



Rochester Hills

1000 Rochester Hills Dr
Rochester Hills, MI 48309
(248) 656-4600
Home Page:
www.rochesterhills.org

Meeting Agenda Advisory Traffic and Safety Board

Chairperson Carl Moore, Vice Chairperson Thomas Pozolo
Members: Scott Hunter, Ken Krajewski, Thomas Neveau, Julie Rogalski and Terry Schafer
Council Member David Blair
Staff Members: Paul Davis, Keith Depp, Paul Shumejko

Tuesday, October 12, 2021

7:00 PM

1000 Rochester Hills Drive

CALL TO ORDER

ROLL CALL

APPROVAL OF MINUTES

[2021-0416](#) Draft Meeting Minutes

Attachments: [Minutes 7-13-21.pdf](#)

COMMUNICATIONS

[2021-0423](#) Results of Thornridge Speed Study Request

Attachments: [2021 Thornridge Traffic Information Survey.pdf](#)
[2021 Thornridge Speed Study Summary.pdf](#)
[2021 Thornridge Counter Locations.pdf](#)

[2021-0418](#) Results of Cross Creek HOA Speed Study

Attachments: [Traffic Information Survey - Cross Creek.pdf](#)
[2021 CrossCreek Speed Study Summary.pdf](#)
[2021 Cross Creek Counter Locations.pdf](#)

[2021-0419](#) Results of Kings Cove HOA Speed Study

Attachments: [Kings Cove Traffic Study Summary 3.pdf](#)
[2021 Kings Cove Counter Locations.pdf](#)

PUBLIC COMMENT

UNFINISHED BUSINESS

[2021-0420](#) Rochelle Park Drive

[2021-0421](#) Eddington TCO Approval and Rescind

Attachments: [Eddington Blvd Summary Sec 23.pdf](#)
[SS-153-21 TCO.pdf](#)
[2021 Eddington Blvd TCO Review.pdf](#)

NEW BUSINESS

[2021-0422](#) Van Hoosen Turn Restriction at Tienken discussion

NEXT MEETING DATE

November 9, 2021

ADJOURNMENT



Rochester Hills

Minutes - Draft

Advisory Traffic and Safety Board

1000 Rochester Hills Dr
Rochester Hills, MI
48309
(248) 656-4600
Home Page:
www.rochesterhills.org

Chairperson _____, Vice Chairperson Carl Moore
Members: Scott Hunter, Ken Krajewski, Thomas Neveau, Thomas Pozolo,
Julie Rogalski and Terry Schafer
Council Member David Blair
Staff Members: Paul Davis, Keith Depp, Paul Shumejko

Tuesday, July 13, 2021

7:00 PM

1000 Rochester Hills Drive

CALL TO ORDER

Meeting called to order at 7:04 am

ROLL CALL

Present 6 - Ken Krajewski, Carl Moore, Thomas Pozolo, Julie Rogalski, David Blair and Terry Schafer
Absent 2 - Scott Hunter and Thomas Neveau

Others Present

Non-voting members present:

Paul Davis, P.E. City Engineer/Deputy DPS Director
Lori Hamilton, Recording Secretary
Keith Depp, Staff Engineer

INTRODUCTION OF NEW MEMBER

Terry Schafer stated he has recently joined the committee as a new member. He is a 30 year resident of Rochester Hills and recently retired from GM after 45 years and was a product process engineer. He stated he was called by the Mayor to fill a vacant position on the committee.

ELECTION OF NEW OFFICERS

A motion made by Tom Pozolo to elect Carl Moore as chairman and was seconded by Terry Schafer. A motion made by Carl Moore to elect Tom Pozolo as vice chair and it was seconded by Julie Rogalski.

APPROVAL OF MINUTES

[2020-0430](#)

Draft Minutes from the March 10, 2020 Regular Meeting

Attachments: [Draft Minutes.pdf](#)

A motion was made by Morre seconded by Rogalski, that this matter be Approved as Presented. The motion carried by the following vote:

Aye 6 - Krajewski, Moore, Pozolo, Rogalski, Blair and Schafer

Absent 2 - Hunter and Neveau

COMMUNICATIONS

2021-0272

Communication Items

- Auburn at Midvale - Crossing and Pathway
- Blind person in area signage
- Rochester Schools Traffic Study - 3 schools
- Traffic signal at Rochester Rd and Hamlin

In relation to citizens bringing issues, recently a resident complained about a pathway gap on Auburn road near Midvale. This is something we would also discuss with the Pathway Committee. With Auburn being a high speed roadway the City typically puts pathway on both sides of the road. There is not a continuous pathway in this area. The resident asked if a mid-road crossing could be a possibility as well. A capital improvement project could be used to improve the area. Mr. Davis discussed the major project near Yates that will include pathway improvements. The Midvale pathway will be brought to the Pathway committee to be rated and put in the Capital Improvement plan. Pathways are expensive to build with the strict ADA compliance.

The next item under communications is the blind person in area signage. We were contacted by someone in the area that wanted sidewalks for a blind person which was not feasible. The City did agree to put up some Blind Person in Area signage. Mr. Davis introduced the Master Transportation Plan and some of the information that was included in there. One item was Drexelgate and the idea to put in a road diet to narrow up the road. With the narrow road we may be able to construct a pathway along Drexelgate but with the last millage that was approved it expanded our ability to construct pathway on non-mile roads. Mr. Davis stated we used road diets in the Kings Cove subdivision as well as on Powderhorn. The pathway on Drexelgate will most likely go along the north side. It may require that some trees need to be cut down and adding some retaining walls. You have to be cognizant of how these affect HOA's. Timeframe for this pathway will be 2023.

Mr. Davis stated that the next item is the Rochester Schools traffic studies. We worked with the schools and reviewed Hamlin Elementary, West Middle School and Van Hoosen Elementary. A resident on Belle Vernon was upset about traffic parking on her street at the end of the school day to pick up students for about 10-15 minutes. The schools don't always have enough room for stacking of traffic. We made an extended drop off land on Hamlin Road. We work well with the schools. Mr. Davis stated that the last item was related to a resident calling in about the traffic signals at Rochester Road and Hamlin. The Road Commission adjusts signal timing for MDOT. We made a request for RCOC to review the area. We should mention road ownership. Auburn Road by Midvale is owned by MDOT. At Harding and Livernois you cannot turn right on to Livernois because there was a bike accident there due to sight distance. Mr. Davis pulled up the City map on the

website that shows street ownership. The City owns the westerly section of Tienken but the Road Commission owns the rest. Mr. Moore mentioned that there are many private roads as well. David Blair stated that this map helps the residents know who to contact when there is an issue. The privately owned roads residents are the tough sells on road millages because it doesn't benefit them at their home.

2021-0273

Newcastle Ct. Traffic Study

Attachments: [Finalized Traffic Study Results.pdf](#)

Mr. Davis stated that the next item on the agenda is the New Castle Traffic Study. This may come to the committee at some point. There are pictures and information in the packet. This is the background and the study that the City prepared. The resident called and complained about cars parking in the cul-de-sac. The teenage neighbor has friends parking there. Mr. Davis pulled up pictures and explained how that resident complained that these cars could affect emergency services. Mr. Davis suggested the cars park on the edges and not in the middle. This caused a car to park on the complaining neighbors grass. The resident wants the city to install no parking signs. Other cities do have parking restrictions on cul-de-sacs. Mr. Davis stated that if we put up restrictions in it may cause issues in other areas. We do not have an ordinance against it but this is really the first time this issue came up.

Mr. Blair discussed the new opportunity for a Chick-Fil-A possibly coming in. He stated this is for the greater good and a good thing for Rochester Hills. He would support this but expects the city to do its due diligence. Mr. Davis stated that some of the improvements up by Papa Joe's at Tienken and Rochester has really been a good development for the community. Mr. Davis stated is it meets City ordinance we are obligated to approve it or you may be setting us up for a lawsuit. Mr. Blair stated that the City does not get to pick and choose what people can build on their property. If it meets zoning requirements the City doesn't have much choice. We have to be careful not to stifle development. People want to live and work here. We don't see tons of houses for sale or vacant businesses. There are some areas they do not want drive-thrus like on the Auburn Road corridor for instance.

2021-0270

2021 Strategic Plan Meeting Minutes

Attachments: [Updated 6-29-21 - 2021 MtgSum Rochester Hills.docx](#)

2021 Strategic Plan Meeting minutes. Mr. Davis stated that the City meets with the Road Commission of Oakland County every 2 years to go through projects and roadway concerns. You can read the minutes provided.

PUBLIC COMMENT*None*

UNFINISHED BUSINESS

2020-0435 Hamlin Road between Livernois and Crooks Uniform Speed Limit

Mr. Davis stated out last item to discuss is Hamlin Road, an old carryover for uniform speed limits. Mr. Moore stated the committee did a study a long time ago from Ryan to Squirrel and approved the 85 percentile at 45 miles per hour. When it went before City council the residents and parents near Hamlin Elementary complained and City Council went with the residents instead of the TCO. Mr. Moore suggested we now try to change it to cover from Livernois to the west on Hamlin Road. Mr. Davis stated that we may hold off on doing anything until the construction is complete.

NEW BUSINESS

2021-0264 Eddington Blvd. Signage

Attachments: [Proposed Eddington Blvd. Intersection Signage.pdf](#)
[SS-152-18 TCO.pdf](#)

We are going to skip ahead to an item in new business, the Eddington signage. This is an item brought up by one of our committee members. Mr. Krajewski stated that he lives in the neighborhood and talks about the new road alignment and all the stop signs at the drive into the subdivision. Some of these stop signs are unwarranted because there is no traffic to stop for. All these stop signs are causing people not to stop at them anymore. There are pedestrian crossings. We could suggest Yield to Pedestrian signs. Mr. Davis said they can check on accidents and review this and make a recommendation at the next meeting to change these out. Mr. Davis stated that at one time there was supposed to be more development but that has not happened. We may have to revisit it in the future but it does seem like there are too many stop signs. We would have to rescind the previous approval made by this board.

2021-0275 Belle Cone Gardens Traffic Study

Attachments: [Stop Sign Information.pdf](#)
[Stop sign and yield locations.pdf](#)

Mr. Davis stated that the last item on the agenda is this Belle Cone Gardens Traffic study. This is a resident request to add additional stop signs and get rid of yield signs in the neighborhood. The City follows the MMUTCD which says stop signs are not effective speed control. We have two options, Sherriff enforcement or speed humps. This is an older neighborhood and doesn't have an HOA. It's more difficult to install speed humps in subs without an HOA but it's still possible. I told the resident we would review this area to see if it warrants any changes for yield signs

or stop signs. The City has a program for speed humps and it's a 50% contribution from the homeowners. We require that the residents with the speed humps in front of their house has 100% participation. Mr. Davis stated that we work with data and not emotions and will not put in stop signs if they are not warranted. There is not the option to change the speed limit like there are on private roads. I've provided some more information in the packet about stop signs for the group to review. We will review for consistency.

Mr. Moore stated that there is still an issue on Rochelle with vehicles parking on both sides of the road approximately 6 times a year. He's concerned that emergency vehicles cannot get through.

NEXT MEETING DATE

August 10, 2021

ADJOURNMENT

The meeting ended at 8:50 p.m.



Rochester Hills Neighborhood
Traffic Safety Program
Traffic Information Survey

Contact Name: Jennifer Crossley
(THIS IS THE PERSON THE CITY WILL CONTACT FOR FOLLOW UP)

Today's Date 10/01/2020

Address: 1457 Burhaven Dr, Rochester Hills, MI 48306

Day Phone: (248)227-5571

Neighborhood Thornridge

List names and phone number of the interested neighbors:

Kelly Quinn (586)219-3545 Secretary
Ed Muirhead (248)672-9083 Vice-President
Ed Rosebach (586)703-5627 President
Tom Morgan (248)373-6524 Treasurer
Fred Shokoohi (248)276-6613 Director at large
Many more neighbors have this concern not listed.

Location(s) of Concern

Charlwood Drive to Olympia (entire street cutting through to Tienken)

What specific concerns have you identified with the above location?

Extreme speeding coming off of Adams onto Charlwood drive, speeding up to the Stop sign at Tacoma, speeding around the curve of Charlwood which turns into Olympia (at Wakefield & Kingspath with bus stops at both streets).

Please identify the specific days and/or time periods that the traffic problem takes place.

(FOR EXAMPLE: WEEKDAYS FROM 4:00 P.M. TO 6:00 P.M.)

Weekdays especially during commute times 7am-9am and 4pm-6pm

What solutions do you feel would address your concerns? (Check one or more)

☐

Brush Trimmings

☐

Resident Speed Reduction Program

☒

Signing

☐

Neighborhood Traffic Safety Campaign

☐

Pavement Markings

☐

Speed Awareness Program

☐

Enforcement

☐

Other _____

Thank you for taking the time to fill out this Traffic Information Survey. Once we receive the form, you will be contacted by City staff to talk in more detail about the program.

FOR OFFICIAL USE ONLY

Date Received: _____ Project No: _____ Section: _____

Email form back to dps@rochesterhills.org

City of Rochester Hills
Department of Public Services
Traffic Engineering Division

**Traffic Study Summary
Thornridge Subdivision – Section 06**

September 21, 2021

CHARLWOOD & OLYMPIA DR TRAFFIC STUDY (Between Adams Rd & Tienken Rd)

Background

The Thornridge Homeowner's Association (HOA) requested the CITY to perform a traffic study along Olympia Dr and Charlwood Dr. Three (3) automatic traffic counters were placed during the week of September 6, 2021. The first was placed 375 feet south of Burhaven Dr, the second 450 feet west of Arbor Creek Dr, and the third 400 feet west of Whitehouse Ct.

The following is a summary of the crash, speed and traffic volume data:

Olympia Drive & Charlwood Dr – Speed and Volume Data

The speed limit for Olympia Dr and Charlwood Dr is signed and posted for residential prima facie speed limit of 25 MPH. All three (3) speed studies were conducted during the week of September 6, 2021 from Wednesday through Thursday during dry weather conditions, and while school was in session.

The results of the speed studies are as follows for the 2021 & 2013 Study:

2021 Results:

Speed Study #1: 375 feet South of Burhaven Dr – Count ID: #1601

Average Speed = 24 MPH

85th % Speed = 29 MPH (SB = 29 MPH, NB = 30 MPH)

Annual Average Daily Traffic (AADT) = 933 Vehicles Per Day (VPD) (NB = 496, SB = 437)

Speed Study #2: 450 feet West of Arbor Creek Dr – Count ID: #1602

Average Speed = 21 MPH

85th % Speed = 26 MPH

AADT = 735 VPD (EB = 397, WB = 338)

Speed Study #3: 400 feet West of Whitehouse Ct – Count ID: #1603

Average Speed = 25 MPH

85th % Speed = 29 MPH (EB = 30 MPH, WB = 29)

AADT = 1333 VPD (EB = 728 VPD, WB = 605 VPD)

2013 Results:

Speed Study Results #1: Olympia Dr – 375 feet South of Burhaven:

Average Speed = 23 MPH

85th % Speed = 30 MPH (SB=30 MPH, NB=31 MPH)

AADT = 1023 VPD (SB=530, NB=491)

Speed Study Results #2: Charlwood Dr – 450 feet West of Arbor Creek:

Average Speed = 20 MPH

85th % Speed = 29 MPH (EB=27 MPH, WB=30 MPH)

AADT = 804 VPD (EB=382, WB=421)

Speed Study Results #3: Charlwood Dr – 400 feet West of Whitehouse Ct:

Average Speed = 24 MPH

85th % Speed = **31 MPH** (EB=32 MPH, WB=30 MPH)

AADT = 1,288 VPD (EB=639, WB=650)

*Annual Average Daily Traffic (AADT)

**Vehicles Per Day (VPD)

A potential speeding concern exists when the 85th percentile speed is 31 MPH or greater. As depicted above, the 2021 Thornridge subdivision speed study didn't record any that were 31 MPH or greater. In comparison, the 2013 #3 study was recorded at 31 & 32 MPH, which represents a reduction in speed since the initial study.

City residential streets having a chronic speeding issue usually have average speeds of 27 MPH and 85th percentile speeds at 31 MPH or greater. The highest speeds are typically during the morning peaks hour periods from 7-8 AM & 4:30-5:30 PM afternoon. Both Olympia Dr & Charlwood Dr are considered collector roadway's, which carry higher traffic volumes (over 1000 ADT) than that of a local street.

Crash History Data Summary

Transportation Improvement Association (TIA) crash data report attached.

- 2017 – 1 (Failed to yield)
- 2018 – 1 (Snow & parked vehicle)
- 2018 – 1 (Failed to yield)
- 2019 – 1 (Wet & parked vehicle)
- 2020 – 1 (Parked vehicle)

A traffic crash concern may exist if there are three (3) or more crashes at a spot location within a 12-month period, or if there are five (5) or more crashes within a two (2) year period. Weather related and parked vehicle crashes do not contribute to this total, as they are the result of improper backing, or in

collision with a stationary object such as a signpost, or mailbox. In addition, the recorded crashes did not result in a known injury. Based upon the traffic crash data, there is nothing that would suggest a need for additional or modified signage.

Conclusion / Recommendations

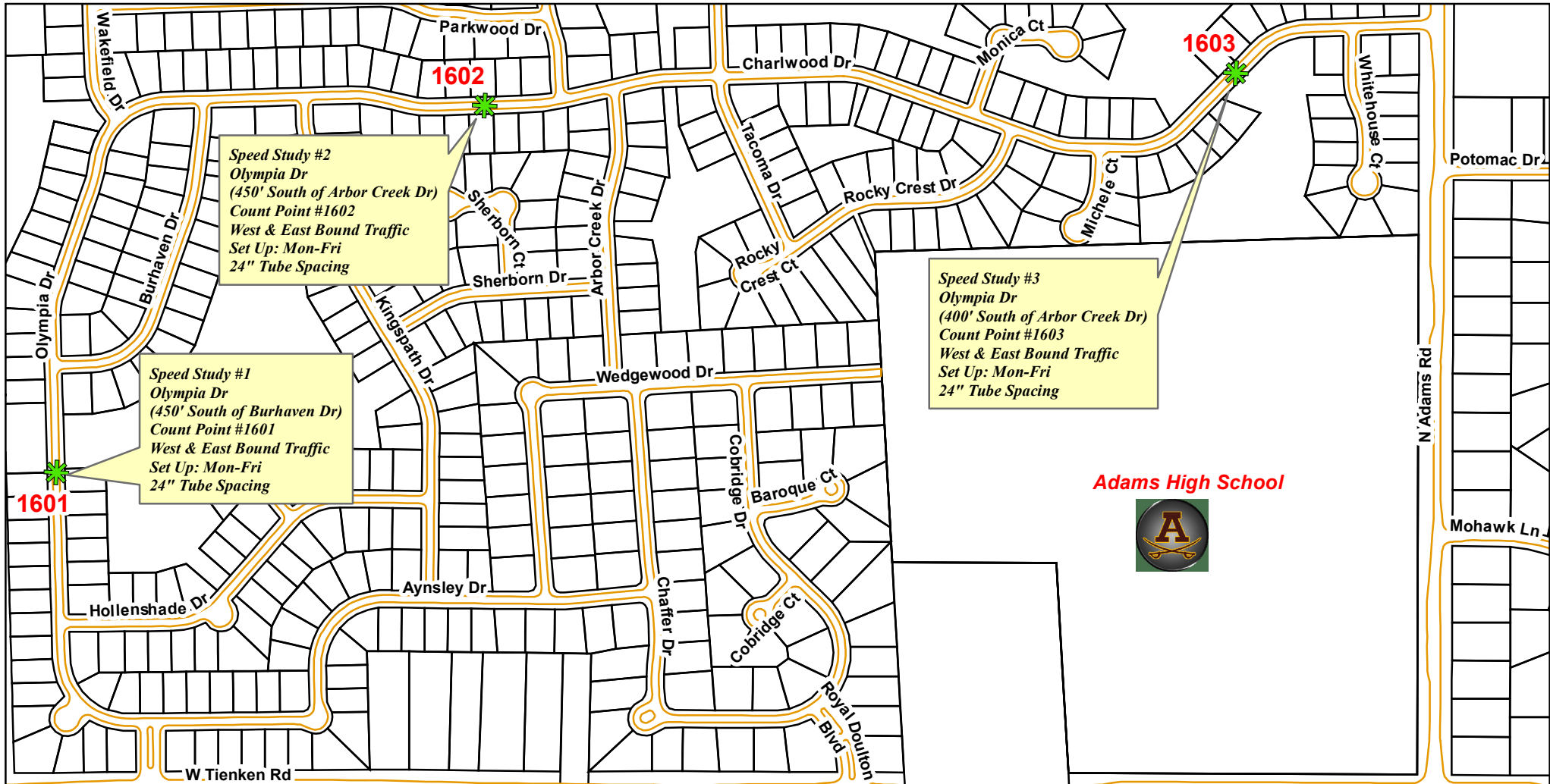
At this time, Olympia and Charwood Dr do not meet the minimum threshold to have speed humps installed. The results of this study are valid for three (3) years prior to another requested study being conducted. Alternate measures that may be taken include sending HOA notifications to residents reminding them to be mindful of their speeds and requesting a speed cart be placed by the Oakland Counter Sherriff's Office (OCSO).

Paul G. Shumejko, MBA, M.S., P.E., PTOE, Transportation Eng. Mgr; DPS

Seth Bucholz, DPS Engineering Aide - Traffic



Thornridge Subdivision 2021 Speed Study Section # 06



Legend



Count Points

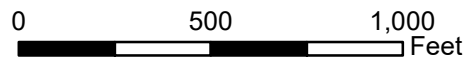


Road Edge



Parcels

1 inch = 500 feet

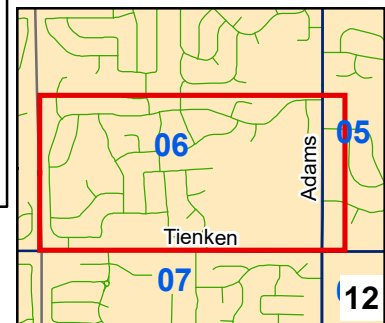


Although the information provided by this map is believed to be reliable its accuracy is not warranted in any way. The City of Rochester Hills assumes no liability for any claims arising from the use of this

Map Description:

2021 speed study performed for the Thornridge Homeowner's Association. Three locations were determined for counters. Each counter recording both east and west bound traffic.

Study Location Map



Drawn By: Seth Bucholz
Date: 9/15/2021



Rochester Hills Neighborhood
Traffic Safety Program
Traffic Information Survey

Contact Name: William M Woolsey
(THIS IS THE PERSON THE CITY WILL CONTACT FOR FOLLOW UP)

Today's Date July 28, 2021

Address: 290 Cross Creek Blvd

Day Phone: 248-571-4556

Neighborhood Cross Creek

List names and phone number of the interested neighbors:

**James Clincher
Scott Whitford
Clarence Brantley
Ralph Crittenden
Chris Ruppel
Hossein Salimnia**

Location(s) of Concern

Cross Creek Blvd

What specific concerns have you identified with the above location?

Heavy traffic through the street and vehicles speeding or traveling over 25 mph. The street has a sidewalk on one side and several home owners walk the street, ride their bikes and walk their dog. A home owner's dog was recently hit and killed by a driver who was speeding.

Please identify the specific days and/or time periods that the traffic problem takes place.

(FOR EXAMPLE: WEEKDAYS FROM 4:00 P.M. TO 6:00 P.M.)

Everyday

What solutions do you feel would address your concerns? (Check one or more)

- | | |
|---|---|
| <input type="checkbox"/> Brush Trimmings | <input type="checkbox"/> Resident Speed Reduction Program |
| <input checked="" type="checkbox"/> Signing | <input type="checkbox"/> Neighborhood Traffic Safety Campaign |
| <input type="checkbox"/> Pavement Markings | <input type="checkbox"/> Speed Awareness Program |
| <input checked="" type="checkbox"/> Enforcement | <input checked="" type="checkbox"/> Other <u>Speed humps</u> |

Thank you for taking the time to fill out this Traffic Information Survey. Once we receive the form, you will be contacted by City staff to talk in more detail about the program.

FOR OFFICIAL USE ONLY

Date Received: _____ Project No: _____ Section: _____

Email form back to dps@rochesterhills.org

City of Rochester Hills
Department of Public Services
Traffic Engineering Division

**Traffic Study Summary
Cross Creek Subdivision – Section 02**

September 21, 2021

CROSS CREEK BLVD TRAFFIC STUDY (Between Otter Dr & Sheldon Rd)

Background

The Cross Creek Homeowner's Association (HOA) requested that the CITY, perform a traffic study along Cross Creek Blvd. Three (3) speed counters were placed, two (2) located 175 feet west of Lakeview Dr & one (1) located 600 feet east of Lakeview Dr during the week of September 6, 2021.

The following is a summary of the crash, speed and traffic volume data:

Cross Creek Blvd. – Speeding and Volume Data

The speed limit for Cross Creek Blvd is signed and posted for residential prima facie speed limit of 25 MPH. Three (3) automatic traffic counters were placed on-site. The first two (2) speed studies were conducted immediately west of Lakeview Dr. The second study was conducted fronting house address #326 Cross Creek Blvd. Both of the above speed studies were conducted during the week of September 6, 2021 from Tuesday through Friday during dry weather conditions, and while school was in session.

The results of the speed studies are as follows for the 2021 & 2013 Study:

2021 Results:

Speed Study #1: 175 feet West of Lakeview Dr (EB Traffic) – Count ID: #1309

Average Speed = 21 MPH
85th % Speed = 26 MPH
Annual Average Daily Traffic (AADT) = 736 Vehicles Per Day (VPD)

Speed Study #2: 175 feet East of Lakeview Dr (WB Traffic) – Count ID: #1309

Average Speed = 26 MPH
85th % Speed = 29 MPH
AADT = 646 VPD

Speed Study #3: House Address #326 (WB & EB Traffic) – Count ID: #1450

Average Speed = 28 MPH
85th % Speed = 33 MPH (EB = 33 MPH, WB = 32 MPH)
AADT = 1152 VPD (EB = 576 VPD, WB = 576 VPD)

2013 Results:

Speed Study #1: 175 feet West of Lakeview Dr – Count ID: #1309

Average Speed = 22 MPH

85th % Speed = 29 MPH (EB = 29 MPH, WB = 27 MPH)

AADT = 1472 VPD (EB = 775 VPD, WB = 697)

Speed Study #2: 600 feet East of Lakeview Dr - Count ID: #1450

Average Speed = 23 MPH

85th % Speed = **31 MPH** (EB = **31** MPH, WB = 29 MPH)

AADT = 1338 (EB = 740 VPD, WB = 598 VPD)

*Annual Average Daily Traffic (AADT)

**Vehicles Per Day (VPD)

A potential speeding concern exists when the 85th percentile speed exceeds 31 MPH. As depicted above, the 2021 Cross Creek Blvd speed study #3 is at 31 MPH. When compared to the 2013 study at Count #1450, there is an increase in speed of two (2) MPH, but a reduction in average volume. Count #1309 exhibits both a reduction in speed, and in volume.

City residential streets having a chronic speeding issue usually have average speeds of 27 MPH, or greater, and 85th percentile speeds in excess of 31 mph. The percentile speeds were during morning peak hour periods from 7-8 AM & 4:30-5:30 PM afternoon. It should be noted that Cross Creek Blvd was originally designed and constructed as a collector roadway, which typically carry higher amount traffic volumes when compared to a local road. 36 feet vs 27 feet pavement cross-sections.

Crash History Data Summary

Transportation Improvement Association (TIA) crash data report attached.

- 2017 – 1 (improper backing up)
- 2018 – 1 (improper backing up)
- 2019 – 1 (snow)
- 2020 – 1
- 2021 – 1

A traffic crash concern may exist if there are three (3) or more crashes at a spot location within a 12 month period, or if there are five (5) or more crashes within a two (2) year period. Weather related and parked vehicle crashes do not contribute to this total, as they are the result of improper backing, or in collision with a stationary object such as a signpost, or mailbox. In addition, the recorded crashes did not result in a known injury.

Conclusion / Recommendations

Cross Creek Blvd meets the threshold for consideration to have speed hump installed on the basis of Study #3 meeting the threshold. Study locations #1 and #2 were below thresholds. If the HOA desires to pursue the installation of speed humps along Cross Creek Blvd from the end of the boulevard (Otter Dr) to Sheldon Road, our office will require a supporting HOA Board resolution for their placement at a 50/50 cost share. Also required is copy of letter notifying all residents within Cross Creek Subdivision that speed humps are being considered for above road segment of Cross Creek Blvd, along with signed petition from all residents abutting proposed speed hump locations.

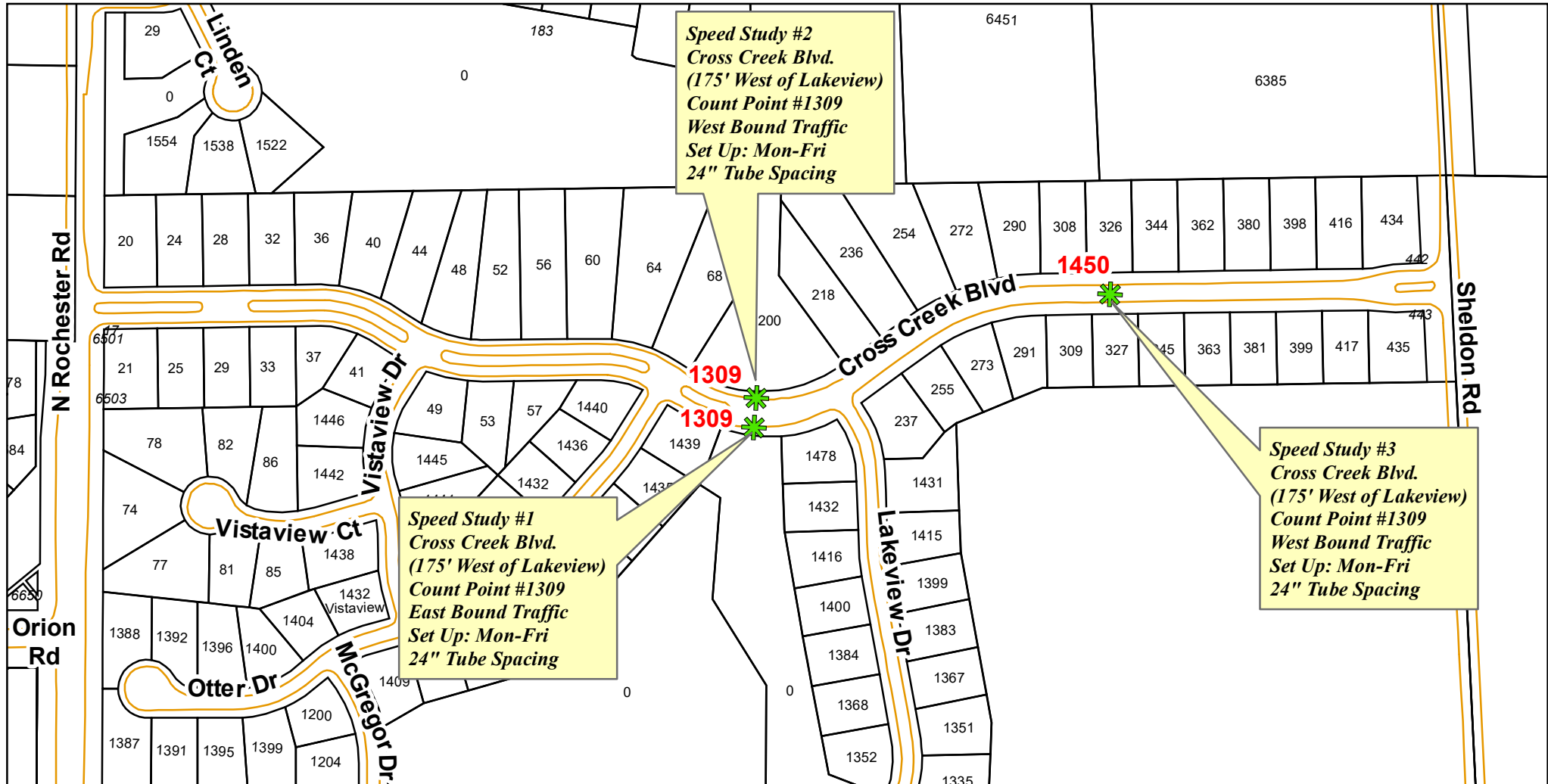
The results of this study are valid for three (3) years prior to another requested study being conducted. Alternate measures that may be taken include sending HOA notifications to residents reminding them to be mindful of their speeds and requesting a speed cart be placed by the Oakland Counter Sherriff's Office (OCSO).

Paul G. Shumejko, MBA, M.S., P.E., PTOE, Transportation Eng. Mgr; DPS

Seth Bucholz, DPS Engineering Aide - Traffic



Cross Creek Subdivision 2021 Speed Study Section # 02



Legend



Count Points

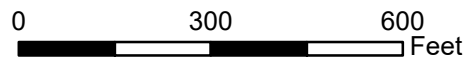


Road Edge



Parcels

1 inch = 300 feet

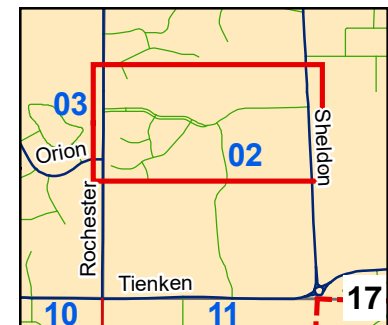


Although the information provided by this map is believed to be reliable its accuracy is not warranted in any way. The City of Rochester Hills assumes no liability for any claims arising from the use of this map.

Map Description:

2021 speed study performed for the Cross Creek Homeowner's Association. Three locations were determined for counters. Speed study 1 & 2, respectively, recorded west, and east bound traffic conditions. Location 3 recorded both east and west bound traffic.

Study Location Map



Drawn By: Seth Bucholz
Date: 9/13/2021

Kings Cove Traffic Study – Sec 3

Speed (85th Percentile)

Kings Cove S of Brookside Ct Count #6070

NB: 33 MPH May 2018

SB: 32 MPH

Bi-directional: 33 MPH

NB: 32 MPH ↓ Oct 2018

SB: 31 MPH ↓

Bi-directional: 31 MPH ↓

NB: 32 MPH ↔ Jun 2019

SB: 33 MPH ↑

Bi-directional: 32 MPH ↑

Kings Cove W of Cove Ln Count #6071

EB: 30 MPH May 2018

WB: 26 MPH

Bi-directional: 29 MPH

EB: 30 MPH ↔ Oct 2018

WB: 30 MPH ↑

Bi-directional: 30 MPH ↑

EB: 32 MPH ↑ Jun 2019

WB: 29 MPH ↓

Bi-directional: 31 MPH ↑

Kings Cove S of (N) Crescent Ln Count #6072

NB: 26 MPH May 2018

SB: 25 MPH

Bi-directional: 25 MPH

NB: 31 MPH ↑ Oct 2018

SB: 26 MPH ↔

Bi-directional: 29 MPH ↑

NB: 26 MPH ↓ Jun 2019

SB: 26 MPH ↔

Bi-directional: 26 MPH ↓

Kings Cove E of (W) Mountain Cr Count #6073

WB: 20 MPH May 2018

EB: 24 MPH

Bi-directional: 21 MPH

WB: 23 MPH ↑ Oct 2018

EB: 22 MPH ↓

Bi-directional: 23 MPH ↑

WB: 23 MPH ↔ Jun 2019

EB: 22 MPH ↔

Bi-directional: 23 MPH ↔

Kings Cove S of Gaslight Count #6074

SB: 24 MPH May 2018

NB: 24 MPH

Bi-directional: 24 MPH

SB: 23 MPH ↓ Oct 2018

NB: 26 MPH ↑

Bi-directional: 25 MPH ↑

SB: 29 MPH ↑ Jun 2019

NB: 29 MPH ↑

Bi-directional: 29 MPH ↑

Volume (Average Daily Traffic)_1st Study, 2nd Study then 3rd Study Listed

Kings Cove S of Brookside Ct: 2046 vpd (vehicles per day) / 2050 vpd ↑ / 2129 vpd ↑

Kings Cove W of Cove Ln: 2136 vpd / 2068 vpd ↓ / 2193 vpd ↑

Kings Cove S of (N) Crescent Ln: 531 vpd / 580 vpd ↑ / 580 vpd ↔

Kings Cove E of (W) Mountain Cr: 36 vpd / 43 vpd ↑ / 35 vpd ↓

Kings Cove S of Gaslight: 314 vpd / 408 vpd↑ / 367 vpd↓

Crash Data

I ran a crash report from 01/01/13 to present. Several crashes from prior years showed in search as well. Not sure why, but I included in summary anyhow.

2010 - 1

2011 - 0

2012 -1

2013 -1 (another crash appeared, however, it was along private road Mountain Cr)

2014 - 0

2015 - 2 (1 ice)

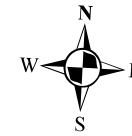
2016 - 1 (snow)

2017 - 1

2018 - 0

Based on traffic crash data, there wasn't a pattern of crashes.

Kings Cove Traffic Study 2021 Speed Study Section # 03



Map Description:

2021 speed study performed for the King's Cove Homeowner's Association. Two locations were determined for counters. Speed study 1 & 2, respectively, recorded west, and east bound traffic

Study Conclusion:

Since installing white edge striping in 2018, speeds have decreased significantly at both study locations.

6070:
2019 Bidirectional Speed: 32 MPH
2021: 31 MPH

6071:
2019 Bidirectional Speed: 31 MPH
2021: 29 MPH

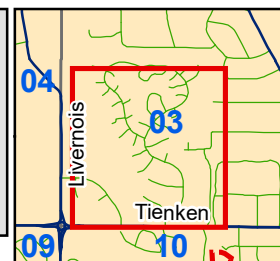
1 inch = 350 feet

0 350 700 Feet

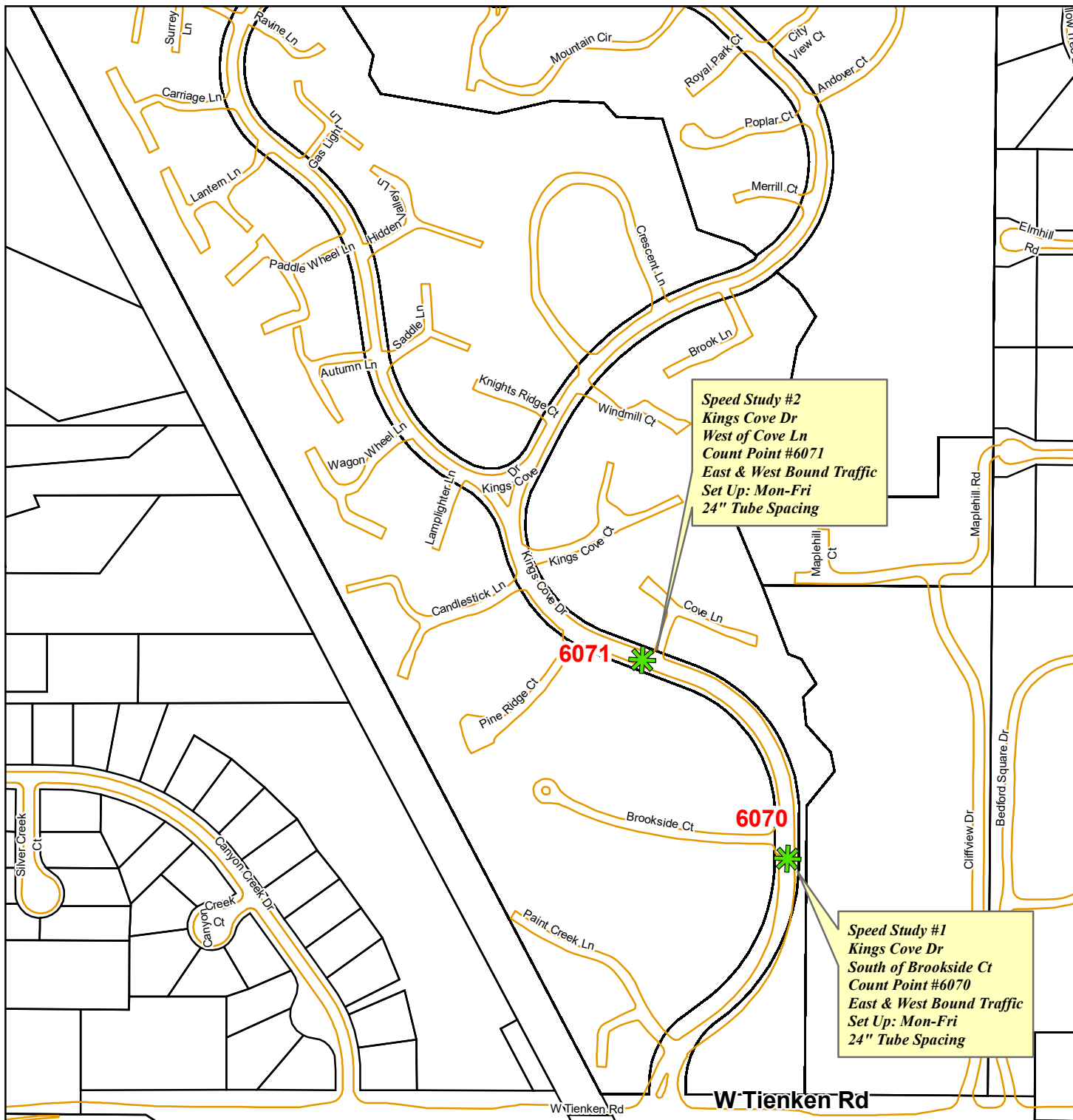
Study Location Map

Legend

- Count Points
- Road Edge
- Parcels



Although the information provided by this map is believed to be reliable its accuracy is not warranted in any way. The City of Rochester Hills assumes no liability for any claims arising from the use of this map.



**CITY OF ROCHESTER HILLS
DEPARTMENT OF PUBLIC SERVICES**

October 5, 2021

TRAFFIC CONTROLS SUMMARY

Eddington Blvd - Section #23

Background

In 2017, Eddington Blvd was realigned and reconstructed as part of the overall project to enhance the adjacent land uses, improve traffic safety via a new signal installation and make the are adjacent area more walkable. The original traffic control layout was based on anticipated traffic movements at the westerly intersection of Eddington Blvd and Eddington Blvd.

Since the original Traffic Control Order (TCO) was implemented, staff has been able to gather additional information based upon site visit reviews, and has determined that the two (2) existing east/west STOP signs at the northerly intersection are not warranted.

The following is recommended for the type of regulatory traffic control devices at this intersection:

- Rescind **TCO SS-152-18**
- Approve **TCO SS-153-21**

SS-153-21-1 Eddington Blvd. STOP for Eddington Blvd.
(North Intersection: SE Corner)

SS-153-21-2 Eddington Blvd. STOP for Eddington Blvd.
(South Intersection: NW Corner)

SS-153-21-3 Eddington Blvd. STOP for Eddington Blvd.
(South Intersection: SW Corner)

A future TCO will not be required since the Michigan Vehicle Code (MVC) requires all private roads to STOP for public roads by default.

Paul G. Shumejko, P.E., PTOE
Transportation Engineering Manager

**CITY OF ROCHESTER HILLS, MICHIGAN
TRAFFIC CONTROL ORDER
CONTROLLING RIGHT-OF-WAY ON CITY STREETS**

ORDER No: SS-153-21

In accordance within the provisions of Chapter VI of Act No. 300, Public Acts of Michigan of 1949, as amended (Michigan Vehicle Code), and under the provisions of the City of Rochester Hills Code of Ordinances, Chapter 98 (Rochester Hills Traffic Code), as amended, a traffic engineering investigation has been completed on:

Streets within Eddington Farms Subdivision - Section #23

and, as a result of said investigation, have determined that it is necessary in the interests of public safety to regulate traffic and establish the right-of-way at the intersection(s) as follows:

SS-153-21-1 Eddington Blvd. <i>(North Intersection: SE Corner)</i>	<u>STOP</u>	for Eddington Blvd.
SS-153-21-2 Eddington Blvd. <i>(South Intersection: NW Corner)</i>	<u>STOP</u>	for Eddington Blvd.
SS-153-21-3 Eddington Blvd. <i>(South Intersection: SW Corner)</i>	<u>STOP</u>	for Eddington Blvd.

This Order becomes effective when a certified copy hereof is filed with the City Clerk of Rochester Hills, Michigan and signs and/or markings in conformity with the Michigan Manual of Uniform Traffic Control Devices giving notice of the same have been placed and maintained.

This Order rescinds and supersedes the following Traffic Control Order(s) adopted by the City of Rochester Hills: SS-152-18

This traffic control order shall not be effective after the expiration of 90 days from date of issuance and shall not be renewed or extended, except upon approval by City Council.

Issued By:

_____ Dated: _____ day of _____, 2021
Paul G. Shumejko, P.E., PTOE
Transportation Engineering Manager

Filed By:

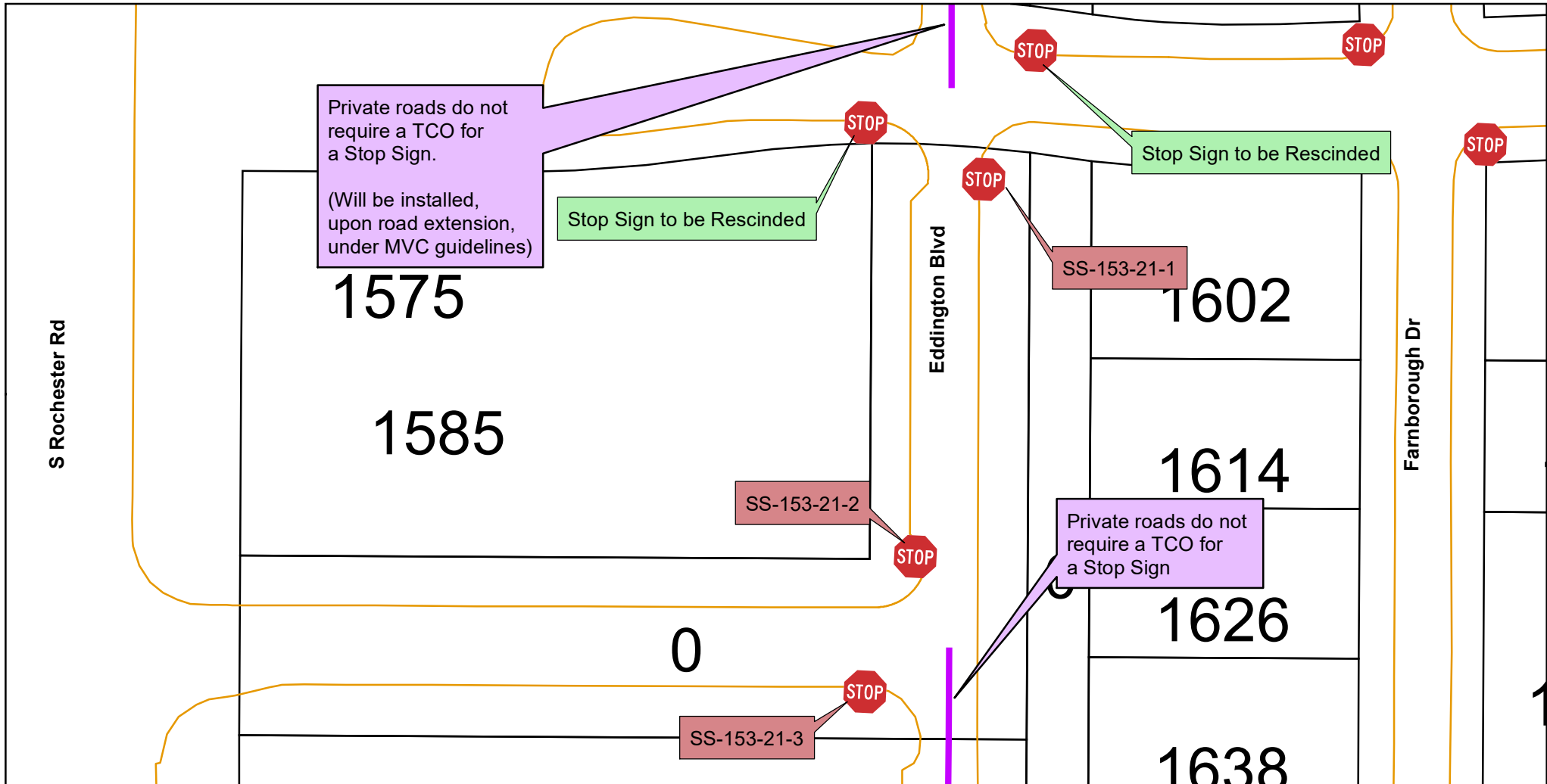
_____ Dated: _____ day of _____, 2021
Leanne Scott, MMC, MiPMC II
Rochester Hills City Clerk

Approved By:
City Council

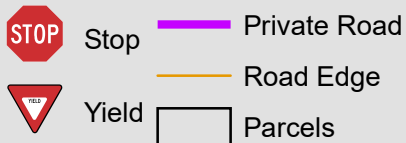
Resolution No. _____ Dated: _____ day of _____, 2021



Eddington Blvd 2021 TCO Review Section # 23



Legend



Map Description:

MVC = Michigan Vehicle Code

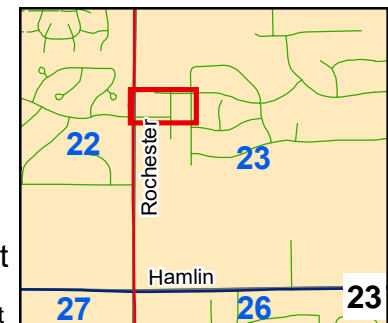
Traffic Control signage, throughout Eddington Blvd, to be reviewed for a revised Traffic Control Order.

Existing Configuration is established under Traffic Control Order: SS-152-18

New TCO #: SS-153-21 (Consists of 3 Stop Signs)

Although the information provided by this map is believed to be reliable its accuracy is not warranted in any way. The City of Rochester Hills assumes no liability for any claims arising from the use of this map.

Location Map



Drawn By: Seth Bucholz
Date: 10/6/2021

0 70 140
Feet
1 inch = 70 feet