

AGENDA
TRAFFIC COMMITTEE MEETING
OCTOBER 17, 2012 – 7:30 P.M.
LOWER LEVEL CONFERENCE ROOM - TROY CITY HALL
500 W. BIG BEAVER ROAD

1. Roll Call
2. Minutes – September 19, 2012

REGULAR BUSINESS

3. Request for Traffic Control – Vineyards at Vineyards Court
Requested by Ann Marie Walkiewicz, 2861 Vineyards
4. Revise School Speed Zone Hours – Hamilton Elementary
Requested by Debbie Hayes, 6830 Mountain
5. Public Comment
6. Other Business
7. Adjourn

cc: Item 3: Ann Marie Walkiewicz, 2861 Vineyards
Residents within 300 feet of Vineyards at Vineyards Court intersection

Item 4: Debbie Hayes, 6830 Mountain
Residents within 300 feet of Hamilton Elementary

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 – Vineyards at Vineyards Court

Ann Marie Walkiewicz of 2861 Vineyards requested that the intersection of Vineyards at Vineyards Court be reviewed for the purpose of installing a Stop or Yield sign on Vineyards Court. Ms. Walkiewicz states that lack of traffic control at the intersection creates a hazardous situation.

SUGGESTED RESOLUTIONS (Item 3):

- a. **RESOLVED**, that the Traffic Committee recommends that the intersection control at Vineyards and Vineyards Court be modified from “no traffic control” to a STOP sign on the Vineyards Court northbound approach to the intersection.
- b. **RESOLVED**, that the Traffic Committee recommends no changes at the intersection of Vineyards and Vineyards Court.

4. Request to Revise School Speed Zone Hours – Hamilton Elementary

Debbie Hayes of 6830 Mountain requested that the times listed on the supplementary plaques indicating School Speed Limit of 25 mph on Northfield Parkway, near Hamilton Elementary, be revised to reflect the new school day hours at the school.

SUGGESTED RESOLUTIONS (Item 4):

- a. **RESOLVED**, that the Traffic Committee recommends that the supplementary plaques indicating School Speed Limit of 25 mph on Northfield Parkway, near Hamilton Elementary, be revised to the hours of 8:30 a.m. to 9:30 a.m. and 3:30 p.m. to 4:30 p.m.
- b. **RESOLVED**, that the Traffic Committee recommends no changes to the School Speed Limit hours on Northfield Parkway, near Hamilton Elementary.

5. Public Comment

6. Other Business

7. Adjourn

A regular meeting of the Troy Traffic Committee was held Wednesday, September 19, 2012 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
Ted Halsey
Richard Kilmer
Al Petrusis
Pete Ziegenfelder

ABSENT: David Ogg
Stevan Popovic

Also present: Gerald Scheich, 660 Kenyon
Sgt. Mike Szuminski, Troy Police Dept.
Lt. Eric Caloia, Fire Department
Bill Huotari, Deputy City Engineer/Traffic Engineer

2. Minutes – May 16, 2012**RESOLUTION # 2012-09-15**

Moved by Kilmer
Seconded by Binkowski

To approve the May 16, 2012 minutes as printed.

YES: All-5
NO: None
ABSENT: 2 (Ogg, Popovic)
MOTION CARRIED

REGULAR BUSINESS**3. Request for Traffic Control – Columbia at Rhode Island**

Art Morante of 2289 Columbia requested that the intersection of Columbia and Rhode Island be reviewed for the purpose of installing traffic control on Rhode Island. Mr. Morante states that lack of traffic control at the intersection creates a hazardous situation.

There have been no crashes recorded in the past three (3) years at the intersection.

The major site distance obstructions are the houses in the southern quadrants of the intersection. The homes come into play when determining the safe approach speeds for the intersection. The safe approach speed was found to be greater than 10 mph on Rhode Island, so a Yield sign is the minimum recommended treatment for the intersection.

Daniel and Suzanne Piziali of 3237 Rhode Island submitted an email opposing the installation of a traffic control sign.

Michael and Valerie Schaefer of 2277 Columbia Drive submitted an email in favor of installing a Stop sign on Rhode Island.

No members of the public spoke on this item at the meeting.

General discussion among the Traffic Committee members ensued.

RESOLUTION # 2012-09-16

Moved by Binkowski

Seconded by Halsey

RESOLVED, that the Traffic Committee recommends that the intersection control at Columbia and Rhode Island be modified from “no traffic control” to a YIELD sign on the Rhode Island northbound approach to the intersection.

YES: 4 (Binkowski, Halsey, Petrulis, Ziegenfelder)

NO: 1 (Kilmer)

ABSENT: 2 (Ogg, Popovic)

MOTION CARRIED

4. Request to Revise No Stopping, Standing, Parking Zone Hours – Barnard Elementary

Troy Police Department requested that the times listed on the No Stopping, Standing, Parking signs on Anvil and Forge, near Barnard Elementary, be revised to reflect the new school day hours at the school.

The Troy School district has revised start and end times at several schools and as such, some signs are no longer consistent with the new school times. The revised school day times are to be held for the next five years per discussions with school administrators.

A temporary Traffic Control Order was issued on August 15, 2012 to revise the times, but must be replaced with a permanent Traffic Control Order within 90 days or it becomes invalid.

No members of the public spoke on this item at the meeting.

General discussion among the Traffic Committee members ensued.

RESOLUTION # 2012-09-17

Moved by Kilmer

Seconded by Binkowski

RESOLVED, that the Traffic Committee recommends that the No Stopping, Standing, Parking signs on Anvil and Forge, near Barnard Elementary, be revised to prohibit stopping, standing,

parking between the hours of 7:30 a.m. to 8:30 a.m. and 3:30 p.m. to 4:30 p.m. SCHOOL DAYS ONLY.

YES: All-5
NO: None
ABSENT: 2 (Ogg, Popovic)
MOTION CARRIED

5. Request to Revise No Stopping, Standing, Parking Zone Hours – Hill Elementary

Kerry Schmitt of 2816 Quincy requested that the times listed on the No Stopping, Standing, Parking signs on Quincy and Mill Pond, near Barnard Elementary, be revised to reflect the new school day hours at the school.

The Troy School district has revised start and end times at several schools and as such, some signs are no longer consistent with the new school times. The revised school day times are to be held for the next five years per discussions with school administrators.

A temporary Traffic Control Order was issued on September 5, 2012 to revise the times, but must be replaced with a permanent Traffic Control Order within 90 days or it becomes invalid.

No members of the public spoke on this item at the meeting.

General discussion among the Traffic Committee members ensued.

RESOLUTION # 2012-09-18

Moved by Halsey
Seconded by Kilmer

RESOLVED, that the Traffic Committee recommends that the No Stopping, Standing, Parking signs on Quincy and Mill Pond, near Hill Elementary, be revised to prohibit stopping, standing, parking between the hours of 8:00 a.m. to 9:00 a.m. and 3:00 p.m. to 4:00 p.m. SCHOOL DAYS ONLY.

YES: All-5
NO: None
ABSENT: 2 (Ogg, Popovic)
MOTION CARRIED

6. Establish Fire Lanes at 550 Oliver

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).

The property owner of 550 Oliver was notified by Troy Fire Department that the installation and maintenance of the fire lane signs is the obligation of the property owner. Fire lane placement

guidance is provided to the property owner and is coordinated through the Fire Department.

No members of the public spoke on this item at the meeting.

General discussion among the Traffic Committee members ensued.

RESOLUTION # 2012-09-19

Moved by Halsey
Seconded by Petrulis

RESOLVED, that the Traffic Committee recommends establishing fire lanes at 550 Oliver.

YES: All-5
NO: None
ABSENT: 2 (Ogg, Popovic)
MOTION CARRIED

7. Establish Fire Lanes at 2873 – 2897 W. Maple

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).

The property owner of 2873 - 2897 Oliver was notified by Troy Fire Department that the installation and maintenance of the fire lane signs is the obligation of the property owner. Fire lane placement guidance is provided to the property owner and is coordinated through the Fire Department.

No members of the public spoke on this item at the meeting.

General discussion among the Traffic Committee members ensued.

RESOLUTION # 2012-09-20

Moved by Kilmer
Seconded by Binkowski

RESOLVED, that the Traffic Committee recommends establishing fire lanes at 2873 – 2897 W. Maple.

YES: All-5
NO: None
ABSENT: 2 (Ogg, Popovic)
MOTION CARRIED

8. Request for No Parking Zone – Kenyon at Jamaica

Gerald Scheich of 660 Kenyon requested that a No Parking zone be established on Kenyon, between the intersection with Jamaica and the cul-de-sac to the east. Mr. Scheich states that vehicles parking on the south side of Kenyon create a hazardous situation.

Vehicles parking on the south side of Kenyon, just east of the intersection cause motorists to drive around the parked vehicle to the north side of the road. Exacerbating the issue is that the existing no parking zone on Kenyon north is on the east side of the road. This creates a potential situation where a northbound Kenyon driver meets up with a southbound Kenyon driver at the cul-de-sac both on the same side of the road.

It is approximately forty (40) feet from the sidewalk on Kenyon to the start of the cul-de-sac to the east. Establishing this area as a No Parking Zone would provide for better sight distance, more reasonable turning areas around the corner from both northbound and southbound directions and allow for drivers to navigate the corner without forcing them into a potential head-on with drivers in the opposite direction.

Mr. Scheich was present at the meeting and discussed his concerns when vehicles are parked in this area.

Tim and Denise Schwab of 600 Kenyon submitted an email supporting the installation of no parking signs at this location.

General discussion among the Traffic Committee members ensued.

RESOLUTION # 2012-09-21

Moved by Kilmer
Seconded by Binkowski

RESOLVED, that the Traffic Committee recommends that a NO PARKING zone be established between Kenyon and the start of the cul-de-sac to the east.

YES: All-5
NO: None
ABSENT: 2 (Ogg, Popovic)
MOTION CARRIED

9. Public Comment

There was no additional public comment.

10. Other Business

Mr. Halsey reports that there is a manhole sinking at the northwest corner of Livernois and Maple (curb lane as you travel westbound on Maple). Traffic Engineering will refer the item to the Road Commission for Oakland County (RCOC) Maintenance Division for review.

Mr. Halsey requested that Troy Police Department review the use of students for traffic safety at

Wattles Elementary.

Mr. Kilmer requested that Troy Police Department review the arrival period at Morse Elementary.

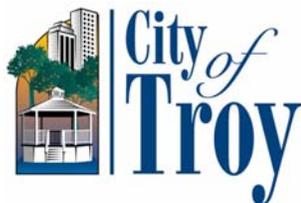
Mr. Ziegenfelder reports that the No Turn on Red signs on southbound Stephenson are not visible at night. Traffic Engineering will refer the item to the Department of Public Works for investigation.

11. Adjourn

The meeting adjourned at 8:25 p.m.

Pete Ziegenfelder, Chairperson

Bill Huotari, Recording Secretary



TRAFFIC COMMITTEE REPORT

October 2, 2012

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: Request for Traffic Control
Vineyards at Vineyards Court

Background:

Ann Marie Walkiewicz of 2861 Vineyards requested that the intersection of Vineyards at Vineyards Court be reviewed for the purpose of installing a Stop or Yield sign on Vineyards Court. Ms. Walkiewicz states that lack of traffic control at the intersection creates a hazardous situation.

The posted speed limit on both streets is 25 mph. Vineyards should be assigned right of way as it is the continuing road and Vineyards Court terminates in a dead end to the south.

There have been no crashes recorded in the past three (3) years at the intersection.

The major sight distance obstructions at the intersection are the trees in the southern quadrants. The trees come into play when determining the safe approach speeds for the intersection. The safe approach speed was found to be less than 10 mph on Vineyards Court, so a STOP sign is the recommended treatment for the intersection.

The city requested that our traffic engineering consultant, OHM, review the request and provide their findings and recommendations (copy attached).

Recommendation:

Recommend that the intersection control be modified from "no traffic control" to a STOP sign on the Vineyards Court northbound approach to the intersection.

September 7, 2012



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

Subject: Traffic Control Recommendation for the intersection of Vineyards Drive at
Vineyard Court
OHM JN: 0128-12-0060

Dear Mr. Huotari:

As requested, we have reviewed the Vineyards Drive at Vineyards Court intersection to determine the proper traffic control. The subject intersection is a T-intersection located in the City of Troy, approximately 400' east of Adams Road and ¼ mile north of Long Lake Road. Both Vineyards Drive and Vineyards Court are local streets, with Vineyards Court running in the north-south direction and Vineyards Drive running east-west. The speed limit on both streets is 25 mph. There is currently no traffic control on any of the approaches. 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 have been no crashes recorded in the past 3-years at the Vineyards Drive/Vineyards Court intersection.

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 Vineyards Drive and Vineyards Court are considered local streets, Vineyards Drive should be assigned right of way in this case, as it is the continuing road and Vineyards Court terminates at Vineyards Drive and is also a dead end road. 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 obstructions at the intersection are the trees in the southern quadrants. The trees come 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 Vineyards Court 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 Vineyards Court northbound approach to the intersection.

In addition to placing the STOP sign, it is also recommended to trim some branches of one tree and relocate a NO PARKING sign to improve visibility of the proposed STOP sign.

The tree in need of trimming is along the east side of Vineyards Court between the sidewalk and back of curb. It is located south of Vineyards Drive and north of the first driveway south of the intersection.

The NO PARKING sign to be relocated is on the northbound approach to the intersection at the corner where the STOP sign will be placed. It is recommended to relocate this sign further south to provide adequate spacing between the signs so not to obstruct the STOP sign. This sign could be placed just north of the first driveway south of the intersection.

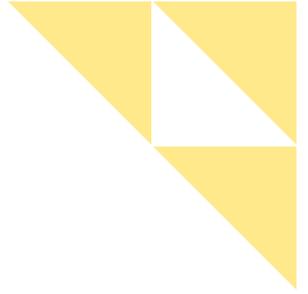
Sincerely,
Orchard Hiltz & McCliment, Inc.

A handwritten signature in black ink, appearing to read "SMLoveland". The signature is fluid and cursive, with the first name "Steven" and last name "Loveland" clearly distinguishable.

Steven M. Loveland, PE, PTOE
Traffic Project Engineer

Attachments:

- Aerial and Intersection Photos
- Safe Approach Speed Calculation Spreadsheet



Attachments



Vineyards looking west



Vineyards looking southwest



Vineyards looking east



Vineyards looking southeast



Vineyards Ct looking north



Vineyards Ct looking northwest



Vineyards Ct looking northeast



Vineyards Ct looking north (showing tree and no parking sign)

Safe Approach Speed Calculation

Vineyards at Vineyards Ct
City of Troy

Road A = Vineyards Dr
Road B = Vineyards Ct

Date: 9/7/2012

Analyst: S.M. Loveland

Measured:

Width of Roads

Road A = 28 (ft)

Road B = 28 (ft)

Distance to Obstruction

a = 20 (ft)

b = 23 (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)

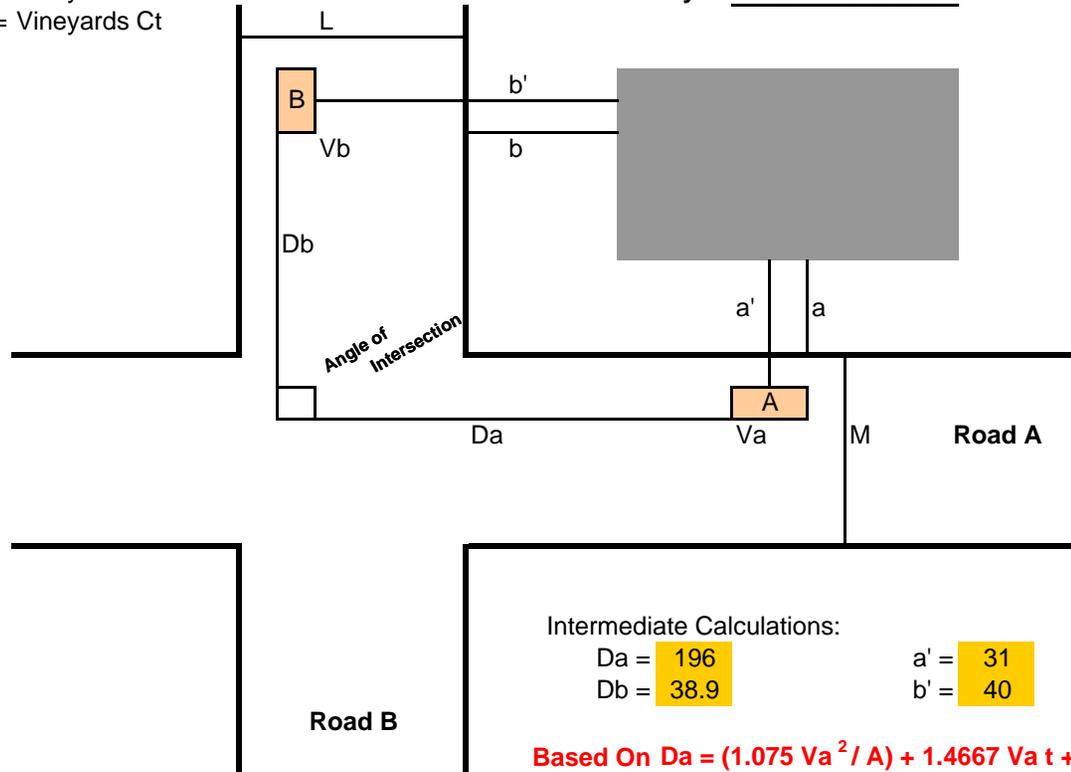
t = 2.5 (sec)

Deceleration rate (AASHTO)

A = 11.20

Clearance distance in excess of safe stopping distance (AAA)

C = 0 (ft)



Intermediate Calculations:

Da = 196

a' = 31

Db = 38.9

b' = 40

Based On $Da = (1.075 Va^2 / A) + 1.4667 Va t + C$

$Db = \frac{a * Da}{(Da - b)}$

Calculated Safe Approach Speed for Vehicle
Approaching on Road B
Vb = 8.7 (mph)

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

October 2, 2012

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: Revise School Speed Zone Hours
Hamilton Elementary – Northfield Parkway

Background:

Debbie Hayes of 6830 Mountain requested that the times listed on the supplementary plaques indicating School Speed Limit of 25 mph on Northfield Parkway, near Hamilton Elementary, be revised to reflect the new school day hours at the school.

Troy School District has revised start and end times at several schools and as such, some signs are no longer consistent with the new school times (copy of TSD 2012-13 School Times is attached).

Hamilton Elementary arrival is now 9:10 a.m. and dismissal is 4:01 p.m. The existing signs at this location were previously approved with restrictions between 7:45 to 8:30 a.m. and 3:00 to 4:00 p.m. With the new school times to be effective with the start of the 2012-13 school year, a temporary traffic control order was issued on September 19, 2012 to revise the times on the signs to 8:30 to 9:30 a.m. and 3:30 to 4:30 p.m on Northfield Parkway.

A temporary traffic control order is valid for up to 90 days. After that time, it must either be replaced with a permanent traffic control order or it expires.

Traffic Engineering is currently reviewing all other schools to verify if the existing signs are consistent with the current arrival/dismissal times.

Recommendation:

Recommend that the supplementary plaques indicating School Speed Limit of 25 mph, be revised to 8:30 a.m. to 9:30 a.m. and 3:30 p.m. to 4:30 p.m.



Troy School District 2012-2013 School Times

Troy and Athens High Schools

**Full day: 7:20 a.m. - 2:04 p.m.
First day of school: 7:20 a.m. - 10:32 a.m.
All other half days: 7:20 a.m. - 10:36 a.m.**

International Academy East

Full day: 7:45 a.m. - 2:35 p.m.

Niles Community High School

**Monday-Thursdays: 7:35 a.m. - 2:40 p.m.
Fridays: 7:35 a.m. - 12:20 p.m.**

Boulan/Larson

Early

**7:55 a.m. – 2:32 p.m.
7:55 a.m. – 11:12 a.m.
7:55 a.m. – 11:08 a.m.**

Middle Schools

**Full Day
First Day of School
All other half days**

Baker/Smith

Late

**8:20 a.m. – 2:57 p.m.
8:20 a.m. – 11:37 a.m.
8:20 a.m. – 11:33 a.m.**

Bemis, Hill, Martell, Troy Union, Wass and Wattles Elementary Schools

**Full day: 8:40 a.m. - 3:31 p.m.
First day of school: 8:40 a.m. - 12:14 p.m.
All other half days: 8:40 a.m. – 12:15 p.m.**

Barnard, Costello, Hamilton, Leonard, Morse and Schroeder Elementary Schools

**Full day: 9:10 a.m. - 4:01 p.m.
First day of school: 9:10 a.m. - 12:44 p.m.
All other half days: 9:10 a.m. – 12:45 p.m.**

Leonard Developmental Kindergarten

9:10 a.m. – 12:15 p.m.