A regular meeting of the Troy Traffic Committee was held Wednesday, January 21, 2015 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: Ollie Apahidean
Tim Brandstetter
Ted Halsey
Al Petrulis
Pete Ziegenfelder

Absent: David Easterbrook
Richard Kilmer

Also present: John & Anne Whipple, 1280 Glaser
Roberta Wells, 1368 Glaser
Cliff Dettioff, 1330 Glaser
Eileen Kruper, 1151 Glaser
Sgt. Mike Szuminski, Police Department
Lt. Eric Caloia, Fire Department
Bill Huotari, Deputy City Engineer/Traffic Engineer

2. Minutes – November 19, 2014

RESOLUTION # 2015-01-01

Moved by Halsey
Seconded by Brandstetter

To approve the November 19, 2014 minutes as printed.

YES: All 5 (Apahidean, Brandstetter, Halsey, Petrulis, Ziegenfelder)
NO: None
ABSENT: 2 (Easterbrook, Kilmer)

MOTION CARRIED

REGULAR BUSINESS

3. Request for No Left Turn Sign – Kroger Gas Station – Rochester Road

Residents on Glaser request that left turns be prohibited to the Kroger gas station on the west side of Rochester Road at the southerly driveway. Residents report that turning traffic creates conflicts with traffic trying to turn to or from Glaser.

Eileen Kruper of 1151 Glaser supports the installation of a No Left Turn sign at the southerly driveway to the Kroger gas station. She has lived on Glaser for over 40 years and said traffic is very heavy and makes turning to/from Glaser difficult. She reports that cars line up in the center turn lane and impede turning vehicles ability to access Glaser. Ms. Kruper stated that getting out of Glaser is generally not the problem it is the left turn into Glaser that is difficult.

Roberta Wiles of 1368 Glaser does not support the installation of a sign as she said the problem is not isolated to the Kroger gas station. It is rather a problem in this area and may even be worse with McDonalds and Pizza Hut traffic. Ms. Wiles said that a sign would not work and would not solve any problem.

Cliff Dettioff of 1330 Glaser reiterated that a sign would not help. Mr. Dettioff states that the existing Do Not Block Intersection sign on the south side of Glaser is not obeyed and traffic routinely blocks the Glaser intersection. He also stated that left turns into Glaser are difficult.

Anne Whipple of 1330 Glaser agrees that the sign would not stop or prevent the issue with center turn lane conflicts and that the sign would do and mean nothing. She supports a boulevard cross section from Wattles to Long Lake and believes this would be the solution to the issues in this area as all turns would be indirect.

John Whipple of 1330 Glaser echoed the statements made previously and added that drivers turn left out of the southerly driveway even though it is signed "Turn Right Only" and there is a physical barrier in the center of the driveway to force traffic to the right (porkchop). He believes that there needs to be more police presence.

Sgt. Szuminski responded that the law prohibits using the center turn lane as a passing lane. Sgt. Szuminski went on to explain that with the reduction in police staff that they are not able to police all areas, especially during peak hours when issues are the greatest. The police officers on the road must respond to higher priority calls and/or address other areas of the city that have more significant issues.

Ms. Wells added that traffic from the other businesses in this area are all using the center turn lane as a passing/acceleration lane further exacerbating the problem. She is very concerned that when Marinelli's is occupied the issue will become even worse.

There was also discussion of the large vacant parcel of property adjacent to DPW and behind Versatube and what might go in there and the impact that could have on traffic.

Mr. Halsey discussed Crooks at Big Beaver that has similar issues with turning traffic. This area has been reviewed numerous times and there has been no good solution found. He discussed the difficulty in placing a sign that would be visible for traffic looking to access the Kroger gas station. He agreed that Kroger gas station is not the only problem in this area.

Mr. Apahidean agreed that the problem is greater than just at Kroger. He added that Rochester, from Long Lake to 1,000' south is the problem. Mr. Apahidean discussed that

an operational change to private site access must be warranted based on data, such as crash data. He noted that there were three (3) crashes in 2013 and three (3) crashes in 2014 in this segment. He further reviewed additional crash data and stated that from 2011-2013 there was only one (1) documented crash (UD-10) from the Kroger site to Rochester Road. There have been no documented crashes involving the southerly driveway. He found that there have been more frequent crashes at the McDonalds site. It is difficult to claim a safety issue with no crashes to base it on. Mr. Apahidean said that it is difficult to quantify "close calls".

Mr. Brandstetter was concerned that if you eliminated left turns into the southerly driveway that drivers would be forced to only use the northerly driveway to the Kroger gas station. This would cause more vehicles to stack in the center turn lane waiting for gaps in southbound Rochester road traffic. This could potentially create one solid line of vehicles stacking in the center turn lane rather than the two (2) "stacks" of vehicles that provides somewhat of a gap for turning traffic.

Sgt. Szuminski responded to a question about drivers cutting through private property. It is illegal to cut through private property if you are doing it to avoid a traffic control device (i.e. the Stop sign at Glaser).

RESOLUTION # 2015-01-02

Moved by Petrulis
Seconded by Brandstetter

RESOLVED, that NO changes be made at the southerly driveway to the Kroger gas station site on the west side of Rochester Road.

YES: All 5 (Apahidean, Brandstetter, Halsey, Petrulis, Ziegenfelder)
NO: None
ABSENT: 2 (Easterbrook, Kilmer)

MOTION CARRIED

4. Public Comment

A discussion regarding the long range plan for this area was discussed. A project is currently included in the city's 6-year CIP with federal funding available in 2019. This project would widen and reconstruct Rochester Road from the current 5-lane cross section to a 6-lane boulevard from north of Wattles to north of Big Beaver.

All agreed this would be the preferred option as all turns would then be indirect and the turning conflicts would be removed. There are some issues that the city is reviewing currently as crash history and traffic volumes need to be addressed based on current and future projected traffic growth rates. Impacting the traffic volumes are previous widening projects as well as upcoming widening projects on John R and Dequindre Roads.

5. Other Business

The Traffic Engineer provided an update on the future reconstruction and widening projects on John R, Dequindre, Livernois and Rochester Roads.

6. Adjourn

The meeting adjourned at 8:35 p.m.

Pete Ziegenfelder, Chairperson

Bill Huotari, Deputy City Engineer/Traffic Engineer

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