

**TRAFFIC COMMITTEE MEETING
NOVEMBER 28, 2001 - 7:30 P.M.
LOWER LEVEL CONFERENCE ROOM
TROY CITY HALL
500 W. BIG BEAVER ROAD**

1. Roll Call
2. Minutes – October 17, 2001
3. Visitors' Time
4. Install 4-way STOP Signs at the Intersection of Trombley and Ellenboro
Requested by Susan Jones, 3458 Talbot
5. Install Traffic Signal at Rochester Court and Rochester to Aid Pedestrians
Requested by The Lane Family, 1049 Kelley
6. Install STOP/Yield Sign on Orpington at Cedar Crest
Requested by Cheryl Brunette, 2457 Orpington
7. Install Fire Lanes on Larchwood
Requested by Lt. Robert Matlick, Fire Department
8. Other Business
9. Adjourn

cc: Traffic Committee Members, Including Ex-Officio Members
John Szerlag, City Manager
Gary A. Shripka, Assistant City Manager/Services
Steve Vandette, City Engineer
Captain Dane Slater, Police Department
Lt. Robert Rossman, Traffic Safety Unit
Lt. Robert Matlick, Fire Department
Lori Grigg Bluhm, City Attorney
John K. Abraham, Traffic Engineer

cc: Appropriate Sections to Interested Citizens:

4. Residents within 300 feet of the Trombley and Ellenboro intersection
Susan Jones, 3458 Talbot

5. Residents within 300 feet of the Rochester Court and Rochester Road intersection
The Lane Family, 1049 Kelley
6. Residents within 300 feet of the Orpington and Cedar Crest intersection
Cheryl Brunette, 2457 Orpington
7. Residents within 300 feet of Larchwood

TRAFFIC COMMITTEE

MESSAGE TO VISITORS, DELEGATIONS AND CITIZENS

The Traffic Committee is composed of seven Troy citizens who have volunteered their time to the City to be involved in traffic and safety problems. The stated role of this Committee is:

- a. To give first hearing to citizens' requests and obtain their input.
- b. To make recommendations to the City Council based on technical considerations, traffic surveys, established standards, and evaluation of citizen input.
- c. To identify hazardous locations and recommend improvements to reduce the potential for traffic accidents.

The recommendations and conclusions arrived at this evening will be forwarded to the City Council for their final action. Any citizen can discuss these recommendations before City Council. The items discussed at the Traffic Committee meeting will be placed on the City Council Agenda by the City Manager. The earliest date these items might be considered by City Council would normally be 10 days to 2 weeks from the Traffic Committee meeting. **If you are interested, you may wish to contact the City Manager's Office in order to determine when a particular item is on the Agenda.**

Persons wishing to speak before this Committee should attempt to hold their remarks to no more than 5 minutes. Please try to keep your remarks relevant to the subject at hand. Please speak only when recognized by the Chair. These comments are made to keep this meeting moving along. Anyone wishing to be heard will be heard; we are here to listen and help in solving or resolving your particular problem.

AGENDA EXPLANATION
TRAFFIC COMMITTEE MEETING
NOVEMBER 28, 2001

1. **Roll Call**
2. **Minutes – October 17, 2001**
3. **Visitors' Time** - (Items not on the Agenda)
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.

SUGGESTED RESOLUTIONS:

- a. Recommend installing 4-way STOP signs.
- b. Recommend no changes.

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. 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.

SUGGESTED RESOLUTIONS:

- a. Recommend installing a traffic signal on Rochester Road at Rochester Court.
- b. Recommend no changes.

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.

SUGGESTED RESOLUTIONS:

- a. Recommend YIELD sign on Orpington at Cedar Crest.
- b. Recommend STOP sign on Orpington.
- c. Recommend no changes.

6. 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 city-owned 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.

SUGGESTED RESOLUTIONS:

- a. Recommend installation of fire lanes on Larchwood east of John R.
- b. Recommend no changes.

8. Other Business

Items not on the agenda which Traffic Committee members may wish to discuss.

9. Adjourn



CVTSight
SnapShot

Enter Map Title
Enter Map Description

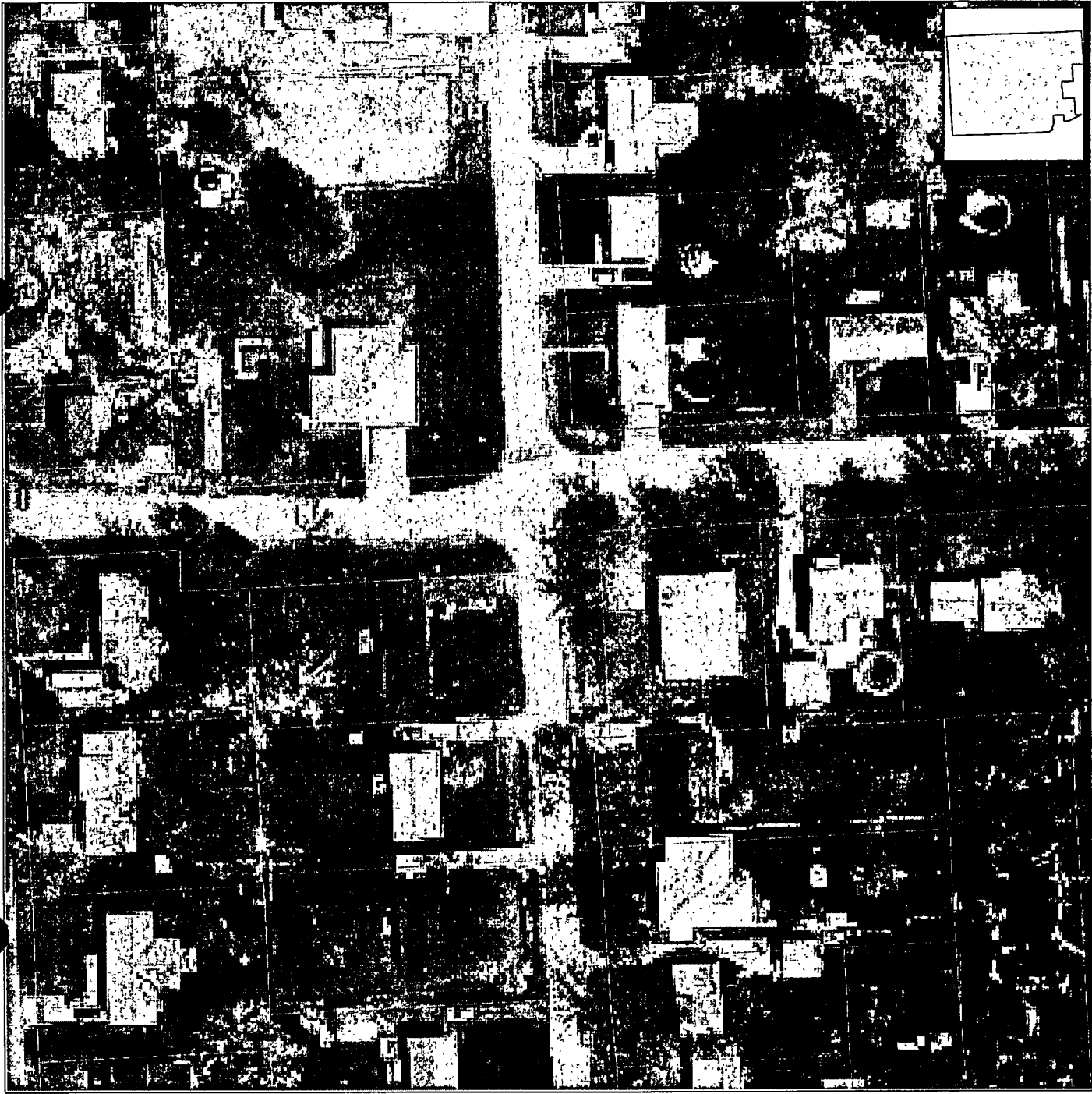
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- BOUNDARY LINE
- MAJOR ROADS
- I-75
- ROAD NAMES
- PARCEL

LABEL

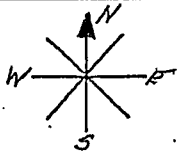


Map Scale: 1" = 90'
Map Date: November 19, 2001
Data Date: May 2001



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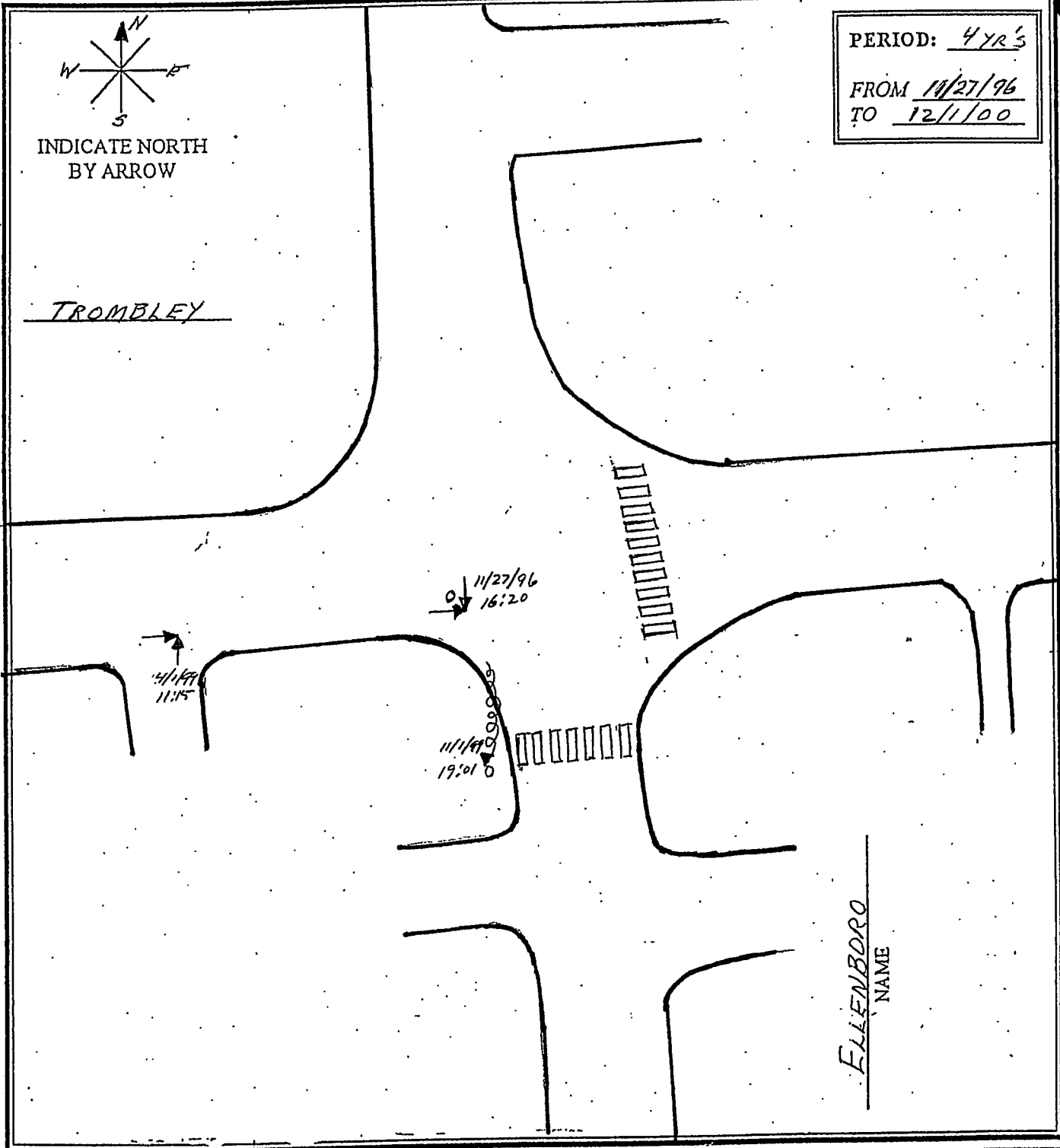
COLLISION DIAGRAM



INDICATE NORTH BY ARROW

PERIOD: 4 YR'S
 FROM 11/27/96
 TO 12/1/00

TROMBLEY

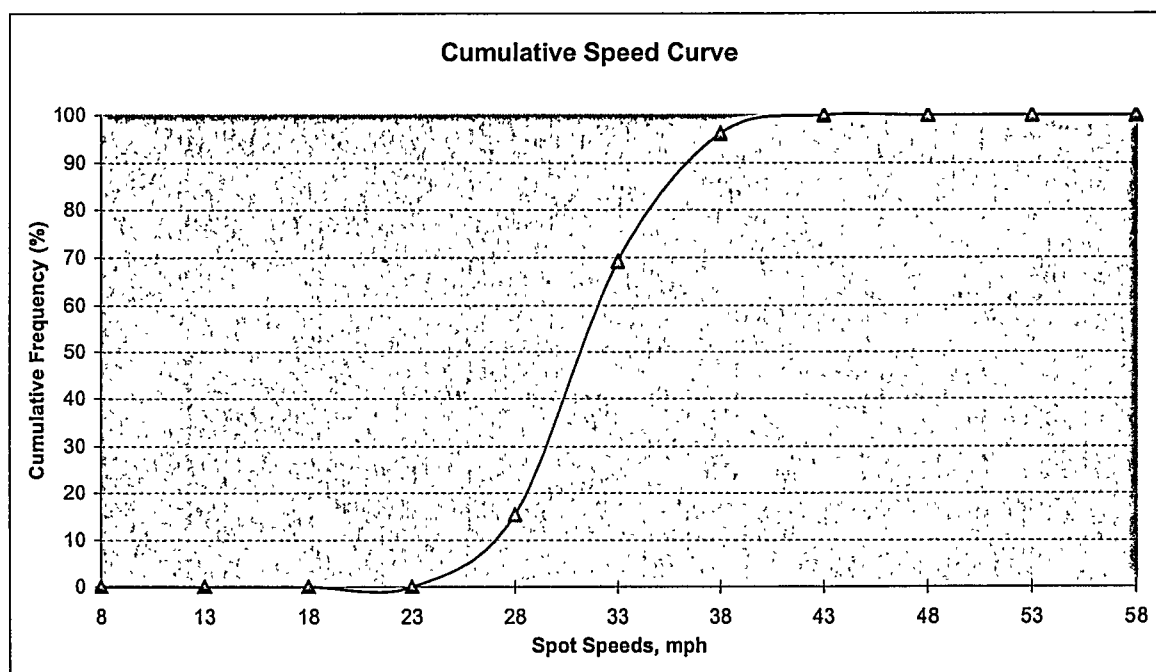


SYMBOLS		TYPES OF COLLISIONS		FOR EACH ACCIDENT SHOW:	
←	MOVING VEHICLE	←←	REAR END	1. Date & Time	
↔↔	BACKING VEHICLE	→→	HEAD ON	2. Weather & Road Surface Conditions	
←---	PEDESTRIAN	↔	SIDE SWIPE	<u>TROMBLEY #</u>	
▣	PARKED VEHICLE	↘	RIGHT ANGLE	<u>ELLENBORO</u>	
□	FIXED OBJECT	↙	LEFT TURN HEAD ON	BY: <u>HL</u> DATE: <u>10/29/01</u>	
○	INJURY ACCIDENT	↘↙	OUT OF CONTROL		
●	FATAL ACCIDENT				

Trombley Near Ellenboro
Morning

Speed (mph)	Number of Vehicles Clocked
6 to 10	0
11 to 15	0
16 to 20	0
21 to 25	4
26 to 30	14
31 to 35	7
36 to 40	1
41 to 45	0
46 to 50	0
51 to 55	0
56 to 60	0
Total # vehicles	26

AVERAGE SPEED 28.962 Miles per hour



Max Speed Recorded 37 MPH

John K Abraham

ITEMS

From: Cynthia A Stewart
 Sent: Monday, November 05, 2001 11:28 AM
 To: John K Abraham
 Subject: FW: How Many more children need to get hit by cars before we get a street light?

Did you see this email???

-----Original Message-----

From: ZEKELANE@aol.com [mailto:ZEKELANE@aol.com]
 Sent: Friday, November 02, 2001 8:15 PM
 To: stewartca@ci.troy.mi.us
 Subject: How Many more children need to get hit by cars before we get a street light?

To Whom It may Concern:
 (Maybe the City of Troy Public Works Department)

We live on Kelley Street West of Rochester Road. There was another accident at the end of our street again today. The intersection is Rochester Road @ Kelley & Rochester Ct. **This time it was a CHILD who was hit by a car.** We do not know the details of what happend or how the child is. We are praying for him and his family.

The only thing we know for sure is that he was crossing Rochester Road on his bicycle. **I want to know how many more children must be sacrificed before they do something about making it safe for anyone to cross the street?????**

Today we could not get home. I had to park at the Red Roof in and walk home with my 2 & 5 year old. Getting back across that street to my car, in the dark with two small children after the police block was lifted was a problem because ther is not a crossing light there. I hate crossing across Rochester there. Its too dangerous and today's accident was *more* proof than I needed to come to that conclusion. I just hope it is now proof enough for the Troy city public works department to stand up and pay attention.

There have been too many car accidents at this intersection for us to even count.

We have seen more than our share of accidents here. I'm sure the Troy police have records. It is time that someone studies them. This time it was a child vs a car instead of a car vs a car. Amazingly, no one on our street is surprised. We are all saddened but, not surprised at all. Everyone knew it was just a matter of time before a child got hit there. How come the planning experts don't get it?? Or why don't they care?? That fast curve with no street light for pedestrian crossing is an accident waiting to happen. If there are several car accidents then would it not make sense that at the same intersection there would eventually be a child involved? Cars are coming off I-75 where they have been clipping along at 65 miles per hour. It can be easy to ignore the speed sign that 25 miles per hour as the sign says. Only a traffic light will slow these people down.

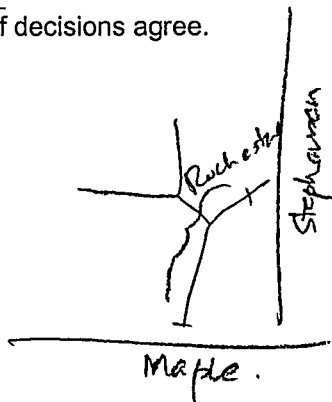
It is the only place for people who live on this side of Rochester to cross the street to get to the Morse elementary or the park. I know that it is difficult for adults to cross that street safely while in a car. How can children be expected to cross without a thousand pounds of steel wraped around them? We need a cross walk with a light to stop the traffic. Kids should be allowed to go to their school and neighborhood park safely.

SOMETHING NEEDS TO BE DONE TO PREVENT ANY MORE CHILDREN FROM GETTING HIT BY CARS AT THIS CROSSING.

I just hope the people with the power to make these kind of decisions agree.

Thank You,

The Lane Family
 1049 Kelley



11/5/01



CVTSight
SnapShot

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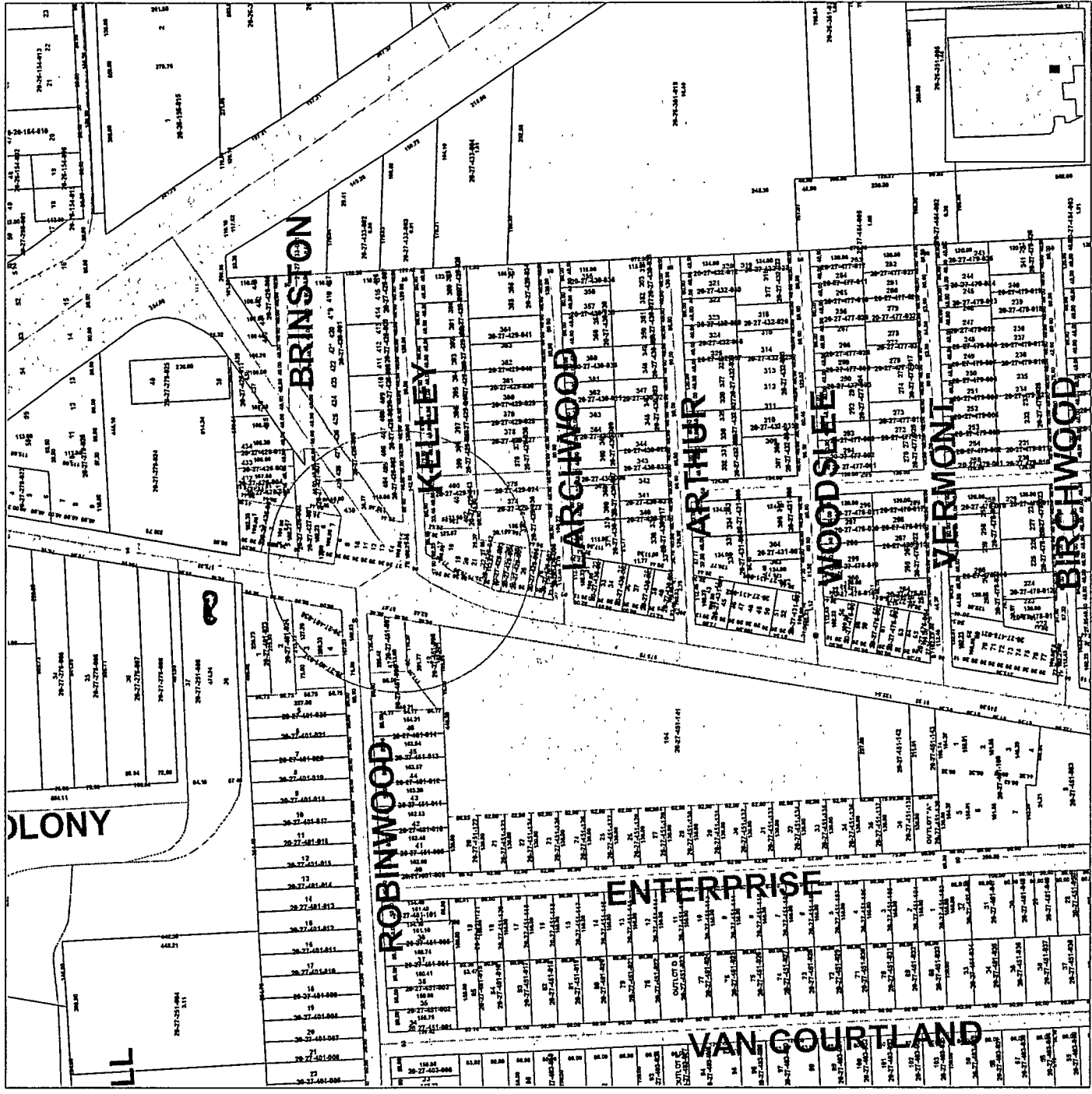
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- BOUNDARY LINE
- MAJOR ROADS
- I-75
- ROADS
- SIDWELL NUMBER
- LOT DIMENSIONS
- LOT ID
- ROAD NAMES
- LAKES
- PARCEL
- BOUNDARY

Selected Parcels (29)



Map Scale: 1" = 346'
Map Date: November 19, 2001
Data Date: May 2001

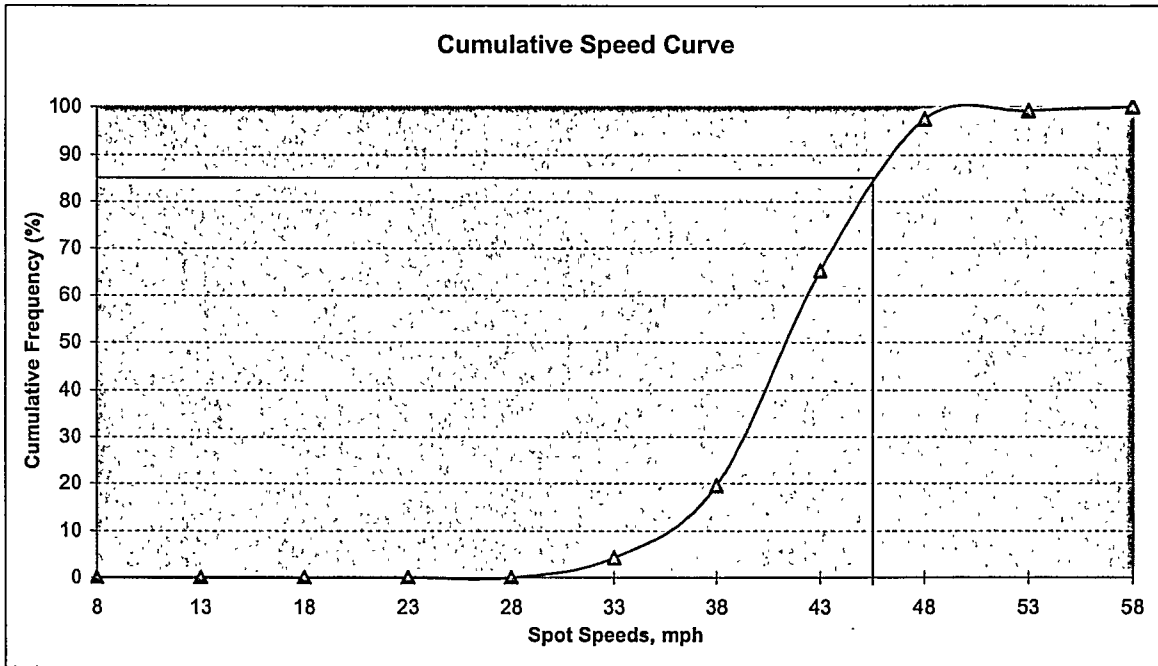


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Rochester - Near Rochester Ct. curve
Afternoon

Speed (mph)	Number of Vehicles Clocked
6 to 10	0
11 to 15	0
16 to 20	0
21 to 25	0
26 to 30	5
31 to 35	18
36 to 40	54
41 to 45	38
46 to 50	2
51 to 55	1
56 to 60	0
Total # vehicles	118

AVERAGE SPEED 38.720 Miles per hour

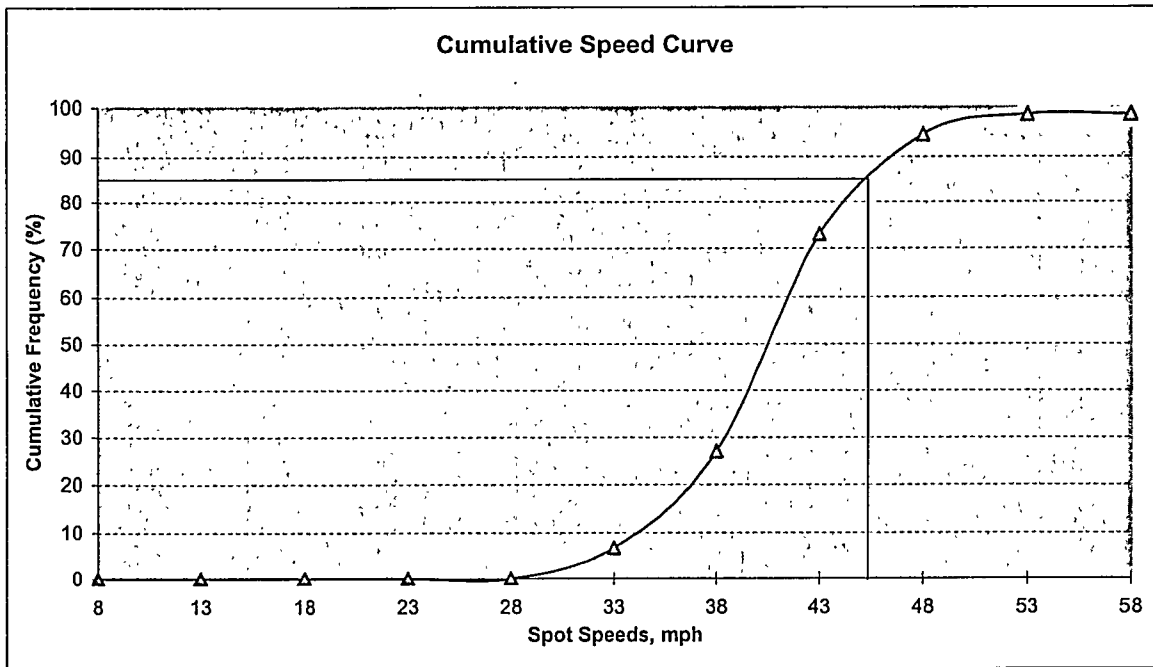


85 PERCENTILE SPEED = 45 MPH
(85% OF TRAFFIC
DROVE UNDER 45 MPH)

Rochester - Near Rochester Ct. curve
Morning

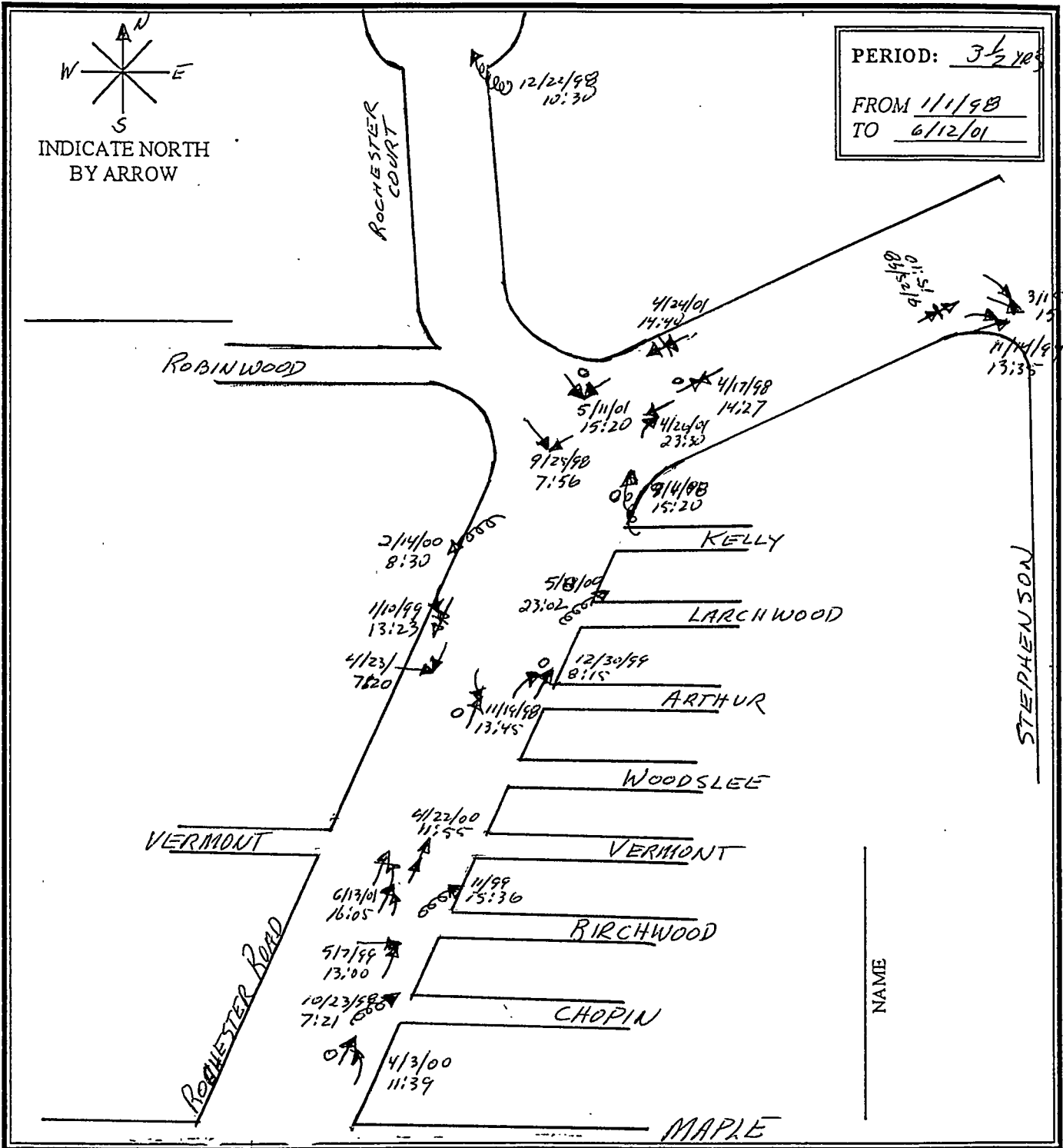
Speed (mph)	Number of Vehicles Clocked
6 to 10	0
11 to 15	0
16 to 20	0
21 to 25	0
26 to 30	5
31 to 35	15
36 to 40	34
41 to 45	16
46 to 50	3
51 to 55	0
56 to 60	1
Total # vehicles	74

AVERAGE SPEED 38.068 Miles per hour

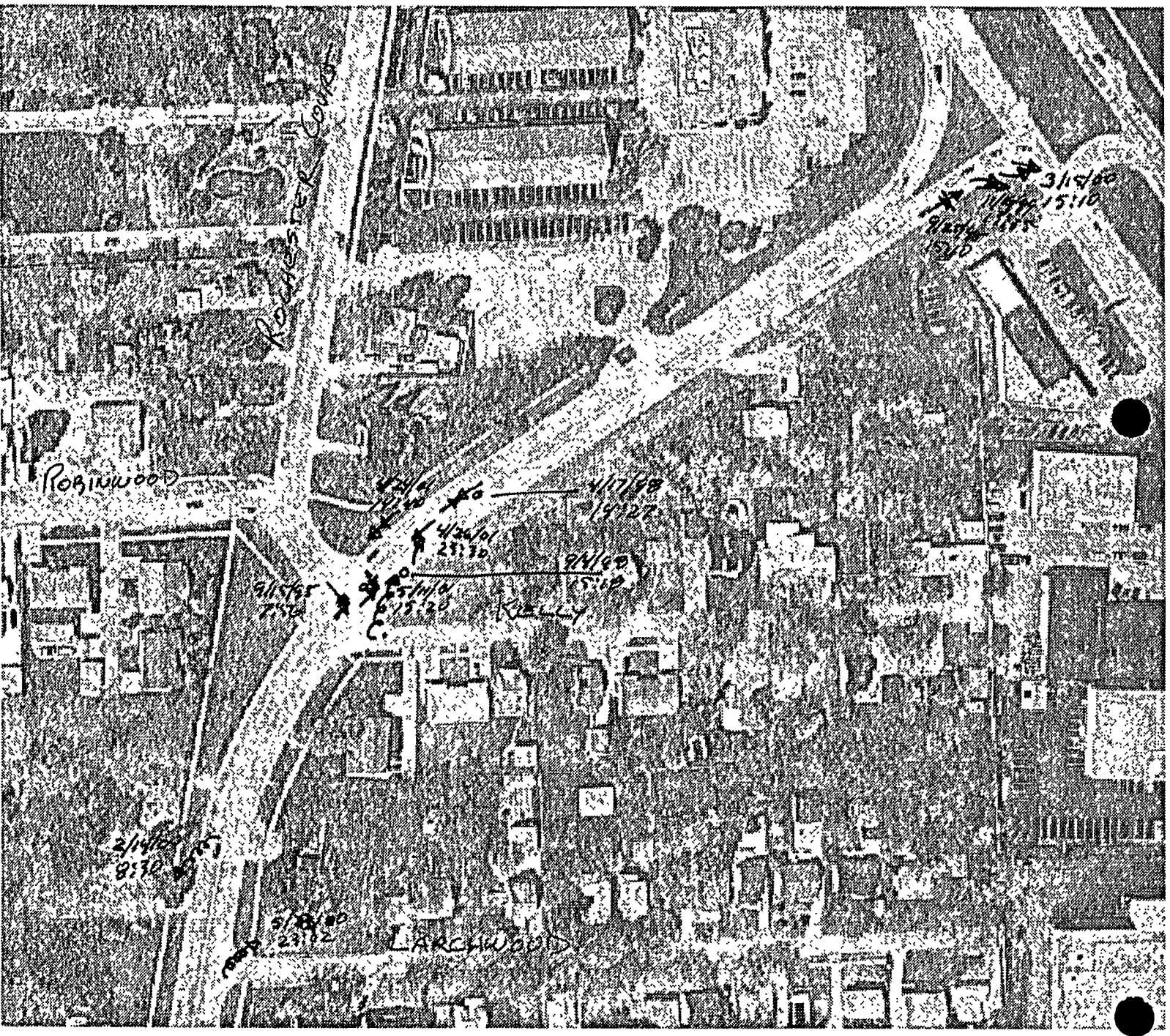


85 PERCENTILE SPEED = 44.5 MPH
(85% OF TRAFFIC
DROVE UNDER 44.5 MPH)

COLLISION DIAGRAM



SYMBOLS	TYPES OF COLLISIONS	FOR EACH ACCIDENT SHOW:
<ul style="list-style-type: none"> ← MOVING VEHICLE ↔ BACKING VEHICLE --- PEDESTRIAN ▣ PARKED VEHICLE □ FIXED OBJECT ○ INJURY ACCIDENT ● FATAL ACCIDENT 	<ul style="list-style-type: none"> ←← REAR END →→ HEAD ON ↔ SIDE SWIPE ⊥ RIGHT ANGLE ↘ LEFT TURN HEAD ON ↻ OUT OF CONTROL 	<ol style="list-style-type: none"> Date & Time Weather & Road Surface Conditions
		<p>Rochester Road between</p> <p>Maples & Stephenson</p> <p>BY: <i>JA</i> DATE: 11/5/01</p>





Enter Map Title
Enter Map Description

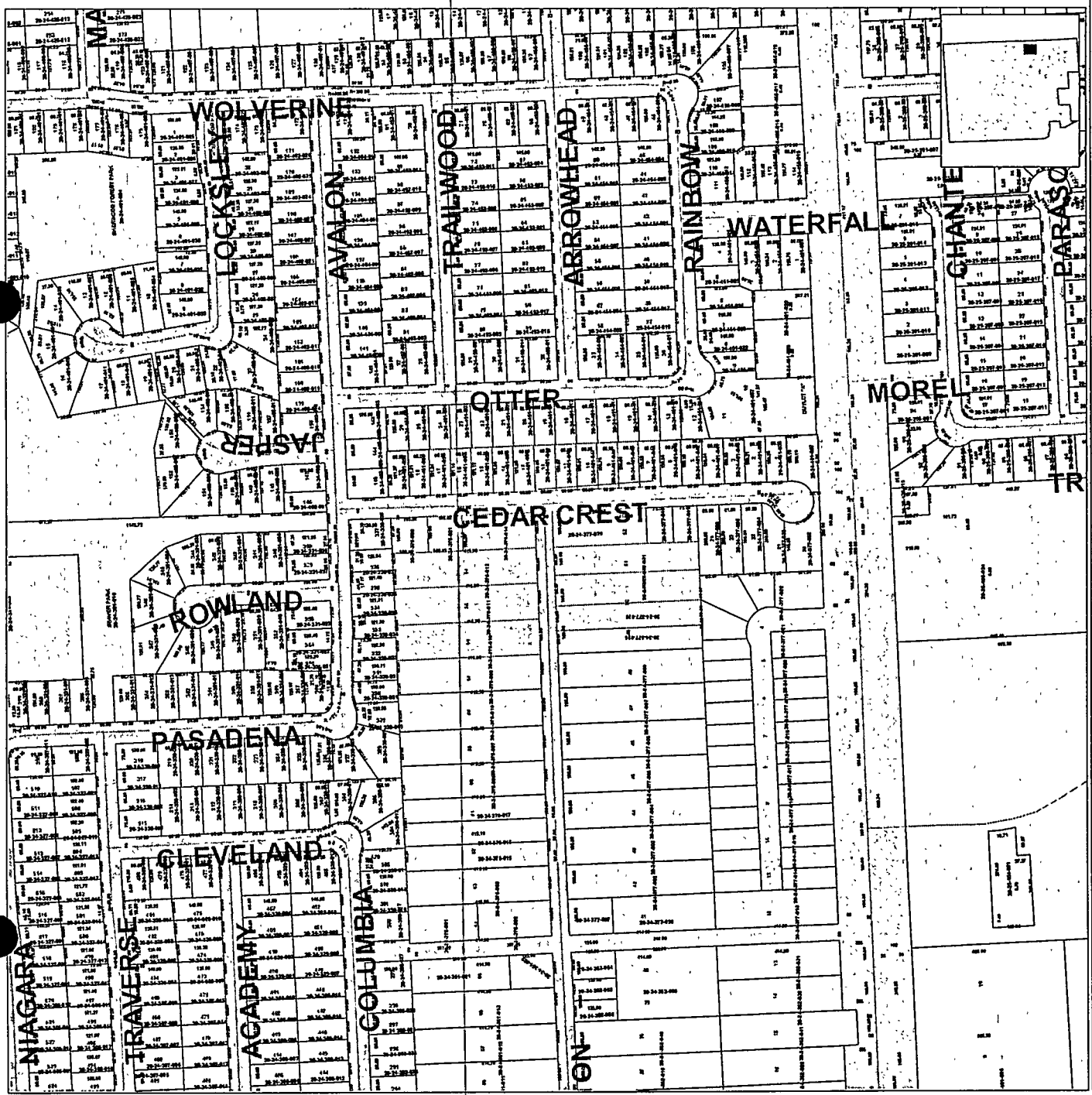
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- 1-75
- ROADS
- SIDWELL NUMBER
- LOT DIMENSIONS
- LOT ID
- ROAD NAMES
- LAKES
- PARCEL
- BOUNDARY

Selected Parcels (20)



Map Scale: 1" = 425'
Map Date: November 19, 2001
Data Date: May 2001



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CVTSight
SnapShot

Enter Map Title
Enter Map Description

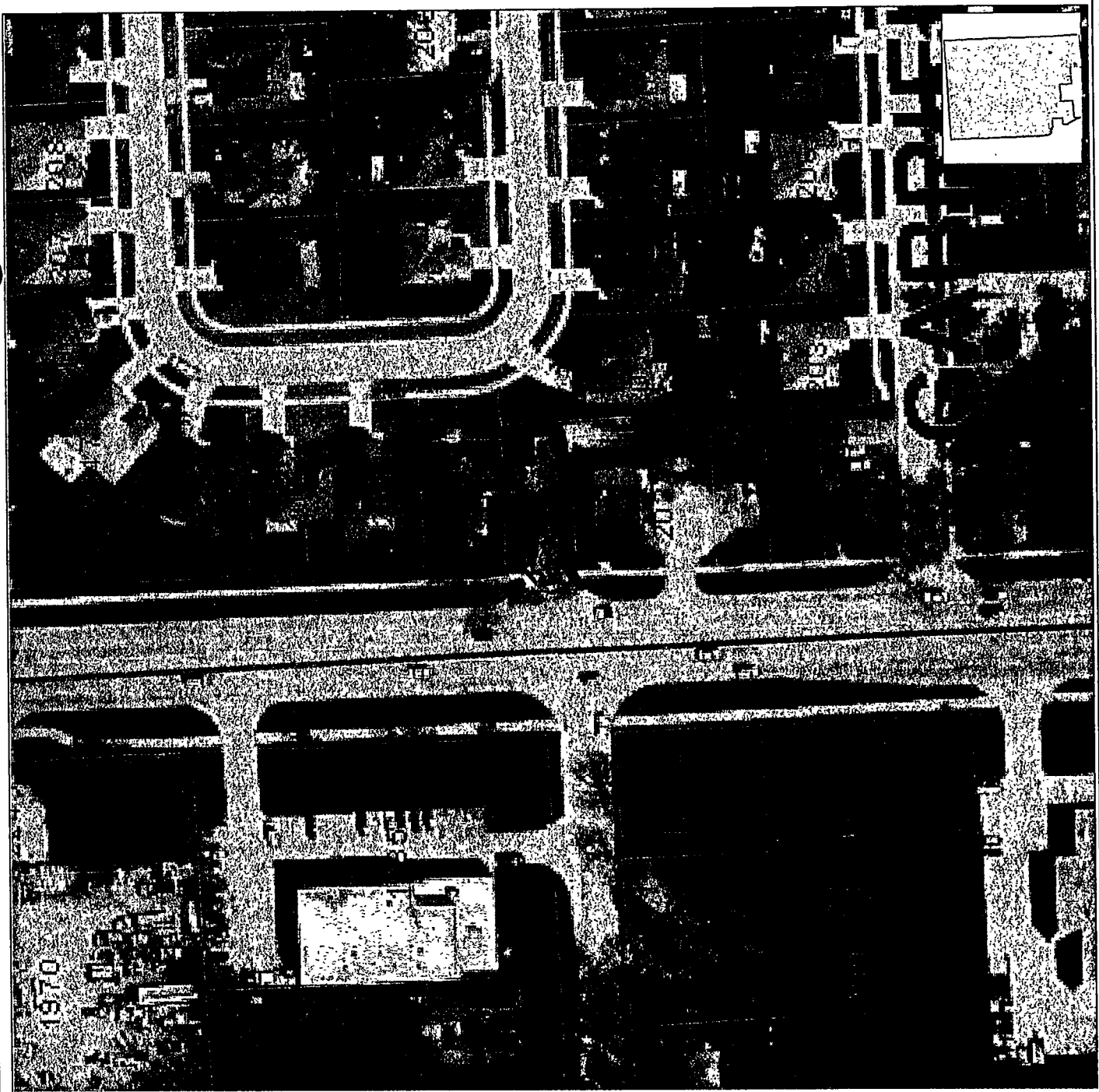
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- 1-75
- ADDRESS TXT
- ROAD NAMES
- PARCEL

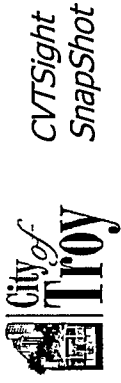
NO PARKING
ON
FIRE LANE
LARCHWOOD



Map Scale: 1" = 108'
Map Date: October 30, 2001
Data Date: May, 2001



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CVTSight
SnapShot

Enter Map Title
Enter Map Description

Map Legend:

- BOUNDARY LINE
- MAJOR ROADS
- I-75
- ROAD NAMES
- LABEL
- PARCEL

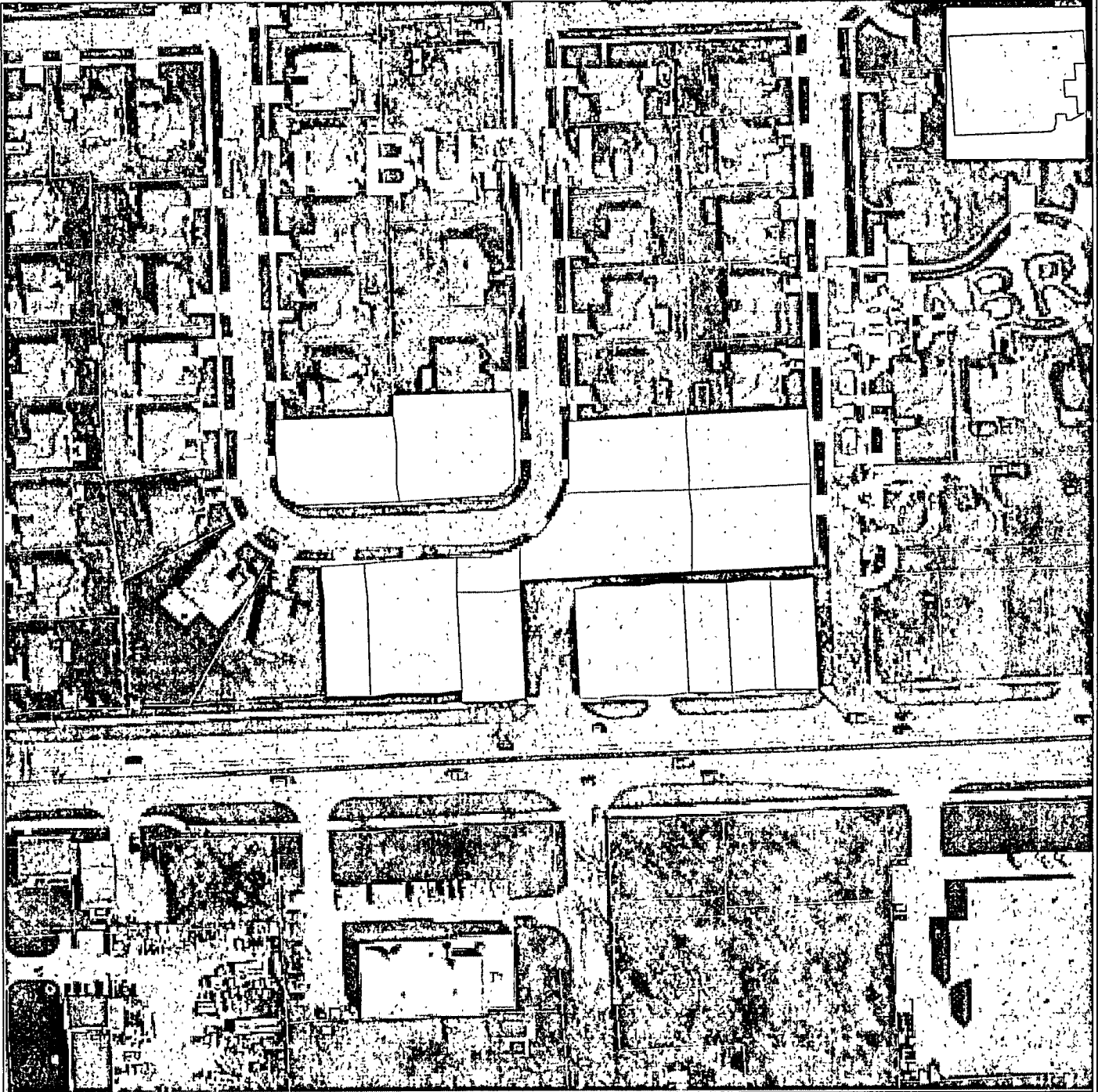
Selected Parcels (14)



Map Scale:

Map Date: November 19, 2001

Data Date: May 2001



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