

Transportation Engineer under the provisions of Chapter 98 of the Rochester Hills Code of Ordinances, Michigan Vehicle Code, MCL 257.1 et seq.; and

Whereas, said Traffic Control Order covers:

PK-79 No Stopping, Standing or Parking from 6:00 a.m. to 6:00 p.m. during School Days Only along the north and south sides of Ansal Drive from Old Perch to Wimpole.

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

This Order rescinds and supercedes the following Traffic Control Order(s) adopted by the City of Rochester Hills: PK-35.1

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that the Rochester Hills City Council approves the issuance of Traffic Control Order No. PK-79 to be in effect until rescinded or superseded by subsequent order; and

Be It Further 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.

The motion carried by the following vote:

Aye: Brown, Buiteweg, Colling, Hunter and Zendel

Nay: Moore

2004-0443

Traffic Control Order SL-13 Speed Limit Thirty Five (35) Miles per hour on Nawakwa Road from Rochester Road easterly to its terminus, Section 35

Attachments: Map.pdf; SL-13.pdf; Agenda Summary.pdf; Traffic Study.pdf

A motion was made by Moore, seconded by Hunter, that this matter be Referred to the City Council. Marc Matich stated that the City has recently received several inquiries about the existing posted speed limits on Nawakwa, east of Rochester Road. The current speed limits on this segment of roadway are posted as 45 mph from Rochester Road to 180' west of Joshua and 35 mph from 180' west of Joshua to Nawakwa terminus. Nawakwa speed limits were adopted under TCO SL-9 on January 9, 2001.

Currently, there are two new site developments under construction that will have direct access to Nawakwa Road. A single-family development (Country Club Villas) will have 256 new home sites at the end of Nawakwa Road and Senior Congregate Housing Center located approximately 850' east of Rochester Road. The majority of Nawakwa road frontage will still remain non-residential and therefore, not meet the criteria for prima facie 25 mph speed limit.

After reviewing SEMCOG six (6) year traffic crashes, 1997 - 2003, they found only one reported traffic incident. Speed studies provided to the board were conducted with machine counts and were distributed for two different time periods (March 29, 2004 and May 3, 2004). The 85th percentil speeds are at 44 mph, at the first location counted on March 29th and the second location was 39

mph and the third location was 33 mph. On May 3rd, the first location had the 85th percentile speed of 47 mph, the second location was 45 mph. Based on past traffic studies that were done, they are recommending one continuous speed limit for Nawakw and recommend that the Traffic and Safety Board support having TCO SL-13 issued for a 35 mph limit for all of Nawakwa Road from Rochester Road easterly to road terminus, and rescind and supersede TCO SL-09.

Chairman Colling opened up the issue for discussion. Mr. Moore made the motion to approve TCO SL-13.1. It was seconded by Mr. Hunter. Marc Matich did note that all residents, from Joshua to the end of the road, were sent notification of this meeting agenda. The actual speeds as they are today and where they change, were explained and pointed out on the map included with the agenda packet. Marc Matich stated that the speeds have gone up dramatically from the March 29, 2004 study to the May 3, 2004 study. He thought that some of that could be contributed to construction traffic. They have gotten a lot of complaints that contractors are speeding and violating the current 35 mph speed limit. The sheriff department has been out there recently.

Mr. Zendel wanted to know what the rationale was for changing this portion of the road's speed limit.

Paul Shumejko stated that it was mainly to create a uniform speed on that segment of roadway and also for the new development coming in and the additional homes there. Also there is the new Senior Congregate Housing being built there along that stretch, that is currently 45 mph, and it is for the ingress/egress for that site too.

Marc Matich stated that the City has gotten a lot of complaints about the 45 mph speed limit and the fact that there is two separate speed limits for that short of a distance of roadway.

Terry T. Brown stated that the 45 mph speed limit is on the curve and that is where you would want the speed limit to be reduced anyway. He also stated that having two separate speed limits within that short distance didn't make sense.

Chairman Colling stated that original study supported the speed of 45 mph for the whole roadway with the geometry. He doesn't have a problem with dropping the speed limit down to 35 mph and the new seniors facility is being built towards the Rochester Road terminus of this. It only makes sense because there is going to be a lot of left hand turning into the facility. With driving seniors coming out and going into the new facility and with their reaction time being slower, I think slowing the speed limit is going to be necessary at this point. But as far as the rest of the roadway is concerned, this is going to act as a collector road for the south end of the new subdivision and the new senior's center and 35 mph seems to be the best speed limit there.

No further discussion and Chairman Collings asked for a roll call vote.

Whereas, Traffic Control Order No. SL-13 has been issued by the Acting City Transportation Engineer under the provisions of Chapter 98 of the Rochester Hills Code of Ordinances, Michigan Vehicle Code, MCL 257.1 et seq.; and

Whereas, said Traffic Control Order covers:

SL-13.1 Speed Limit Thirty Five (35) Miles per hour on
Nawakwa Road from Rochester Road easterly to its terminus

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 No. SL-13 to be in effect until rescinded or superseded by subsequent order; and

This Order rescinds and supercedes the following Traffic Control Order(s) adopted by the City of Rochester Hills: SL-09 , and

Be It Further 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.

The motion carried by the following vote:

Aye: Brown, Buiteweg, Colling, Hunter, Moore and Zendel

COMMUNICATIONS

- 2004-0436** Oakland Press Article Regarding Roundabout Safety Award
Attachments: Oakland Press Article on Roundabout Traffic Safety Award.pdf
- 2004-0439** Nomination Summary on the Roundabout Pioneers
Attachments: Page one of Nomination Summary Roundabout Pioneers.pdf; 2nd page of Nomination Summary Roundabout Pioneers.pdf
- 2004-0440** Letter from Governor's Traffic Safety Advisory Commission dated 03/15/2004 regarding roundabout award ceremony
Attachments: Letter from Governor's Traffic Safety Commission dated 03-15-04.pdf
- 2004-0441** Michigan State Police Web Site Information on Pedestrian Safety
Attachments: Michigan State Police Website Info on Pedestrian Safety.pdf

UNFINISHED BUSINESS

NEW BUSINESS

ANY OTHER BUSINESS