

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 March 20, 2002 by Charles Solis.

PRESENT: John Diefenbaker
 Jan Hubbell
 Richard Kilmer
 Charles Solis

ABSENT: Eric Grinnell
 Ted Halsey
 Robert Schultz

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

and Item 4 Richard and Patty Goetz, 2117 Highbury
 Catherine Siers, 2144 Highbury
 Frank and Gerri DeSantis, 5752 Cliffside
 Patrick Kelly, 5801 Bingham

 Item 5 Sonya Rowe, 1341 Dorre Drive
 Samantha Rowe, 1324 Elain Drive
 Lynn Sieja, 2090 Rochester
 Billie Baker, 2310 Rochester Court
 Floyd Hornbacker, 1139 Birchwood
 Mark Axler, 1137 Birchwood

 and Dale R. Zygnowicz, 6370 Elmore

2. Minutes – February 20, 2002

Motion by Kilmer
Supported by Hubbell

To approve the February 20, 2002 minutes as printed.

YEAS: 4

NAYS: 0

ABSENT: 3

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 Kilmer

Supported by Hubbell

To excuse Mr. Schultz, Mr. Grinnell and Mr. Halsey.

YEAS: 4

NAYS: 0

ABSENT: 3

4. Install 4-way STOP Signs at Cliffside and Highbury

The Traffic Engineering office received an email from Ron Borycki, 2147 Jeffrey Dr., who is Secretary of the Stoneridge II Board of Directors. He is requesting that the Traffic Committee consider recommending 4-way STOP signs at the intersection of Cliffside and Highbury. He says that the intersection is the site of frequent near-miss collisions.

A brochure on STOP signs was provided to Mr. Borycki, who shared it with the Homeowners' Association. He reported that the Board has reviewed the brochure and realizes that, per the brochure, the Highbury-Cliffside intersection likely doesn't meet the strict criteria for STOP signs on each corner. However, they feel that there has to be some common sense approach for unusual circumstances. The intersection gets a lot of use early in the morning and after school when parents are taking their children to school—because of the other young children that walk to school, this is when they want streets the safest. In addition, there's the extra traffic flowing off of John R during rush hour mentioned above.

They believe that a 4-way STOP sign would be better for the following three reasons:

1. There is no shortage of cars that cross Cliffside that ignore the STOP signs on Highbury.
2. Because there are no traffic stops on Cliffside from Laurel to Patterson or vice-versa, cars tend to speed down Cliffside.
3. The extreme crowning of the road in the intersection of Highbury-Cliffside slows traffic, but many of the higher riding vehicles (Jeeps, SUVs) can cruise through without slowing or bottoming out. The crowning itself also leads to dangerous situations. Cars stop at the STOP signs in either direction on Highbury. As cars travel up/down Cliffside, they are generally forced to slow due to the crown in the intersection. The cars that are stopped on Highbury see the Cliffside cars slowing and either figure they're going to turn, or stop (not all drivers look for all STOP

signs). The result is that cars take off from STOP signs on Highbury while traffic is slowing, but still traveling on Cliffside.

Mr. Borycki and his wife have seen this quite a bit, and have seen several near misses. They feel that the average five or more reported crashes required annually to warrant 4-way STOP signs is unacceptable; they don't want any crashes in the neighborhood that could have been avoided.

Highbury is a street that runs from John R and connects to Wass Elementary School, and carries around 2200 vehicles in a day. Cliffside runs from Laurel off John R and runs north to Square Lake Road. Cliffside carries around 1200 vehicles per day. The intersection is controlled by STOP signs on Highbury at Cliffside. Field observations indicate that the intersection geometrics do not pose any significant sight obstructions. While traveling on Cliffside, there is a bump in the pavement, which slowed a considerable number of vehicles. There are two signs approaching the intersection that read "BUMP."

Pedestrian counts and observations were performed during school arrival and dismissal times. On one occasion three kids were found to cross Cliffside at Highbury, six during another and four during another observation. There is also a member of the school safety patrol who was helping kids cross the intersection safely. An ample number of gaps were observed for kids to cross the intersection safely.

In accordance with the Michigan Manual of Uniform Traffic Control Devices (MMUTCD), four-way STOP signs are normally placed:

- a. Where traffic signals are warranted and urgently needed, and 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. Where an accident problem is indicated by five or more reported accidents of the type susceptible to correction by a multi-way STOP during a 12-month period. Such accidents include right and left turn collisions.
- c. Where 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.

None of the above warrants are met for this intersection.

A license plate survey was performed on March 12, 2002, where one person took down license plate numbers of all vehicles entering Laurel Drive between 4:30 and 5:30 p.m. Another observer took down license plate numbers of all vehicles exiting Cliffside onto Square Lake Road. Eight matches were found, which means that in the one-hour observation period, eight vehicles entered through Laurel and exited Cliffside onto Square Lake. On an average, during the one hour between 4:30 and 5:30 pm, Cliffside carries 70-100 vehicles.

Patrick Kelly, Vice President of the Stoneridge II Board of Directors, attended the meeting. He reiterated Mr. Borycki's concerns about Cliffside and Highbury, and he

feels the main issue is speeds of 30-35 mph. He has had a situation where he was not sure whether or not to proceed when stopped at the STOP signs on Highbury. He also mentioned the signs are violated during the morning and afternoon school arrival and dismissal times.

Frank DeSantis, 5752 Cliffside, said he has lived on the corner of Cliffside and Highbury since 1989. He said teenagers speed through the intersection and try to bottom out on the high crown of the intersection for fun. He estimates the speeds at 40-50 mph.

Patty Getz has lived on Highbury for 25 years and has a good view of traffic from her house. Around 15 years ago the YIELD signs on Highbury were changed to STOP signs. She said that residents call Cliffside "the John R off-ramp."

Cathy Siers, 2144 Highbury, says that teenagers speed on Cliffside to jump Highbury, turn around and do it again several times. She has also seen them snowboarding with towropes behind cars. They told her they do it because there are no STOP signs on Cliffside.

Dr. Abraham said there have been very few accidents at this location.

Ms. Hubbell explained that the existing situation of motorists not stopping at the STOP signs is quite concerning, and that installing 4-way STOP signs will be of further concern. This is because the signs would give small children and other pedestrians a false sense of security at the intersection, expecting all traffic to stop while they cross the road. Mr. Diefenbaker had similar concerns that if the existing 2-way STOP signs are being violated on a regular basis, the 4-way STOP signs will be no better. We would just created a worse situation and an enforcement concern.

Motion by Hubbell
Supported by Diefenbaker

To recommend no changes.

YEAS: 3

NAYS: 1 (Kilmer)

ABSENT: 3

MOTION CARRIED

Mr. Kilmer feels that based on hearing the comments of the area residents and his observations, a 4-way STOP is warranted at this intersection.

Mr. Diefenbaker asked if a larger STOP sign at the current location would be possible; i.e., 36 x 36 inches. According to the Michigan Manual of Uniform Traffic Control Devices, the standard is 30 x 30 inches, and for credibility of all signs they need to be standard, to MMUTCD specifications.

Motion by Hubbell
Supported by Diefenbaker

To recommend installation of auxiliary signs on Highbury indicating "CROSS TRAFFIC DOES NOT STOP" to supplement the existing STOP signs.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

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

This issue was first brought before the Traffic Committee in November of 2001. 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 email:

- 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. 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.

The Traffic Committee recommended a detailed engineering study of the intersection and that the item be brought back to the March 20, 2002 meeting. The Engineering Department met to discuss the issue. Following are some of the options considered:

- a. Traffic Signal: This would involve installing a traffic signal and the associated roadwork. Roadwork would involve adding a center left turn lane on Rochester at the intersection. This may be a significant expense since the tapers have to be extended almost 500-600 feet on both sides. Kelly Street would need some reconfiguration to meet the intersection square. There would be a pedestrian push button to activate the signal, and the signal would also be "semi-actuated" only wherein a vehicle waiting on Rochester Court or Kelly Street would trigger the signal. This would mean the signal would stay green predominantly for Rochester Road. Pedestrians would have to wait up to 120 seconds before they got a green signal. The Rochester Court approach would have to be improved to allow two lanes in and two lanes out (one right, one left). The extra "in" lane would help the traffic bound for Rochester Court to make their free right turns while traffic bound for Robinwood would use the left lane.

The City's engineering consultant, Hubbell, Roth and Clark, was requested to do preliminary engineering and cost estimate. They analyzed this configuration and estimated the cost of the improvements at \$480,000

(inclusive of the traffic signal). If this project were to be rated for funding through the Transportation Improvement Program, based on relatively few traffic crashes and traffic congestion at this location, it would be low in the ranking. Without this funding, in the past, such special projects were funded through "Special Assessment Districts" where residents in the area would be assessed for the improvements.

- b. Improve the Rochester Court approach as explained above, and move the crosswalk to Larchwood Drive. Mid-block crossings are not usually recommended on major roadways. However, the Larchwood location may be better than at the curve. Observations indicate very few pedestrians cross Rochester. Studies can be conducted again when the weather is warmer. Based on the number of pedestrians who cross Rochester Road, pedestrian crossing signs may also be considered.

Since the last meeting, additional signs have been installed on southbound Rochester Road. One reads "Reduced Speed Limit 35" and the other is a "Speed Limit 35" sign. This is to inform motorists entering Rochester either from southbound Rochester or from I-75. A speed study was also performed for the southbound traffic on Rochester Road, near Rochester Court. The average speed in the morning off-peak time was around 35 mph, as opposed to 38 mph that was observed in November of 2001.

Other options considered but discarded include:

- Restrict left turns from Rochester Court.
- Build a median along the curve—Rochester Court would be "right in" – "right out" only. This would involve buying a number of properties for the widening at a very high cost. Pedestrians could cross 2 lanes of traffic and find refuge in the median, then cross the other two lanes.
- Close Rochester Court altogether.
- Bring Rochester Court down farther—this will result in a skewed intersection of Rochester Court with Rochester Road, which may be of more concern.

Billie Baker, 2310 Rochester Court, said she thought the extra lane on Rochester Court would help eliminate the traffic backups at the intersection.

Lt. Rossman agreed that Rochester Court looks like a logical place to cross, but it is actually the worst because of limited visibility. A safer location would be at Larchwood.

Lynn Sieja, 2090 Rochester, said summer traffic is much worse, and traffic speeds up coming out of the curve on Rochester Road. She will not allow her 14-year old son to cross at Larchwood. She thinks Arthur might be a safer location for a crosswalk.

A citizen mentioned that there are no signs indicating pedestrians crossing. Mr. Diefenbaker asked about a pedestrian overpass. Per Dr. Abraham, there would have to be at least 100-150 people per day crossing to consider an overpass (and acquiring right of way would be expensive). Two accidents per year would not

qualify for any financial assistance from the state. Overpasses now have to be ADA compliant, which could escalate the cost of an overpass to a very high amount.

Mr. Diefenbaker asked about having a yellow flashing warning light at the curve. Dr. Abraham indicated that such a warning beacon would have to be "actuated" using a pedestrian push button, because if it is flashing all the time, it will lose credibility. This would still be a just a "warning" beacon and would not assure pedestrians the right-of-way at the crosswalk. A study would be performed to find the best place to direct pedestrians to cross, and if there were 100-150 people per day, it could be feasible to mark and sign the crosswalk.

Mr. Diefenbaker said there is no place along Rochester Road where it is safe to cross. The west side currently has no sidewalks. If they were removed during construction of Pendleton Estates, the developer will replace them.

A citizen requested splitting Suggested Resolution B into two separate resolutions.

Motion by Hubbell
Supported by Diefenbaker

To split Suggested Resolution B into two separate resolutions, to read:

- a. Improve the Rochester Court approach to allow two lanes in and two lanes out (one right, one left).
- b. Move the crosswalk to Larchwood Drive.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

Motion by Hubbell
Supported by Diefenbaker

To recommend improving the Rochester Court approach to allow two lanes in and two lanes out (one right, one left), move the crosswalk to Larchwood Drive and also do a pedestrian crossing study in hopes of marking a crosswalk and placing advance warning signs.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

Dr. Abraham agreed with the residents' request that the study be done in July when the recreation programs are running at Morse School to obtain a more accurate result.

6. Install Fire Lanes at Delphi Automotive Systems

The Troy Fire Department requests establishment of the proposed fire lanes at Delphi. Section 8.28, Chapter 106, Troy City code, provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown on the attached sketch be provided to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

Motion by Diefenbaker
Supported by Hubbell

Recommend that the fire lanes/tow away zones shown in the attached sketch be established at Delphi Automotive Systems on Delphi Drive.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

7. Other Business

Mr. Diefenbaker asked if the Rochester/Stephenson intersection could be reconfigured to the way it was before, when direct left turns were permitted on northbound Rochester Road at the intersection of Stephenson Highway. Dr. Abraham will look up the old studies and do a before and after comparison of accident rates.

Dr. Abraham indicated that he had received another letter and pictures from Ann Ortel regarding the parking on Lanergan near Adams. This issue has been considered twice by the Traffic Committee, with recommendations for no changes both times.

Mr. Kilmer requested the radar trailer and a speed study on Hartshorn. Since Hartshorn is now a through street, he feels there is too much speeding.

Also, regarding the I-75 northbound exit onto Rochester Road, he wants to know why there can't there be a right-turn green arrow when southbound Rochester Road is turning left onto the entrance ramp. Dr. Abraham said replied that this matter will be taken up with the Road Commission for Oakland County, which controls all of our traffic signals.

Mr. Kilmer said signs are needed on southbound Rochester, north of Big Beaver, indicating that motorists should keep left for northbound I-75. Motorists unfamiliar with the area can be stuck in the right lanes, not realizing until it is too late that they have to turn left.

8. Adjourn

The next meeting is scheduled for April 17, 2002.

Motion by Kilmer
Supported by Diefenbaker

To adjourn the meeting at 8:58 p.m.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED