

Minutes from the Regular
Advisory Traffic and Safety Board Meeting
June 13, 2017

CALL TO ORDER

Chairperson Colling called the meeting to order at 7:05 p.m. After roll call, Chairperson Colling stated that a quorum was present.

ROLL CALL

Present:

Ernest Colling Jr.
Scott Hunter
Ken Krajewski
Carl Moore
Thomas Pozolo

Absent:

Larry Dropiewski
Thomas Neveau
Paul G. Shumejko

Non-voting members present:

Paul Davis, P.E., City Engineer/Deputy DPS Director
Sheryl McIsaac, Recording Secretary
Jim Kubicina, City Council Representative (Arrived at 7:15 pm)
Keith Depp, Staff Engineer
Sgt. Jason Dalbec, Oakland County Sheriff's Office
Paul Hartzell, Transportation Consultant Rochester Community Schools

APPROVAL OF MINUTES:

2017-0263 Draft minutes from the April 12, 2016 regular meeting

Chairperson Colling noted that the Approval of Minutes from the Regular Meeting of April 12, 2016 would be the first agenda item. He asked if anyone would like to make a motion to approve or amend them. A motion to approve them, as presented, was made by Mr. Moore, and seconded by Mr. Hunter.

MOTION by Moore
SECOND by Hunter

Ayes: All
Nays: None
Absent: Dropiewski, Neveau

MOTION CARRIED

COMMUNICATIONS:

2017-0271 School bus drop-offs in the middle of intersections

Mr. Davis stated that Mr. Paul Hartzell is here at the meeting to address some of the concerns regarding school bus stops, specifically at the intersection of Emmons and Marlow. Mr. Collings stated that the bus drivers have a habit of stopping right in the middle of intersections in this area. They are blocking traffic in all four directions and the parents are parking less than ten feet from all the available stop signs. He stated that if we needed an emergency vehicle to get through, it wouldn't be able to. He believes it is a danger as the children run in every direction to get to the parked vehicles. He asked if the bus stop could be moved to Ruether School parking lot, which is just ½ a block to the west. He also stated that there is also a church in the neighborhood that's parking lot could be used as a bus stop.

Mr. Hartzell noted that he has been monitoring this neighborhood recently. He noted that it is very difficult for the bus drivers due to the narrowness of the roads in this area. Mr. Hartzell noted that Cindy Peychich with Rochester Community Schools was also aware of the problem. The one concern Cindy had was after school activities or athletic events and there may be a lot of traffic in and out of there. Mr. Collings stated that the drop off should be around 4 PM and that most events occur much later than that.

Mr. Hartzell noted that they are aware of the problem and they are currently looking at options or alternatives to relocate bus stop locations in that area. He stated that parents need to be made aware of others trying to enter or leave the subdivision and to be more considerate. Mr. Hartzell stated that they are going to continue to monitor the situation for the rest of this week and are also going to compose a safety tips and reminders letter for the parents and this parking problem is going to be one of the issues in the letter.

Country Club Village cut-through study

Mr. Davis wanted to provide information on a cut-through traffic study that the City will be doing fairly soon for the Country Club Village subdivision. He stated that there is a lot of emotion tied to this area based on what is being developed at the southeast corner of Auburn and Graham. The development is called Goddard School. MDOT did not approve a driveway entrance on Auburn Road. They felt with the location, it could equitably be serviced by Graham Road. There are not many instances where commercial business traffic only has ingress/egress from a subdivision local road instead of the major road, but that was what was approved. Before the traffic changes, the residents wish to have a cut-through traffic study done because they believe people are currently trying to avoid the Auburn and Rochester Road intersection by cutting through their subdivision. Mr. Davis stated that staff was going to try and complete this study within the next few days. Mr. Colling stated that he didn't believe the study was related with the school year or a school issue due to the schools in the area and the routes involved. Mr. Davis stated that he wanted to perform two studies, one prior to Goddard School opening and one after. The studies would be performed between the hours of 7 AM and 9 AM and again between the hours of 4 PM and 6 PM.

2017-00264 Election of Officers

Chairman Colling asked if anyone would like to make any nominations. Mr. Moore nominated Mr. Colling as chairman. Mr. Colling accepted the nomination and nominated Mr. Moore as vice chairman. Mr. Moore accepted the nomination. A motion was made by Mr Hunter and seconded by Mr. Pozolo to elect Mr. Colling and Mr. Moore as Chairperson and Vice-Chairperson respectfully. There were no other nominations and all agreed. Motions were secured.

MOTION by Hunter
SECOND by Pozolo

Ayes: All
Nays: None
Absent: Dropiewski, Neveau

MOTION CARRIED

NEW BUSINESS

2017-0265 Request for Approval of Traffic Control Order TM-35-17.1 to Modify the existing hours for No Turn On Red, John R onto Auburn Road, School Days Only.

TM-35-17.1 NO TURN ON RED from northbound and southbound John R onto Auburn Road at their intersection between the hours of 6:30 AM and 9:00 AM and 2:30 PM and 4 PM, School Days Only.

Mr. Davis stated that there has been a request to change the hours on the TCO that was approved just last year by City Council. TCO TM-32.1 was approved with the times of 7 AM to 4 PM. The request is to change the hours to 6:30 AM to 4 PM.

Mr. Paul Hartzell stated that he has spent a week out there monitoring the traffic for about an hour a day and he did notice the 7 AM to 4 PM time was not sufficient. He did notice that some of the foot traffic started as early as 6:30 AM.

Mr. Hunter asked why the times were for all day and not just 6:30 AM to 9 AM and 2:30 PM to 4 PM?

Mr. Colling stated he was okay with changing the morning time to 6:30, but to have the TCO for all day was overkill. He asked if the board was still of the mindset of having the TCO for all day, or did they want to have two different times on the TCO?

Mr. Hartzell stated that the only issue with the split times would be half day sessions for school.

Mr. Colling stated that there were also push button cross walks at this intersection in both directions.

Mr. Pozolo stated that the push button function really didn't protect the pedestrians from the drivers turning right and not seeing the pedestrians.

Colling asked if there were any other questions or comments. Hearing none, he asked if someone would like to make a motion to approve.

Mr. Hunter made a motion to adopt TCO TM-35.1 with a NO TURN ON RED from northbound and southbound John R onto Auburn Road at their intersection with the modification of hours to between the hours of 6:30 AM to 9:00 AM and 2:30 PM and 4:00 PM, School Days Only, and that the ATSB recommend that City Council approve this TCO until rescinded or superseded. This motion was seconded by Mr. Moore.

Mr. Moore also made the motion to rescind TCO TM32-16. This motion was seconded by Mr. Krajewski.

**MOTION by Hunter
SECOND by Moore**

**Ayes: All
Nays: None
Absent: Dropiewski, Neveau**

MOTION CARRIED

2017-0273 Request for Approval of Traffic Control Order YS-112-17.1, Streets within Grace Parc Condominium Subdivision, Section #34.

A Traffic Study was recently performed for the newly constructed streets located within the subject development. The study was initiated by the City accepting the streets for routine maintenance and declaring the streets open for public travel in 2017. The intersection of McComb and Verona Drive was reviewed to determine the type of regulatory traffic control warranted as established by the Michigan Manual Uniform Traffic Control Devices (MMUTCD).

The necessary safe sight distance required is 280 feet. The extent of Verona Drive is only 160 feet to the west and 225 feet to the east with no sight restrictions. The following is the recommendation for the regulatory turning movement traffic control device for this intersection.

YS-112-17.1 Macomb YIELD for Verona Drive.

Mr. Colling asked if anyone would like to make a motion. Mr. Moore made the motion to approve Traffic Control Order YS-112-17.1 and recommend that the Advisory Traffic and Safety Board recommend City Council approve this TCO until rescinded or superseded.

**MOTION by Moore
SECOND by Pozolo**

**Ayes: All
Nays: None
Absent: Dropiewski, Neveau**

MOTION CARRIED

2017-0276 Request for Approval Traffic Control Orders YS-113-17.1 and YS-113-17.2 for the Streets within Woodland Park Subdivision, Section #28.

A traffic study was performed for the newly constructed streets located within the subject development. The study was initiated by the City accepting the streets for routine maintenance and declaring said streets open for public travel in 2017. The two intersections of Prescott Drive and Logan Drive were reviewed to determine the type of regulatory traffic control warranted as established by the Michigan Manual Uniform Traffic Control Devices (MMUTCD).

The necessary safe sight distance required at the intersections of Prescott Drive and Logan Drive is 280 feet. Field investigation indicated that both, where north/south Prescott Drive intersects with east/west Logan Drive and where north/south Logan Drive intersects with east/west Prescott Drive sight distances are currently clear beyond 280 feet.

Originally, there was included a TCO for Logan Drive to STOP for W. Hamlin Road. It was determined this TCO was unnecessary as Local Roads are always to Stop for Major Roads. So TCO SS-150-17.1 was removed, although the Stop signs will still be placed.

Mr. Colling asked if anyone would like to make a motion.

A motion was made by Mr. Hunter to support issuing Traffic Control Orders YS-113-17.1 and YS-113-17.2 as presented and recommend City Council approve said TCO's until rescinded or superseded.

YS-113-17.1 North/South travelling Prescott YIELD to East/West travelling Logan

YS-113-17.2 North/South travelling Logan YIELD to East/West travelling Prescott

**MOTION by Hunter
SECOND by Moore**

**Ayes: All
Nays: None
Absent: Dropiewski, Neveau**

MOTION CARRIED

2017-0277 Request for Approval Traffic Control Order SS-151-17.1 for the intersection of Arlington Drive and Bolinger Street, Section #14.

In accordance with Act No. 300. P.A. 1949 (Michigan Vehicle Code) and City Ordinance Chapter 7-09 (Rochester Hills Traffic Code), as amended, a traffic engineering investigation at the intersection of Arlington Drive and Bolinger Street in Section#14 was performed. As a result of said investigation, the City determined that it is necessary, in the interest of public safety, to regulate traffic and establish the right-of-way at this intersection.

Mr. Davis stated that the intersection was studied in the past and it did not meet the warrants for a four-way stop intersection. Currently stop signs exist for Arlington to stop for Bolinger. However, the City was asked to switch the signs to make Bolinger stop for Arlington because of a sight distance issue when a car is parked in the driveway at 596 Bolinger.

The Advisory Traffic and Safety Board discussed the benefits and drawbacks of switching the stop signs versus adding additional stop signs to Bolinger to create a four-way stop intersection. It was recommended to enact the following:

SS-151-17.1 Bolinger Street STOP for Arlington Drive

Mr. Colling noted that this would make this intersection a four way stop and there was concern about what residents were used to doing (habits) at this intersection as it has been a two way stop for so long. Mr. Colling suggested putting warning signs prior to the new stop signs on Bolinger.

Mr. Colling asked if City staff have measured this area for sight distance restrictions. Mr. Davis stated that the City hasn't done any sight distance measurements in this area at this time.

Mr. Davis wanted it noted that this TCO was not being issued because of a speed issue, but as a safety issue. Mr. Colling stated that if we were going to error, we error on the side of safety. Prior to any more studies, we go ahead and put the four way stop in. Mr. Colling would also suggest putting in the warning signs about 200 feet prior to the new stop signs.

Mr. Colling stated that in other cities, he has noticed reflective poles or strips being used and wondered if that would be a solution to the addition of these new stop signs.

Mr. Davis stated that in the past, they have attached flags to the new signs to draw attention to the signs.

Mr. Moore made a motion to adopt TCO SS-151-17.1, and add other appropriate advanced warning devices and that the Advisory Traffic and Safety Board recommend that City Council approve Traffic Control Order SS-151-17.1 until rescinded or superseded.

**MOTION by Moore
SECOND by Hunter**

**Ayes: All
Nays: None
Absent: Dropiewski, Neveau**

MOTION CARRIED

ANY OTHER BUSINESS

Update on Eddington/Drexelgate/Rochester Traffic Signal

Mr. Davis wanted to take the opportunity to give the board an update on something that has been many years in the making. The Eddington realignment and traffic signal project is finally becoming a reality. The bid opening on the project was last Thursday the 8th. Construction will probably start in early July. The winning contractor is Pro-Line Asphalt Corporation.

Mr. Colling asked if there would be new speed humps constructed or would the turn satisfy the slowing down aspect of the road. Mr. Davis stated that on the new part of Eddington, there would be no new speed humps constructed with this project. Mr. Davis stated that there would be extensive landscaping and on-street parking added. A new pedestrian area will be created on the east side with two different walkways through it.

Mr. Colling suggested that once it has reopened, wait about three months and then perform a traffic study in this area.

Mr. Moore wanted to share that eastbound on Hamlin on the other side of CVS store, at about 4 PM every evening traffic backs up from John R. all the way up, and it backs up for people trying to make a left turn to the cemetery. Mr. Moore asked how long can they be in the "turn lane" that is the double yellow line? Sgt. Dalbec stated that this is against the law, and they write tickets to people that do not wait until the yellow line is broken, especially on southbound Rochester Road making a left into Barclay. Mr. Moore stated this was the second area that he was going to talk about. Sgt. Dalbec stated that unfortunately, this always happens during their busy time also, and they are responding to accidents, etc., that take greater priority over writing these tickets.

PUBLIC COMMENT

None

UNFINISHED BUSINESS

None

NEXT MEETING DATE

July 11, 2017.

ADJOURNMENT

The meeting was adjourned at 8:22 P.M.