A regular meeting of the Troy Traffic Committee was held Wednesday, November 28, 2007 in the City Council Boardroom at Troy City Hall. Pete Ziegenfelder called the meeting to order at 7:30 p.m.

## 1. Roll Call

PRESENT: Sara Binkowski
John Diefenbaker
Ted Halsey
Jan Hubbell
Pete Ziegenfelder

ABSENT: Richard Kilmer
Gordon Schepke

Also present: Bill Smith, 825 Kirts
Julie Daniels, 2043 Lancer
Robert MacFarlane, 6895 High Oaks
Suzanne Briolat, 4715 Tipton
Tom Briolat, 4715 Tipton
Mark Dziatczak, Principal, Troy High School
and John Abraham, Traffic Engineer
Lt. Scott McWilliams, Police Department
Lt. David Livingston, Police Department
Lt. Robert Matlick, Fire Department
Lt. Eric Caloia, Fire Department

RESOLUTION #2007-11-69
Moved by Halsey
Seconded by Diefenbaker

To excuse Mr. Kilmer and Mr. Schepke.

YES: All-5
NO: None
ABSENT: 2 (Kilmer, Schepke)
MOTION CARRIED

## 2. Minutes – October 17, 2007

RESOLUTION ##2007-11-70
Moved by Binkowski
Seconded by Hubbell

To approve the October 17, 2007 minutes as printed.
YES: All-5
NO: None
ABSENT: 2 (Kilmer, Schepke)
MOTION CARRIED

## REGULAR BUSINESS

### 3. Install Traffic Control Devices around Schroeder Elementary School

Julie Daniels requests traffic control devices to make the intersection of Jack and Lancer safer for students. She reports that parents are parking too close to the corner and the student crossing guards cannot see over these vehicles to properly give the 'ok' to cross students. Cars seem to accelerate up hill on Lancer Dr. toward the school and ultimately go too fast around this intersection. She reports that this has become very dangerous especially during gray, rainy days when both the drivers and crossing guards have difficulty seeing. She hopes to make the intersection of Jack and Lancer Dr. a bit safer for students crossing these streets with the following recommendations:

1) Add two 'No Parking, No Stopping, No Standing' signs on the east side of Jack street between 2187 Lancer and the corner of Jack and Lancer Dr.
2) Add two 'No Parking, No Stopping, No Standing' signs on the south side of Lancer Dr. between 2175 Lancer Dr. and the corner of Jack and Lancer Dr.

The intersection of Jack and Lancer was converted into an all-way STOP-controlled intersection earlier this year. Since the concerns are on school days during arrival and dismissal times, time limits could be considered on the requested signs.

3) If possible, she would like to see some paint on the pavement highlighting the above two recommendations (yellow curb etc.). It should be noted that the City does not paint curbs to indicate parking restrictions.

4) Paint 'STOP' on the pavement next to the stop signs at the corners of Jack and Lancer Dr. These STOP signs are fairly new and for whatever reason, many cars are not stopping or even yielding. This occurs both during school months and summer months when people are driving to the Beachwood swim club. This may be a good place for increased police enforcement. Laying down paint may help, but poses a maintenance concern, and also may not be visible in winter months due to snow.

Ms. Daniels was at the meeting and presented the item.

Mr. Halsey noted that parking is already prohibited on the north side of Lancer.

Bill Smith, Principal of Schroeder School, was at the meeting and confirmed the traffic concerns. He agreed that the parking restrictions could help alleviate some concerns. He said that the school population has grown by 80-90 kids in the last three years. There have been no accidents yet, but he feels the situation is dangerous for the children where parked cars obstruct vision

Dr. Abraham pointed out that residents at 2187 and 2175 Lancer would have no place to park on the street if signs were to be installed there. Since one side of Lancer is already marked "No Parking" (fire hydrant side), and the concern is during school arrival and dismissal times, it may be appropriate to consider parking restrictions during these times on school days only. The Traffic Engineer will work with the school principal to decide the timings for the restriction.

RESOLUTION #2007-11-71
Moved by Hubbell
Seconded by Diefenbaker

Recommend installing two signs indicating "NO PARKING/NO STOPPING/ NO STANDING 8:00 a.m. to 3:30 p.m. School Days Only" on the east side of Jack Street between the driveway of 2187 Lancer and the corner of Jack and Lancer Drive, and on Lancer between 2175 Lancer and Jack.

YES: All-5
NO: None
ABSENT: 2 (Kilmer, Schepke)
MOTION CARRIED

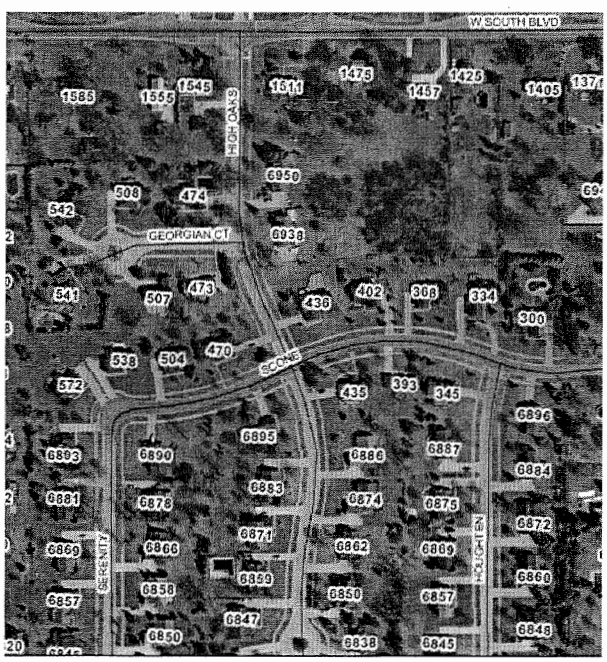
Lt. McWilliams asked Mr. Smith to notify the parents ahead of time to warn them that the Police Department will be stepping up enforcement to ensure compliance.

## 4. Install STOP signs on High Oaks at Scone

Mr. Bob McFarlane lives at the house in the southwest corner of this intersection and reports that he has had cars end up in his yard on two occasions. Both incidents occurred during dry weather, one during the day and one at night. He feels that motorists may not know who has the right-of-way at the intersection and this may be the cause of vehicles involved in near crashes. He requests STOP signs on High Oaks at Scone so that traffic has to stop at Scone, eliminating any confusion.

High Oaks is the entrance to the subdivision and runs south off of South Blvd. and ends in a cul-de-sac south of Scone. Scone runs east-west. Traffic volume studies show that westbound Scone carries around 430 vehicles in a day and eastbound Scone carries around 380 vehicles in a day. Northbound High Oaks at Scone was around 86 vehicles in a day (High Oaks ends in a cul-de-sac south of Scone) and southbound High Oaks was around 490 vehicles in a day (counted north of Scone). Two-way traffic volume was 810 per day on Scone and 576 per day on High Oaks.

Traffic crash studies show that there have been no reported crashes at this intersection since 2000. Field observations also indicate that there are no significant sight obstructions at the intersection. Warrants as per the Michigan Manual of Uniform Traffic Control Devices for a 4-way STOP controlled-intersection were not met for the intersection. Mr. McFarlane's request is for STOP signs on High Oaks at Scone to assign right of way at the intersection.




The traffic engineer received two emails (attached) indicating that they preferred STOP signs on Scone. If there is no traffic control on Scone, they feel speeds will increase.

The traffic engineer said that the higher-volume street usually has the right of way, which in this case, is High Oaks. Lt. Livingston offered to have the radar trailer in the area to deter speeding.

Mr. McFarlane mentioned that there is a bump in the road which causes northbound and southbound vehicles to bottom out at times. There is a "bump" sign.

RESOLUTION #2007-11-72
Moved by Hubbell
Seconded by Halsey

Recommend rescinding Traffic Control Order #86-15-SS to allow removal of YIELD signs on Scone at High Oaks, and issuing a new Traffic Control Order for installation of YIELD signs on High Oaks at Scone.

YES: All-5
NO: None
ABSENT: 2 (Kilmer, Schepke)
MOTION CARRIED

## 5. Review of Traffic Conditions near Troy High School

The Troy Police Department and the Troy School District requested the traffic engineer to review traffic at Troy High School for traffic concerns during arrival and dismissal times. Following is a summary of our observations:

Background: City staff and the Traffic Committee have discussed traffic conditions at Troy High on several occasions in the past. One of the suggestions from these discussions was the installation of a "parents only" drop off drive on Northfield Parkway, south of the main drive. The drop-off area was constructed and opened at the beginning of this school year. The drop-off ramp is one-way and provides for two lanes in the drop-off area and allows for right-only operations exiting the drop-off area onto southbound Northfield Parkway.

Observations of arrival and dismissal time traffic at the school indicate that there is high congestion in the area during these times. In the morning, motorists exiting the drop-off area proceed south and have to stop at the 4-way STOP sign at Durand/Wintergreen on Northfield Parkway. Delays at the intersection cause a backup from Durand to the drop-off area. This leads to backups from the drop-off area onto Northfield Parkway. The concerns seem to be concentrated for about 7-10 minutes just before the morning bell when parents are dropping off kids at the drop off area. Some of the concerns associated with this include:

- Parents dropping off kids on through lanes of Northfield Parkway, kids then walking between cars across Northfield Parkway to get to the school.
- Multiple lanes stopped and letting off kids at the drop-off area. However, the school employee on site helps maintain order in the drop off area by directing traffic.
- When northbound traffic headed to the drop off area waited to make left turns, there were many motorists (through traffic) who drove around these vehicles, going over the curb etc., presenting a hazard. Northfield Parkway is marked as two lanes (one northbound and one southbound) and such passing maneuvers are illegal.

The stopped cars may also be encouraging parents who are stopped behind the left turn vehicles to let their kids off on Northfield parkway.

In the afternoon the congestion was not as critical; parents were able to pick up their kids and leave. The STOP-controlled intersection causes the traffic to flow at speeds between 5-10 mph with average delays of around four minutes.

Some suggestions to improve safety in the area are:

1) Post NO PARKING/ STANDING/ STOPPING signs on Northfield parkway between Durand and Long Lake so that parents drop their kids off in the drop-off area rather than on Northfield Parkway.

2) Northfield Parkway is around 36 feet wide and so could be marked as 3 lanes; with one through lane in each direction and one two-way center left turn lane. This could be achieved with pavement markings and signs that indicate the beginning of the center left turn lane near the south driveway (exit) of the drop-off lane and end it north of the last driveway on the east side of Northfield parkway south of Long Lake, as shown in the drawing.

   This would create an exclusive left turn lane for vehicles turning onto the drop off area and leave the through lane open for through traffic, and may also discourage parents from stopping by the curb to let their kids off on Northfield Parkway.

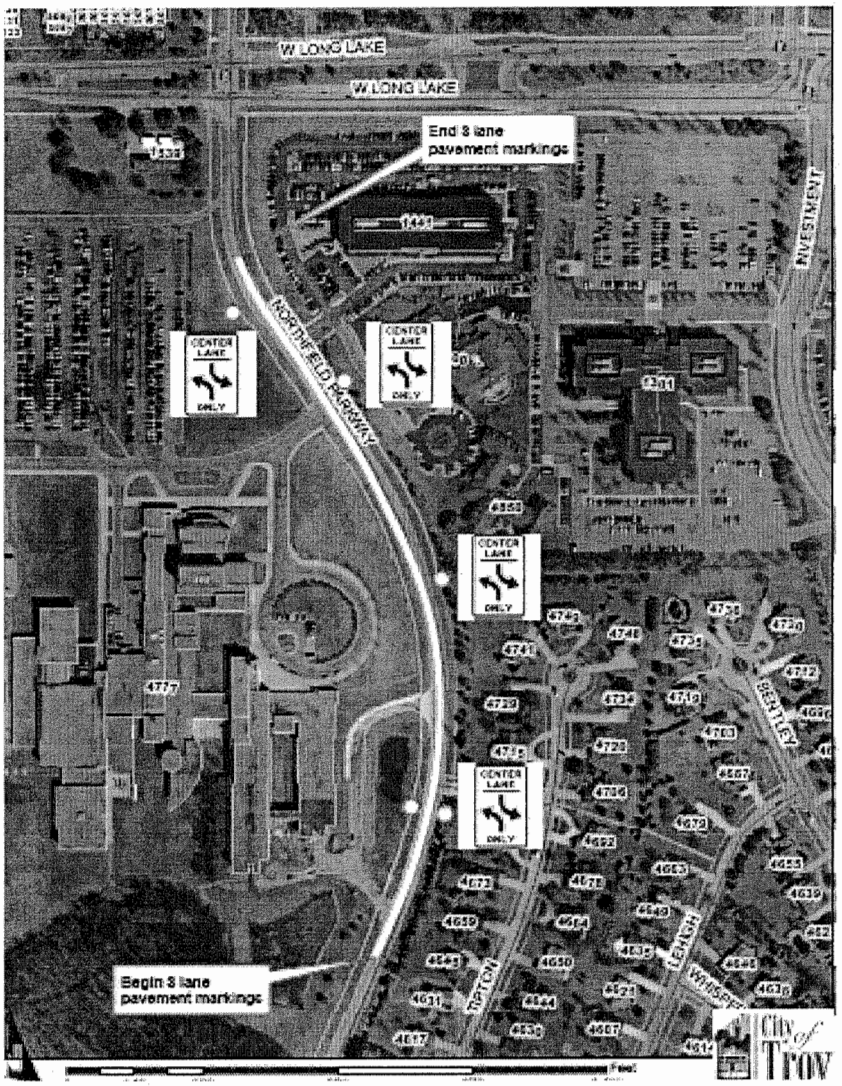
Mark Dziatczak said the traffic engineer and the police have been very responsive and helpful with the traffic issues at Troy High School. The most dangerous thing he sees is parents stopping in the traffic lane on northbound Northfield and letting out their passengers, who then have to cross traffic to get to school. For much of the year it is dark at school opening time, and it's very hazardous to try to cross through the busy traffic. He has tried to get parents to cooperate and end this practice, with little result. The main problem is that everyone arrives within the 5-10 minutes just before school starts.

Tom Briolet sees a potential for conflict between northbound and southbound traffic with a center turn lane. He suggested prohibiting left turns altogether, and making all drivers approach from Long Lake and discharging students on the west side of the road, closest to the school. He also thinks that the extra lane will bring traffic up to or on his front yard as drivers try to squeeze by.

Mr. Dziatczak said before the parking lot configuration changes a few years ago, drivers stopping in the southbound lane to drop off students would back traffic up onto Long Lake Road.

Lt. McWilliams said the improvements provide a good system, but it only takes one or two cars stopping on the roadway to mess up the traffic flow.

The committee wants to try posting the signs first, with the possibility of bringing the issue up again in the future, if necessary, for establishment of the new left turn lane.




RESOLUTION #2007-11-73
Moved by Binkowski
Seconded by Hubbell

Recommend installing NO STOPPING/STANDING/PARKING signs along Northfield Parkway between Durand and Long Lake.

YES: 4
NO: 1 (Diefenbaker)
ABSENT: 2 (Kilmer, Schepke)
MOTION CARRIED

Mr. Diefenbaker voted "no" because he feels the pavement markings and new left-turn lane are also necessary immediately.

RESOLUTION #2007-11-74
Moved by Diefenbaker
Seconded by Binkowski

Recommend also installing pavement markings on Northfield Parkway as shown in the diagram, to facilitate two through lanes and one center two-way left turn lane in the vicinity of Troy High School.

YES: All-5
NO: None
ABSENT: 2 (Kilmer, Schepke)
MOTION CARRIED

## 6. Establish Fire Lanes at 1101 Rochester Road

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).

Lt. Matlick pointed out that the business in question is actually located on Gable, with the address of 1101 Rochester Road.

RESOLUTION #2007-11-75
Moved by Diefenbaker
Seconded by Hubbell

Recommend that the fire lanes/tow away zones shown in the attached sketch be established at 1101 Rochester Road.

YES: All-5
NO: None
ABSENT: 2 (Kilmer, Schepke)
MOTION CARRIED

## 7. Visitors' Time

No one else wished to address the committee.

## 8. Other Business

Tonight's meeting will be the last for Lt. McWilliams, as he is retiring after the first of the year. The committee thanked him for his valuable assistance in the past. Lt. David Livingston will be the new police liaison to the Traffic Committee.

Lt. McWilliams told the committee about the Police Department's "quick clearance" policy" to get vehicles out off the road after crashes and breakdowns, to help prevent traffic backups and congestion.

In October the committee voted to cancel the December meeting. The next meeting is scheduled for January 16, 2008.

## 9. Adjourn

The meeting adjourned at 8:45 p.m.

Pete Ziegenfelder, Chair

Laurel Nottage, Recording Secretary