City of Troy

CITY COUNCIL REPORT

October 30, 2006

TO: Phillip L. Nelson, City Manager

FROM: Brian Murphy, Assistant City Manager/Economic Development Services
Steve Vandette, City Engineer SJV
John Abraham, Deputy City Engineer/Traffic Engineer

SUBJECT: Concerns About Pedestrians at Rochester and Charrington

Background:

This is in response to some concerns expressed to City Council at their meeting of October 23, 2006.

- **Traffic Congestion on Rochester Road**: Though there has been a reduction in traffic congestion in some areas of the City, traffic volumes on Rochester Road still show an increasing trend. The latest traffic counts show that there are around 60,000 vehicles that use the stretch of Rochester road between Big Beaver and Wattles in a day (both directions). This traffic volume exceeds the capacity of the roadway for around 5 hours in a day, causing delays to motorists. We secured federal funding to widen this stretch of the roadway several years ago for the preliminary design and right-of-way acquisition phases of the project. Construction funding is scheduled for 2010.

- **Traffic Signal at Rochester and Charrington**: The concern expressed was that the light does not allow pedestrians enough time to cross Rochester Road. We made some field observations at the signal on several occasions and found that:
  - If the signal is activated by a vehicle waiting to exit Charrington, the signal gives between 10 and 20 seconds of green, in the several cycles observed, there were no residual backups on Charrington (all cars waiting were served). Charrington carries around 760 vehicles in a day.
  - When the signal is activated using the pedestrian push button, the green time was around 25 seconds consistently (up to 31 seconds), allowing ample time for a pedestrian to cross Rochester Road. We suspect that the concern of not enough time to cross Rochester Road was based on observation of the signal when activated by a vehicle and not based on using the pedestrian push button. A majority of all traffic signals in the City are set up similarly where the extra pedestrian time is allocated only if there is a pedestrian 'call' placed by a pedestrian pushing the push button.

- **Pedestrian Facilities to Cross Rochester Road**: We are considering traffic signals on Rochester Road to provide for pedestrians to cross Rochester Road at two points between Big Beaver and Wattles as a part of the proposed widening project from Torpey to Barclay. In the past we have considered a pedestrian bridge across Rochester as a part of the previous project. With the ADA requirements and ramps, the bridge is estimated to cost over two million dollars along with substantial right-of-way acquisition. The Troy School District was also consulted regarding the need for pedestrians to cross Rochester road from Wattles Elementary to Baker Middle School. We were advised that there is really not much pedestrian traffic between the middle school and elementary school on either side of Rochester warranting construction of a pedestrian overpass. All kids living on the 'other side' are bussed to their respective schools. Therefore, the plans of the overpass were abandoned. `

- **Right-Turn Arrows at Traffic Signals**: We have partnered with the Road Commission for Oakland County and we do provide right turn arrows at intersections that have exclusive right-turn lanes at the intersection in opposing directions (e.g., northbound and southbound legs of the intersection). A right turn arrow is not practical at intersections without right turn lanes and that has prevented us from installing more of these. An example of a recent installation is the intersection of John R and Long Lake where the traffic signal was upgraded along with the intersection improvements that included right turn lanes. We will be installing right turn arrows at all intersections when we upgrade our traffic signals, if right turn lanes are available.

Financial Considerations:

- There are no financial considerations associated with this item.

Legal Considerations:

- There are no legal considerations associated with this item.

Policy Considerations:

- There are no policy considerations associated with this item.