Traffic Committee Minutes – September 21, 2016 **FINAL**

A regular meeting of the Troy Traffic Committee was held Wednesday, September 21, 2016 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

Absent: Mitch Huber

Also present: Darrin Millar, 4700 Chapel
Donna & Bob Brokenshire, 1596 Welling
Narsa, 2116 Bridle Path
Vistinu Guttapalem, 2100 Bridle Path
Anjith Gaddam, 2070 Chaps
Lt. Eric Caloia, Fire Department
Bill Huotari, Deputy City Engineer/Traffic Engineer

2. Minutes – July 20, 2016

Resolution # 2016-08-26
Moved by Kilmer
Seconded by Wilsher

To approve the July 20, 2016 minutes as printed.

Yes: Brandstetter, Kilmer, Petrulis, Wilsher, Ziegenfelder
No: None
Absent: Huber

MOTION CARRIED

REGULAR BUSINESS

3. Request for Traffic Control – Mayflower at Aster

Mr. Bill Bounds of 2205 Mayflower states that the lack of existing traffic control at the intersection of Mayflower and Aster creates a hazardous condition. Traffic does not yield the right-of-way and travels through the intersection at a high rate of speed and is unsafe for drivers and pedestrians.

No residents were in attendance at the meeting to discuss the request.

Mr. Kilmer discussed the lack of public support for this request.

Mr. Petrulis stated that he did not see a need for traffic control at this time.

Mr. Ziegenfelder stated that he is in favor of traffic control at all intersections.

Resolution # 2016-08-27
Moved by Kilmer
Seconded by Petrulis

RESOLVED, that NO CHANGE be made at the intersection of Mayflower at Aster.

Yes: Kilmer, Petrulis
No: Brandstetter, Wilsher, Ziegenfelder
Absent: Huber

MOTION FAILED

Mr. Ziegenfelder discussed that this is still a relatively new area with new houses being built. As households increase, traffic will increase and some traffic control device is needed. He would recommend a Yield sign.

Mr. Brandstetter discussed that we don't want signs everywhere just for the sake of having signs. The City's consultant recommended a Yield sign. Volumes at Mayflower/Aster should not change dramatically as more residents move in as there will be another access point to John R at Chaps.

Three (3) emails were received, but all pertained to issues relative to access to/from John R. Several residents showed up at approximately 7:45 PM with the intention of discussing John R. It was explained that there is additional traffic on John R due to drivers avoiding the Dequindre Road construction, as well as impacts to all north-south routes due to construction on I-75. It was further explained that John R, from Long Lake to South Boulevard will be reconstructed and widened to a 3-lane cross section. Construction is anticipated to start in the fall of 2017. Residents in attendance to discuss John R were satisfied with this explanation and left the meeting without commenting on the Mayflower at Aster intersection.

Resolution # 2016-08-28
Moved by Kilmer
Seconded by Petrulis

RESOLVED, that the intersection of Mayflower at Aster be **MODIFIED** from NO traffic control to a YIELD sign on the Aster Drive southbound approach to the intersection.

Yes: Brandstetter, Wilsher, Ziegenfelder
No: Kilmer, Petrulis
Absent: Huber

MOTION CARRIED

4. Request for Traffic Control – Mayflower at Bridle Path

Mr. Bill Bounds of 2205 Mayflower states that the lack of existing traffic control at the intersection of Mayflower and Bridle Path creates a hazardous condition. Traffic does not yield the right-of-way and travels through the intersection at a high rate of speed and is unsafe for drivers and pedestrians.

No residents were in attendance at the meeting to discuss the request.

Mr. Ziegenfelder questioned the need for traffic control at this intersection as there are no visible obstructions.

Mr. Brandstetter added that there is good visibility at the intersection. The T-intersection along with the curves coming into it help reduce speeds in and around the intersection. The only conflicting movement he noted was for left turns, but again there is good visibility at the intersection.

Mr. Ziegenfelder asked about pedestrian crossing and issues related to pedestrians. There are no known issues at this time.

Resolution # 2016-08-29
Moved by Brandstetter
Seconded by Petrulis

RESOLVED, that **NO CHANGE** be made at the intersection of Mayflower at Bridle Path.

Yes: Brandstetter, Kilmer, Petrulis, Wilsher, Ziegenfelder
No: None
Absent: Huber

MOTION CARRIED

5. Request for Traffic Control –Calvert at Chapel

Mr. Darrin Millar of 4700 Chapel states that drivers are not exhibiting caution and/or stopping at the existing YIELD signs on Calvert when traffic is approaching from Chapel. Traffic does not yield the right-of-way and travels through the intersection at a high rate of speed and is unsafe for drivers and pedestrians.

Mr. Millar was in attendance at the meeting to discuss this request. He provided the following remarks:

- Safety – the area is a passageway for three (3) schools. Students walk to Costello Elementary; students walk to Athens High School; and students walk to the intersection for the bus stop for Larson Middle School.
- Distracted drivers – we can all probably agree that drivers are far more distracted now than they were 20, 10 or even 5 years ago. The Yield sign may have been adequate when the subdivision was built in the 1970's, but it is no longer adequate today.

- Confusion – people are forgetting what a Yield sign means. People are just blowing through the intersection. The near crash that my family had this summer involved a man in a large pickup truck. He stated to me that the Yield sign "does not mean he has to stop". From the Secretary of State handbook "What Every Driver Must Know", it states that "the Yield sign indicates that a driver must slow down and give way to all traffic and pedestrians.
- Personal – We have lived here for 15 years. We have had numerous close calls. I know my neighbors have had close calls as well. I am including emails and letters from people in my subdivision. We can't always see the Yield sign with the growth of bushes.
- Our subdivision – our subdivision is changing. The demographics of the subdivision is that we have many younger families with school age children. Also, there is a high amount of high school kids that are now driving or will be driving in the near future.
- Looking at the report provided, I know that the numbers are close to the 10 mph benchmark [Safe Approach Speed]. If I understand it correctly, we are only one (1) foot away. With the benchmark so close, I am asking the committee to error on the side of caution. We have so many school children, of all ages, that use the intersection every day.

Bob Brokenshire of 1596 Welling supported Stop signs at Calvert at Chapel. He has many of the same experiences as stated by Mr. Millar. Mr. Brokenshire also requested that the intersection of Welling at Calvert be reviewed for purposes of replacing the existing Yield signs on Welling with Stop signs at the intersection with Calvert. He stated that drivers totally disregard Yield signs and feels Stop signs would be more appropriate.

Mr. Brandstetter noted that the vegetation used in the Safe Approach Speed (SAS) calculation was on private property and outside of the 25' x 25' corner clearance.

Mr. Ziegenfelder commented that Yield signs are a "gray" area and many drivers do not understand that they must yield to oncoming traffic.

Mr. Brandstetter discussed that Yield signs are better than no signs, when warranted, but a Stop sign is still a "step up".

Donna Brokenshire of 1596 Welling stated that they have been at their present address since 1972 and have watched the area grow. There are a lot of children who walk or ride a bike to school in this area. She observes many drivers who do not yield or stop at the intersection and believes Stop signs would be more appropriate and safer.

Mr. Kilmer noted that Mr. Millar provided nine (9) letters/emails in support of Stop signs.

Mr. Brandstetter discussed the fact that the SAS of 10.3 mph is so close to the 10 mph benchmark, that is generally accepted by the traffic engineering community. Stop signs placed where they are not warranted can breed contempt and create a false sense of security for pedestrians when they expect a driver to stop.
Mr. Petrulis stated that there are not a series of Stop signs along Calvert that could cause driver frustration and lead to drivers not stopping at Stop signs.

Resolution # 2016-08-30
Moved by Brandstetter
Seconded by Petrulis

RESOLVED, that the existing YIELD signs on Calvert at Chapel be **REPLACED** with STOP signs.

Yes: Brandstetter, Kilmer, Petrulis, Wilsher, Ziegenfelder
No: None
Absent: Huber

MOTION CARRIED

5. Public Comment

There was no additional public comment made.

6. Other Business

Discussion of various road projects (I-75, Dequindre, Big Beaver, etc.) and private developments ensued.

7. Adjourn

The meeting adjourned at 8:17 p.m.

Pete Ziegenfelder, Chairperson

Bill Huotari, Deputy City Engineer/Traffic Engineer

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