

AGENDA

Traffic Committee Meeting

May 13, 2015 – 7:30 P.M.

Lower Level Conference Room – Troy City Hall, 500 West Big Beaver Road

1. Roll Call
2. Minutes – April 15, 2015

REGULAR BUSINESS

3. Request for No Parking Zone – Wass Elementary – Willard and English
4. Request for Traffic Control – London at Butler
5. Public Comment
6. Other Business
7. Adjourn

cc: Item 3: Principal, Matt Jansen, Wass Elementary, 2340 Willard
Gail Jasak, Troy Police
Properties within 300'

Item 4: Kim Ethridge, 2460 Terova
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 crashes.

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 No Parking Zone – Wass Elementary – Willard and English

Gail Jasak, Troy Police School Resource Officer and Principal Matt Jansen requested that No Parking zones be established on Willard and English near Wass Elementary to provide better visibility for safeties to safely cross students and parents at the intersection. It is an extremely high traffic intersection with very close proximity to the school. A temporary traffic control order (TCO) was issued on March 30, 2015 and signs were installed on April 1, 2015. The temporary TCO is valid for 90 days or until replaced by a permanent TCO.

SUGGESTED RESOLUTIONS:

- a. **RESOLVED**, that a No Stopping, Standing, Parking zone be created from 8:00 AM to 9:00 AM and 3:00 PM to 4:00 PM, school days only, near Wass Elementary at:
 - 1. Willard, south side, English to the west property line of #5443
 - 2. English, east side, Willard to the south property line of #5442
- b. **RESOLVED**, that NO changes be made near Wass Elementary.

4. Request for Traffic Control – London at Butler

Kim Ethridge of 2460 Terova states that the existing traffic control at the intersection of London at Butler is not adequate to assign right-of-way. Ms. Ethridge reports that the traffic control at the intersection creates a potentially hazardous condition.

SUGGESTED RESOLUTIONS:

- a. **RESOLVED**, that the intersection of London at Butler be modified from an existing YIELD sign on Butler to a two-way STOP control on the southbound and northbound Butler approaches to the intersection.
- b. **RESOLVED**, that NO changes be made at the intersection of London at Butler.

5. Public Comment

6. Other Business

7. Adjourn

A regular meeting of the Troy Traffic Committee was held Wednesday, April 15, 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: Tim Brandstetter
Richard Kilmer
Al Petrulis
Cynthia Wilsher
Pete Ziegenfelder
Katie Regan (Student Representative)

Absent: David Easterbrook

Also present: Melissa Acton, 6956 Fieldstone
Joe Donelko, 6826 Fieldstone
Cindy Graves, 6270 Emerald Lake
Sharon Standifer, 2540 Bonito
Jack Maherzyk, 2540 Bonito
Gary Bernhardt, 2407 Sweet
Nathan Robinson, Horizon Engineering
Sgt. Mike Szuminski, Police Department
Lt. Eric Caloia, Fire Department
Bill Huotari, Deputy City Engineer/Traffic Engineer

2. Minutes – March 18, 2015

RESOLUTION # 2015-04-14

Moved by Kilmer
Seconded by Brandstetter

To approve the March 18, 2015 minutes as printed.

YES: All 5 (Brandstetter, Kilmer, Petrulis, Wilsher, Ziegenfelder)
NO: None
ABSENT: 1 (Easterbrook)

MOTION CARRIED

PUBLIC HEARINGS

3. Request for Sidewalk Waiver – 5026 Somerton – Sidwell #88-20-10-477-051

Mr. Kilmer made a motion to discuss the sidewalk waivers at 5026 and 5038 Somerton as

one (1) item. There was unanimous consensus from the Traffic Committee members.

Sam Stafa requests a sidewalk waiver for the sidewalk at 5026 Somerton (Sidwell #88-20-10-477-051). Mr. Stafa states that there are no sidewalks along Somerton Drive, nor within the Crystal Springs Subdivision, nor within Crystal Springs Subdivision No. 1 to the north. He further states that having no sidewalk along the subject property would be consistent with current neighborhood conditions and also consistent with the subdivision in which it is located.

Nathan Robinson of Horizon Engineering, representing the property owner, was in attendance at the meeting and discussed the request for a waiver. Mr. Robinson stated that the neighborhood has no existing sidewalk. He further stated that having no sidewalk along the subject property would be consistent with the existing neighborhood. The existing sidewalk along Long Lake will be removed and replaced to facilitate construction of a required sanitary sewer.

Ms. Wilsher discussed that she is in this area often. She stated this is an older area and residents would like sidewalks, but that there are no existing sidewalks in the neighborhood. There is existing sidewalks in the subdivisions to the west and residents use those to access Long Lake to walk to Kroger or other locations.

Ms. Regan agrees that sidewalks should be installed. She feels that they provide a safe place for children and pedestrians to walk.

Mr. Petrulis stated that there are no other sidewalks in this area. If sidewalk were required, it would traverse along only two (2) lots. The sidewalk would go to nowhere and connect to nothing.

Mr. Ziegenfelder addressed a question from a resident asking about who is responsible to pay for the sidewalk. Mr. Ziegenfelder explained that the developer is responsible to pay for the sidewalk, if the waiver was not approved, and that the cost of the same is rolled into the cost of the home.

Mr. Brandstetter asked to review the site plan. He stated that there are four (4) large, mature trees that would have to be removed to allow for sidewalk construction along the lots. He reiterated that the sidewalk would not connect to anything to the north.

RESOLUTION # 2015-04-15

Moved by Kilmer

Seconded by Petrulis

WHEREAS, City of Troy Ordinances, Chapter 34, allows the Traffic Committee to grant waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Sam Stafa has requested a waiver of the requirement to construct sidewalk based on no other existing sidewalk on Somerton; and

WHEREAS, the Traffic Committee has determined the following:

- a. A waiver will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and
- b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
- c. The construction of a new sidewalk would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

NOW THEREFORE, BE IT RESOLVED, that the Traffic Committee grants a waiver of the sidewalk requirement for 5026 Somerton (Sidwell #88-20-10-477-051).

YES: 3 (Kilmer, Brandstetter, Petrulis)
NO: 2 (Wilsher, Ziegenfelder)
ABSENT: 1 (Easterbrook)

MOTION CARRIED

4. Request for Sidewalk Waiver – 5038 Somerton – Sidwell #88-20-10-477-050

Mr. Kilmer made a motion to discuss the sidewalk waivers at 5026 and 5038 Somerton as one (1) item. There was unanimous consensus from the Traffic Committee members.

Sam Stafa requests a sidewalk waiver for the sidewalk at 5038 Somerton (Sidwell #88-20-10-477-050). Mr. Stafa states that there are no sidewalks along Somerton Drive, nor within the Crystal Springs Subdivision, nor within Crystal Springs Subdivision No. 1 to the north. He further states that having no sidewalk along the subject property would be consistent with current neighborhood conditions and also consistent with the subdivision in which it is located.

Nathan Robinson of Horizon Engineering, representing the property owner, was in attendance at the meeting and discussed the request for a waiver. Mr. Robinson stated that the neighborhood has no existing sidewalk. He further stated that having no sidewalk along the subject property would be consistent with the existing neighborhood. The existing sidewalk along Long Lake will be removed and replaced to facilitate construction of a required sanitary sewer.

Ms. Wilsher discussed that she is in this area often. She stated this is an older area and residents would like sidewalks, but that there are no existing sidewalks in the neighborhood. There is existing sidewalks in the subdivisions to the west and residents use those to access

Long Lake to walk to Kroger or other locations.

Ms. Regan agrees that sidewalks should be installed. She feels that they provide a safe place for children and pedestrians to walk.

Mr. Petrulis stated that there are no other sidewalks in this area. If sidewalk were required, it would traverse along only two (2) lots. The sidewalk would go to nowhere and connect to nothing.

Mr. Ziegenfelder addressed a question from a resident asking about who is responsible to pay for the sidewalk. Mr. Ziegenfelder explained that the developer is responsible to pay for the sidewalk, if the waiver was not approved, and that the cost of the same is rolled into the cost of the home.

Mr. Brandstetter asked to review the site plan. He stated that there are four (4) large, mature trees that would have to be removed to allow for sidewalk construction along the lots. He reiterated that the sidewalk would not connect to anything to the north.

RESOLUTION # 2015-04-16

Moved by Kilmer

Seconded by Petrulis

WHEREAS, City of Troy Ordinances, Chapter 34, allows the Traffic Committee to grant waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Sam Stafa has requested a waiver of the requirement to construct sidewalk based on no other existing sidewalk on Somerton; and

WHEREAS, the Traffic Committee has determined the following:

- a. A waiver will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and
- b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
- c. The construction of a new sidewalk would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

NOW THEREFORE, BE IT RESOLVED, that the Traffic Committee grants a waiver of the sidewalk requirement for 5038 Somerton (Sidwell #88-20-10-477-050).

YES: 3 (Kilmer, Brandstetter, Petrulis)

NO: 2 (Wilsher, Ziegenfelder)
ABSENT: 1 (Easterbrook)

MOTION CARRIED

5. Request to Remove No Parking Zone – Fieldstone, South Boulevard to Nuthatch

Melissa Acton of 6956 Fieldstone requests that a No Parking zone be removed from the west side of Fieldstone, between South Boulevard and Nuthatch. Ms. Acton states that the No Parking zone was established when the Heartland Health Care Center was changing its use to a higher percentage of rehabilitation patients which required more parking. Employees were parking on Fieldstone as the site at that time did not have adequate parking.

In 2011, Heartland Health Care expanded their facility and constructed additional parking on their site to accommodate their needs. She feels that offsite parking from Heartland Health Care, on Fieldstone, is no longer an issue and is causing her a hardship by not allowing parking on the road by residents. The east side of Fieldstone is already posted No Parking due to the location of fire hydrants.

Traffic Engineering received two (2) emails prior to the meeting opposed to changes to the no parking zone.

Ms. Acton was in attendance at the meeting and discussed that she has home health care for her children at home from 9 AM to 1 PM. Both she and her husband work from home and trying to move vehicles in and out of the driveway is not working. She stated that the Heartland Health Care parking lot was expanded and provides parking for their employees, patients and visitors.

Joe Donelko of 6826 Fieldstone and also the president of the Meadowland Estates Subdivision homeowner's association was at the meeting and discussed concerns from other residents. He reiterated the issues that prompted the original request to have the west side of Fieldstone posted as no parking (i.e. overflow parking from Heartland Health Care). He stated that traffic and parking is heavy on weekends. Residents are also concerned about the potential development of property on the north side of South Boulevard that could create a similar issue where vehicles park on Fieldstone. Mr. Donelko also discussed that the no parking zone provides better sight distance into and out of the curve on Fieldstone to the south of this area.

Ms. Acton responded that they have exhausted all of their options. She stated that her neighbor to the north has three (3) working adults and also is in support of removing the no parking zone on the west side.

Nuthatch was discussed as an option for parking, but this area is typically occupied with vehicles from 6938 Fieldstone.

Mr. Kilmer asked about permit parking for residents. Sgt. Szuminski responded that this is a public road and is either available for parking or not. Permit parking is not provided for in Troy and could create significant issues in other areas of the City. We need to be consistent in how issues are treated City wide.

Mr. Donelko asked about having a parking area signed out between the no parking zone so that two (2) cars would be able to park.

Ms. Wilsher asked about parking in the driveway. Ms. Acton responded that they do park in the driveway but with both adults working from home and the health care providers needing to park at the home while they are there, that it becomes a significant issue. Ms. Wilsher asked about talking with a neighbor to use their driveway when needed.

Mr. Petrusis asked about the east side of Fieldstone. This side of the road is posted No Parking due to fire hydrants.

Mr. Brandstetter discussed modifying the No Parking zone rather than just removing it. His proposal was to move the No Parking zone to the south and open up the area from South Boulevard to the south property line of 6956 Fieldstone. This would allow for a few spaces that could be used by the two (2) residents that support removal of the no parking zone, and/or public, but would still maintain a buffer coming into the curve to the south and avoid additional parking to the south in the interior of the subdivision where residents are opposed to the idea.

RESOLUTION # 2015-04-17

Moved by Brandstetter
Seconded by Kilmer

RESOLVED, that the existing No Parking zone be modified to start at the south property line of 6956 Fieldstone and end at its current ending point, White Tail Drive, on the west side of Fieldstone to maintain the No Parking zone buffer coming into the curve on Fieldstone to the south and allow parking from South Boulevard to the south property line of 6956 Fieldstone.

YES: 4 (Kilmer, Brandstetter, Petrusis, Ziegenfelder)
NO: 1 (Wilsher)
ABSENT: 1 (Easterbrook)

MOTION CARRIED

6. Request for Traffic Control – Diamond at Bonito

Sharon Standifer of 2540 Bonito states that the existing traffic control at the intersection of Diamond and Bonito is not adequate to assign right-of-way. Ms. Standifer reports that the traffic control at the intersection creates a potentially hazardous condition.

Traffic Engineering received two (2) emails prior to the meeting in favor of changing the Yield to a Stop sign. One (1) phone call was also received that opposed changes at the intersection.

Ms. Standifer was in attendance at the meeting and supports changing the Yield sign to a Stop sign. She stated that there are 12 children that live on the block. She feels that a Stop sign will enhance safety in the neighborhood.

RESOLUTION # 2015-04-18

Moved by Brandstetter
Seconded by Kilmer

RESOLVED, that the intersection of Diamond at Bonito be modified from an existing YIELD sign on Bonito to a STOP sign on the Bonito approach to Diamond.

YES: All-5 (Brandstetter, Kilmer, Petrulis, Wilsher, Ziegenfelder)
NO: None
ABSENT: 1 (Easterbrook)

MOTION CARRIED

7. Request for Traffic Control – Waltham at Post

Richard Karlis of 2491 Waltham states that the existing traffic control at the intersection of Waltham and Post is not adequate to assign right-of-way. Mr. Karlis reports that the traffic control at the intersection creates a potentially hazardous condition.

There were no residents in attendance at the meeting that addressed this item.

RESOLUTION # 2015-04-19

Moved by Petrulis
Seconded by Wilsher

RESOLVED, that the intersection of Waltham at Post be modified from existing YIELD signs on the Post approaches to the intersection to two-way STOP control on the Post Drive approaches to Waltham.

YES: All-5 (Brandstetter, Kilmer, Petrulis, Wilsher, Ziegenfelder)
NO: None
ABSENT: 1 (Easterbrook)

MOTION CARRIED

8. Request for Traffic Control – Delta at Westpointe

Cindy Graves of 6270 Emerald Lake states that the lack of traffic control at the intersection of Delta and Westpointe creates a potentially hazardous situation.

Ms. Graves was in attendance at the meeting and stated that she was nearly involved in a crash at this intersection due to no traffic control. She would like to see a Stop sign installed at the intersection.

RESOLUTION # 2015-04-20

Moved by Kilmer

Seconded by Wilsher

RESOLVED, that the intersection of Delta at Westpointe be modified from No traffic control to a STOP sign on the Delta approach to Westpointe.

YES: 4 (Kilmer, Petrusis, Wilsher, Ziegenfelder)

NO: 1 (Brandstetter)

ABSENT: 1 (Easterbrook)

MOTION CARRIED

9. Public Comment

Jack Maherzyk of 2540 Bonito asked about sidewalks in new subdivisions. The City requires that new subdivisions install five (5) foot wide sidewalks as part of a new development.

5. Other Business

Ms. Wilsher discussed her concerns about on-street parking. She would like the City to pursue making all streets no parking. She stated that other communities, such as Clawson, are easier to drive through residential areas when cars do not park on the road.

Mr. Petrusis asked about the timing of the traffic signal at Coolidge and Golfview. He feels that the timing is off. Sgt. Szuminski will contact the RCOC to have the signal operation reviewed.

The next meeting is May 13, 2015 which is the second Wednesday of the month.

6. Adjourn

The meeting adjourned at 8:25 p.m.



TRAFFIC COMMITTEE REPORT

April 23, 2015

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: Request for No Parking Zone
Wass Elementary – Willard and English

Background:

Gail Jasak, Troy Police School Resource Officer and Principal Matt Jansen requested that No Parking zones be established on Willard and English near Wass Elementary to provide better visibility for safeties to safely cross students and parents at the intersection.

It is an extremely high traffic intersection with very close proximity to the school. A temporary traffic control order (TCO) was issued on March 30, 2015 and signs were installed on April 1, 2015. The temporary TCO is valid for 90 days or until replaced by a permanent TCO.

No Stopping, Standing Parking signs were placed to restrict parking on school days only, from 8:00 AM to 9:00 AM and 3:00 PM to 4:00 PM, near Wass Elementary at the following locations:

- Willard, south side, English to the west property line of #5443
- English, east side, Willard to the south property line of #5442

A letter from Principal Matt Jansen and email from Office Gail Jasak are included that discuss the request in more detail.



Matt A. Jansen
Wass Elementary School
Principal

2340 Willard
Troy, Michigan 48085
mjansen2@troy.k12.mi.us

248.823.3900
Fax: 248.823.3913

April 13, 2015

To Whom It May Concern:

Over the past 4 years at Wass, I have supervised and observed the traffic patterns at the corner of English and Willard Drive in the Wass Elementary subdivision. It is an extremely high traffic intersection with very close proximity to the school. We have had more parent complaints than I can count in regards to the lack of visibility for safeties to safely cross students and parents at this intersection due to cars parking illegally at the corners. Most recently, we had a near catastrophe of a student potentially being hit by a car as the student could not see around the parked vehicles and the oncoming vehicle could not see the crossing student. Fortunately, the vehicle stopped about 3 feet in front of the student without hitting the child. I would like to request **“No Parking from Here to the Curb”** signs facing East on Willard and North on English to make a safer crossing area for all members of the Wass school community. Thank you for taking this request into consideration. I would be happy to answer or appear to clarify any questions or add more details to the specifics of the request.

Sincerely,

Mr. Matt Jansen
Principal
Wass Elementary
@Principal Jansen



William J Huotari

From: Gail F Jasak
Sent: Friday, March 27, 2015 1:54 PM
To: William J Huotari
Subject: Wass Elementary Traffic

Hi Bill,

The principal of Wass Elementary has called me several times requesting I observe/monitor the traffic flow or lack thereof at the intersection of Willard and English. The main complaint is due to cars parking/standing in the areas I highlighted in orange. The 5th grade safeties cannot see around the vehicles that are parked in these areas during morning arrival. Is it possible for you to place "No Parking From Here to Corner" signs at these two locations? A student almost was hit by a vehicle a few days ago, which prompted the most recent request for my presence at Wass during arrival/dismissal. The principal has shared with the Wass Community our ordinances against parking within a certain distance to a stop sign, yield sign or crosswalk, but every time I'm there to monitor this issue no one is parking illegally. The Wass school day is from 8:40am-3:32pm.



I'd really appreciate if you would consider this request. Thank you,

Gail Jasak | School Resource Officer- Community Services Section

Troy Police Department | 500 W. Big Beaver, Troy, MI 48084 | Office: 248.619.7639 | Cell: 248.497.1395 | troymi.gov  

"We believe a strong community embraces diversity, promotes innovation, and encourages collaboration. We strive to lead by example within the region. We do this because we want everyone to choose Troy as their community for life. We believe in doing government the best."



TEMPORARY TRAFFIC CONTROL ORDER #15-01-P (T)

LOCATION

Wass Elementary:

- Willard, south side, English to west property line of #5443
- English, east side, Willard to south property line of #5442

REQUIREMENT OF ORDER

Temporary Traffic Control Order No. 15-01-P (T) is hereby approved for the installation of a "NO STOPPING, STANDING, PARKING FROM HERE TO CORNER" signs, from 8:00 AM – 9:00 AM and 3:00 PM to 4:00 PM, "SCHOOL DAYS ONLY".

This Temporary Traffic Control Order shall be in effect for ninety (90) days from the date the signs are installed or until rescinded by a permanent TCO, whichever is sooner.

DATE OF ISSUE

03-30-2015, per City Ordinance Code, Chapter 106, Section 2.53.2.



William J. Huotari
Deputy City Engineer/Traffic Engineer

Date

WORK ORDER SENT TO

DPW _____

DATE INSTALLED

By: _____

Authorized Signature

WHEN COMPLETED, PLEASE RETURN ORIGINAL TO TRAFFIC ENGINEERING

Traffic Engineering Dept. will distribute copies after installation to:

Date

Police Dept. _____

City Clerk _____

Fire Dept. _____





TRAFFIC COMMITTEE REPORT

April 30, 2015

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: Request for Traffic Control
London at Butler

Background:

Kim Ethridge of 2460 Terova requests that the existing YIELD sign on Butler, at the approach to London, be replaced with STOP signs. Ms. Ethridge states that drivers do not yield at the sign creating a potentially hazardous condition. She states that this intersection is a crossing to Hill Elementary and is used by many students.

There has been one (1) crash reported at this intersection in the past five (5) years.

The posted speed limit on both streets is 25 mph. Due to the geometrics neither is considered a continuing roadway (Butler dead ends within 150 feet south of the intersection and London is a cul-de-sac 250 feet to the east of the intersection).

The major sight distance obstruction at the intersection is a tree and several shrubs in the northeast quadrant of the intersection.

The safe approach speed was found to be 8.2 mph; therefore a STOP sign is the recommended treatment.

There is a separate, but related issue, due to parking at the intersection that will be brought to a future Traffic Committee meeting due to the potential impact to the residents in this area. The parked vehicles significantly reduce the sight distance for drivers on southbound Butler Drive. This intersection is near Wass Elementary and many parents park near the intersection to pick up their children. This is similar to many other areas in Troy that are near schools where we have created No Parking zones, but in this instance significant changes would be required.

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

April 29, 2015

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

RE: Traffic Control Recommendation for the intersection of London Drive and Butler Drive
OHM JN: 0128-15-0080

Dear Mr. Huotari:

As requested, we have reviewed the Butler Dr/London Dr intersection to determine the proper traffic control. The subject intersection is a 4-leg intersection located in the City of Troy approximately 0.55 miles east of John R Rd and .42 miles south of Long Lake Rd. The speed limit on both streets is 25 mph. There is currently one yield sign on the southbound approach to the intersection along Butler Dr. Reference the attachments for 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 was 1 crash recorded in the past 5-years at the Butler/London intersection. The crash data does not constitute a compelling case for modifying the existing controls, as it occurred between a stationary vehicle and a vehicle reversing into it on the dead end leg of Butler Drive.

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 Roadways

Both Butler Drive and London Drive are considered local streets. Due to the geometrics neither is considered a continuing roadway (Butler dead ends within 150 feet south of the intersection and London is a cul-de-sac 250 feet to the east of the intersection). There is not a compelling case for a specific right-of-way being assigned. At this time, south bound Butler Drive is the controlled road. It should be noted that currently there are no parking signs posted along northbound Butler Drive and eastbound London Drive.

Sight Distance

The major potential sight distance obstruction at the intersection is a tree and several shrubs in the northeast quadrant of 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 more than 10 mph, a YIELD sign is commonly used. In this case, the safe approach speed was found to be 8.2 mph; therefore a STOP sign is the recommended treatment. The safe approach speed calculation spreadsheet is attached for your reference.

The intersection of London and Butler is located approximately 600 feet from Hill Elementary school (Butler Drive dead ends at what appears to be a dry drainage basin on school property). The two north-south cross walks at the intersection are manned by student crossing guards at pick-up and drop-off



times. It appears this is a popular location among parents for waiting and pickup, and a number of vehicles are parked along the westbound curb on London Drive. These parked vehicles significantly reduce the sight distance for drivers on southbound Butler Drive. Several southbound drivers pulled into the intersection and were forced to stop, because they could not see the approaching eastbound traffic on London Drive.

Recommendation

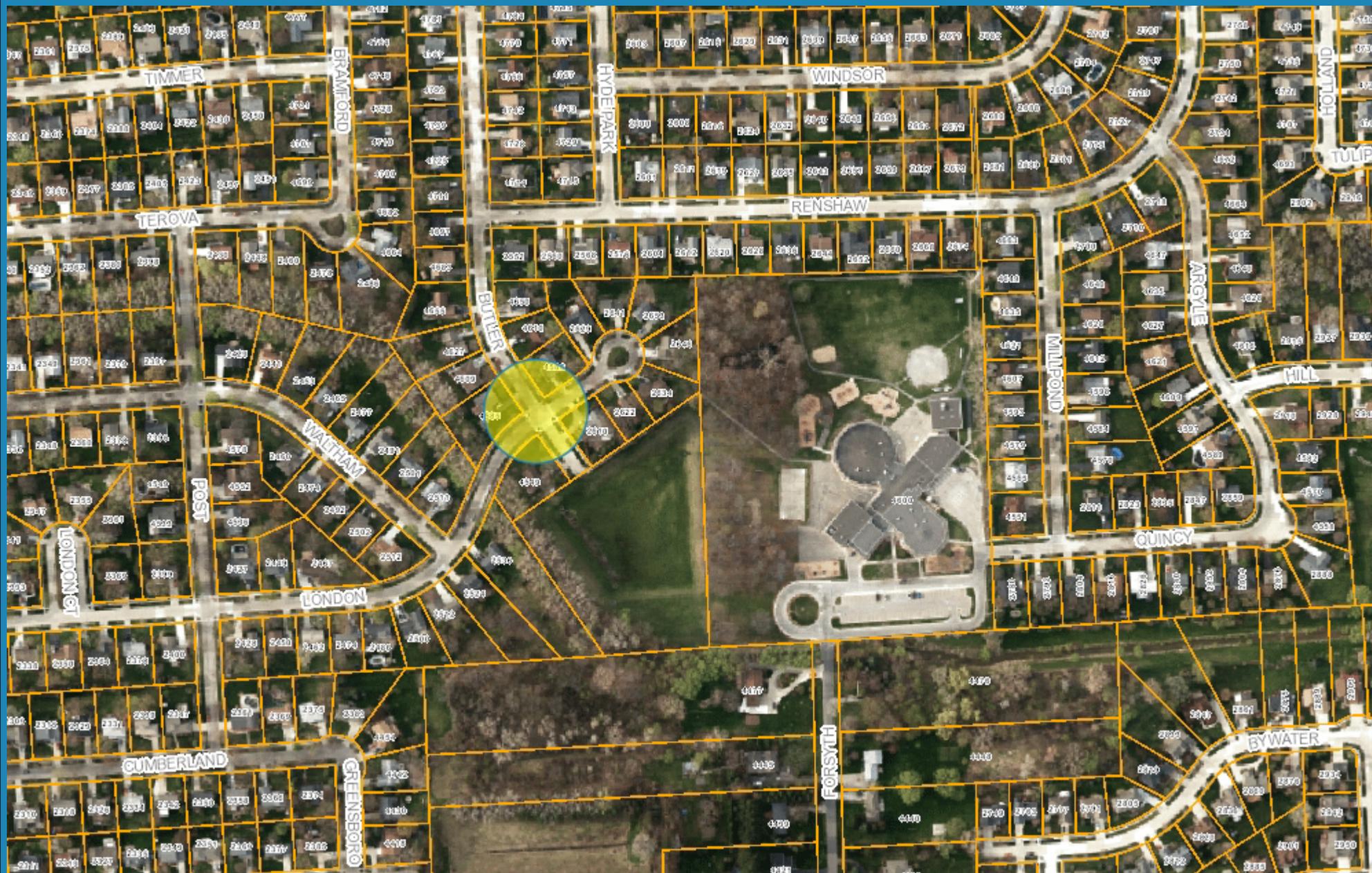
OHM recommends that the intersection control be changed to a two-way STOP control. The signs would be located on the southbound and northbound approaches to the intersection. Parking concerns mentioned previously will be addressed under separate cover.

Sincerely,
Orchard Hiltz & McCliment, Inc.

Steve M. Loveland, PE, PTOE
Traffic Project Manager

Attachments:

- Aerial and Intersection Photos
- Safe Approach Speed Calculation Spreadsheet



833 0 417 833Feet



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.

Butler Road looking north



London Road looking west



Butler Road looking south



London Road looking east and north



Butler Road looking southeast



Crossing guard (student) looking south on Butler Road



London Road looking southeast



Safe Approach Speed Calculation

**Ardmore at Brookfield
Village of Dexter MI**

Road A = London Drive
Road B = Butler Drive

Date: 4/20/2015

Analyst: A. P. Cousino

Measured:

Width of Roads

Road A = 28 (ft)

Road B = 28 (ft)

Distance to Obstruction

a = 19 (ft)

b = 17 (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)

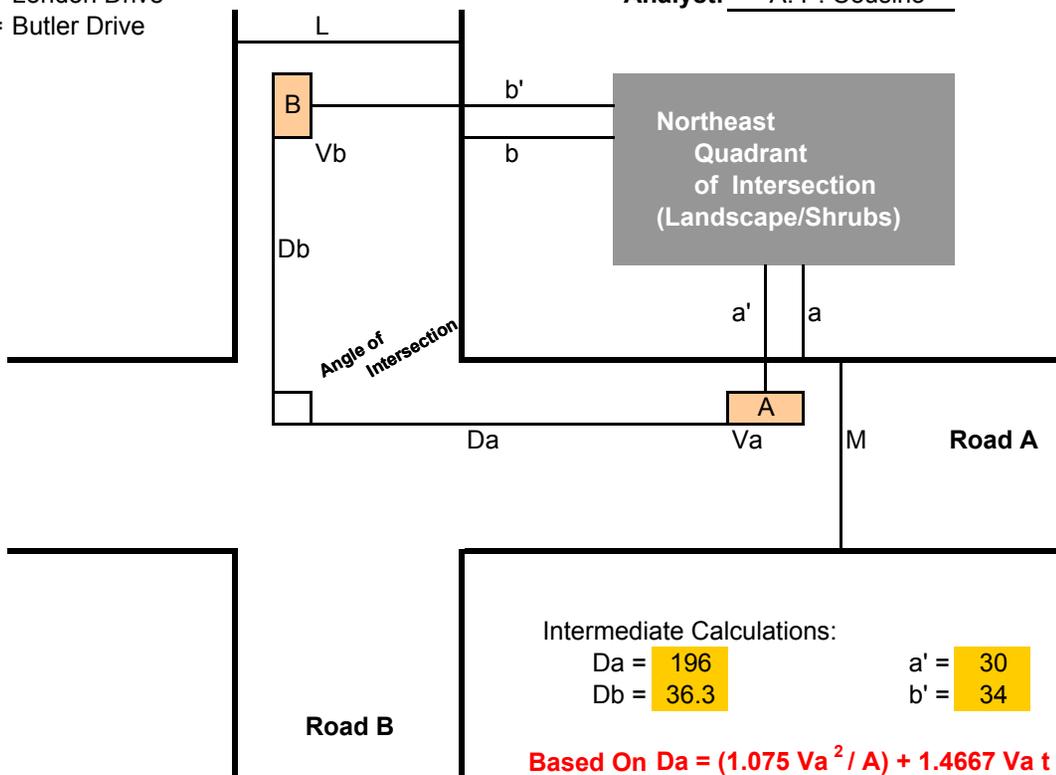
t = 2.5 (sec)

Deceleration rate (AASHTO)

A = 11.20

Clearance distance in excess of safe stopping distance (AAA)

C = 0 (ft)



Intermediate Calculations:
 Da = 196 a' = 30
 Db = 36.3 b' = 34

**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 = 8.2 (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**