



# Rochester Hills Minutes

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## Advisory Traffic and Safety Board

*Chairperson Ernest Colling, Vice Chairperson Carl Moore*

*Members: Thomas Blackstone, Frank Cardimen, Paul Franklin, Scott Hunter,  
Allan Schneck, Michael Webber,*

*Staff Members: Paul Davis, Marc Matich, Paul Shumejko*

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Tuesday, November 10, 2009

7:30 PM

1000 Rochester Hills Drive

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### CALL TO ORDER

Chairperson Colling called the meeting to order at 7:35 p.m.

### ROLL CALL

**Present** 4 - Thomas Blackstone, Scott Hunter, Carl Moore and Ernest Colling

**Absent** 3 - Frank Cardimen, Paul Franklin and Allan Schneck

Non-voting members present:

Janice Dearing, Recording Secretary

Paul Shumejko, Transportation Engineer

Marc Matich, Traffic Technician

Michael Webber, City Council Representative (enter at 7:40 p.m.)

Chairperson Colling stated that a quorum was present.

### APPROVAL OF MINUTES

**2009-0479** Draft Minutes from the Advisory Traffic and Safety Board Meeting 9/8/2009

Minutes from the regular Advisory Traffic and Safety Board meeting of September 8k, 2009 were presented for approval. Mr. Blackstone pointed out that comments regarding Rochester Road were incorrectly attributed to Mr. Schneck rather than himself on the last few pages of the minutes. Chairperson Colling instructed the secretary to make the corrections, and asked if there were any other additions or deletions. Hearing none, he asked for a motion to approve.

**A motion was made by Moore, seconded by Hunter, that this matter be Approved as Presented. The motion CARRIED by the following vote:**

**Aye** 4 - Blackstone, Hunter, Moore and Colling

**Absent** 3 - Cardimen, Franklin and Schneck

## COMMUNICATIONS

**2009-0478** Many Seeing Red Over Removed Stop Signs, Free Press, 10/11/2009  
Is It Lean, Green, or Just Plain Hazardous? IMSA Journal

Mr. Shumejko said the communication included in the packet, *Many Seeing Red Over Removed Stop Signs*, was from a recent edition of the Free Press. Some time last year it was brought up at a meeting that the city of Livonia did an extensive program and went through and reviewed all their STOP signs. There were quite a few unwarranted STOP signs throughout the City. After they removed a lot of the unwarranted signs they actually saw a decrease in crashes. Although it is probably difficult to attribute it entirely to the STOP sign issue, they viewed it as successful.

The second communication, *Is It Lean, Green, or Just Plain Hazardous?* dealt with LED street lighting, and was included because there has been a lot of discussion about communities moving towards LED lighting for the cost savings. The article highlights that it is not always an apples to apples comparison when you compare LED to standard lighting. Oftentimes the price per light makes it seem as though it would reduce costs, however it is not mentioned that in order to achieve the same lighting value with LED you would need twice as many light poles. The article also stresses not to compromise safety when going from standard to LED lighting.

Enter Mr. Webber at 7:40 p.m.

## PUBLIC COMMENT

There being no member of the public present, Chairperson Colling moved on to the next item on the agenda.

## PRESENTATION

**2009-0474** Presentation on the Deer Management Implementation Plan for 2010

Mr. Michael Hartner, Director of Parks and Forestry for the City of Rochester Hills introduced himself to the Board, and also Mr. Lance DeVoe, Ranger Naturalist. In the last year they have been heavily involved with the deer management issue, as can be attested to by Councilman Webber. Mr. Hartner said it had been a good experience, and they had gotten more detailed information on the subject than ever before in his entire 29 years at the City. He said they would share some of that information tonight, as one of the recommendations made was the plan should come to this board to be vetted, especially in regards to signage and roadside deterrents. They would give background on how they had gotten to this point, but he explained it was

an evolving topic. They would be looking at different ideas and trying different things, and would like to utilize the Board members' expertise and involvement.

Mr. Hartner said he hoped the members had a chance to look at the *Deer Management Plan of 2010* that had been sent to them before the meeting. It primarily covers a couple of major recommendations, the same recommendations that were highlighted for 2008. It also includes new updated information and all the work that the Deer Management Advisory Committee has gone through. They are basically the same recommendations, with the main difference being no culling for 2010. He explained we are not going to try to manage or reduce the herd, but there are a lot of things we can do to educate the motoring public as well as our residents. First of all, what are the deer trying to do and what should you do when you see deer? We will also highlight the major problem spots in the City.

We are going to keep the ordinance ban on feeding deer, and the educational component is a huge part of what we will be doing in the next year. We will be having seminars and using different vehicles such as the City's website and cable television programs. One of the benefits of having all the controversy with this issue is that it has brought a lot of attention, and people are now more aware than ever of the deer situation in Rochester Hills. If people are slowing down a little bit and there are a few less accidents, that is great. We are continuing the educational component, but primarily tonight we are going to talk about the signage and roadside deterrents. He explained that Mr. DeVoe would go over the latest map that Mr. Matich had made showing the deer/vehicle crashes (DVCs). It was based on SEMCOG data showing the exact locations of DVCs over the last four years.

Mr. DeVoe projected the map and pointed out the icons denoting DVCs. He explained that when this problem first came to light they wanted to try to identify where the hot spots were, where the majority of car/deer accidents took place. They have gotten that information going back ten years looking at individual roads and how many accidents occurred on those roads. We found that there are eight main roads that account for the majority of accidents. He pointed out Oakland University, Adams Road, Avon Road, Walton Boulevard, North Adams Road, North Rochester Road, Orion Road, and Tienken Road.

He said you could really start to see the clustering of the DVCs. There are areas of the City where there are virtually no DVCs, and there are very few if any accidents in the subdivisions and neighborhoods' 25 MPH roads. One of the things that Mr. Matich and he had worked on was where the deer warning signs are located right now. Are there signs in places where they shouldn't be, and are there no signs in places where there should be signs? They made a map and circled the mile sections that had the highest number of DVCs, and installed the new signage in those areas. Mr. Matich confirmed that the signage was in place. Mr. DeVoe said the new signs

were similar to the old signs, but were brighter so they stand out more.

Mr. Hartner said one of the things Mr. DeVoe had done was to try to figure out why these are the hot spots. Where are the deer bedding down? Where are they trying to move to? Why are these the worst spots in the City? He related that one of the things we figured out pretty quickly was that the deer spend most of their time in the protected or bedding areas, but they are moving into subdivisions to feed on people's plants; or in some cases people are feeding them. For that reason the feeding ban is an important part of the plan, to stop the animals from being accustomed to being fed. Part of the educational component is to highlight what you can plant in your yard that deer don't like to eat, and part of the enforcement component is to stop people from putting out bait piles. Hunters know that the State of Michigan has put on a state-wide feeding ban, but the State can also rescind that any time they want. We in the City want to keep it permanently, to stop the animals from leaving their habitat along the Clinton River and the major wetland and woodland areas. If they can stay in those areas and find food they have no reason to cross the roads, which will cut down on the number of accidents.

The deer bedding locations are probably here to stay. As the City has evolved and the subdivisions have been built we have left dedicated open spaces and protected the Clinton River and steep slopes. What comes with that is habitat for these animals, and we have to learn what they are trying to do. Maybe we can discourage the behavior a little bit, but those are also the spots where we can concentrate whatever money we do have to warn motorists and let them know that these are the locations with the most DVCs.

Mr. Hartner had a chart that indicated which months have the most crashes. He said there were no surprises there, the most crashes occur during the rut which is this time of year. He stated we should concentrate a lot of our activities in September October, and November, and let the drivers know what is going on. He explained that in a lot of their discussions the folks from Michigan State and the DNR biologist agreed this is the time of the year when most of the deer are following the herd and have one thing on their minds, and it's not the cars. He wondered if there was a way to put up signage at this time of year and take it down later. It seems to be universally accepted that once a sign is present all the time motorists become habituated to it and don't see it any more. If there were some way to change the deer warning signs, such as putting them up the first of September and taking them down at the end of December, or putting flashing lights on them, or somehow making them more visible in the early morning or late evening when most of the traffic is coming and going, you might be able to get more visibility from the drivers' perspective, and make them stand out a little more.

The high crash locations mentioned earlier now have the new signage, Mr. Hartner

advised that Mr. Shumejko or Mr. Matich could better talk about sign reflectivity, but if you have driven around the City you may have noticed the new signs. They are a different color and placed at new locations, but after a while they will become just part of the scenery. The Deer Management Plan is suggesting that we come up with a way to make the signs a little more visible, a little different during the worst times of the year. However there are crashes all year round. We have some ideas, and we will need the support of Oakland County because most of these are County roads. We are leading the charge and trying to educate the Oakland County Road Commission. It is also a matter of money. If we say we have an \$800 solution at each of these locations, we have to remember that there are 3,000 locations in Oakland County, and the County is not ready to come up with that kind of money.

Chairperson Colling interjected that there is a type of reflector that has been tried out on Old 27, south of Marshall between Coldwater and Marshall. They have a very high incidence of DVCs there as well, and it is a triangular reflector that is permanently mounted. It shines light from a vehicle's headlights sideways and the deer see it. He has been told that it has cut down the number of crashes, and he asked if they had looked at anything like that.

Mr. Hartner replied that they certainly had, and that early on people told them they had a 100% solution, and it was called "Strieter-Lite," a reflective system. As your car's headlight hits it, the light is sent back across the road one way stopping the deer, and approaching traffic reflects it back in the opposite direction. It has not proven to be effective. Their publication says it is great, but it hasn't been empirically proven in any real field testing. Some people swear by it, but it is not conclusive whether it works. He said he would love to see someone test them in our kind of setting, as an urban setting is different than a rural setting. They had actually thought about trying them on Auburn Road, but the idea of all that flashing going into people's homes would probably cause the residents to pull them out of their yards after two nights, so it probably wouldn't be worth the investment. Logistically they would have to be set up every 40 to 50 feet to try to make it work with all the driveways and cuts. At first they thought it would be a great idea, but once they got into it they found it might not work for our setting. It may work north of Tienken on Rochester Road for the section where it is dark and there is not a lot of other ambient light. There may be some places in the City where it might help.

Chairperson Colling was not certain that that they were talking about the same product; what he was suggesting did not reflect light across the road, but reflected light parallel to the road. It would not shine light into anyone's home. When the headlight hits the reflector instead of reflecting back toward you, it reflects light back along the side of the road and deer don't like it. The way their vision is when they walk up to a roadway and there is a car coming, that light stuns them. They don't cross. He explained he was not saying it was 100% effective, but he had personally seen it stop

a deer in his headlights.

Mr. Hartner said that if he had a contact they would love to get information and talk to the people that had installed them. Chairperson Colling responded that he would be hunting in Calhoun County next week and would talk to the sheriff and see where he could get him the information.

Mr. DeVoe added that Calhoun County brought the system to the City, and it was the Strieter- Lite System. It is a triangular prism, and when the light hits it, it goes across the road and hits another one and comes back forming a grid that the deer don't cross. If what he was talking about was from Calhoun County, it is the same system. It was not clear cut whether or not it was really effective, but it was in a rural setting where the roads are straighter and not as hilly, and not as developed as Rochester Hills.

Chairperson Colling said that they primarily used the system in their high crossing areas where there are swamps or heavy woods that border the roadway.

Mr. Hartner said they had found that deer react to something new, but it doesn't take very long for them to get accustomed to something. After they realize it doesn't hurt them they just ignore it. People will have to keep changing the deterrents they are recommending for them to use in their gardens. He explained that deer are an adaptive animal, and it is one of the problems that they adapt very well to a suburban area like this. There are a lot of open spaces; there is water, cover, food, and no predators. Unfortunately the only predator is the automobile, and we have to figure out how to keep the deer away from the cars.

Mr. Webber thanked Mr. Hartner and Mr. DeVoe for coming to the Advisory Traffic and Safety Board Meeting. As Mr. Moore had brought up at a previous meeting, a big part of a deer management plan involves crashes between deer and cars, traffic safety, and how this Board could lend its expertise to help with this issue. He recommended that they talk more about some other factors besides the signs, such as Oakland University has helped with the brush removal. Obviously money is always a big factor. Even the reflectors used in Calhoun County cost ten to twenty grand per mile. So far a lot of this has been done with the help of the County. Oakland University donated their efforts. City Council has put 25 grand aside for deer management for 2010. If you are talking about signs, especially those with flashing lights, that amount will not go very far.

Mr. DeVoe said these roadside issues have come up several times, and all the publications talk about deer/vehicle crash safety and whether or not it is effective is certainly not a given. We have identified high crash locations around the City, and the biggest spot was at Avon Road at Avon and Adams. Oakland University owns the

property on both sides of Adams Road at the corner, and the brush grew right up to the edge of the road. If a deer comes out of the woods crossing into the Christian Hills Subdivision, you would never see the animal until it is in the road. We talked to the University about possibly clearing the brush that obstructs vision, and they thought it was a good idea. We talked about fencing as another option along a road with a known high crash area. The problem with fencing, besides the expense, is that at some point the fence has to stop. You don't want to just create a new high crash area and not make a difference in the overall reduction of DVCs. Oakland University cleared the brush back several hundred feet. They will continue clearing to get back to the subdivision which is about a half a mile of road with brush right up to the edge of the road. It is already apparent that it has made a difference. People have noticed it and commented on the fact that opening it up allows them to see the deer standing there. Whenever you make a change that people notice, it brings more attention to the problem. He thought the more things like that we can do, the better.

Another thing they have done is use the traveling sign from the Oakland County Sheriff. Mr. Hartner interjected that they were the same signs that they had used for the Brooksie Way Half Marathon. They had discussed renting a number of those signs for next year, and moving them into the hot spot areas for a week at a time to give people a heads up and keep them all thinking about it. This year they utilized the freebie from the Oakland County Sheriff. After it was put out they got some comments from people, so he felt it has had some impact.

Chairperson Colling added that with the exception of the rut, generally deer are creatures of habit. They will always be moving from their bedding areas to their feeding grounds. His opinion was that the herd needed to be culled. He thought some money should be spent on feeding the deer away from the roadways so they don't cross, especially by the Oakland University campus. Keep them in the woods.

Mr. Hartner responded that he tried to get the Michigan State biologist to agree with that, because his early thought was that if they did food plots down along the river the deer wouldn't have any reason to leave. The biologist said people have looked at that but there haven't been any studies that have shown it is effective. Mr. DeVoe pointed out that the feeding ban in Michigan also applies to municipalities. Use of an automated feeder isn't allowed, but they could put in a food plot. He wouldn't rule that out as something they might do in the future, but we can't do a feed station

Chairperson Colling responded that the feed station ban was temporary due to the bovine tuberculosis in the deer herd, and he thought that eventually it would be lifted. Mr. DeVoe did not agree and said he didn't think they would rescind it. Chairperson Colling said there were a lot of sportsman's clubs that have as much clout as anybody else in the State, and if the reason the DNR gave for the feeding ban went away he didn't think they would have much ground to stand on.

Mr. Hartner said he didn't know how closely the Board members had followed the deer issue, but the number of deer in Rochester Hills was considerably down. They do an aerial survey, and the actual SEMCOG numbers were down for last year. He explained we got hit by an unusual occurrence; a disease that was seldom seen in Michigan killed a lot of the herd.

Mr. DeVoe said that the disease was Epizootic Hemorrhagic Disease (EHD), and it had only been seen three other times in Michigan. It showed up again this year in Fenton. He said we are not sure how many deer it killed, but it was a lot. Our estimate is 200 deer or higher. Most deer died in August and September. The flyover study showed 50% less deer than in the flyover the year before. There are some other factors that play into that, so he didn't feel the deer population was actually down 50%, but it was down. Car/deer accidents were down 30%. Chairperson Colling asked if he had any idea what caused the epidemic. Mr. DeVoe responded that it was a virus transmitted by a biting midge. When all the factors come together at the same time a situation like this happens, and it is really a response to overpopulation of deer. When there are a lot of deer and a particular type of hot, dry weather, and there is a wetland that has the midge that hatches, then it can happen. It is not very common for this virus to be carried by these midges. Mr. Moore added that it wasn't carried by the deer, so they can't carry it from one year to the next. Mr. DeVoe said that it also cannot be transmitted to humans, and the deer can't transmit it to each other. It is only transmitted by the midge when the factors are right.

Mr. DeVoe explained that similar things happen in other wild animal populations. Raccoons get distemper, and some years we have big outbreaks, other years it is not so much. With the deer it is an indication that there are too many of them for the habitat.

Mr. Hartner said that we couldn't count on that to hold down the deer population, however. They would do a flyover again in January to see what happened this last year and to keep a handle on it. The Deer Committee will continue looking at the data from SEMCOG, and he would keep them apprised of what is going on.

Mr. Moore said he had mentioned a point he wanted to bring up. He drives around the community quite often on the northeast side, and he wouldn't be surprised if the deer herd was down 50%. He used to see quite a few deer by the mill, but now he will just see one. He also noticed that they were very small. What is a manageable number of deer for the community? Is there a certain number that you are comfortable with, or is the City's ultimate goal to eliminate all deer?

Mr. Hartner assured him that they were not striving to eliminate all the deer, and the number of deer was probably the biggest bone of contention during the Committee

meetings. What is the number of deer here, and what should that number be? What we learned is that there is a biological carrying capacity, and with all the open space in the community that number is large. He explained that we have hit a social carrying capacity where people in some subdivisions are fed up, and there are locations where it is dangerous to drive during October, November, and December. It is not so much a biological number; it is more what the residents are willing to put up with. A lot of people have said, "We have had enough. There are too many deer." What is enough is going to be hard to determine, and we will never get agreement on how many deer there actually are. Even the biologists are saying that the flyovers are really tough. You can count the animals that are there, but you don't know how many are in places where you can't see them. It was only five degrees on the day they did the last flyover, so the deer were not active. They are not out in the open so you can spot them easily. It is difficult to get a real accurate number, and they only fly over eight areas which are extrapolated into the amount of deer in the entire city. They have also found that a pretty healthy population of deer can live within the subdivisions. They really don't need the big Oakland University property to survive.

Chairperson Colling said there was also a social impact for the deer. He had read that normally you only want 15 to 20 deer maximum in a square mile area, even with an unlimited food supply. Even though this is a biologically diverse area with a good food supply, socially there are too many deer for the area. The reality is we should have no more than 15 to 20 deer per square mile, although he thought it would be difficult to convince everyone of this.

Mr. DeVoe thought that it would be hard or even impossible to get the deer down to that number. Chairperson Colling said that in their natural habitat deer will range five miles in a day. Generally they have a five square mile area that they range through, and they usually don't bed down in the same place twice in a row. Here it is an artificial situation where everything is compressed.

Mr. Hartner agreed that the deer in the City had a smaller than normal range. They will stay within a couple of miles. One of the things we have talked about is that if we do a wonderful job in our City and reduce the number of deer, what will happen in a very short order is that immigration from outside our City from Troy, Sterling Heights, and Shelby and Oakland Townships will occur to fill that void because there is food, water, and shelter here. It is an ongoing situation. If you are going to try to control Mother Nature, you had better be in it for the long haul, because she is. We have to figure out a way to achieve our goal of reducing accidents and injuries, and to do that we have a better chance by educating the public rather than the deer. That is why there is a heavy emphasis on signage, information, and awareness.

It has been two years in a row, and this disease might be here to stay. This would hold down the number of deer, and as Mr. DeVoe had said it is nature's way of

controlling the population. One of the reasons it has happened is that the midge population is so big. There was almost a 100% fatality with the deer. They get this within a week, and one of the reasons they find deer near the water is that they have a heavy fever and hemorrhaging, and get to the water to cool off. We originally found out about it because canoeists at Bloomer Park found eleven deer in the stream within the length of Bloomer Park on a Sunday afternoon. They thought someone was killing deer, so they brought in the DNR and their biologist. It took a while to get the deer carcasses tested.

Mr. DeVoe explained that they had to test a freshly dead animal, which was difficult to find. Mr. Hartner said we are leading the charge on a lot of this information in southeast Michigan, because this situation is not unique to Rochester Hills. Escanaba had a deer cull because there were too many deer inside the boundaries of their city in the U.P. There are a lot of places with this type of problem.

Many of the studies are of a closed population, such as on Grosse Ile. There the animals don't get off the island, there is an airport, and they try to keep the numbers of deer down. We don't have that sort of sort of caged in, small area. We have free-ranging deer in southeast Michigan which will fill in a gap very quickly.

Chairman Colling commented that he had hit the nail on the head; there is no hunting or any kind of predation here, which puts no pressure on the herd. Whether it is humans or animals hunting them, without predation you are not going to be able to control the deer.

Mr. Hartner said that a big part of the problem was to find out what we can do on our roads to hopefully cut down on the problems. Mr. Matich added that we had accomplished a pretty aggressive signing plan. The Road Commission for Oakland County (RCOC) and the City put up almost 40 signs, which is probably the most aggressive effort that has ever been done in Oakland County. The RCOC normally only puts up three to five new deer warning signs per year. We put up 40 just City-wide, compared to the whole County. Deer and vehicle crashes are random. A lot of the crashes that we see here are not because vehicles are hitting the deer; the deer are running across the road and hitting the vehicles. He thought the Committee was on the right track with the public education they have been doing, resulting in the number of deer crashes falling. He believed that number would fall again, and we could see the benefits next year when they started weighing in the 2009 crash data.

Mr. DeVoe countered that unless there was some other catastrophic event the deer population is going to rebound. If the DVCs don't increase, then you could attribute it to something else having an effect, at least from an awareness standpoint if nothing else. He thought it would be interesting to see what happens in the next two years. Mr. Matich thought they had done quite a bit for one year, but wouldn't see the results

until after the following year when the crash data came in.

Chairperson Colling felt Mr. DeVoe had a good point that the deer population would go back up. The signage will alert people to the deer, but 90% of the time the deer cause the accidents. The best answer here is, "Don't veer for deer." He felt that message should be reinforced. Statistically most people are killed in car/deer accidents when they swerve to avoid the animal and hit a tree or another vehicle. Short of some type of active electronic measure he didn't feel you would be able to keep the deer from crossing the road, and that would probably be too expensive a proposition for the City. Although it would not make him any friends on the Deer Committee he felt short of culling the deer herd and keeping the numbers down the number of accidents would cycle up and down as the deer population does.

Mr. Moore asked if illuminated signs were available now from the Sheriff's Department, and was told that the sign had been up for the last three weeks. Right now it is on Tienken, between Livernois and Brewster, and it will be moved to Adams Road tomorrow. Mr. Hartner said it had been up by City Hall for ten days. He added with some money for the purpose they would like to rent signs and put them in multiple locations for a week at a time. Next year we might be able to hit eight or nine of these locations in a month.

Mr. Moore asked if this was what they were talking about when they quoted the cost of the signs as \$250 to \$3,000. Mr. Shumejko said \$250 was the cost of the static, traditional sign updated. Working with the Road Commission they have assisted them with installing the signage, and we used what is called DG cubed reflective material. It is the florescent yellow with a high retro-reflectivity, so it is an even brighter reflective yellow than the traditional signs that the County has been putting up. The high end of \$3,000 would be for flashing beacons attached to the signs, like a school crossing sign. Mr. Moore said you were only talking about three months of the year, and asked if it would be cheaper to rent the signs. Mr. Hartner replied that they were thinking that was one of the possibilities. Mr. Shumejko said they had looked into it, and the cost to rent four of the message board display signs for a month was \$2,500. In the past they have rented the signs for the Christmas Parade. There was some discussion as to whether that price was for all four signs, or the price for each sign.

Mr. Shumejko said that in the past a lot of the deer warning signs were installed based on requests or a resident's complaint. When Mr. Matich and Mr. DeVoe went through the detailed inventory of all the crashes they narrowed down the deer warning signing zones. Where the signs might have said "Next Two Miles" they looked at those areas, and pinned them down further. More signs were installed, so instead of saying "Next Two Miles" we put a set of "Next Mile" bookends, and two more signs for the next mile. The other thing we did in order to create more visual impact for drivers was eliminate signs that were no longer warranted. He explained the signs

could have been out there for ten or 15 years, when the subdivision wasn't there and the patterns weren't the same. But we are now pretty much into the patterns that we will be living with for the future.

Chairperson Colling said after looking at the map with all the high DVCs in the City, renting four signs will not cover all that, even with moving them around. The Advisory Traffic and Safety Board will help them any way we can, but he felt the money would be better off kept in the City's coffers because we cannot cover all the areas. He suggested using the money in some sort of educational campaign, such as a mass mailing, especially in the areas where the DVCs are more likely to occur. Some investigation could be done, or perhaps engineers in the City could get inventive and develop something that is simple to throw out there such as a high frequency noise or a light that can be removed and put into storage.

Mr. Hartner added that was a good point, because what is happening is the more attention this is getting, the more interest there is in getting people to try to come up with a solution. He said they would keep looking on the internet for grants. He felt they would get some attention because we are leading the charge. The State of Michigan is looking at its entire deer management program for a number of reasons, but what they have found is there are enough communities in an urban, built-up setting in this type of situation; places like Kalamazoo, Bay City, and the Detroit Metropolitan area. They have to have some type of state-wide policy to help us. There have got to be some tools to help folks like us gets through this, and other states are trying different things.

He asked Mr. Shumejko about the program that Minnesota had, and he responded that Minnesota had recently done a couple of things. One is they have implemented a policy where they no longer install deer warning signs, but they are doing test pilot programs which are rather expensive. They have a system set up where they are doing a mile long stretch at a cost of \$150,000. Transmission posts are placed strategically along the roadway, so when a deer crosses a warning flasher starts going off. Mr. Hartner said it was a motion detector and that his point was that there are a lot of things being tried. We might be drawn to a couple of those, and he would love to bring them to the Board. They could look at them with the Deer Management Committee, look at the numbers, and see what is effective. He stated that we have to try something, because doing nothing has not been working.

Chairperson Colling said he agreed that something should be done, but he did not want to see the City waste money. He thought education was the thing to do until we come up with a plan that makes sense, or maybe a deer plot as Mr. DeVoe had suggested for keeping deer off the roads. There is no contrivance or signage that he knew of that will lessen the problem. Mr. DeVoe responded they were trying to make people more aware of the problem; it is not going to lessen the problem.

Chairperson Colling said that as had been brought up, people get inured to this, and when we put up permanent signs they become part of the woodwork. They don't see them. There would be a lot of expense to the City to put these signs up and down on a yearly basis for three months.

Mr. Hartner said it was a huge problem, but he didn't want to take up too much of the Board's time. Mr. Shumejko said he had done some research too, and this issue has so many variables that to identify any one factor that is causing the decrease in crashes is difficult. In the past two years our traffic volumes have gone down as well.

Chairperson Colling said in closing, if you come up with anything, if you see anything from the DNR or conservation groups in other states that you would like to try, he would like to do some controlled tests. We can pick a stretch of road and try one thing there, then pick another stretch on the opposite side of the city and try a different methodology. We can do that for a three month period and see what happens. Mr. Hartner thought that sounded reasonable.

Mr. Shumejko said he had read that the one thing that works all the time but is very expensive is creating either a tunnel under the road or a bridge overpass. The animals can then move across on those, but you are talking hundreds of thousands of dollars. Mr. Hartner said that at a place like Adams Road over by Oakland University it is possible that there is a low spot where that might work. He thought our solution is going to be a number of small things in different locations, and constantly staying on top of it. He said he appreciated their involvement and would bounce some ideas off them, as this issue would be around for a long time.

Mr. Matich asked if having Deer Awareness Month every October was going to be part of the plan. Mr. Hartner answered that was part of what City Council adopted for 2010. Chairperson Colling asked if notification had been sent out to the public since it was new. Mr. Hartner responded that a publication went out to all the water customers last year, and this year there was a notice on their water bills, but there was not a separate mass mailing in the works. Mr. Moore added that the Rochester Post also had information regarding it. Mr. Hartner said it was good to get the information out as many ways as they can. That type of flyer should be sent out in early September to make people aware, and it was a little late now to try to get something out.

Chairperson Colling said he thought a *Deer Awareness Month* notice on a roving sign would make sense, especially during the month of October. He thanked Mr. Hartner and Mr. DeVoe for their presentation, and said we would move on to TCOs.

## TCOs

**2009-0477** Request for Approval of Traffic Control Order TM-27.1 The intersection of Old Perch and Ansal Drive, Section No. 16 & 17: "No Left Turn" from southbound Old Perch onto eastbound Ansal Drive at their intersection from 7am to 8am - School Days Only

Mr. Shumejko gave the background on the matter.

At the September 8, 2009 Advisory Traffic & Safety Board (ATSB) meeting, staff presented a letter regarding a proposed traffic study concerning the West Middle School's ingress and egress. The study included the implementation of a temporary traffic control order (TCO) restricting the southbound Old Perch turning movements onto eastbound Ansal Drive during the hours of 7:00 a.m. to 8:00 a.m. on school days only. Staff indicated they would report back to the ATSB after a cursory traffic field study was performed.

A traffic study was recently completed on October 15th to review the traffic circulation along Old Perch during the AM student arrivals and PM dismissal times. The AM study was performed by City staff in cooperation with Mr. Dave Allyn, Traffic Engineer from the Traffic Improvement Association (TIA). A copy of TIA's review letter is attached for your reference. The follow-up PM study was performed by City staff. Based upon the findings, the following recommendations are made:

Allow **TCO TM 27.1 "NO LEFT TURN" from southbound Old Perch onto eastbound Ansal Drive at their intersection from 7AM to 8AM - School Days Only** to remain in effect and be adopted by City Council.

No traffic conflicts were identified for this turning movement during the PM school dismissal hours. Therefore, staff does not recommend implementing the left-turn restrictions in the afternoon.

Chairperson Colling asked if the left turn prohibition was because drivers were turning onto Ansal Drive and using it for a drop off point, which Mr. Shumejko responded was correct. Prior to this study Staff went out to review what was occurring in the AM hours, and identified that because many parents were turning onto Ansal to drop off their students and allow them to cross Ansal with the crossing guard, it was creating a lot of conflicts. Parents were coming in the other way and turning onto Old Perch, and because there is not a passing lane there the vehicles that were heading southbound on Old Perch were getting queued up waiting for those turning left to find a gap from the northbound traffic. Based upon the preliminary study we instituted a temporary TCO. In our field review meeting with TIA we verified that drivers were

adhering to the turn restriction, which helped with the situation at the intersection of Ansal and Old Perch. In the afternoon hours only one or two vehicles made that turning movement and it wasn't a problem.

As part of the study we looked at the traffic circulation at West Middle School. Many of the issues out there are associated with the lack of storage on site. As parents pull into the school's parking lot the tendency is for them to wait and not drop off their child until they reach the front door, which slows things down. The overall situation lasts for probably 20-25 minutes in the morning. Because there is not enough stacking storage onsite some of the cars get queued up on Old Perch north of the school's driveway. Without the school doing some onsite improvements to improve the onsite traffic flow there are no easy recommendations for staff to make to help the situation. But for what we can control in our right of way, as a result of the study we believe that enacting TCO 27 permanently would help to alleviate the situation.

Chairperson Colling asked if there was any discussion by members of the Board. Hearing none, he asked if anyone would like to make a motion.

Motion by Moore, second by Hunter, to support having **TCO No. TM-27.1** remain in effect, and that the City Council approve this TCO until rescinded or superseded.

**A motion was made by Moore, seconded by Hunter, that this matter be Approved. The motion CARRIED by the following vote:**

**Aye** 4 - Blackstone, Hunter, Moore and Colling

**Absent** 3 - Cardimen, Franklin and Schneck

**Whereas**, Traffic Control Order No. TM-27.1 has been issued by the City Transportation Engineer under the provisions of the Rochester Hills Code of Ordinances, Chapter 98, Michigan Vehicle Code, MCL 257.1 et seq.; and

**Whereas**, said Traffic Control Order covers:

**TM-27.1 "NO LEFT TURN" from southbound Old Perch onto eastbound Ansal Drive at their intersection from 7AM to 8AM - School Days Only.**

**Whereas**, said Traffic Control Order shall not be effective after the expiration of ninety (90) days from the date of issuance, except upon approval by this Council; and

**Whereas**, the Advisory Traffic and Safety Board has considered the issues pertaining to the Traffic Control Order and recommends that the Order be approved;

**Resolved**, that the Rochester Hills City Council approves the issuance of Traffic Control Order TM-27.1 to be in effect until rescinded or superseded by subsequent order; and

**Now, Therefore, Be It Resolved**, that a certified copy of this Resolution be filed together with the Traffic Control Order, with the City Clerk of Rochester Hills, Oakland County, Michigan.

## OLD BUSINESS

### 2008-0574 Cone Street / Avondale Middle School Through Traffic Update

Chairperson Colling said as he didn't see a TCO associated with the matter, he assumed it was informational. Mr. Shumejko responded that they were providing periodic updates as necessary. He explained Staff had been in contact with the Superintendent of Avondale Schools, Mr. George Heitsch. They have implemented the full closure of the gate, and are not allowing its use by either buses or parents dropping off students. However a concern has come up recently through an email by a resident and the school has also indicated that there are issues out there. Prior to the gate being closed 60% or around 13 buses previously used Cone Street to get to South Boulevard. Because all these buses are now using Auburn Road it is creating some issues in the AM and afternoon hours at the arrival and dismissal times. Auburn Road does not have a center left turn lane or a passing lane. . The buses are waiting to make a left into the school and the gaps are small. Only one or two buses can complete their turning movement per traffic cycle. The resident expressed frustration and safety concerns. Since there is no opportunity to pass the bus, traffic is getting very congested on Auburn Road. There is a NO PASSING ON SHOULDER sign present, and cars are getting ticketed by the Oakland County Sheriff. It is creating additional delays for the school and the residents.

Chairperson Colling expressed the opinion that we were in a "Catch 22" situation here, where we are damned if we do and damned if we don't. We put the traffic on the roadway where it belongs, and there are improvements that need to happen to that roadway. He said he was all for improvements to that roadway, and if the school is that concerned about it that they should kick in and contribute to upgrades to Auburn Road with the State to resolve that issue. That is the message he wanted to send back to them. He didn't want to put it back to Cone Street and the residents and reopen the gate

Mr. Moore said he agreed with what he was saying, but there was something else that came into play. Basically we have forced everyone to Auburn Road. Westbound traffic on Avon Road backs all the way up the school. Hamlin Road is under construction. Once Hamlin Road is finished he thought it would move the traffic off of Auburn and back on to Hamlin. The Bridge is half closed on Livernois, and he thought the construction was causing most of the problem. Mr. Shumejko responded that was a good point, saying it was difficult to evaluate it now with so many issues going on at the same time. Staff met with MDOT several weeks ago. They have two upcoming projects planned. As part of their Capital Preventive Maintenance Plan next year they will do a simple overlay of the entire stretch of Auburn Road from Adams to Dequindre. For the longer term, possibly in 2014 depending on the State's finances, they are looking at installing center left turn lanes. Since Auburn Road is an

MDOT road we have no jurisdiction over it, so our role is only as a facilitator with the schools and MDOT.

Chairperson Colling said he has seen signs in Shelby Township off of Dequinder saying the National Recovery Act is working on a subdivision street. The grants are out there. The School Board can apply for these funds, jointly with the City. He didn't think the State would object to spending funds that we got a grant for to improve that section in front of the school on Auburn Road to provide a center turn lane for the buses and a timing set up. We don't have to do the whole of Auburn Road; we only need to take care of that school for right now. He stated we need to investigate that.

Mr. Matich said they had been in communication with the State, and they have been talking about the turn back of Auburn Road to the City. If that were to be done they would look at giving us the money for improvements up front, and then we could do what we want with the road. We would then collect the gas and weight tax money each year on that roadway to maintain that roadway. He explained they had only had one meeting on the issue and had not reached a consensus.

Chairperson Colling replied they have wanted to ditch Auburn Road for years. Aside from that he was sure there were Federal funds out there and grants available, but they want shovel ready projects. This is not a major engineering feat, but is something we could do ourselves. He didn't know why we don't cooperate with the Avondale schools or ask them to look into this. In this day and age the school cannot simply create a problem and expect the City to solve it. They will have to be part of the solution and pony up some funds.

Mr. Match said as a heads up the resident was probably going to write a letter to the principal requesting that they open the gate back up. Chairperson Colling opined in that case the residents of Cone would then come back and say close the gate. He had brought that up to the residents at the meeting when we closed the gate. He really did not want to get into a situation where we are demanding that the gate is shut and then someone else wants it reopened. He had been down that path before and it is not productive. The safe thing to do is to close that gate, or turn that roadway into a real road. If the school board wants to cede that to the City and make it a real road, then we will deal with it. Until then it is closed.

Mr. Shumejko said the Board had charged Staff with looking at the road and the feasibility of the City taking it over, but the road is in much worse condition than they had remembered it being. It needs a lot of work before the City would consider taking it over.

Chairperson Colling thought there were only two opportunities here to do the right

thing. One is to take over the roadway and make it a real extension of Cone. The second was to improve Auburn Road, and the situation may require both. Unless we get some cooperation from the School Board and do some creative funding, nothing is going to happen. He didn't want to bounce this back and forth like a ping pong ball; the gate is open, the gate is closed.

Mr. Webber agreed. He thought we need to continue to work with the school district on this. He didn't think that a letter to the administration or City Council would go very far. Chairperson Colling wanted Staff to do some preemptive work. Staff knows what improvements this road needs to make it part of Cone, they know the distances for a safe turn and decel lane for Auburn Road. He asked them to put together a laundry list of improvements, if money were no object and you could do it the way you wanted to make it safe right now. He asked for them to develop a plan, a reasoned approach rather than going at it willy nilly.

Mr. Shumejko asked if he meant both for connecting Cone Street and improvements along Auburn. Chairperson Colling said for one or the other or both. He wanted the alternative that is the best way to improve safety.

Mr. Shumejko said when they discussed doing improvements to Auburn with the school they suggested doing a simple changing out of the signal heads. Unfortunately it is not that simple. You have to formally put in a center turn lane, and there is right of way acquisition. We are not looking into it because we have no money to expend for this. Chairperson Colling said he did not disagree, but what he was trying to say is that everybody has a quick fix that isn't going to work, and he was tired of quick fixes that don't work. Let's figure out the right way to do it, and if the School Board really wants it fixed he wanted their cooperation in getting funding and being part of the solution rather than just handing us a problem. The best way to do that is to show them exactly how to fix it the right way. Right now we have a rough idea, and we all know in the back of our minds what it should be, but he would like to see it on paper. Then when there is some shovel-ready grant money we have something shovel ready to go.

Mr. Matich added that any improvements on Auburn Road would also help the Glidewell Subdivision opposite to the school with all their cut through traffic problems. They have come before the Board several times in the past years. Chairperson Colling stated that was why he was suggesting this action. He knew they had every angle figured out, and just needed to get to it. Mr. Matich had just one word, "money."

Chairperson asked if anyone had other comments on this. He asked if they wanted to make a resolution or motion for the Board to consider it, or if felt it was enough to leave it informal. A Board member suggested that informal was enough, and Mr.

Matich said they would bring the matter back to the next meeting if they would like. Chairperson Colling replied that it didn't have to be the next meeting, but wanted to be kept updated. Mr. Shumejko said they would provide updates. Mr. Moore said that he had talked to the engineer on Hamlin Road and he is saying that in two weeks the east side of Hamlin Road will be open. He thought then that part of the problem will go away. Mr. Shumejko said he felt that a lot of the traffic along Auburn Road will be diverted once the M-59 widening is completed, since once the bottle neck is removed you will not have the reason to avoid M-59.

## **DISCUSSION ITEMS**

### **Moving meeting time to 7:00 p.m.**

Mr. Shumejko said he believed that this was the only board or commission that hadn't moved to a 7:00 p.m. start time. Chairperson Colling asked what the primary motivator was for the 7:00 p.m. start, and Mr. Shumejko replied that he thought it was just to make the City meetings consistent. Mr. Webber said from the City Council perspective it was because they were having a lot of meetings going until midnight or 12:30, and the thought was if we start earlier we will end earlier. Obviously this Board's meetings don't go nearly so late.

Chairperson Colling stated he would have a hard time making it for a 7:00 p.m. start for the Zoning Board of Appeals meetings. His personal preference was keep the start time as 7:30, but he said he would leave the matter up to the Board. There were three other members in attendance tonight, and Mr. Franklin had responded by email that he wanted the meeting start to remain at 7:30. In the interest of fairness he suggested that they postpone the discussion until we have a full Board. Hearing that the members present agreed he said they would defer the matter.

## **ELECTION OF OFFICERS**

Chairperson Colling said this had removed from the agenda once before because Vice Chairperson Moore had pointed out that the election of officers had been done late in the year previously and the officers were elected to one year terms. We are at that point again, and he didn't think the Board would meet again this calendar year. Mr. Shumejko said at the last meeting we discussed that we would not have a meeting in December or January, and that the next meeting would be in February. Chairperson Colling said Mr. Franklin had made it clear that he was not interested in running for an office, but he could not speak for the other two Board members who were not present. He asked if the members wanted to hold the election or defer until they had a full board present in three months. Vice Chairperson Moore said he would like to

wait for the other members to be there to see if they wanted to serve as officers. Chairperson Colling said they had been lax about holding the elections, but would postpone it until the February meeting if the other members wished to do so. However he would not wait any longer than that even if a full quorum was not present.

Mr. Blackstone asked if they were declining the office, and Chairperson responded that if the Board members wished him to continue as Chair he would be happy to do so. Vice Chairperson Moore said he wanted to give others the chance to run for office if they wished to. Mr. Hunter said he had been going to recommend that they continue the status quo, but was willing to wait until February to give the absent members a chance to say whether or not they were interested in an office.

Chairperson Colling said for the record that they would wait until February for the election of officers, and even if the full Board were not in attendance at that meeting they would proceed with the elections. He asked the recording secretary to send an email to all the Board members to that effect. If for some reason they think they cannot make the February meeting, we would like a response by email whether or not they are interested in running for an office. Vice Chairperson Moore added that both he and Chairperson Colling would be willing to continue serving in their offices, so if a member could not make the meeting they could email whether or not they would be in agreement with that. It was suggested that all the Board members be queried as to whether or not they wished to run for office. Chairperson Colling said it was possible that we would not have much for an agenda in February and they would have no other reason to meet other than the election of officers. If that is the case he would like to know in advance what people wished to do. He asked if there was any other business to come before the Board.

## **ANY OTHER BUSINESS**

Mr. Hunter asked if they were going to do anything with Dequindre Road under M-59 once they were finished there. He said the pavement was a mess. Mr. Shumejko responded that he didn't think so, because it is an MDOT project and he thought their only concern was the overpass itself.

Chairperson Colling said that the project itself has further damaged the pavement to the point where it near impossible. He drives Dequindre south every morning and it is not going to survive until 2014 to be repaved. Mr. Hunter stated a lot of people were asking him that same question, and it has gotten worse. Chairperson Colling said something needs to be done, even if it is just a skin coat surface that is going to last five years. You can't drive it. The church that has opened up there has dramatically increased traffic. There is the car dealership that wasn't there a few years ago, and also apartments, and the heavy construction traffic for the M-59 widening is the last straw. The road is falling apart. He is seeing chunks of concrete by the side of the

road that are the size of a football. Mr. Shumejko said he would look at the plans to see if repairs were included as part of their project. Mr. Matich said if not they could request that it be done.

Mr. Hunter recommended that they do so, at least from South Boulevard to West Utica Road. Mr. Matich said that would be considered MDOT's limited right of way. Chairperson Colling stated that it needs to be repaved. Mr. Matich said they could look at a skin coat overlay. Chairperson Cooling said they could not leave it in the condition it is in; it is beyond a mess.

Vice Chairperson Moore brought up that at the last meeting someone had suggested there was a possibility of borrowing money to get the Avon Road Bridge fixed and then paying it back in a couple of years. Mr. Webber thought he had been the one who had mentioned it, but obviously it is not the option we would prefer. We would prefer that the County get money from the State and do it. He asked Mr. Shumejko if he had an update on that. Mr. Shumejko explained that the Local Bridge Fund would be the revenue source for replacing the Avon Road Bridge. The next eligible year that project would be able to qualify for would be 2013. The caveat with advance construction or if the City funded it ahead of time is that in order to get reimbursed you must officially be on the list. If we were to pay for it right now we would be out of luck, however once it is on the list as an approved project we can meet with the County.

Chairperson Colling said it was almost ludicrous when we have a bridge that could collapse, although they say it is not going to. It is not on the list so we can't repair it. There is a stimulus bill that was passed by the government that says it is for shovel-ready projects. He stated that if anything ever struck him as being a candidate for these types of emergency funds to stimulate the economy and repair crumbling infrastructure, this is it. He understood there are rules to government, but there is a point in time where it becomes just plain stupid to do nothing. Leaving this bridge sitting there like it is will just cause it to deteriorate more and increase the costs. He said he was not saying to go out and get a loan, but at least investigate the possibility of getting a federal improvement grant before it collapses into the Clinton River.

Mr. Shumejko agreed that for the Federal Stimulus money a project had to be "shovel ready." The design for this bridge hadn't been initiated yet, so there would have to be a discussion of who funds the design. Chairperson Colling questioned whether a design would be needed to repair a bridge. Mr. Shumejko explained that the repair for this bridge is a total replacement, and the estimated cost is two and a half to three million dollars. To put things in perspective, when the 2013 Call for Projects comes out, in the four county area of Oakland, Macomb, Wayne, and St. Clair, there is going to be eight million dollars available to repair bridges for the entire area. It will be competing against every other bridge that needs repair within the four counties.

Chairperson Colling responded that was all the more reason to take action. This bridge is a major artery through the City that will impact us dearly if it gets any worse. He was amazed that we were not more aggressively doing something to get this repaired.

Mr. Matich said there was a new accountability bill going through right now stating that when a bridge is built or a bridge is replaced it will have to serve its life expectancy. The Avon Road Bridge is 13 years shy of its life expectancy, and the question is why it didn't live up to it. The legislation will require more accountability that a bridge will be in place longer than this one.

Mr. Webber asked when the call for projects went out for the 2013 list. Mr. Shumejko replied that he believed it will be issued in August or September of 2010. Mr. Webber said we have been told that there has been discussion that the outside eastbound lane of the bridge will also be shut down at some point. Mr. Shumejko responded that we have heard rumblings. The County has put the bridge on an aggressive inspection schedule, and it will be looked at every 60 days due to its condition. The Livernois Bridge is of the same style, and they are closely monitoring it as well because it is showing signs of the same deficiencies. It is also at risk of having weight restrictions posted.

Chairperson Colling stressed the gravity of the situation, and suggested it was time to contact Senators Levin and Stabenow, and to get Congressman Peters into the act. Even though the State is short of money, we can't let Michigan fall apart around us. Mr. Matich added that this was probably the worst bridge in Oakland County, as it had the lowest weight posted.

Mr. Webber said that if it gets to the point that you can't get traffic through that area, especially if something happens with the Livernois Bridge too, we are in some deep, deep trouble. He expressed agreement with all the comments made; he knew the administration was working on it, and he understood the Chairperson's point that we had to get more aggressive and start going down all the avenues. He knew we had talked with Congressman Peter's office about earmarked projects, but obviously this has to be the number one concern right now.

Chairperson Colling said he didn't necessarily feel that this should be brought in as an earmark, but he knew there were stimulus funds for shovel ready projects or emergencies. This is the type of project that was described in it. If someone is sitting here and telling me that we can't get those funds for something that fits the bill, then there is a problem with the whole way this was funded. He believed that the Avon Road Bridge and the one on Livernois would put our community in jeopardy for a number of years.

Mr. Matich said that it was bad for a lot of the truckers coming through. If they are overweight and are stopped the tickets are typically \$3,000 to \$5,000 per vehicle. Mr. Shumejko added that they had already written \$100,000 worth of tickets. To put things in perspective, the percentage of bridges in the metro Detroit area that are in equal or worse condition is enormous. It is a huge crisis. In the State Legislature they are talking about raising the gas tax and registration fees to help cover road repairs in Michigan. Chairperson Colling said as vehicles get more fuel efficient for Federal standards and are more lightweight, the amount of registration fees and gas monies is going to go down. They have to find another way for funding besides putting it all on the drivers. The State needs to cut down some of its spending in other areas and pay attention to its infrastructure, because the infrastructure is the lifeblood that brings in taxes. If you start putting it all on the citizens and truck drivers to the point that their registration fees are prohibitively high, the businesses in Michigan are going to move out. He was not sure what the right answer was, but that is not it.

## **NEXT MEETING DATE**

Mr. Webber said at the last meeting they had talked about having six meetings a year. He wondered if the Board would have a condensed schedule and meet every other month. Mr. Shumejko said they had decided that at each meeting they would outline the next meeting. After discussion at the previous meeting it was decided that the Board would not meet in December or January, but there will definitely be a meeting in February. At that meeting we will discuss the next two month cycle. That way we will always stay two months in advance of which meetings we will cancel and when we will meet. That way we will all be on the same page and everyone can plan accordingly.

Chairperson Colling said he would like to go on record and say that we have done a good job here in the 25 years he had been on the Board. He didn't want to have a meeting just for the sake of having a meeting, as he didn't want to spend the City's money that way. We will try for six meetings in the coming year, but if only four meetings are justified, that is what we will do. He said he had cancelled Zoning Board of Appeals (ZBA) meetings because there just wasn't enough on the agenda. ZBA used to meet twice a month, but in the last year they only met four or five times. Mr. Webber said the Brownfield Committee was the same way. They had only met four times this year because there are no Brownfield projects going on currently. He didn't see a reason to meet just for the sake of meeting, but he thought that Mr. Franklin and some of the other members wanted to meet a little more regularly.

Chairperson Colling said that he understood their frustration. This Board has been fortunate in having had a lot of long-term people stay with it. Some of our newer members would like to be more active and feel a sense of accomplishment.

Unfortunately, in the times we are living in he wanted to conserve City funds. The Board members are not getting paid, but City staff is.

Mr. Matich said the lack of traffic complaints was strange because there have always been traffic complaints. In years past the meetings were always packed, but we are not getting the complaints like we used to. He conferred with Mr. Shumejko on how many speed humps they were putting in the next day, and concluded they were putting in nine this week.

Chairperson Colling commented that if you thought about it, a lot of the City's problems were problems of growth. As the City grew and the roadways developed we had to figure out what would work. Now we are a mature city and we don't have a lot of open area to build on. The traffic patterns are pretty well established, and we are in maintenance mode now. Mr. Shumejko added that due to the economy traffic volumes were down significantly.

Mr. Shumejko said there was a report in the Rochester Post on a matter that Mr. Moore had brought up at the last meeting. One of the recommendations of the Master Thoroughfare Plan Update was to do an in-depth safety audit along Rochester Road, and last week the City Council gave it their approval. We have been working with MDOT over the past year to formally get this through the door. They have come up with \$25,000, and the City has agreed to match that amount. We will shortly start a study to look at ways to improve safety along Rochester Road and at the high crash intersections. It is something we have been working on for quite a while and we are proud of seeing this through and being able to get it started. Mr. Matich added it will encompass Rochester road from South Boulevard right to the City limits, including Diversion Street. Mr. Shumejko stated that they would hire an outside consultant to do the evaluation. He explained that a big benefit of this is that having a study in hand identifying problem areas will better enable MDOT and Rochester Hills to be in a position to apply for safety grant monies.

## **ADJOURNMENT**

Chairperson Colling asked if there was any more business to come before the Board, or was there a motion to adjourn. Hearing a motion and a second, Chairperson Colling adjourned the meeting at 9:10 p.m.