



Paul Shumejko <shumejkop@rochesterhills.org>

Re: Lake Forest Traffic Study_Sec 16

1 message

Seth Bucholz <bucholz@rochesterhills.org>
To: Paul Shumejko <shumejkop@rochesterhills.org>
Cc: Jeremy Plenzler <jplenzler@yahoo.com>

Tue, Dec 10, 2019 at 9:35 AM

Good to go for Friday.

Seth Bucholz
DPS Engineering
Rochester Hills
(248)-841-2491

On Tue, Dec 10, 2019 at 9:30 AM Paul Shumejko <shumejkop@rochesterhills.org> wrote:

Hi Jeremy,

3 PM this Friday will work.

Seth,

Can you schedule a room

Paul G. Shumejko, MBA, M.S., P.E., PTOE

Transportation Engineering Manager - DPS/ENG

City of Rochester Hills | [1000 Rochester Hills Drive](#) | [Rochester Hills, MI 48309](#)

248.841.2489 (office) | shumejkop@rochesterhills.org | www.rochesterhills.org



On Mon, Dec 9, 2019 at 4:33 PM Jeremy Plenzler <jplenzler@yahoo.com> wrote:

Thanks, Paul. I can make time to meet this Friday afternoon.

You mentioned that you are available after 2:30. Would 3:00 work?

Thanks.
Jeremy

Sent from Yahoo Mail for iPhone

On Monday, December 9, 2019, 3:40 PM, Paul Shumejko <shumejkop@rochesterhills.org> wrote:

Are you available this Friday afternoon after 2:30pm or next Monday between 9:30am and 4pm or next Tuesday after 2pm? Things are pretty busy right now with year ends and holidays. We could also meet after the new year.

I inquired about the CITY allowing YOUR SPEED radar speed display signs without warrants being meet (regardless of who is paying for them) and the answer is that they would not be allowed. This was a collective decision between the CITY DPS Director, City Engineer/Deputy Director, Transportation Engineering Manager and Purchasing Director.

Paul G. Shumejko, MBA, M.S., P.E., PTOE

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On Mon, Dec 2, 2019 at 7:54 AM Jeremy Plenzler <jplenzler@yahoo.com> wrote:

Hi Paul,

I am writing to follow up on my email from November 13 below. I am still interested in stopping by when you have time.

Also, in the meantime, can you let me know if we are able to find radar speed signs on our own, or if we are limited to a particular model/manufacturer.

Thank you.
Jeremy Plenzler

[Sent from Yahoo Mail for iPhone](#)

On Wednesday, November 13, 2019, 10:38 AM, Jeremy Plenzler <jplenzler@yahoo.com> wrote:

Paul—thank you for all of the information. It would be great if I could stop down and talk in-person. Please let me know if there are some days/times that work for you.

I work from home most days and have a relatively flexible schedule so morning/afternoon times should not be an issue.

Thanks again.
Jeremy Plenzler

[Sent from Yahoo Mail for iPhone](#)

On Monday, November 11, 2019, 1:56 PM, Paul Shumejko <shumejkop@rochesterhills.org> wrote:

Hi Jeremy,

Yes, based on the traffic study and supporting data, the speed hump request is denied.

- I had previously sent you the study data via pdf format. I have attached the raw data to this email, although I don't know if you'll be able to open without the TraxPro software.
- The counters were placed per your requested locations (location maps from the 2016 and 2019 studies are attached).
- There were 6.8% and 3% (between the 2 locations) of motorists travelling above the 85th% speed. The 2016 and 2019 data are consistent.
- Speed humps need to meet stringent requirements to maintain uniformity and consistency. These 85th% speeds are quite low for typical roads within the City of Rochester Hills. The use of speed humps and 1st responder emergency response are often in competition with each other. When Engineering makes recommendation that speed humps are warranted, it needs to be

based on objective and scientific data that demonstrates a clear and consistent need.

- Yes, LED radar display signs are an option at 100% HOA cost since the 85th% is less than 31 MPH. They are about \$5,000 each or \$10,000 for one in each direction. I have other data that I could forward you on pre and post studies we have done and their overall effectiveness. The challenge is that your 85th % speeds are already low and, therefore, whether you install speed humps or radar signs it most likely won't have that great of an impact. The intent of traffic calming devices is to lower an 85th% speed of say 31 to 35 MPH down to 28 to 30 MPH, which you are already at.
- In Oakland County, a good ADT to use is that each home generates 10 to 15 trips per day. This includes trips to and from work, school, appointments, deliveries, UPS, AMAZON, etc. Your sub has about 60 Homes in the direct vicinity of this location. At 12 to 15 trips per day that equates to a range of 720 to 900. Also, many families in Rochester Hills have multiple vehicles.
- Your email states that this is a "perceived" problem. Since the traffic volumes are primarily due to residents within your subdivision I would recommend to send out quarterly reminders to residents to be mindful of speeds. I have an example from what other subs have done in the past if you'd like.
- You are always welcome to hire an outside independent traffic engineering consultant as well. Below is a link to MDOT prequalified consultants. Our staff cost per study is about \$3,000, so I suspect an outside consultant would be in the \$2,500 to \$3,500 range as well.

You can attend a future Advisory Traffic and Safety Board Meeting. Next one will most likely be in February due to limited dates from Holidays. We would present our data and findings at that time.

<https://www.rochesterhills.org/index.aspx?nid=302>

MDOT prequalified Traffic Consultants

<https://mdotjboss.state.mi.us/PSVR/searchByClassification.htm?codeVal=DTSS&longDesc=Design%20-%20Traffic:%20Safety%20Studies>

At some point, it may be best if you stopped by City Hall Engineering one day and we can discuss in person. There is a lot of technical data that may be easier to convey at our offices.

Sincerely,

Paul G. Shumejko, MBA, M.S., P.E., PTOE

Transportation Engineering Manager - DPS/ENG

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On Mon, Nov 11, 2019 at 9:09 AM Jeremy Plenzler

<jplenzler@yahoo.com> wrote:

Good morning Paul,

Thank you for the speed study information. As you know, the reason for our request was the desire to have speed humps installed in our

subdivision. As I understand the process, the 85th percentile must be at least 31 mph with a sample size of at least 400 vehicles average daily traffic (ADT). I recently presented the information to our subdivision board at its last meeting and we have a few follow-up questions we were hoping you could help us out with.

(1) Does your email below serve as a denial of the request for speed humps?

I ask because although not meeting the percentile requirement, we had some large sample sizes that met the volume associated with the 85th percentile of 400 samples (i.e., over 60 samples). For example, we had 74 samples at/above 31 mph each of the full days of the study (10/16 and 10/17) on the west of Tanglewood location. It seems like the fact that we have many in our subdivision obeying the traffic laws should not cut against the high volume of speeders, but I appreciate you might not be able to deviate from the strict 85th percentile rule.

Moreover, the speed study locations were immediately before/after 15 mph signage for the curve on Lake Forest, making the speeds even more concerning. The subdivision is also a walking subdivision, where we have many students walking/riding bikes between University Hills Elementary and West Middle School due to the proximity to the schools.

(2) If your email is effectively a denial of the request for speed humps, do you have, or know where, I can find information on the appeal process of a decision denying speed humps? It is my understanding that such a decision can be appealed to city council. Also, for that potential appeal, can you provide the raw data for the study, or do I need to complete a FOIA request?

(3) Can traffic volume, itself, ever justify the speed humps? I note that we have 1,052 ADT on Lake Forest North of Ansal and 765 ADT on Lake Forest West of Tanglewood. I understand having the subdivision identified as a cut-through can also serve as reason to authorize speed humps based on the information you previously provided. Over 1,000 ADT seems excessive. If an additional study is required for the cut-through identification, what is the process and timeframe for that, and what is requirement to meet the cut-through criterion?

(4) Is there an ability to pursue alternate options to address what we still perceive as a speeding problem? Our board suggested something like a 25 mph speed limit sign posted with a radar readout of speed. Is that an option if funded by the subdivision?

Thank you for all of you assistance in our request.
Jeremy Plenzler

On Thursday, October 31, 2019, 12:57:57 PM EDT, Paul Shumejko <shumejkop@rochesterhills.org> wrote:

Hi Jeremy,

The traffic study results are attached for review.

2019

Speed - 85th Percentile

Lake Forest Dr - West Tanglewood

- NB - 28 MPH
- SB - 28 MPH

- Combined **28 MPH**

Lake Forest Dr - North of Ansal

- EB - 28 MPH
- WB - 24 MPH
- Combined **27 MPH**

Volume

Lake Forest Dr - West of Tanglewood

- 765 Average Daily Traffic (ADT)

Lake Forest Dr - North of Ansal

- 1052 ADT

A potential speeding issue may exist if the 85th percentile speeds are 31 MPH or above. Below is a summary of the 2016 data.

2016

Speed - 85th Percentile

Lake Forest Dr - West Tanglewood

- NB - 29 MPH
- SB - 29 MPH
- Combined **29 MPH**

Lake Forest Dr - North of Ansal

- EB - 29 MPH
- WB - 29 MPH
- Combined **29 MPH**

Volume

Lake Forest Dr - West of Tanglewood

- 413 Average Daily Traffic (ADT)

Lake Forest Dr - North of Ansal

- 729 ADT

Let us know if you have any questions.

Sincerely,

Paul G. Shumejko, MBA, M.S., P.E., PTOE
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