

**AGENDA**  
**TRAFFIC COMMITTEE MEETING**  
**MARCH 20, 2013 – 7:30 P.M.**  
**LOWER LEVEL CONFERENCE ROOM - TROY CITY HALL**  
**500 W. BIG BEAVER ROAD**

1. Roll Call
2. Minutes – January 16, 2013

**REGULAR BUSINESS**

3. Request to Remove No Turn on Red Signs – Old Rochester/Stephenson Highway Intersection & Double Cross Over from southbound to northbound Stephenson Highway Requested by Traffic Committee
  4. Public Comment
  5. Other Business
  6. Adjourn
- cc: Item 3: 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 accidents.

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 to Remove No Turn on Red Signs – Old Rochester and Stephenson**

The Traffic Committee directed the Traffic Engineer to conduct a mail poll of the Troy Mobile Home Villas on Stephenson Highway along with surrounding businesses to ascertain if the No Turn on Red signs are still needed at the intersection of Old Rochester and southbound Stephenson Highway and at the double crossover from southbound Stephenson Highway to northbound Stephenson Highway. The Traffic Committee further directed the Traffic Engineer to conduct a traffic study to verify current traffic patterns at both locations.

#### **SUGGESTED RESOLUTIONS:**

- a. **RESOLVED**, that the Traffic Committee recommends that the No Turn on Red signs at the intersection of Old Rochester and southbound Stephenson Highway be removed.
- b. **RESOLVED**, that the Traffic Committee recommends that No Changes be made at the intersection of Old Rochester and southbound Stephenson Highway.
- c. **RESOLVED**, that the Traffic Committee recommends that the No Turn on Red signs at the double crossover for southbound Stephenson Highway to northbound Stephenson Highway be removed.
- d. **RESOLVED**, that the Traffic Committee recommends that No Changes be made at the double crossover for southbound Stephenson Highway to northbound Stephenson Highway.

### **4. Public Comment**

### **5. Other Business**

### **6. Adjourn**

A regular meeting of the Troy Traffic Committee was held Wednesday, January 16, 2013 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: Sarah Binkowski  
Richard Kilmer  
David Ogg  
Al Petrulis  
Stevan Popovic  
Pete Ziegenfelder

ABSENT: Ted Halsey

Also present: Martha Loftus, 6255 Sandy Point  
Barbara Stevens, 6247 Sandy Point  
Tim Brandstetter, 5175 Wright  
Paul & Pam Messano, 6205 Sandy Point  
Sgt. Mike Szuminski, Troy Police Dept.  
Bill Huotari, Deputy City Engineer/Traffic Engineer

**2. Minutes – November 14, 2012**

**RESOLUTION # 2013-01-01**

Moved by Kilmer  
Seconded by Petrulis

To approve the November 14, 2012 minutes as printed.

YES: All-6  
NO: None  
ABSENT: Halsey  
MOTION CARRIED

**REGULAR BUSINESS**

**3. Request to Extend No Parking Restrictions – Sandy Point**

Barbara Stevens of 6247 Sandy Point requested that the No Parking zone in the cul-de-sac area be extended to cover the entire cul-de-sac. The current no parking zone starts at her westerly property line and extends around the cul-de-sac and out to Emerald Lake. Approximately, 2/3 of the cul-de-sac is currently posted as No Parking.

Traffic Engineering received two (2) emails from James and Meg Cheek of 6221 Sandy

Point opposing an increase in the no parking zone. Mr. Cheek states that there is a lack of parking currently for family and friends. People would have to park along Emerald Lake Drive which is a busier street and a longer walk to their home. Mr. Cheek is concerned about the safety of people walking in the road since there are no sidewalks in the area. Ms. Cheek reiterated that there is already a lack of parking in the area and this would exacerbate the issue.

**Residents, at the meeting, in support of changing the no parking zone:**

Barbara Stevens of 6247 Sandy Point spoke in favor of extending the no parking zone. She has concerns when a vehicle parks in the current location between her driveway and the start of the no parking zone as it creates difficulties for her backing out of her driveway. She has difficulties in bringing garbage out to the curb when a vehicle is parked near her driveway as she must perform this task with her vehicle due to physical limitations. She also stated that during fall cleanup grass and leaves are blocked by parked vehicles and may not be picked up.

Martha Loftus of 6255 Sandy Point spoke in support of Ms. Stevens. Ms. Loftus has watched Ms. Stevens struggle to back out of her driveway and navigate around the cul-de-sac when a vehicle parks in the area.

**Residents, at the meeting, opposing a change to the no parking zone:**

Paul Messano of 6205 Sandy Point spoke in opposition to increasing the area encumbered by a no parking zone. He stated that there is a lack of parking already and that there is generally no one parking in the cul-de-sac in the morning when the garbage is typically collected. Mr. Messano discussed the hardship for the house at the end of the cul-de-sac which has a one car driveway due to the lake front property. Mr. Messano stated that there is approximately 40' from Ms. Stevens driveway to the start of the no parking zone and there should be sufficient room for Ms. Stevens to back straight out of her driveway along the island in the cul-de-sac and then proceed out to Emerald Lake.

**During rebuttal, by residents in support of changing the no parking zone, the following items were discussed:**

Ms. Stevens stated that she has no problems pulling out of her driveway when there are no vehicles parked in the area.

Ms. Loftus stated that vehicles may park very close to Ms. Stevens driveway which causes the issue. She feels that extending the no parking zone to the west side of Ms. Stevens driveway is reasonable.

**Rebuttal, by the residents opposed to changing the no parking zone, followed:**

Mr. Messano stated that Ms. Stevens can pull straight out of her driveway and rather than reversing into the cul-de-sac that she should continue straight back along the island to a

point where she can then safely complete her turn to Sandy Point and go out to Emerald Lake.

Pam Messano of 6205 Sandy Point added that there have been vehicles that have parked in the areas currently posted as no parking. She was directed to call the police if someone was parking illegally. Ms. Messano asked about allowing parking on the south side of Sandy Point between the cul-de-sac and Emerald Lake. This was discussed but could create an issue if there were parking allowed on both sides of Sandy Point between the cul-de-sac and Emerald Lake.

**Traffic Committee member discussion:**

Mr. Ziegenfelder asked for clarification as to how far from the driveway the vehicles have parked. Ms. Stevens responded that at times they have parked as close as five (5) feet from her driveway. Mr. Ziegenfelder asked Officer Szuminski what the legal requirement is relative to parking at a driveway. Officer Szuminski responded that you cannot park in such a fashion that the driveway is blocked.

Mr. Kilmer commented regarding vehicles parking too close to the driveway.

Mr. Petrulis asked if the same vehicle was parked at this location every day. Ms. Stevens stated that it had been parking there frequently until she had initiated her request. She stated that the vehicle has been parking in a driveway more often but Ms. Stevens is concerned that the issue may arise in the future.

Mr. Petrulis asked about reversing or making a “mirror image” of the no parking zone since the fire hydrant is in the island and it would restrict parking in front of Ms. Stevens property and allow parking at 6221 Sandy Point out to Emerald Lake Drive. No parking would start at Emerald Lake Drive and Sandy Point and continue westerly along Sandy Point and then counterclockwise around the cul-de-sac, approximately 2/3 of the way, to a point approximately between 6231 and 6221 Sandy Point.

Parking would therefore be allowed from approximately the west property line of 6221 Sandy Point to Emerald Lake Drive (along the south side of Sandy Point).

Residents at the meeting thought that this was a reasonable solution and would provide for the resolution that Ms. Stevens desired while still allowing parking in the cul-de-sac. All residents in attendance at the meeting supported this solution. [This proposal was subsequently shared with the residents at 6221 Sandy Point as they had contacted Traffic Engineering with concerns on the original proposal. The residents thought that this was a reasonable solution and a good outcome for them].

**RESOLUTION # 2013-01-02**

Moved by Petrulis  
Seconded by Binkowski

**RESOLVED**, that the Traffic Committee recommends that the no parking zone on Sandy Point be revised to start at Emerald Lake Drive and Sandy Point and continue to the west to the cul-de-sac and then counterclockwise around the cul-de-sac, approximately 2/3 of the way, to a point approximately between 6231 and 6221 Sandy Point.

YES: 5  
NO: None  
ABSENT: Halsey  
MOTION CARRIED

#### **4. Public Comment**

Mr. Messano reports that the traffic signal at Square Lake and Livernois is not providing sufficient green time for eastbound and westbound Square Lake traffic. Traffic Engineering will forward the concern to the Road Commission for Oakland County for investigation.

#### **5. Other Business**

The Traffic Engineer provided a brief status update on the Rochester/Stephenson No Right Turn on Red signs. A mail poll was conducted of businesses in the immediate area of the signs as well as residents of the Troy Mobile Home Villa. Approximately 25% of cards sent out were returned with 78% of respondents in favor of removing the signs at Old Rochester to southbound Stephenson. Approximately 63% of respondents were in favor of removing the signs at the double cross over from southbound Stephenson to northbound Stephenson.

A traffic study is underway to review traffic volumes, crash history, etc. at these locations and it is anticipated that the study will be provided to the Traffic Committee in February.

#### **6. Adjourn**

The meeting adjourned at 8:13 p.m.

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Pete Ziegenfelder, Chairperson

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Bill Huotari, Recording Secretary



## TRAFFIC COMMITTEE REPORT

March 4, 2013

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: Rochester/Stephenson – No Turn on Red Signs

### Background:

The Traffic Committee directed the Traffic Engineer to conduct a mail poll and complete a traffic study to determine the necessity of the No Turn on Red signs at the intersection of Old Rochester and southbound Stephenson Highway and at the double crossover from southbound Stephenson Highway to northbound Stephenson Highway.

A mail poll was conducted of businesses in the immediate area of the signs as well as residents of the Troy Mobile Home Villa. Approximately 25% of the cards sent out were returned with 78% of respondents in favor of removing the signs at Old Rochester to southbound Stephenson. Approximately 63% of respondents were in favor of removing the signs at the double cross over from southbound Stephenson to northbound Stephenson.

Traffic Engineering requested that our traffic consultant, OHM, review traffic operations at both locations. A copy of OHM's report is attached. In summary, OHM believes that the No Turn on Red signs at the double crossover can be removed and there would continue to be adequate gaps provided for locations downstream of the signal (i.e. Troy Mobile Home Villa, Naughton, Wheaton, Piedmont). OHM would not recommend removal of the No Turn on Red signs at the intersection of Old Rochester and southbound Stephenson due to safety implications and the location of the stop bar.

### History:

The Traffic Committee first considered these signs at their meeting of March 19, 1997.

Residents of Troy Mobile Home Villa, on Stephenson Highway, reported that they had major difficulties entering and exiting the park after the double-left turn crossover was constructed (there was a project that removed the direct left turn from Rochester to northbound Stephenson and constructed a signalized dual-left turn crossover for southbound to northbound Stephenson movement immediately to the south of Rochester Road).

When traffic is stopped on Stephenson, Rochester Road traffic is turning. Rochester Road traffic can also turn on red, which creates a steady flow of vehicles. The residents of the mobile home park sent

a petition to the Traffic Engineer requesting “No Turn on Red” signs, along with police enforcement to help alleviate this problem.

A traffic analysis was performed at that time to quantify the traffic at the crossover and the northbound Stephenson approach. It was found that considerable traffic existed. Field observations indicated that motorists on Sylvia Drive (mobile home park), Piedmont and Wheaton were still experiencing excessive delays to make right turns onto northbound Stephenson. The traffic study indicated that maximum volumes occurred between 7-9 a.m. and 4-6 p.m.

A recommendation was made to install a “No Turn on Red” sign at the double-left crossover with auxiliary signs restricting the time periods from 7-9 a.m. and 4-6 p.m., Monday through Friday.

The existing “No Turn on Red” signs on northbound Rochester at Stephenson were installed as temporary signs just after the construction of the double-left crossover (there is no documentation that the No Right Turn on Red signs were placed based on a Traffic Control Order) . An evaluation of traffic at this location was performed and indicated that the need for restricting right turns on red was required only for the peak hours. Non-compliance during off peak hours was high, so it was recommended that auxiliary signs be placed restricting the time periods from 7-9 a.m. and 4-6 p.m.

Both items originally failed due to lack of support. Additional discussion ensued between the Traffic Engineer and the Traffic Committee and a new motion was made and supported and the items were subsequently voted on and approved by the Traffic Committee by a 6-0 vote.

It is somewhat unclear how things unfolded from this point forward, but I will try to explain what I understand based on my research and documentation that I have discovered.

At the City Council meeting of March 31, 1997, the Traffic Committee recommendations were considered but Resolution #97-290 only approved placing the auxiliary signs restricting hours from 7-9 a.m. and 4-6 p.m., Monday through Friday, on the existing No Turn on Red signs at northbound Rochester to Stephenson Highway. Both Traffic Committee recommendations are noted in the Council minutes, but no Council approval of the No Left Turn on Red signs at the double-left crossover was made at this meeting. There is no mention in the Council minutes as to why only Rochester at Stephenson was included in the resolution. Based on future Council minutes, it appears that the two Traffic Committee recommendations forwarded for consideration were separated with one approved and the other not considered or tabled.

At the City Council meeting of May 12, 1997, a request was made to reconsider City Council action on the crossover from southbound to northbound Stephenson. Resolution #97-469 was approved for the installation of a No Turn on Red sign, Monday through Friday at the crossover.

Subsequent to this approval, Traffic Engineering was inundated with calls regarding the signs at the crossover and the necessity of changing the restrictions to the peak hours only. A traffic study was performed and found that during non-peak hours non-compliance was very high. A recommendation was made to City Council to add auxiliary signs restricting the time periods from 7-9 a.m. and 4-6 p.m., Monday through Friday to reduce driver frustration and maintain consistency with the sign just upstream of the turnaround at Rochester and Stephenson.

## ITEM #3

This recommendation was made directly to City Council at their meeting of September 8, 1997. By Resolution #97-721-C-6, Traffic Control Order 97-9-MR was amended to add auxiliary signs reading "7-9 a.m. and 4-6 p.m." to the existing "No Turn on Red, Monday through Friday" signs. The auxiliary signs were installed on October 7, 1997.

There have been no material changes to the area since this time. There have been requests from motorists over the years to investigate the signal timing, remove the signs, etc. that have been received by Traffic Engineering. Traffic Engineering has communicated with the Road Commission for Oakland County (RCOC) on several occasions to see if signal timing changes could be made to decrease the wait times at both locations as field reviews do show non-compliance at both locations, most likely due to the decreased traffic volumes that have been experienced.

Traffic has started to grow over the last year or so and is anticipated to increase as we move forward. However, it may be several years before we return to volumes that we experienced prior to the economic downturn. Significant vacancies in office space, industrial and commercial and residential homes have attributed to lower traffic volumes throughout the day. Peak hour volumes are still significant, but not at levels that we experienced even five years ago.

### Recommendations:

Recommend that No Changes be made to the intersection of Old Rochester and southbound Stephenson Highway.

Recommend that the No Turn on Red signs be removed at the double crossover from southbound Stephenson Highway to northbound Stephenson Highway.

February 13, 2013

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

Subject: Review of No Turn On Red Restrictions on Stephenson Hwy at and Near Rochester Rd  
OHM JN: 0128-13-0030

Dear Mr. Huotari:

As requested, I have reviewed two locations that currently have No Turn On Red (NTOR) restrictions. They are Rochester Rd at Stephenson Hwy, and the south to north dual-lane crossover for Stephenson Hwy, located south of Sylvia Dr. For both locations, the turn restrictions are in effect from 7:00 to 9:00 a.m. and from 4:00 to 6:00 p.m. Based on recent requests from residents, the City wishes to re-evaluate both locations for possibly removing the turn restrictions.

These restrictions were first placed in the late 1990's. The one for the dual lane crossover was in response to concerns by residents of Troy Mobile Home Villa (Sylvia Dr) that there were inadequate gaps to exit their development. The one for Rochester Rd at Stephenson Hwy was intended originally as a temporary measure after the construction that eliminated direct left turns from SB I-75 to NB Stephenson and required them to use the dual-lane crossover. The thought was that NB Rochester Rd traffic might not have time to react to exiting I-75 traffic using the free flow ramp to SB Stephenson due to its proximity to the intersection with Rochester Rd.

#### Stephenson Hwy Crossover

I spent approximately 45 minutes reviewing operations at this signalized crossover in the early evening of Feb. 11<sup>th</sup> and another 40 during the morning of Feb. 12<sup>th</sup>. My observation point was the driveway of Loner Engineering Co., located directly opposite the crossover. I noted that the traffic flows on Stephenson Hwy is highly directional by time of day. For NB Stephenson, traffic is relatively light in the a.m. peak period and much heavier in the p.m. period.

The volumes on NB Stephenson corresponded to the likelihood of traffic violating the NTOR. There were fewer than 4% violations in the p.m. periods, in the face of heavy NB Stephenson Hwy flows. But the number of vehicles violating the NTOR almost tripled in the a.m. when Stephenson Hwy traffic was much lighter in the NB direction.

During my review, I noted that there were three types of gaps formation that benefit traffic in downstream locations, such as Sylvia Dr.



1. Each change in signal phase has a gap related to one flow stopping and the start-up delay for the next phase. This applies to the onset of yellow & all red for NB Stephenson Hwy as well as for the crossover. While small, this is a repetitive gap and is adequate for one or two cars to enter Stephenson Hwy from Sylvia every cycle of the signal.
2. The green time assigned to the crossover is generally in excess to the volumes carried by the crossover. It appears that this green time setting is related to the needs for progression along the corridor. So after the crossover queues have dissipated, the signal holds NB Stephenson at a stop while no crossover traffic is present. In the entirety of my 90 minutes of observation, there were only two cycles (both in the p.m.) when the full green time allocated to the crossover was fully used by crossover traffic. Otherwise, the excess green time resulted in significant gaps for Sylvia Dr and other downstream locations.
3. There were some instances in the p.m. period and far more in the a.m. period when there were literally huge gaps in NB Stephenson Hwy traffic with traffic waiting at the crossover held by the NTOR restriction. But there were times when there were relatively few vehicles waiting at the crossover, and if not constrained by the NTOR, there would still be gaps downstream for Sylvia Dr. traffic.

The first two types of gaps are always present for Sylvia traffic to utilize. The third type is also present now; the number and size would diminish if the NTOR restrictions were removed. On the other hand, if turns on red were allowed, the queues at the crossover waiting for a green signal would be smaller at the onset of their green, so the second type of gap formation would generate longer gaps, offsetting the loss of type 3 gaps.

When viewed overall, I believe that there are and would continue to be adequate gaps for locations downstream of this signal if the NTOR restriction were to be removed.

#### Rochester Rd at Stephenson Hwy

I spent approximately 45 minutes reviewing operations at this signalized intersection in the early evening of Feb. 11<sup>th</sup> and another 40 during the morning of Feb. 12<sup>th</sup>. My observation point was the north driveway of Fix N Go Auto Center, located adjacent to and downstream of this intersection. I noted that the traffic flows on Stephenson Hwy is highly directional by time of day. For SB Stephenson, traffic is relatively heavy in the a.m. peak period and lighter in the p.m. period.

Again, the volumes on Stephenson Hwy corresponded to the likelihood of traffic violating the NTOR. There were about 7% violations in the p.m. periods, when SB Stephenson Hwy flows were relatively light. But the number of vehicles violating the NTOR was about 60% of that in the a.m. when Stephenson Hwy traffic was much heavier in the SB direction.

At this location, I was evaluating the needs of the Rochester Rd right turning traffic, without significant consideration of downstream driveways. The key issue involves not just the number and adequacy of gaps, but the ability of NB Rochester Rd traffic to recognize the gaps. Complicating this was the free flow exit ramp from I-75 and the free flow right turn to SB Rochester Rd. So I considered the number and size of gaps representing:



- Just SB Stephenson Hwy through traffic gaps, versus
- Gaps for through traffic AND lack of vehicles taking the free flow right turn to SB Rochester Rd.

In the a.m. peak period, there was a varying amount of gaps just in the through vehicles, but generally enough to consider allowing turn on red. However, there were very, very few gaps if the measure was simultaneous gaps for through vehicles and right turning vehicles for SB Stephenson Hwy. In the p.m. period, there were numerous times when both types of gaps were available. So the key issue for this location is NB Rochester Rd traffic safely recognizing the gaps.

The NB Rochester stop bar is about 40 feet back from the closest edge of the SB Stephenson travel lane. This is due to the minimum distance required by the MMUTCD from the closest traffic signal display and the stop bar. At its current position, it would be difficult for a driver to be able to tell if an approaching Stephenson Hwy vehicle will be continuing through to the south or turning right onto Rochester Rd. I noted that every vehicle that violated the NTOR needed to move forward of the stop bar a considerable distance before they were able to judge if there was an adequate gap. If and when this signal is modernized to a box span design, then it would be possible to shift the stop bar forward by about 25 - 30 feet, providing much better sight lines for drivers wanting to turn on red.

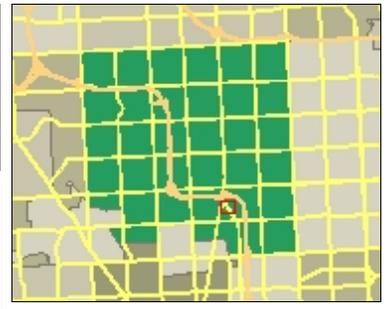
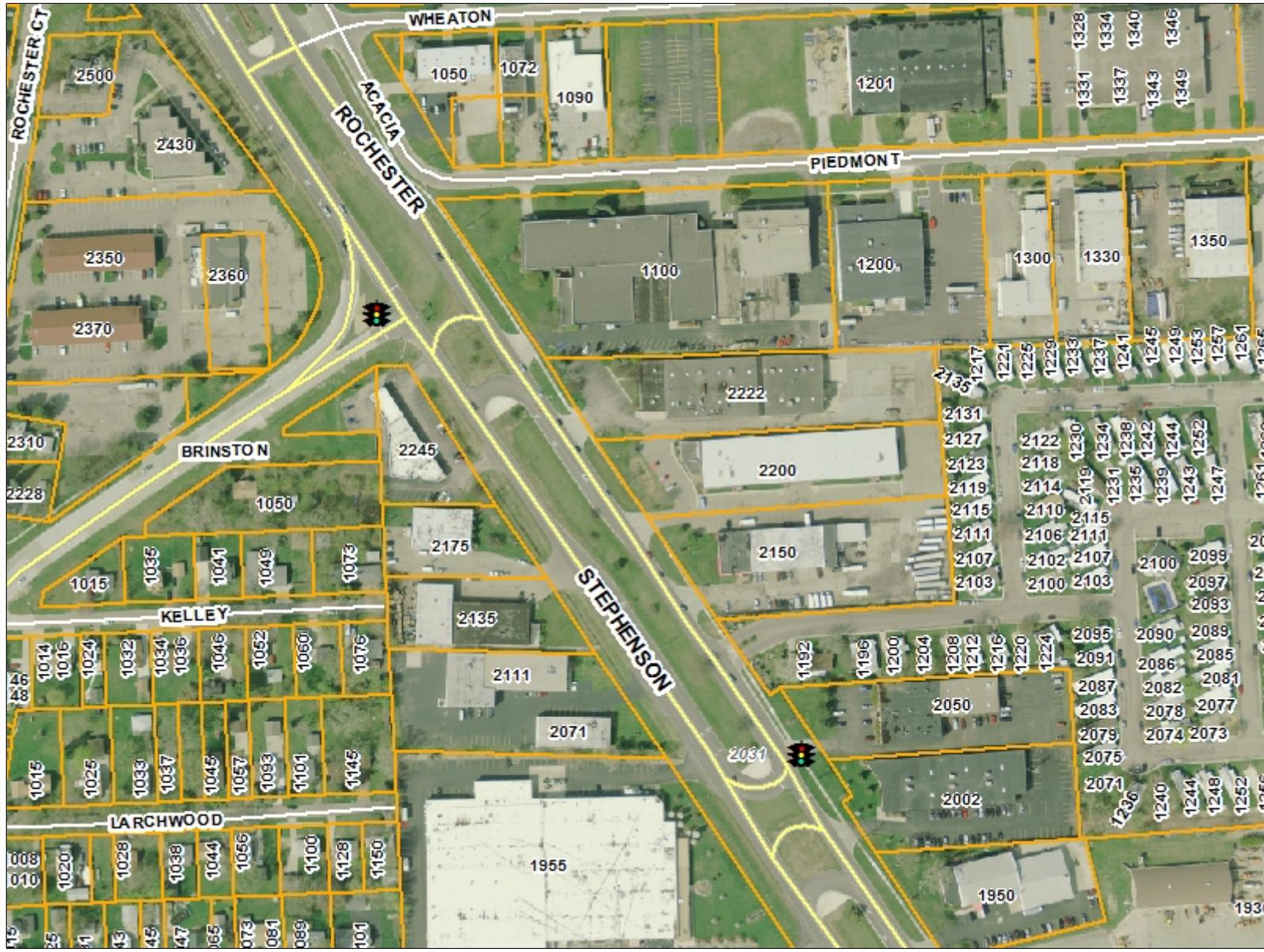
The related issue for sight distance involves the dual right turn lanes for NB Rochester Rd. A vehicle in the inside (left) lane may well block the vision of another in the outside (right) lane when both want to turn on red. I observed two instances of this type of obstruction, when the vehicle in the outside lane violated the NTOR and pulled in front of a SB through vehicle – an archetypal “close call”.

Given the safety implications of the placement location of the stop bar, I cannot recommend the removal of the NTOR restriction for NB Rochester Rd at this time. If and when the stop bar is relocated forward of its current position, then consideration should also be given to placing a staggered stop bar with the bar for the inside lane further back than that for the outside curb lane. This will help avoid the problem of one vehicle blocking the sight line of the other.

If you have any concerns or questions, please let me know.

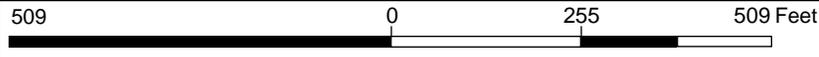
Sincerely,  
Orchard Hiltz & McCliment, Inc.

Stephen B. Dearing, PE, PTOE



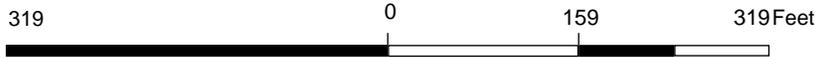
- Legend**
- Traffic Signal
  - I-75
  - Road Centerline
    - Major Road
    - Industrial Road
    - Local Road
  - Ponds and Basins
  - Streams and Creeks
  - Parcels
  - Aerial Photos - 2010**
    - Red: Band\_1
    - Green: Band\_2
    - Blue: Band\_3

1 : 3,055



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.

**Notes**  
Enter Map Description



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