

AGENDA

Traffic Committee Meeting

November 20 – 7:30 P.M.

Lower Level Conference Room – Troy City Hall

500 West Big Beaver Road

1. Roll Call
2. Minutes – October 16, 2013

REGULAR BUSINESS

3. Request for Traffic Control – Forest Park Drive at Redbud Drive
4. Request to Extend No Parking Zone – London Court
5. Public Comment
6. Other Business
7. Adjourn

cc: Item 3: Paul & Pearl Newcomer, 1639 Redbud Drive, Troy, MI 48098
Properties within 300'
Item 4: Don Plachta, 2622 London Court, Troy, MI 48085
Tom Butcher, 2629 London Court, Troy, MI 48085
Properties within 300'

Traffic Committee Members

Captain Robert Redmond & Sgt. Mike Szuminski, Police Department

Lt. Eric Caloia, Fire Department

William J. Huotari, Deputy City Engineer/Traffic Engineer

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 concerns. 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.

Final decisions on sidewalk waivers will be made by the Committee at this meeting.

The recommendations and conclusions arrived at on regular items 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 concerns.

REGULAR BUSINESS**3. Request for Traffic Control – Forest Park Drive at Redbud Drive**

Paul and Pearl Newcomer of 1639 Redbud Drive request that traffic control be placed at the intersection of Forest Park Drive and Redbud Drive. Mr. and Mrs. Newcomer state that lack of Stop signs in all directions creates a hazardous situation.

SUGGESTED RESOLUTIONS:

- a. **RESOLVED**, that the intersection of Forest Park Drive and Redbud Drive be modified from NO traffic control to a STOP sign on the Redbud Drive approach to the intersection.
- b. **RESOLVED**, that the intersection of Forest Park Drive and Redbud Drive be modified from NO traffic control to All-Way STOP control.
- c. **RESOLVED**, that NO changes be made at the intersection of Forest Park Drive and Redbud Drive.

4. Request to Extend No Parking Zone – London Court

Don Plachta of 2622 London Court and Tom Butcher of 2629 London Court request that the existing No Parking zone along London Court be extended to a point southeast of the driveway to 2629 London Court (approximately at the property line between 2629 London Court and 4586 Butler). Vehicles being parked in the cul-de-sac are causing issues with vehicular movement around the cul-de-sac as well as access to properties adjacent to the cul-de-sac.

SUGGESTED RESOLUTIONS:

- a. **RESOLVED**, that the existing NO PARKING zone be extended to encompass the entire cul-de-sac and ending at a point approximately at the property line between 2629 London Court and 4586 Butler.
- b. **RESOLVED**, that NO changes be made to the NO PARKING zone on London Court.

5. Public Comment**6. Other Business****7. Adjourn**

A regular meeting of the Troy Traffic Committee was held Wednesday, October 16, 2013 in the Lower Level Conference Room at Troy City Hall. Pete Ziegenfelder called the meeting to order at 7:30 p.m.

1. Roll Call

PRESENT: Sarah Binkowski
Tim Brandstetter
Ted Halsey
Richard Kilmer
Al Petrusis
Stevan Popovic
Pete Ziegenfelder

ABSENT: None

Also present: John Ballantine, 1468 Brentwood
Jason Dalbec, 546 Trombley
Jim Stachura, 1547 Brentwood
Lt. Eric Caloia, Fire Department
Sgt. Mike Szuminski, Police Department
Bill Huotari, Deputy City Engineer/Traffic Engineer

2. Minutes – September 18, 2013

RESOLUTION # 2013-10-20

Moved by Halsey
Seconded by Petrusis

To approve the September 18, 2013 minutes as printed.

YES: All-7
NO: None
ABSENT: None

MOTION CARRIED

REGULAR BUSINESS

3. Request for Traffic Control – Ellenboro at Trombley

Jason Dalbec of 546 Trombley requests that the existing traffic control at the intersection of Ellenboro and Trombley be changed to a 4-Way Stop. Mr. Dalbec states that lack of Stop signs in all directions creates a hazardous situation. Mr. Dalbec was in attendance at the meeting and addressed the Traffic Committee. He

provided a petition signed by 16 residents in favor of an All-Way Stop at the intersection. He discussed that the intersection is close to Wattles Elementary and is also a bus stop for Baker Middle school students. Children walk in the roads as there are no sidewalks in the area. There is a lot of traffic mixing with children in this area during school arrival dismissal times.

Mr. Kilmer observed the intersection from 7:30 am to 8:45 am and counted 10 buses, 235 cars, 8 children walking to school and 20 children waiting for the bus. Mr. Kilmer stated that he supports the All-Way Stop and believes that we should do what the residents have requested.

Ms. Binkowski discussed what Stop signs can and cannot do (i.e. control speeds effectively).

Mr. Petruilis questioned locations of other traffic control as well as speed control in the area.

Mr. Brandstetter asked about the possibility of locating a school crossing guard at this location. There is already a school crossing guard at the next intersection to the north (at Ellenboro/Colebrook).

Traffic Engineering did receive a copy of the referenced petition as well as two (2) emails in support and one (1) email opposed to modifying the intersection control.

RESOLUTION # 2013-10-21

Moved by Kilmer
Seconded by Popovic

RESOLVED, that the intersection of Ellenboro and Trombley be modified to All-Way Stop control.

YES: All-7
NO: None
ABSENT: None

MOTION CARRIED

4. Request for No Parking Zone – Brentwood at Northfield Parkway

The Northfield Hills Condominium Association (NHCA) requests that the south side of Brentwood, from 15' west of the existing fire hydrant to the intersection at Northfield Parkway, be posted as a No Parking zone.

John Ballantine attended the meeting as a board member of NHCA. Mr. Ballantine stated that vehicles park east of the fire hydrant up to the intersection of Brentwood and

Northfield Parkway. There are mailboxes and newspaper boxes at the opposite corner and parked vehicles at the intersection make turning movements difficult and dangerous.

Jim Stichera, 1547 Brentwood, spoke in favor of the No Parking zone. Mr. Stichera reports that several vehicles that park in this area are actually Flagstar Bank employees so vehicles are parked all day during the week. He agrees that parked vehicles make turning movements at the intersection more difficult. He supports the creation of a No Parking zone.

Mr. Petrulis questioned why Flagstar Bank employees would park here rather than in the parking lot next to the building on the east side of Northfield Parkway. Mr. Stichera stated that it is much easier to exit Brentwood to Long Lake rather than from the Flagstar Bank parking lot.

Mr. Kilmer asked if we could restrict parking to residents only. Brentwood and Northfield Parkway are both public roads, so they are open to use by the public. Creation of a No Parking zone would restrict locations where the public at large may park.

RESOLUTION # 2013-10-22

Moved by Binkowski
Seconded by Halsey

RESOLVED, that a No Parking zone be established on the south side of Brentwood, from 15' west of the existing fire hydrant to the intersection at Northfield Parkway.

YES: All-7
NO: None
ABSENT: None

MOTION CARRIED

5. Public Comment

There were no members of the public at the meeting with additional comments.

6. Other Business

Mr. Petrulis asked about the developments on Big Beaver and their impact on traffic volume/flows. The sites do go through site plan review and a part of that review involves traffic impacts. In the case of the site on the north side of Big Beaver, just west of I75, the impact is not anticipated to be significant as the entrance to the site is from Wilshire rather than a new curb cut on Big Beaver. Additionally, the site is mixed use with restaurants/retail with a new hotel proposed at the rear of the site. These uses are typically off-peak so while they will generate additional traffic, the impact on peak hour volumes is not anticipated to be significant.

Mr. Kilmer requested that Troy Police visit the area around Morse Elementary during the PM dismissal time to address parking on the street in areas that are currently posted as No Parking or No Stopping, Standing, Parking zones. Troy Police will review as their staffing levels allow.

Traffic Engineering discussed the I-75 Open House to be held on Tuesday, November 19, 2013 from 11:00 am to 7:00 pm at the Community Center (Room #305). Further information will be provided once it is received from MDOT.

7. Adjourn

The meeting adjourned at 8:21 p.m.

Pete Ziegenfelder, Chairperson

Bill Huotari, Deputy City Engineer/Traffic Engineer

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TRAFFIC COMMITTEE REPORT

November 5, 2013

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: Request for Traffic Control
Forest Park Drive at Redbud Drive

Background:

Paul and Pearl Newcomer of 1639 Redbud Drive request that traffic control be placed at the intersection of Forest Park Drive and Redbud Drive. Mr. and Mrs. Newcomer state that lack of Stop signs in all directions creates a hazardous situation.

There is currently no traffic control at the intersection of Forest Park Drive and Redbud Drive.

There have been three (3) crashes at this intersection in the past five (5) years. Two (2) of these crashes could be attributed to lack of traffic control at the intersection. The third crash involved a side-swipe of a parked car.

The posted speed limit on both streets is 25 mph. Forest Park Drive should be assigned right-of-way as it is in the continuing road and Redbud Drive terminates at Forest Park Drive.

The major sight distance obstruction at the intersection is the large shrub in the northwest quadrant. The shrub comes into play when determining the safe approach speeds for the intersection. The safe approach speed on Redbud Drive was found to be less than 10 mph; therefore a STOP sign is the recommended treatment.

The city requested that OHM review the request and provide their findings and recommendations (copy attached).

Recommendation:

Recommend that the traffic control at the intersection be modified from No traffic control to a STOP sign on the Redbud Drive approach to the intersection.

RECEIVED

OCT 09 2013

ENGINEERING

10/09/2013

Sent Email

Called 10/10/2013

Talked w/ Paul & Pearl

11:40AM

1639 Redbud Drive
Troy, Michigan 48098-1969
October 8, 2013

Sent OHM Report
10/18/2013 by email

Talked w/ Pearl
10/23/2013 @ 11:27
Paul will call back

Talked w/ Paul
1:00 PM

Mr. William Huotari
Traffic Dept., City Of Troy
500 W. Big Beaver
Troy, Michigan 48084

Dear Mr. Huotari:

Re: Placement of three-way stop sign arrangement

We submit for reasons enumerated below that stop signs (three in total) should be placed at the intersection of Forrest Park Drive and Redbud Drive in the Forrest Creek Subdivision.

Many drivers young and old do not slow sufficiently or at all when approaching from all three directions and the north and south approaches to Redbud from Forrest Park have limited sight lines because of road curvatures. Drivers seem to cut corners too frequently without regard to oncoming traffic. Consequently, there has been at least one collision between vehicles, the result from which was considerable damage to both vehicles; one fire hydrant has been run into and totally destroyed, at some significant expense to the city; and one group of four mailboxes has been run into three times, finally necessitating an expensive replacement for the homeowners involved.

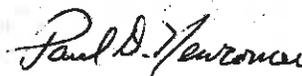
Additionally, it should be pointed out that numerous children and older folks ride their bikes through this intersection. One corner is also a pickup and drop off point for the Avondale school system buses. Forrest Park is the main north/south and Redbud the main east/west routes in the sub; thus, both handle quite a bit of vehicular traffic of all kinds. And, the mail truck uses the intersection as a turn around point.

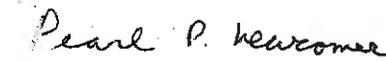
Our neighboring subdivision to the east, Crescent Ridge, has a three-way stop arrangement at the intersection of Denton Drive and Napier Drive. There must have been some safety concerns here., which the City of Troy was willing to rectify.

The undersign trust that the City of Troy will give our proposal serious and prompt consideration, in light of all the safety and property concerns involved. We can be reached by Phone at 248-879-3891 or email at pdnewcomer@yahoo.com.

Thank you in advance for your cooperation in this matter.

Very truly yours.


Paul D. Newcomer


Pearl P. Newcomer

October 17, 2013

Mr. William Huotari, PE
Deputy City Engineer
City of Troy
500 W Big Beaver Rd
Troy, MI 48084

Subject: Traffic Control Recommendation for the intersection of Forest Park Dr and Redbud Dr
OHM JN: 0128-13-0150

Dear Mr. Huotari:

As requested, we have reviewed the Forest Park Dr/Redbud Dr intersection to determine the proper traffic control. The subject intersection is a T-intersection located in the City of Troy, approximately 0.28 miles east of Coolidge Hwy and 0.35 miles south of South Blvd. Both Forest Park Dr and Redbud Dr are local streets, with Forest Park Dr running in the north-south direction and Redbud Dr running east-west. The speed limit on both streets is 25 mph. There is currently no traffic control at the intersection. Reference the attachments for an aerial and intersection photos.

Background on Traffic Control Determination

Based on the *Michigan Manual of Uniform Traffic Control Devices (MMUTCD)* there are four conditions where STOP signs may be warranted:

- At the intersection of a less important road with a main road where application of the normal right-of-way rule is unduly hazardous.
- On a street entering a through highway or street.
- At an unsignalized intersection in a signalized area.
- At other intersections where a combination of high speed, restricted view, or crash records indicate a need for control by the STOP sign.

Many times STOP signs are installed where they may not be warranted. Traffic experts agree that unnecessary STOP signs:

- Cause accidents they are designed to prevent.
- Breed contempt for other necessary STOP signs.
- Waste millions of gallons of gasoline annually.
- Create added noise and air pollution.
- Increase, rather than decrease, speeds between intersections.



The use of a YIELD sign is intended to assign the right-of-way at intersections where it is not usually necessary to stop before proceeding into the intersection. Conversely, the STOP sign is intended for use where it is usually necessary to stop before proceeding into the intersection.

The following conditions should be fully evaluated to determine how the right-of-way should be assigned:

- Traffic Volumes: Normally, the heavier volume of traffic should be given the right-of-way.
- Approach Speeds: The higher speed traffic should normally be given the right-of-way.
- Types of Highways: When a minor highway intersects a major highway, it is usually desirable to control the minor highway.
- Sight Distance: Sight distance across the corners of the intersection is the most important factor and is critical in determining safe approach speeds.

Crash Analysis

Based on information obtained through Traffic Improvement Association of Michigan, there were 3 crashes recorded in the past 5-years at the Forest Park Dr/Redbud Dr intersection. Two of these crashes could be attributed to the lack of control at the intersection. The third crash involved a side-swipe of a parked car.

Approach Speeds

The approach speed limit on both streets is 25 mph. Speed limits alone cannot be used in this case to determine which direction of traffic should be assigned the right-of-way.

Types of Highways

Although both Forest Park Dr and Redbud Dr are considered local streets, Forest Park should be assigned right of way in this case, as it is the continuing road and Redbud Dr terminates at Forest Park Dr. Driver expectation is that the continuing road does not have to stop and the terminating road must at a minimum slow to make the turn.

Sight Distance

The major sight distance obstruction at the intersection is the large shrub in the northwest quadrant. The shrub comes into play when determining the safe approach speeds for the intersection. The safe approach speed is the speed at which a vehicle can approach an intersection and still stop in time to avoid a collision with a vehicle on the cross street. Safe approach speeds are determined through calculations.

When the safe approach speed is found to be less than 10 mph for the minor road, a STOP sign is commonly used. In this case, the safe approach speed on Redbud Dr was found to be less than 10 mph; therefore a STOP sign is the recommended treatment. The safe approach speed calculation spreadsheet is attached for your reference.

Recommendation

OHM recommends that the intersection control be modified from “no traffic control” to a STOP sign on the Redbud Dr approach to the intersection.



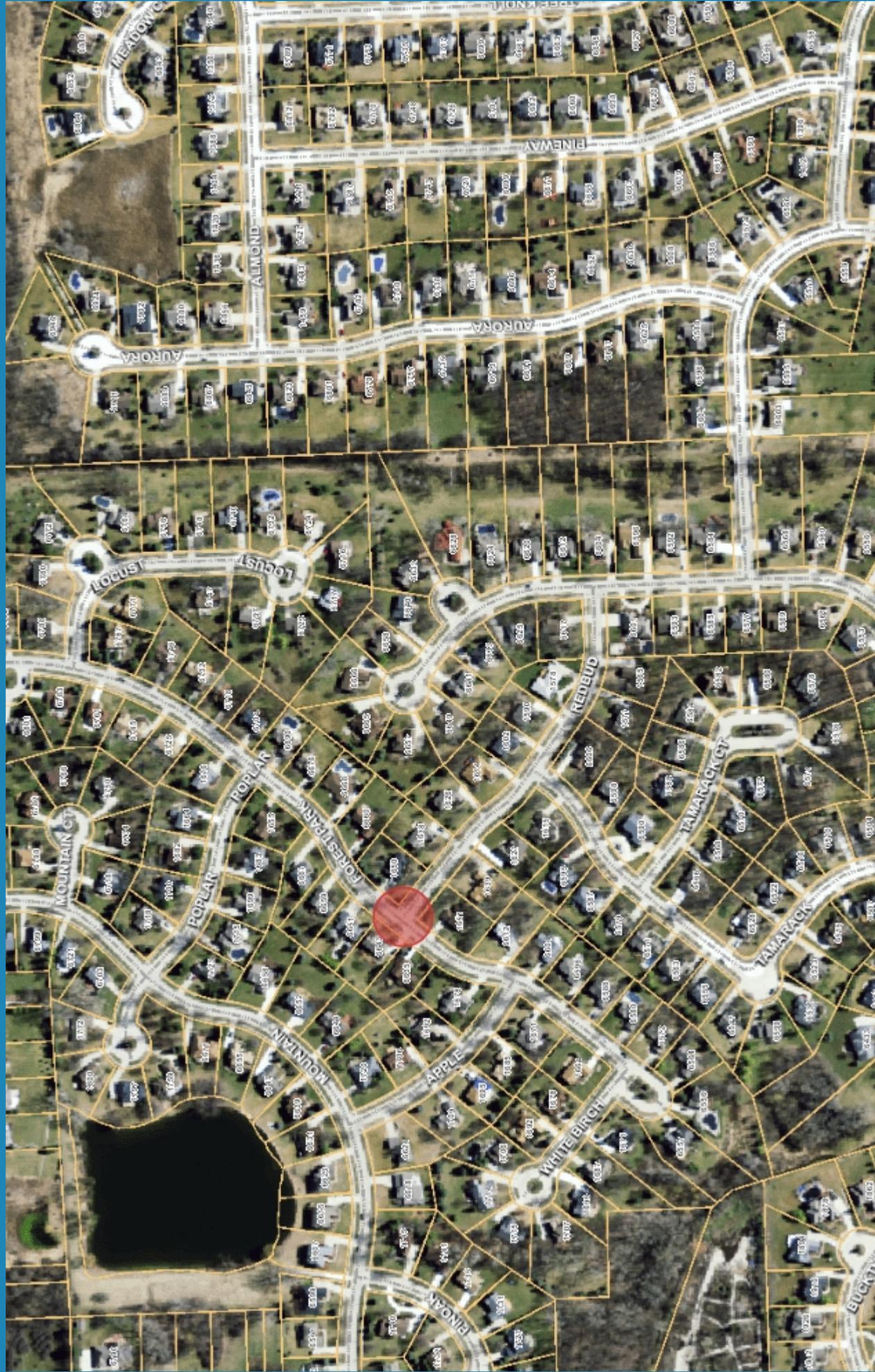
Sincerely,
Orchard Hiltz & McCliment, Inc.

A handwritten signature in black ink, appearing to read "SMLoveland".

Steven M. Loveland, PE, PTOE
Traffic Project Engineer

Attachments:

- Aerial and Intersection Photos
- Safe Approach Speed Calculation Spreadsheet



904Feet

452

0

904

Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.



NB Forest Park



WB Redbud



SB Forest Park

Safe Approach Speed Calculation

Forest Park at Redbud
City of Troy, MI

Road A = Redbud
Road B = Forest Park

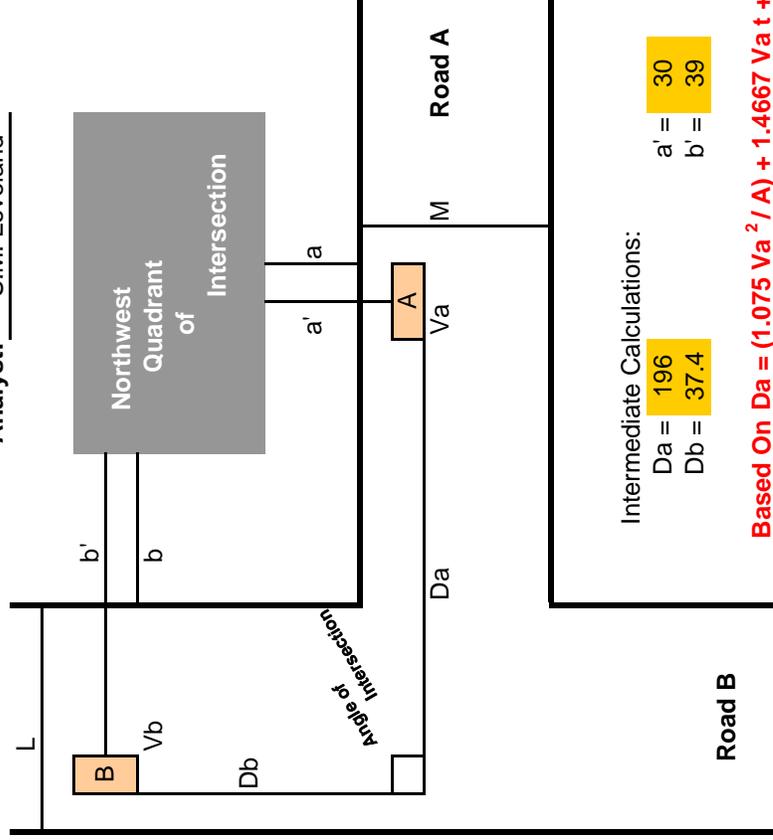
Date: 10/17/2013
Analyst: S.M. Loveland

- Measured:
- Width of Roads
 - Road A = 28 (ft)
 - Road B = 28 (ft)
 - Distance to Obstruction
 - a = 19 (ft)
 - b = 22 (ft)
 - Angle of Intersection
 - Delta = 90 (degrees)
 - Road A Posted Speed Limit = 25 (mph)

Assumed:

- Speed of Vehicle A = Posted Speed Limit on Road A + 5 (mph)
- Va = 30 (mph)
- Perception / Reaction Time (AASHTO) t = 2.5 (sec)
- Deceleration rate (AASHTO) A = 11.20
- Clearance distance in excess of safe stopping distance (AAA) C = 0 (ft)

Calculated Safe Approach Speed for Vehicle Approaching on Road B
Vb = 8.4 (mph)



Intermediate Calculations:

Da = 196
Db = 37.4
a' = 30
b' = 39

Based On $Da = (1.075 Va^2 / A) + 1.4667 Va t + C$
 $Db = \frac{a * Da}{(Da - b)}$

Notes:

Enter field measurements in yellow highlighted area.

Blue fields are std. default values; change only for cause.

Calculated by spreadsheet

Recommended ROW control for Road B
based on safe approach speed :

STOP Sign



TRAFFIC COMMITTEE REPORT

November 5, 2013

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: London Court
Extend No Parking Zone

Background:

Don Plachta of 2622 London Court and Tom Butcher of 2629 London Court request that the No Parking zone in the cul-de-sac area be extended to cover the entire cul-de-sac. The current no parking zone starts at the intersection of Butler and London Court and extends approximately 2/3 of the way around the cul-de-sac.

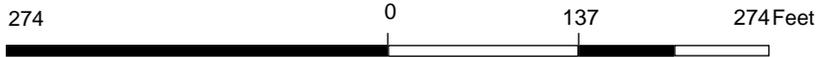
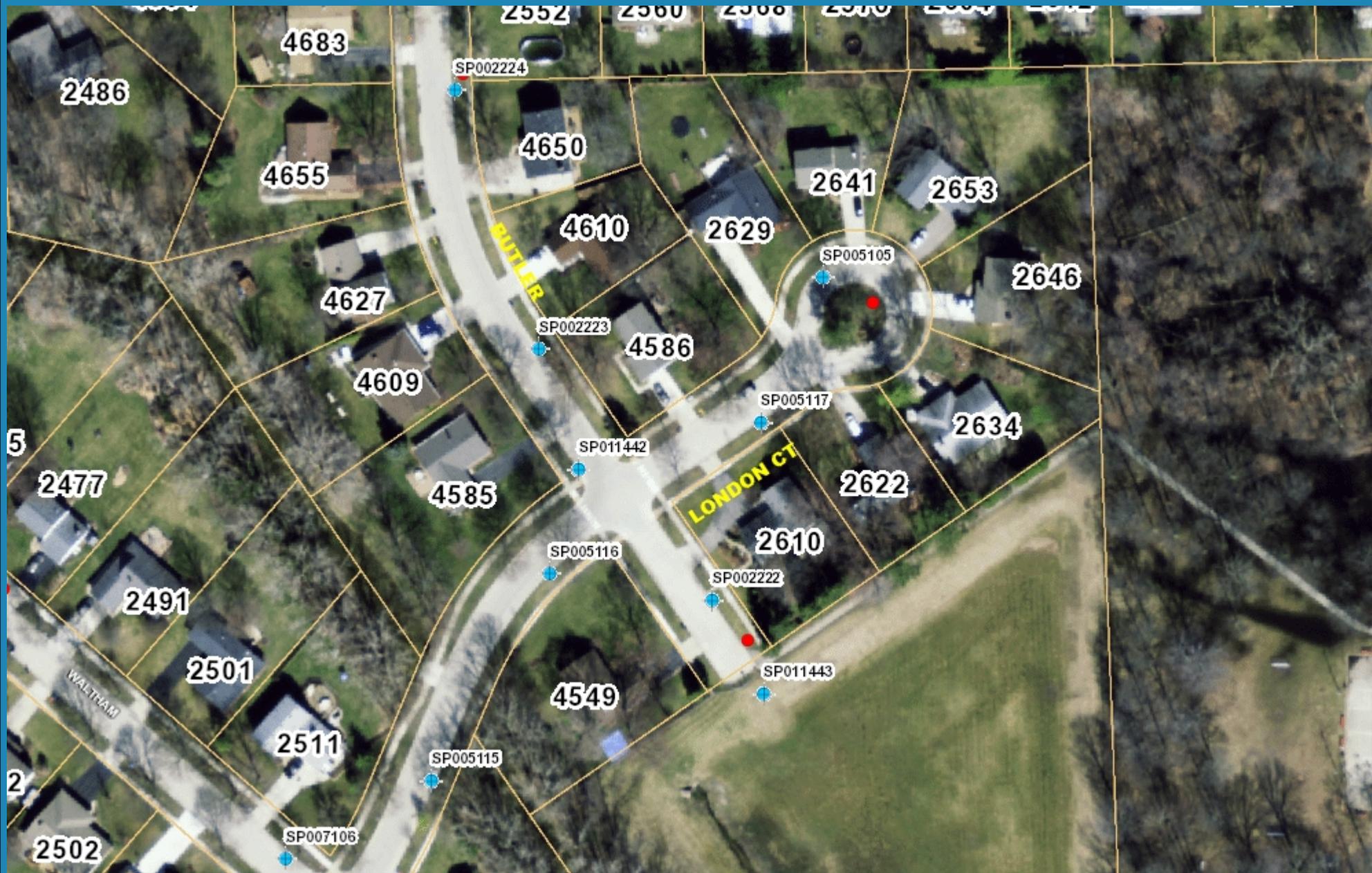
Vehicles parking in the cul-de-sac obstruct vehicular movements around the the cul-de-sac. Larger vehicles such as garbage trucks, UPS or FedEx delivery trucks, etc. have difficulties navigating the cul-de-sac when a vehicle or vehicles are parked in the cul-de-sac. During the winter months, snow creeping into the pavement area will magnify the issue as there is less road width available to traverse the cul-de-sac.

Mr. Butcher also stated that he has had difficulty accessing or exiting his property due to vehicles parked in the cul-de-sac.

The existing signage is not clear and would be updated to the current standard which would place a "NO PARKING BEGINS" sign at the intersection of Butler and London Court and end with a "NO PARKING ENDS" sign at the end of the cul-de-sac.

Recommendations:

Recommend that the existing NO PARKING zone be extended to encompass the entire cul-de-sac and ending at a point approximately at the property line between 2629 London Court and 4586 Butler.



Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.

