car accidents at this intersection.
- c. The cars take the curve at high speeds.

- d. They ignore the speed limit.
- e. Residents on the east side of Rochester Road are forced to cross here to get to Morse Elementary School and the park.
- f. Kids should be allowed to go to their school and the park safely.

In response to the E-mail from the Lane Family, a traffic signal warrant study was performed to find if the requirements for a traffic signal (also called warrants) as prescribed in the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) are met for this intersection.

A traffic crash analysis indicates that there were 6 reported crashes in the past 3½ years at the intersection. There were two injury crashes and four property damage crashes. Out of the 6 crashes in the past 3½ years, four of them might have been prevented if there had been a traffic signal at the location. A traffic signal would be warranted as per the MMUTCD if there were a traffic crash problem as indicated by five or more reported crashes of the type susceptible to correction by a traffic signal in a 12-month period. Such traffic crashes include right and left turn collisions as well as right-angle collisions.

Speed studies conducted in this area indicate an average speed of 38.1 mph and 85th percentile of 44.5 mph. The posted speed limit on Rochester Road is 35 mph. In the afternoon, the average speed was 28.9 mph and the 85th percentile 45 mph. This would indicate a more than average number of motorists driving at speeds higher than the posted speed limit. Ideally the 85th percentile speed should be within 5 mph of the posted speed limit. Field observations during school arrival and dismissal times showed no pedestrians crossing Rochester Road. Further, the Troy School District indicated that all kids who live on the east side of Rochester are transported to Morse Elementary School. There may be pedestrians during the evening hours going to the park or going to school for after-hour activities. A gap study indicated that during the observation period there were gaps in traffic to cross Rochester, however, with a wait time involved.

A traffic volume study indicates that the average daily traffic on Rochester Road is around 16,000 vehicles per day and on Rochester Court around 6,000 vehicles per day. The major traffic volume warrants as prescribed by the MMUTCD are not met for this intersection.

The site geometrics show that the intersection itself is on a curve. Traffic signals are normally not installed on curves due to sight distance and other safety concerns.

Billy Baker, 2310 Rochester Court, said there is no place for pedestrians to cross Rochester Road safely.

Floyd Hornbacker, 1139 Birchwood, says this request is long overdue. He has noticed that many motorists speed through this area and drift across the centerline around the curve. He said field observations of pedestrian traffic would be more accurate if done in the summertime when many more kids are trying to get to the playground.

Denise Jonas, 2305 Rochester Ct., said it is very difficult to turn left onto Rochester Court, and kids on the east side can't safely get to the park and school.

Ed Jonas, 2305 Rochester Ct., said there have been many crashes when drivers lose control and veer off the road into yards. No one is safe being in the front yards of homes on Rochester Road.

Pamela Jones, 2315 Rochester Ct., said her driveway is often blocked by traffic from the apartments, which stacks up on Rochester Court. She is concerned that even if a light is installed drivers will cut through the Red Roof Inn parking lot.

Sonya Rowe, 1341 Dorre Dr., is especially concerned because her son was the victim of a crash near this intersection. He was badly hurt when hit while trying to cross Rochester Road at 3:45 in the afternoon.

Lt. Rossman agrees that this is a bad intersection. He was at the scene of the Rowe accident. He pointed out that pedestrians don't even have a place to cross at Rochester Road and Stephenson. The nearest place with a traffic signal is the Maple Road intersection.

Mike Brady, 576 Trombley, said it could be difficult for drivers to see the light as they approach on the curve. The blind curve is similar to the one on Coolidge Highway in Royal Oak, near Beaumont Hospital. At that location there is a warning light before the curve that flashes when the light ahead is red, warning motorists to slow down in time.

Dr. Abraham suggests consulting with the Engineering Department and holding a study session to consider improvements at the intersection. He asked for volunteers from the group of concerned citizens to participate in the planning process.

Jan Hubbell said that the City should proceed with great care, not haphazardly, lest more problems be created. She approves of Dr. Abraham's suggestion to consult with engineers and citizens.

Floyd Hornbacker, 1139 Birchwood, would prefer not to take the time to consider redesigning the intersection. He wants a signal put in, staggered if necessary, as soon as possible.

Motion by Kilmer

Supported by Diefenbaker

To recommend a detailed engineering study of the Rochester Road-Rochester Court intersection, and reconsideration of the issue at the March 2002 Traffic Committee meeting.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

6. Install STOP/YIELD Sign on Orpington at Cedar Crest

Ms. Cheryl Brunette of 2457 Orpington reported that she has seen a number of near-miss crashes at the intersection of Orpington and Cedar Crest. Orpington was a dead-end street, which was recently opened at the east end to Cedar Crest Street, which further connects to the older subdivisions to the north. Traffic volume studies indicate around 318 vehicles per day on Cedar Crest north of Orpington and around 435 vehicles on Orpington west of Cedar Crest. There have been no reported crashes at this intersection since the intersection was opened. These traffic volumes lie in the lower range of residential traffic volumes in Troy that range between 300-5000 vehicles per day.

At "T" intersections, normally the through movement (Cedar Crest) has the right-of-way while the terminal leg (Orpington) has to yield right-of-way in the absence of traffic control devices. Ms. Brunette requests some traffic control so that motorists approaching the intersection know who has the right-of-way.

No one attended the meeting to address this issue.

Motion by Halsey

Supported by Diefenbaker

To recommend no changes.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

7. Install Fire Lanes on Larchwood East of John R

Lt. Matlick of the Fire Department requests installation of fire lane signs on Larchwood east of John R. This is a very small street that runs east off John R road and has presented parking concerns on several occasions. Lt. Matlick requests fire lane designation for this street to facilitate safer and easier access to fire and EMS equipment.

Information has come to light that this street was vacated on August 6, 1990; therefore, it is private property. The City has no authority to post NO PARKING signs, but can designate fire lanes to permit access by emergency vehicles. Lt. Matlick recommends that, at a minimum, the north side and the east end should be kept clear for fire trucks. The City Law Department is researching this issue.

Motion by Kilmer
Supported by Palchesko

To recommend that this issue be tabled until the February 2002 meeting to allow the Committee to consider the recommendations of the Law Department.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

8. Other Business

Motion by Kilmer
Supported by Halsey

To cancel the December meeting. The next meeting will be scheduled for January 16, 2001.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

9. Adjourn

The meeting was adjourned at 8:37 p.m.