



500 West Big Beaver
Troy, MI 48084
troymi.gov

J-05

CITY COUNCIL AGENDA ITEM

Date: February 25, 2019
To: Mark F. Miller, City Manager
From: William J. Huotari, City Engineer/Traffic Engineer
Subject: Traffic Committee Recommendations and Minutes – February 20, 2019

At the Traffic Committee meeting of February 20, 2019, the following recommendation was made for City Council approval:

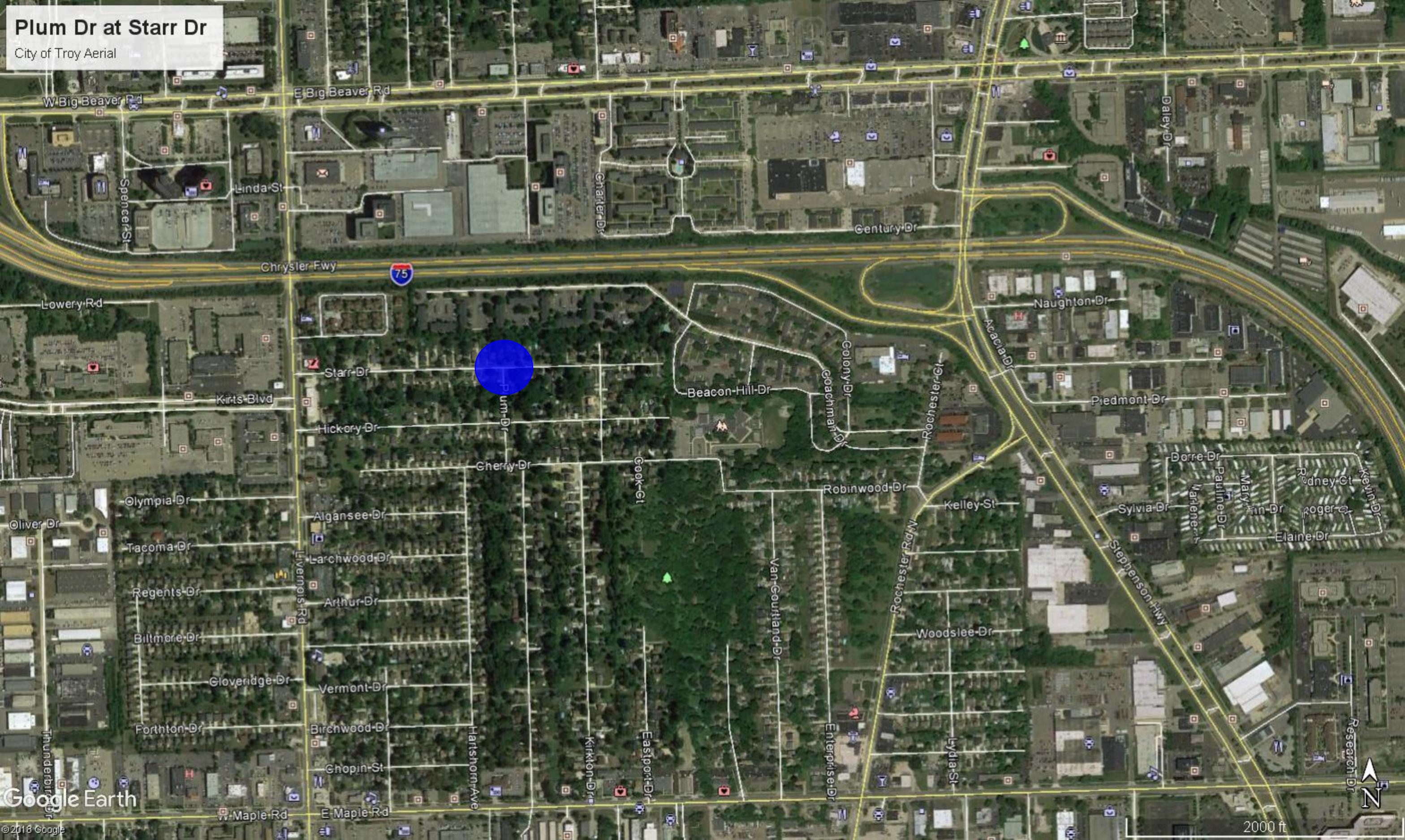
6. Request for Traffic Control – Plum at Starr

RESOLVED, that the intersection of Plum Drive at Starr Drive be **MODIFIED** from no traffic control to ALL-WAY STOP control.

Minutes of the meeting are attached.

Plum Dr at Starr Dr

City of Troy Aerial



A regular meeting of the Troy Traffic Committee was held Wednesday, February 20, 2019 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: Don Johnson
Richard Kilmer
Cindy Nurak
Al Petrulis
Sunil Sivaraman
Cynthia Wilsher
Pete Ziegenfelder
Marvin Jiang, Student Representative

Absent: None

Also present: Rick LaFave, 3154 Wendover
Tony & Ann Ross, 2528 Hampton
Lauren Jones, 3293 Wendover
Robert Everson, 2509 Wembly
Lt. Eric Caloia, Fire Department
Sgt. Mike Szuminski, Police Department
Bill Huotari, City Engineer/Traffic Engineer

2. Minutes – January 16, 2019

Resolution # 2019-02-05
Moved by Kilmer
Seconded by Wilsher

To approve the minutes as printed.

Yes: Johnson, Kilmer, Nurak, Petrulis, Sivaraman, Wilsher, Ziegenfelder
No: None
Absent: None

MOTION CARRIED

PUBLIC HEARINGS

3. No Public Hearings

REGULAR BUSINESS

4. Request for Traffic Control – Caswell at Hampton

Traffic Committee members requested that the intersection of Caswell at Hampton be reviewed

for purposes of traffic control.

The intersection is YIELD controlled on Caswell Drive and uncontrolled on Hampton Lane.

Traffic Engineering received four (4) emails in support of a Stop sign and one (1) email opposed to any changes.

Tony Ross of 2528 Hampton discussed that the All-Way Stop at Wendover and Hampton has helped. Mr. Ross is concerned that the bush at the corner of Caswell and Hampton is a vision obstruction. He described that the primary cut through route is Beach to Hampton to Caswell to Big Beaver and vice versa. He believes that a Stop sign would improve safety at the intersection.

Bob Everson of 2509 Wembly has lived in this neighborhood for over 43 years. A stop sign would not be a huge inconvenience but he feels that the existing yield sign is sufficient as most traffic is already slowing down as they approach this T-intersection. He would not want to see a Stop sign just to have a sign.

Lauren Jones of 3293 Wendover stated that drivers just need to slow down. She has done research and stop signs are not intended to control speed and in fact may do just the opposite when used at locations where they are not warranted.

Rick LaFave of 3154 Wendover has lived in the neighborhood for over 25 years and raised six children. He believes that the real issue is the bush at the corner and lack of maintenance/trimming over the past few years. He agrees that unnecessary stop signs should not be installed just for the sake of a sign. He is not aware of an incident at the intersection in his 25 plus years in this area.

Mr. Ziegenfelder reiterated that stop signs are not intended to be traffic calming devices and do not slow drivers down. Improperly placed stop signs can make people drive faster. Stop signs are used to assign right-of-way at an intersection. However, he is in favor of stop signs at intersections rather than yield signs as stop signs remove the ambiguity at an intersection.

Mr. Petrulis has lived in this neighborhood for over 22 years. The intersection is wide open with good sight lines other than adjacent to the bush at the corner. Drivers naturally slow down as they approach the T-intersection. People will roll through a stop sign as the intersection is open and drivers will be able to see approaching traffic as they approach the intersection.

Mr. Sivaraman asked about the location of bus stops. There is no bus stop at this intersection.

Mr. Johnson asked about the bush at the corner. The bush appears to be in the 25' x 25' corner clearance area and on private property so it would be reviewed by the Zoning and Compliance Specialist.

Ann Ross of 2528 Hampton discussed that she is picked up daily by a medical provider and the drivers of those vehicles comment frequently on the difficulty of backing out of their

driveway. They state that traffic moves fast in this area.

Lauren Jones of 3293 Wendover discussed the All-Way Stop that was recently installed at Hampton and Wendover.

Ms. Nurak discussed that people typically know who has the right-of-way at a T-intersection, such as at this location and a stop sign is not typically necessary. Drivers will naturally slow and stop as they approach the intersection.

Sgt. Szuminski reported that there have been no crashes at this intersection in the past five (5) years. He would defer to the requests of the residents in this instance. It is more difficult to enforce yield signs versus stop signs. A yield sign requires some discretion for enforcement.

Moved by Petrulis
Seconded by Nurak

RESOLVED, that NO CHANGE be made at the intersection of Caswell Drive at Hampton Lane.

Vote on Resolution to Amend Agenda Item 4

Resolution # 2019-02-06
Moved by Johnson
Seconded by Sivaraman

RESOLVED, that the Traffic Committee hereby **AMENDS** the resolution for Agenda Item 4 by **INSERTING** *“pending a review of the bush at the corner”*.

Yes: Johnson, Kilmer, Nurak, Petrulis, Sivaraman, Wilsher, Ziegenfelder
No: None
Absent: None

MOTION CARRIED

Vote on Agenda Item 4 as Amended

Resolution # 2019-02-07
Moved by Petrulis
Seconded by Nurak

RESOLVED, that **NO CHANGE** be made at the intersection of Caswell Drive at Hampton Lane pending a review of the bush at the corner.

Yes: Johnson, Nurak, Petrulis, Sivaraman, Wilsher, Ziegenfelder
No: Kilmer
Absent: None

MOTION CARRIED

5. Request for Traffic Control – Wendover at Chelsea and Tothill

Traffic Committee members requested that the intersection of Wendover at Chelsea and Tothill be reviewed for purposes of traffic control.

The subject intersection is a 3-legged, skewed T-intersection, located approximately 1,800 feet east of Adams Road and 1,700 feet north of Big Beaver Road. A short connection between Tothill Drive and Chelsea Lane exists just east of Wendover Street, separated by a landscaped island.

Traffic Engineering received two (2) emails in support of Stop signs and two (2) emails opposed to Stop signs.

Rick LaFave of 3154 Wendover spoke in opposition to a Stop sign at this location. He does not see the need to sign this intersection.

Mr. Ziegenfelder clarified that there would not be a Stop sign on Wendover but rather on Chelsea and Tothill.

Bob Everson of 2509 Wembly discussed traveling south on Wendover and then turning left to Tothill is a tight movement and a stopped vehicle on Tothill could make this more difficult. There may be times when there is traffic on Wendover, but it is very rare that there would be traffic coming at the intersection from all three legs of the intersection at the same time. Two yield signs would just add to the confusion at the intersection.

Sgt. Szuminski added that if there is no traffic control signage at an intersection and two vehicles approach at the exact same time, the vehicle on the right would have the right-of-way.

Mr. Petrulis discussed the unique layout and qualities of this intersection. He cannot imagine how traffic control signs would work at this location. It really is not feasible to control the intersection with signs. The landscaped island creates a natural barrier and provides traffic calming.

Ms. Nurak recalls that residents that attended the January meeting discussed that they felt stop signs were not necessary at this intersection.

Resolution # 2019-02-08

Moved by Johnson

Seconded by Wilsher

RESOLVED, that **NO CHANGE** be made at the intersection of Wendover Street at Chelsea Lane and Tothill Drive.

Yes: Johnson, Nurak, Petrulis, Sivaraman, Wilsher, Ziegenfelder

No: Kilmer

Absent: None

MOTION CARRIED

6. Request for Traffic Control – Plum at Starr

Traffic Committee members requested that the intersection of Plum at Starr be reviewed for purposes of traffic control.

The subject intersection is a 3-leg, T-intersection located approximately 1,500 feet east of Livernois Road and 3,200 feet north of Maple Road.

Mr. Kilmer has lived in this area for over 50 years. He believes that this intersection should have at least one stop sign on Plum, if not All-Way Stop control. There is a landscape company that parks their trailers and equipment on the west side of Plum that causes vision obstructions as well as difficulty traveling on Plum.

Mr. Sivaraman noted that there were four (4) emails received and all four supported Stop signs at the intersection.

Ms. Wilsher agreed that this intersection should be stop controlled as she travels the area frequently.

Sgt. Szuminski reports that this is a high traffic area which is congested due to the school traffic and narrow roads. He would support a stop sign at this location.

Mr. Jiang had questions about stop sign locations and parking near a stop sign or intersection that is uncontrolled.

Mr. Petrulis questioned why this went from a single stop sign to an all-way stop control. The discussion centered on traffic in this area, cut through traffic from Livernois to Maple and vice versa, and congestion related to school pickup and dismissal times.

Resolution # 2019-02-09

Moved by Sivaraman

Seconded by Kilmer

RESOLVED, that the intersection of Plum Drive at Starr Drive be **MODIFIED** from no traffic control to ALL-WAY STOP control.

Yes: Johnson, Kilmer, Nurak, Petrulis, Sivaraman, Wilsher, Ziegenfelder

No: None

Absent: None

MOTION CARRIED

7. Election of Officers

In accordance with the By-Laws of the City of Troy Traffic Committee, Article III, nomination of officers shall be made from the floor on the third Wednesday of February of each year for the purpose of electing a Chairperson and a Vice-Chairperson.

A candidate receiving a majority vote of the members present at the meeting shall be declared elected and shall serve for one year or until his or her successor shall take office. Vacancies in offices shall be filled immediately by regular election procedure.

Resolution # 2019-02-10
Moved by Kilmer
Seconded by Sivaraman

RESOLVED, that Pete Ziegenfelder be elected Chairperson of the Traffic Committee for calendar year 2019.

Yes: Johnson, Kilmer, Nurak, Petrulis, Sivaraman, Wilsher, Ziegenfelder
No: None
Absent: None

MOTION CARRIED

Resolution # 2019-02-11
Moved by Wilsher
Seconded by Sivaraman

RESOLVED, that Al Petrulis be elected Vice-Chairperson of the Traffic Committee for calendar year 2019.

Yes: Johnson, Kilmer, Nurak, Petrulis, Sivaraman, Wilsher, Ziegenfelder
No: None
Absent: None

MOTION CARRIED

8. Public Comment

There was no public comment at the meeting.

9. Other Business

Sgt. Szuminski discussed Troy Police Department meetings with MDOT relative to the condition of I75 and continued safety concerns related to pavement condition. Troy Police recommended that the speed limit be lowered on I75 to 50 mph, but MDOT did not agree to this recommendation. Troy Police are in current discussions with MDOT and recommending that they switch to Stage I construction immediately (i.e. all traffic on the southbound side of I75) so that maintenance issues can be addressed.

10. Adjourn

The meeting adjourned at 8:49 p.m.

Pete Ziegenfelder, Chairperson

Bill Huotari, City Engineer/Traffic Engineer

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