

**Advisory Traffic and Safety Board  
December 11, 2007**

**CALL TO ORDER**

Chairperson Colling called the meeting to order at 7:30 p.m.

**ROLL CALL**

Present:        Thomas Blackstone (enter at 7:36 p.m.)  
                  Frank Cardimen  
                  Ernest Colling  
                  Paul Franklin  
                  Carl Moore  
                  Allan Schneck

Absent:         Scott Hunter

Non-Voting Members Present:        Janice Dearing, Recording Secretary  
    Marc Matich, Traffic Technician  
    Paul Shumejko, Transportation Engineer  
    Michael Webber, City Council Representative

**APPROVAL OF MINUTES**

Draft Minutes from the Regular Meeting of August 14, 2007 were presented for approval. Chairperson Colling said he would entertain a motion to accept or modify them.

A motion was made by Moore to approve them as presented.  
Second by Cardimen

Ayes: All  
Nays: Nay  
Absent: Hunter

Approved as presented.

**COMMUNICATIONS**

Chairperson Colling noted that there were a number of items included on the agenda under Communications. He asked Staff if there were anything that they would like to bring to the Board's attention.

Mr. Shumejko said most of the items were informational, and reviewed them briefly.

- Articles were included on roundabouts because of the proposed Hamlin/Livernois roundabout, and they were trying to get more information out to drivers.
- A follow up email from a resident in the Valley Stream Subdivision regarding the left turn restriction that was approved at the last meeting.
- A mailing he sent out several months ago to the schools in the City regarding the Safe Routes to School Program, including eligible funding and what steps are necessary to register with the State to allow for funding applications.
- A Road Commission press release regarding some of the difficulties and funding limitations they are currently experiencing.

Chairperson Colling said there were three letters from the City and two appeared to be dealing with the City having to inspect and follow up on decorative post / non-standard street sign installations. He assumed there are some homeowners' associations (HOA) that want to put their own up. Mr. Shumejko said that was correct, and there were several subdivisions that in years past had put up nonconforming street name signs. They did not meet the Manual requirements as far as white lettering with a green background. The latest edition of the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) states more implicitly that all signs on public roads shall meet these requirements. So they been sending letters out to associations indicating that the City will work with them if they want to pursue installing decorative sign posts by way of permit and at their cost. The City would provide the signage, and make sure that everything is breakaway and meets all the requirements.

Chairperson Colling said the Board also had the responsibility for lighting throughout the City, and there was a letter to DTE included. Mr. Matich explained we are asking for a cost agreement from Detroit Edison to have a streetlight installed at the intersection of Nawakwa and Rochester Road, just north of the interchange of M-59 and Rochester. He said there are a lot of traffic conflicts between the M-59 interchange and Nawakwa Street. We have been asked to look at it, and we will first review the costs from Detroit Edison. Chairperson Colling confirmed that no action was needed from the Board at this time.

Taking note of two people in the audience, Chairperson Colling clarified that they wished to talk about a matter that was not on the agenda, Judson Park Subdivision cut-through and speeding. He asked them to come forward and be seated at the table.

## **PUBLIC COMMENT**

Mr. Ronald Muschong  
1051 Potomac Drive  
Rochester Hills, MI 48306-3836

Mr. Paul Sikora  
1079 Potomac Drive  
Rochester Hills, MI 48306-3836

Mr. Muschong said he lived a couple of houses just north of Tienken Road, and explained that Potomac Drive went from Tienken to Adams Road. For the last seven years or so they have been noticing a lot of traffic and a lot of cut-through, but recently it seems to be excessive. The speeds also seem excessive. He felt it was something that needed to be addressed, and wanted to discuss it with the Board to see their options, and where they should start. He said he did have an opportunity to speak with Marc Matich, who suggested he bring the matter up first with Kathy Quail, the Homeowners' Association president. He spoke with her husband Allen, and forwarded him a brief memo on some items of concern. More to the point, they wanted to address what possibly could be done. There does seem to be quite a bit of cut-through, especially when the intersection of Tienken and Adams backs up. The first street off of Potomac, Mohawk, takes you directly to Adams High School. He sees that the residents of the neighborhood are starting to get stirred up because of the traffic, and he doesn't want it to become a confrontational situation.

Chairperson Colling asked if the perceived cut-through traffic occurred at specific times that might be associated with school arrival and dismissal times, or with rush hour. Mr. Sikora said the traffic starts to get heavy at 6:55 in the morning, and runs to 7:30, then again at 2:30 when the high school lets out. It is noticeable again at 5:00 to 6:00 when the rush hour traffic starts to back up at the traffic signal at Adams and Tienken.

Chairperson Colling observed they had two problems, one associated with the school and the other associated with the evening rush hour. Mr. Sikora said the morning rush hour overlapped with the high school traffic, so in the morning they had a problem with both. Chairperson Colling asked if Potomac was east or west of Adams, and Mr. Sikora said it was one block east of Adams. Chairperson Colling said in answer to what could be done, a traffic study would establish traffic patterns and determine if cut-through is actually occurring. He asked if they could also get speed data, which Mr. Shumejko confirmed. Mr. Shumejko asked if Potomac were the primary street of concern, and Mr. Muschong responded that it was since that is the road that they live on, but added that Tallahassee, Mohawk, and Roseview connect to Brewster. In the morning traffic comes south on Brewster and then cuts through the subdivision to get to the high school.

Mr. Shumejko said they could do several speed and volume counts throughout the subdivision to determine the 85<sup>th</sup> percentile speeds. He explained that in traffic studies they use the 85<sup>th</sup> percentile, which is the speed at which 85% of the drivers are either at or below. They could also review the subdivision intersections for sight distance issues that may warrant a stop sign or other intersection control signage. When the report is finished they will submit it to the association president.

Mr. Cardimen said he would get the data. He said he is also president of the Hawthorne Homeowners Association, and the City of Rochester Hills did a study for his subdivision as a result of the same problem: Brewster cut-through and fast speeds. After this study is done for Judson Park we might want to look at the traffic pattern in this subdivision because they are experiencing the same things we are in Hawthorne. He was not sure what could be done about it.

Chairperson Colling said over the past twenty years there have been a number of issues before the Board regarding Adams High School. Where the problem occurs depends on what crop of kids has the fastest cars at any given time. This has been an issue for a number of surrounding streets in and around Adams. He added that if they have a problem and get selective enforcement out there, he would like the police officers to make the determination whether the driver is a high school student or someone driving a student to the high school. He wanted to differentiate between cut-through and traffic to the high school, so they would have data to take to the Board of Education.

Mr. Cardimen said that in the Hawthorne Subdivision there is a group of people who are being very diligent in getting names and filing police reports on those that are speeding. Mr. Sikora said right now they could provide a list of six license plate numbers. Mr. Cardimen said that the Sheriff's Department would support them if they fill out the proper reports and get the information to them. In their subdivision they had evaluated some of the people who are being stopped, and he thought in this case law enforcement evaluation would be very helpful. They thought traffic from some of the other subdivisions is cutting through coming down Brewster, wanting to come across to Adams. This may be because Dutton isn't paved between Brewster and Adams. Chairperson Colling offered that it may be the case, or it could be a problem with the schools again.

Mr. Muschong asked if they suggested that they contact the sheriff's department and get a copy of the report to file, or could it be downloaded. Mr. Cardimen responded that they could, or they could call the sheriff's department and they would tell them the form to use and send them copies or download them for you. He said they came to their homeowners' association meeting, and were very good. The more reports you get into them, the more enforcement they will put out there. With an effort we could get some good data.

Chairperson Colling said that if they are getting license plate numbers, obviously they are seeing the offenders. He recommended that they use a video camera to film the vehicles, and show the license plates or write the numbers down to corroborate it. He didn't think drivers could be issued a ticket on that basis, however. Although you don't want a confrontation with anyone, you do want to affect a change, so you have to pinpoint who the offenders are in a safe and responsible manner. Chairperson Colling then opened the matter up to the Board members for questions or comments.

Mr. Blackstone asked what the advantages were to those drivers that prompted them to cut-through on Potomac. Are they avoiding the intersection of Adams and Tienken? Mr. Muschong responded that traffic at that intersection backs up. Mr. Sikora explained for traffic heading west on Tienken the backup for cars turning into the high school 100 yards west of Adams, it backs all the way up through the traffic light east of Adams just to get into that single lane drop off area at the high school.

Mr. Blackstone asked if the drivers were then continuing north on Adams, or going into the high school? Mr. Sikora said he was not sure, but if they take Mohawk west to Adams and turn right, then turn left in half a block to get into the high school, they are avoiding the traffic light to get into the north end of the parking lot.

Mr. Muschong said he was sitting at the stop sign waiting to turn and saw someone he is in business with cutting through the subdivision. He called him that day, and asked him if he lived in the area. He replied, "No, I just cut-through the sub right there and I can miss that light and I'm on my way!" They paved Dutton west of Squirrel, and a lot of guys in his business work on Brown Road, so it is perfect for them to cut the corner.

Mr. Shumejko added that the westbound right turn lane there was insufficient to handle the capacity for people wanting to make a right turn and head north, so rather than waiting for that queue people are probably making a right turn on Potomac. Mr. Sikora said the right turn lane was a little narrow, so if anyone is in the through lane it blocks them.

Mr. Franklin said he didn't want to promote cut-through traffic, but asked if it is illegal. Chairperson Colling responded that it was not, but if it is possible they want to keep the traffic on the main roads. Usually cut-through traffic is indicative of a roadway system that can't handle the traffic. You expect a minor amount of cut-through, but when it gets to be obnoxious it is another matter. There was a street in the north part of the City near Rain Tree near the school; he could not recall the name. It was so bad there that the people could not get out of their driveways in the mornings until the rush to school was done. You couldn't get your car out of the driveway! That is the most severe case they had seen. The idea is that if there were a solution to it they would like to protect the residents from cut-through traffic.

Mr. Muschong said another part of the problem they are experiencing is that they have no sidewalks, and he has a six-year old son. He is learning to ride his bike, and when the cars cut-through the street has just enough of an incline that it asks for you to hit the gas pedal. You can hear them screaming up the street. The other component of the problem is speeding as well. He wasn't sure if there were much you can do about it, but we thought we could at least come in and address it and see which way we should go.

Mr. Cardimen said they really supported doing a study first. He said it was important to get the crash data and other good information so we are dealing with facts. He stressed that they should contact the Police Department and fill out the forms, and gave an example. In our subdivision we have had a number of people who have violated the rules by cutting through at high speeds. We called the Sheriff's Department, and they went out to the people's homes. It was a young person and the parents took away the car keys for six months. He wanted to support what Chairperson Colling had said, don't get involved in a confrontation, let law enforcement handle that. Fill out the forms, build the case, get more law enforcement support out there, and hopefully at some point we can get a study on whether it is cut-through or high school students.

Chairperson Colling said he would like to have a member of the Board make a motion with regard to Judson Park Subdivision, including the items we have discussed as far as the studies and selective enforcement. He advised Mr. Muschong and Mr. Sikora that when we get the data back from the studies we will contact you. He asked them to be sure to fill out a card with their names and addresses and give it to the secretary. At that time they will be called to come back for a meeting as a formal agenda item. We will know the severity of the situation, and will have discussion about what we can and cannot do. He asked if that would be acceptable, and Mr. Mr. Muschong responded, "Absolutely."

Chairperson Colling asked if he could look to someone from the Board to make the motion. Mr. Cardimen so moved, and Mr. Blackstone seconded the motion.

Motion by Cardimen  
Second by Blackstone

Ayes: All  
Nays: None  
Absent: Hunter

MOTION IS CARRIED

Mr. Schneck asked to make a comment. He said he thought Chairperson Colling had a very good point as far as capacity, and typically people want to take the path of least resistance. So if there is a particular issue at Tienken and Adams, there is a funding source called Congestion Mitigation and Air Quality (CMAQ) Improvement Program, and it actually looks at the capacity of intersections. If the capacity is not there, the City can apply for funds to improve it. Chairperson Colling asked if this were a federal grant, and Mr. Schneck responded that it was. He said Mr. Shumejko, Mr. Matich, and Mr. Cardimen may be aware of that particular funding source.

Mr. Schneck said that not only do you have to address the issue of the cut-through traffic, but also in order to change driver behavior and keep them on the thoroughfares, maybe some improvement at the intersection should occur. This could involve extending the right turn lane, or providing changes in the signal timing at different times of day. This might ease capacity and help keep traffic on the main roads.

Mr. Matich said the reason they knew the capacity was not there at that intersection is that the City of Rochester Hills, in conjunction with Auburn Hills, paid Hubbell Roth & Clark (HRC) for an independent traffic study when Tienken Road was opened up to go through Auburn Hills. That study told us that the intersection didn't have the capacity, and a right turn lane was necessary for westbound travel. Chairperson Colling asked if that study was done before they pulled the berm down, and Mr. Matich replied that it was. Mr. Matich said the study they had was probably adequate.

Mr. Shumejko said to follow up with that we are also finalizing our Master Thoroughfare Plan, and as part of that study aside from main corridor improvements, they are also going to provide a list of minor intersection capacity improvements. These will be areas

where we could either use Tri-Party or CMAQ money. He added that both Tienken and Adams were County roads.

## **NEW BUSINESS**

2007-0801

Stop Sign 138 – Waterview Drive STOP for Leach Road

Mr. Shumejko read the traffic study summary for the stop sign installation within Auburn Highlands subdivision at the Waterview Drive and Leach Road intersection, in section 30 of the City. “A traffic study was recently performed to determine the type of regulatory traffic control warranted as established by the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) for the newly constructed extension of Waterview Drive into Leach Road. This study was initiated by the October completion of the City’s project to extend Waterview into Leach and Leach into the realigned Adams Road. This work was the final phase of the overall Adams Road Realignment Project.

The following is a recommendation for the type of regulatory traffic control device for this intersection:

- **Intersection of Waterview Drive at Leach Road:**

The intersection safe sight distance was reviewed to determine whether a yield or stop sign control is warranted. When traveling eastbound on Waterview, at its intersection approach with Leach, there is limited sight distance available when looking to the north and south along Leach Road. The available sight distance is approximately 140 feet when looking to the north, and is restricted due to the crest in Leach Road. The sight distance is reduced to approximately 100 feet when looking south due to the existing location of the driveway associated with parked vehicles at the corner that restrict the sightlines.

**Recommendation: Waterview Drive STOP for Leach Road.**

Request the Advisory Traffic and Safety Board (ATSB) to support having the Traffic Control Order (TCO) **No. SS-138** issued, and that the ATSB recommend that the City Council approve this TCO until rescinded or superseded.

There is a map included that identifies the Waterview extension into Leach Road, as well as the extension of Leach Road into the new Adams Road. These are both industrial park areas.”

Chairperson Colling asked for clarification of the map, and Mr. Shumejko pointed out the extension of Waterview. He said that a portion of Leach Road used to be gravel and was now paved, and where it once used to dead end, now it was punched out to Adams. South of this intersection the road remains gravel.

Mr. Franklin asked why the materials included in the packet talked about a “proposed” stop sign when he had driven by there in the past week and the stop sign is already up. Chairperson Colling explained that with a traffic control order the sign can be erected without first having it approved, but until the Traffic Board approves it, it is temporary. If the Traffic Board disapproves it (and doesn’t recommend its approval to City Council) within 90 days it has to come down. So in order not to delay City crews, they are allowed to erect the sign and then bring the TCO before the Board. Mr. Shumejko said any time there is a safety issue they like to take care of it in the field as soon as possible, then take it to the Board for action

Chairperson Colling opened the matter up to the Board for questions or comments. Mr. Cardimen asked if there had been any crash data analysis done before the stop sign was installed. Mr. Shumejko said that this intersection was unique because Waterview formerly dead-ended there and this portion was just connected into Leach. Because of that there is no existing data. Chairperson Colling said he believed that it was all based on sight distance. Mr. Shumejko said that by the area the City owned the adjacent property owner used it as parking for their business operations. Mr. Matich advised that they might have to come back to the Board for “No Parking” across that commercial property, as it has been an issue lately with some of the vehicles they have parked for their business.

Mr. Franklin said as his question had been answered, he would like to move to approve the matter. Chairperson Colling stated they had a motion to approve the TCO, and asked if there were a second. Mr. Cardimen supported the motion.

Mr. Schneck asked if there were any associated pavement markings needed to go along with this, such as a stop bar or cross walks. Mr. Shumejko said there wouldn’t be crosswalks as right now there are not sidewalks in this area. A stop bar would probably be appropriate, and we would have to evaluate it in the spring when we do our next pavement-marking program. Currently Waterveiw and Leach are both striped double yellow, but as far as pavement legends for stop bars, he didn’t believe that was in place at this time.

Mr. Schneck said he hadn’t looked at the MMUTCD lately, but at times it seems to be ambiguous. Is signing supplemental to pavement markings, or are pavement markings supplemental to signing? He explained that was why he had asked the question, and suggested that they look at the MMUTCD. Chairperson Colling said in any case this is new pavement and it is late in the year to paint. He suggested that the best thing to do, if it were acceptable to the maker and seconder of the motion, was to make it a condition that in the spring the City reviews the intersection for pavement markings such as a stop bar. Mr. Franklin and Mr. Cardimen agreed, and Chairperson Colling stated that the motion was amended. He summarized that there was a motion on the floor that had been made and seconded, and he asked for a roll call vote to be taken.

Schneck: Aye

Moore: Aye



Franklin: Aye  
Colling: Aye  
Cardimen: Aye  
Blackstone: Aye  
Hunter: Absent

**MOTION IS CARRIED**

Chairperson Colling said he would like to introduce Mike Webber, their new City Council representative. Mr. Webber said he was pleased to be on the Board. At the City Council meeting last Wednesday they talked about different assignments, and this was one that he was interested in. He used to live in the Hawthorne Subdivision, so he was familiar with that situation. Hopefully he was not one of those high school kids about 12 years ago that caused the problems mentioned! He said he was definitely looking forward to the discussions and getting to know everyone on the Board.

Chairperson Colling thanked him, and explained to the Board that Mr. Webber was their Council liaison. It was set up so he did not actually have a vote on the Board, but was welcome to comment and kibitz.

**ANY OTHER BUSINESS**

Chairperson Colling moved to the next item on the agenda, speed humps on Powderhorn Ridge Road in the Shadow Woods Subdivision. Mr. Shumejko said they had an audiovisual display. Mr. Matich explained it was only about five minutes long and had been done by Jamie Smith, of channel 55. It was a camera video from his front windshield view while he drove over the speed humps.

Mr. Shumejko explained that the area they were showing was Powderhorn Ridge, a collector street that goes through the Shadow Wood Subdivision that had been reconstructed over the summer. As part of the reconstruction process many of the residents approached us to see what we could do to help calm traffic. After kicking around a couple of ideas we discussed the speed hump option. The homeowner's association took a liking to it, and we were able to get most of the homeowners along Powderhorn in agreement. We had support from 100% of the residents early on in the process, but at the time the HOA wasn't too interested in pursuing it. It wasn't until we actually started paving the base course of the new roadway that they came back to us, so we had to rush to get the approvals in time so the contractor would still be available to do the work. The speed humps got completed, and so far there have been several phone calls, but they have all been positive.

Mr. Shumejko said the speed humps were all signed, and have the pavement markings with light chevrons. Chairperson Colling asked if they were similar to the ones they had seen several years ago in Farmington Hills, and Mr. Shumejko replied that in fact they were from the exact same template we borrowed.

Mr. Matich said the video showed Powderhorn Ridge going east in a vehicle doing 20 miles per hour, and then turning around and coming back at 28 mph. This demonstrated the effect of driving over them at different speeds.

The Board members watched the video. Chairperson Colling said there was a noticeable difference depending on the speed. Mr. Matich said the speed humps were designed to drop your speed at least five miles per hour.

Mr. Cardimen asked how difficult it was removing snow on a road with speed humps. Chairperson Colling said the one and only field trip the Traffic & Safety Board went on was to Farmington Hills to a subdivision where they had just put speed humps in, and they were so proud of them. They sat and watched cars and the local officials allowed them to drive their cars over them, and even break the speed limit a couple of times to check them out. They are designed so plows and emergency vehicles can go right over them without any problems.

Mr. Matich said you could see from the video that almost 90% of the drivers are hitting their brakes. Mr. Shumejko said Mr. Cardimen had made a good point. Before they put the speed humps in the DPS crews were wondering how they would be able to plow over them, but so far he hadn't heard any complaints from them.

Mr. Franklin asked if there had been a plow situation yet. Mr. Matich said they had plowed after the snowstorm last Wednesday. Mr. Shumejko said it was classified as a City major road, so it gets plowed first. He said that longitudinally the speed humps are 14 feet in length. They are different from speed bumps you may encounter in a parking lot, which are an abrupt obstruction. Mr. Franklin asked about the cost of installation for the homeowners. Mr. Shumejko said this situation was unique since there was already a larger project going on. The cost was minimal because the crews were already out there and they were able to incorporate the work into the project. Typically they are around \$2,500 each to retrofit in.

Mr. Franklin said next year when Cumberland Drive is being redone they should put in speed bumps. Mr. Schneck asked if there had been any feedback in regard to noise. Chairperson Colling said Farmington Hills' experience is that there is almost no noise if you travel at a reasonable speed, but the higher the speed, the more the noise. The data they were given by Farmington at the time was that the residents just loved them. They were not intrusive. He said he was passing down an engineering drawing given to him by Marc Matich for them to take a look at. Mr. Shumejko said because Powderhorn is a collector road it has an 86' wide right of way, so the homes are set a little further back than the normal residential street, which could play a part in it as well.

Mr. Schneck said it appears that towards the end near the curb and gutter there is no effect on drainage. Mr. Shumejko said it tapers back in, and Mr. Matich said he could see it in the detail of the engineering drawing when he took a look at it.

Chairperson Colling said that as part of their traffic-calming program that was started in the City several years ago we figured out what the SAD or special assessment would be, and he thought it was around \$3,000 each at the time. He doubted they had gone up that much, and we already have the engineering, so it is just an addition to the paving with no underlayment.

Mr. Franklin asked if they could be done on concrete roads as well. Mr. Shumejko responded that the humps themselves are always done in asphalt, so you would have to mill down the concrete and then pave it with an asphalt paver. We were glad to have the approval to put in speed humps, because often times at meetings we reference speed humps, but the homeowners associations can't get a good grasp of what they actually are like. Now we have an example we can point them to, and they can physically drive it and test it out for themselves.

Chairperson Colling said he would very much like to have some intensive traffic studies done on Powderhorn Ridge to see what the 85<sup>th</sup> percentile speed is now that they are in place. Mr. Matich said before the speed humps were put in they tried to have studies done as quickly as they could, but they do have pre-studies, and will have post-studies. Chairperson Colling said he knew they had pre-studies from years ago, but wintertime is not the best time to do an 85<sup>th</sup> percentile. In the spring and summer it would be nice to do some studies and bring that information back to the Board.

Mr. Cardimen asked about the residents' response to new signage in their subdivision. One of the negative issues with having speed humps is you have more signs in the neighborhood, and is that aesthetically distracting? Mr. Shumejko responded that is always a concern. They made sure that they identified all the signs that would be required as part of this speed hump installation, and they also tried to minimize them a bit. Installing advance signage for the speed humps is an option in the Manual but is not required. We put the speed hump sign at the initial one with a supplemental plaque stating 20 miles per hour, and at each subsequent one is just the speed hump sign without the supplemental plaque.

Mr. Matich added that they saved one sign because there was an existing "Keep Kids Alive, Drive 25" sign which gives a false sense of security to residents and was taken down. We removed two signs and installed six. Mr. Shumejko said they discussed it in advance with the Association, and they realized what signs would go in. He thought they felt the benefits would outweigh the aesthetics. Mr. Franklin said that several people he knew that lived in the Shadow Woods Subdivision have just raved about the speed humps. They say they are wonderful.

Chairperson Colling thought if there were a problem they would have heard a complaint by now. He thought it was good they had removed the signs, as he thought there were a number of ineffective signs throughout the City. If the speed humps take off, then the way it was done here is quite impressive.

Mr. Shumejko said ultimately they would like to discuss with the Mayor and City Council the possibility of setting aside \$10,000 to \$20,000 per year as seed money so they could do a cost sharing to give an extra incentive for homeowners. What happens a lot of times, and even in this subdivision, they found there is a disconnect in that people that live on Powder Horn experience the traffic everyday, while the residents who live on the other streets think there is no problem. It is difficult when they present the matter to the homeowners' association saying they want to spend \$10,000 putting these speed humps in. Unusually that ends the discussion right there. Mr. Shumejko thought if the City would contribute that would help. They would have to come up with criteria, maybe if the 85<sup>th</sup> percentile speeds were above 32 mph, the City would have the seed money to help share in the costs.

Chairperson Colling said that speed humps do not work in all cases. In the Brooklands Subdivision there are a number of short streets between long streets that run north and south. Every other intersection has a stop sign. The reality is that unless you have a long unobstructed run where people wind up and get some speed up; it is a waste of money to put them in. However, at Rain Tree, Fire Wood, Cumberland, or any of the collector roads in the City that run for a mile or two and may not have a stop sign on them for that amount of time, they are probably a good idea. He didn't feel they would be used extensively throughout the City. If there is a subdivision that has the funds and wants to put them in, they are not terribly expensive. He said he would like to see them put on some of the collector roads he had mentioned, and get some studies done to see the results.

Mr. Matich thought Mr. Cardimen's point was well taken, and they could poll the subdivision next spring and see how they felt about them. He suggested after they have been in for six months would be a good time to take an opinion poll, to which Chairperson Colling agreed.

Mr. Franklin added that Cumberland Drive is being redone next year. Mr. Shumejko said they would begin inventorying for that job in January. The whole road is not being done, but there is about \$250,000 worth of work being put into it. Chairperson Colling said there were some problems. The new subdivision that was built on the tail end of Cumberland was looking at speed humps at one time to reduce the speed of vehicles coming into the subdivision. He said if we have the opportunity we should see what happens, as Cumberland would be a great choice. Mr. Matich asked if it would be paved with concrete, and Mr. Shumejko responded that was one of the issues. He said if it were a concrete contractor it would be a little difficult, but if the Board wanted to pursue them it would be worthwhile. Chairperson Colling said he thought the more exposure they could get with this and the more data they could get, the better we will know how they work.

Mr. Franklin said while we are on the subject of Cumberland and cut-through traffic, he thought that when the roundabout comes in it would create a significant increase in cut-through traffic from Lake Ridge Road to Cumberland Road. Chairperson Colling asked him why he thought that, and he responded that a lot of people would want to avoid the

roundabout. Mr. Matich said they felt that might be the case during construction, and Chairperson Colling said he was finding that roundabouts were becoming more and more popular. He was out in West Bloomfield on 15 Mile Road before Drake where a big one has been put in, and it is working well. Sterling Heights put a couple more in, and he thought that perhaps during the construction phase you might be right, but once it is in place people will see how well it works it won't be a problem. He said we haven't had that same issue with the roundabouts on Tienken, and he didn't suspect that the roundabout at the intersection of Hamlin and Livernois would force an increase in cut-through traffic either.

Mr. Cardimen asked if the Board had seen the video put out by the Road Commission on roundabouts. Mr. Matich said they had intended to show it at the last meeting but had technical difficulties. Mr. Shumejko added that several members had seen it, and they could play it again. Mr. Cardimen said it would also be a good thing to put it on the local television station for the public, so they would begin to understand roundabouts. He said it was a wonderful DVD. Mr. Shumejko said it was on the City website, and he would get back with Jamie Smith about having it air on Channel 55 every so often. Chairperson Colling said it was about a five-minute video. Mr. Cardimen said Paul W. Smith announces it, and does a terrific job and makes it very clear. There is an educational component up front about the increased capacity, the reduction of serious injuries, and the learning curve that Chairperson Colling was talking about. The initial learning curve is tough on people, because most of us don't like change. Once you get through that they work very effectively.

Chairperson Colling said that the roundabout in Farmington Hills is three-lanes, as is the one on Mound Road. Those are the tougher ones, because people get in that inside ring and don't know what to do. The reality is that the inside ring is for transiting in one direction, from north to south or east to west. Once people get the hang of it and realize what it is for it works well. You get the occasional person taking the outside lane and going all the way around, but he didn't feel that the learning curve was excessive.

Mr. Franklin said he was flexible, but concerned. If all the things they say are true about roundabouts, going back to our first issue with the gentlemen that had come to the meeting from Judson Park, we might want to take a look at the intersection of Tienken and Adams as being a location for a roundabout. Chairperson Colling said it might be, but they take a lot of land to do them right and there may not be the land to put one in at that intersection without losing some homes or school property. They are a wonderful thing to put in, but only if you have the right of way to do it.

Mr. Franklin said one of the reasons they are putting a roundabout at Hamlin and Livernois is because it takes less land. Mr. Matich explained that was versus a boulevard, and Chairperson Colling added not versus a five-lane intersection. Firewood was the first roundabout the City did, and it was done as the result of a consent decree. It is very small, and because of that is not as effectual. We learned from it, and now know that there has to be a fair-sized center island to make it effective. Mr. Shumejko explained that they are ideal for intersections that have an equal distribution of traffic in the legs,

rather than one that totally dominates, causing other merging traffic to have difficulties getting into the roundabout.

Mr. Moore said in regard to roundabouts, he sat at the northwest corner of Hamlin and Livernois the other night. With the volume of the eastbound traffic between 5:00 and 7:00 at night and the southbound going north on Livernois, would the roundabout out be able to handle that traffic volume? The eastbound traffic on Hamlin backs all the way up to Crooks and around the corner. Has the research been done to show that it will work?

Mr. Matich said their consultant, Orchard, Hiltz, & McCliment (OHM), did a model Rodel software simulation. The process is that they run a model of the existing traffic, and then they put in all the factors for capacity and the forecasted traffic volumes for the future. The model is run again and gives you a Level of Service, which is stated as a letter grade, A through F. He asked Mr. Shumejko what year they ran the model to, to which he responded 2025.

Mr. Moore asked if the roundabout would reduce traffic back up, or just make it a safer intersection. Mr. Matich said they put in a growth factor of three percent per year on top of the current traffic volumes. Traffic volume may in fact decrease because of the economy, but they put in a three percent factor per year in the model, which shows that it will work. Mr. Shumejko said it will improve it, but there is one caveat because the Crooks and Hamlin intersection won't be completed until the M-59 overpass is done, so there will still be a bottleneck at that intersection. We're building east of Crooks to Livernois with the two-lane roundabout at Hamlin and Livernois.

Chairperson Colling thought that the new intersection would not totally alleviate the problem, but should make it a smoother flow. You are likely to encounter a slow down, but not the stop you do now. Mr. Shumejko thought the traffic congestion would resolve itself more quickly. Chairperson Colling offered that without the left turn lanes they had right now at the light there will be a continuous flow of traffic versus a stoppage.

## **ANY OTHER BUSINESS**

Chairperson Colling asked if anyone had anything else they would like to bring up at this time. Mr. Blackstone said when Mr. Muschong and Mr. Sikora made their presentation to the Board it caught them off guard, and many of them didn't know the area they were talking about. He thought it would be nice to put maps of the City on the computer monitors and the larger wall screen so they could focus in on it.

Mr. Matich said he had asked them to go to their homeowners' association and talk to them first, then bring the matter back on behalf of the HOA. Then we could bring it to the Board with backup materials so we can address all the concerns and comments at one time. Mr. Shumejko said they had suggested to them that they submit their request to Staff, then ideally they would have done a traffic study and brought it forward to the Board, but they jumped the gun. Chairperson Colling they surprised us and came to the

meeting tonight so he added them to the agenda. Sometimes you have to roll with the punches.

Chairperson Colling said in the past we haven't brought in maps to be projected or used on the computer monitors. He said he knew the monitors were primarily for use by City Council, but he would like to have an updated CD of City maps. There are new members of the Board who don't have them, and he would like them to reissue them to all the members. Mr. Shumejko speculated that it would be nice if they had access to the GIS they have up in their offices. Chairperson Colling said since City Hall was networked they should be able to do that. He asked Mr. Shumejko and Mr. Matich to look into it and see if it could be done.

Mr. Franklin said he had a question about the minutes from the last meeting. There was a motion made about the left turn restrictions from Valley Stream onto Livernois, and one of the conditions of the motion was to gather crash data for the intersection, as well as other information. He wondered what the time frame would be for them to get that data. Mr. Shumejko said they had not had a chance to do it yet, but they definitely wanted to do it before school lets out. Typically they like to do their traffic studies in the spring when the weather gets a little nicer, but not during the holidays for Easter or spring break. He thought the next round of traffic studies would be done in April or May. Also with that particular issue we are going to do another round once the reconstruction of University is completely finished next fall, so there will be data from before, during construction which will resume in March, and after. A lot of it is timing and staff resources. Chairperson Colling said you are looking at the staff that does the studies. He said normally we don't try to do studies in the winter unless there is a pressing issue. One of the best times to get traffic data is in the fall as you see driver behaviors being affected by school coming back in. Also in the early to late spring, rather than the summer when kids are out of school, as the results will not truly reflect what is going on.

Mr. Moore said he would like to make a resolution to look at all the "No Right Turn on Red" signs in the City. If they are needed he would like to put hours they are in effect on them. It is a bad situation when you pull up to an intersection at 2:00 in the morning and are not able to turn right when some of the signals stay red for quite a while. You are sitting there for two or three minutes and there is no traffic in the intersection, but legally you cannot turn right.

Mr. Matich asked if he had read the System Operations Advisory notice they had included in the packet from MDOT. It just came out and he was going to ask Mr. Schneck about "No Turn On Red" signs from MDOT. He read from the article, "This Advisory serves as notice of the need to determine the validity of NO TURN ON RED signs currently in place." This notice came out in October, and is an advisory from MDOT to look at that particular issue. He asked Mr. Schneck if he any comments about Rochester Road. Mr. Shumejko thought MDOT had a blanket TCO that every intersection that they had was "No Turn on Red" just as a general policy. Mr. Schneck protested that they were putting him on the spot, and that it had been done before his time.

Chairperson Colling said there was a motion on the floor to have staff review the signs, and he asked if there was a second. Mr. Blackstone seconded the motion, and a vote was taken.

Ayes: All

Nays: None

Absent: Hunter

MOTION IS CARRIED

Chairperson Colling told Staff they had a task.

Mr. Schneck said that often times “No Turn on Red” signs were placed to provide gaps in traffic, giving people wanting to make left hand turns “downstream” the gaps to get out into traffic. At certain peak times during the day there may be no gaps, and you’ll find drivers taking a little more risk and trying to get out into traffic because they don’t want to wait any longer. On Rochester Road at the off ramp on M-59, if you want to head north on Rochester Road there is a “No Turn on Red” sign there. Part of the reason is that on Nawakwa there were no gaps and you couldn’t get out into traffic. Chairperson Colling responded that there are several places like that in the City, such as Dequindre, and any place where a subdivision exits out onto a major road. The right turn on red fills in all the gaps as soon as the light changes.

Mr. Cardimen said he didn’t know what the rules are for this, but he would hate to see the community start putting qualifiers on “No Turn on Red” signs. He felt the driver would become totally confused by having to look at that rather than taking care of his car. Chairperson Colling thought that Mr. Schneck hit on the qualifier. If you have a situation where there is a potential to create a situation where there are no gaps in traffic by allowing right turns on red, you shouldn’t do it. If he were heading eastbound on Dequindre, there is an intersection without right turn on red restrictions that probably should. Mr. Moore’s point is well taken that the problem is primarily at rush hour.

Mr. Cardimen thought there were too many signs stating, “You can’t do this from 7:30 to 8:30, and you can’t do this from 9:30 to 3:00, and you can’t do this from 6:00 to 7:00.” He felt it was confusing and to the disadvantage of the driver, and was a safety issue. Chairperson Colling agreed with him, but still felt that at places like John R heading north there is a “No Right Turn on Red Weekdays from 7:00 to 9:00” that should remain.

Mr. Moore referenced the sign at Walton and Livernois stipulating “No Turn on Red During School Hours.” Chairperson Colling thought there should be consistent signage, and if you say school hours a lot of people may not know what those are. He thought it should be either an all day restriction, or a mornings and afternoons restriction. He thought as long as it was consistent and only those two types of turning restrictions were posted it would be all right. He would leave it up to Staff to determine what works best, or if there are State or Federal recommendations.



Mr. Shumejko said that was a good point. Most of these intersections are not under City jurisdiction. Mr. Matich wondered if a lot of this went into effect when SCATS was first implemented. At that time we had leading left turns and for the opposing direction they wanted "No turn on Red". Chairperson Colling agreed that could be.

Mr. Schneck said that one of the signs they could use in these situations is a blackout or blank sign that hangs from the span wire. It illuminates when there is a no turn on red, and blanks out when the turn is allowed. He thought that Kevin McCarthy in Farmington Hills had used one of those in his City. Mr. Shumejko asked if they were LED lights, and Mr. Schneck responded that they were. When there is that leading left (or protected left) phase you are not allowed to make a right turn on red because you are creating a conflict, but after that particular phase has cleared the sign goes black and you are allowed to proceed with a right turn on red.

Chairperson Colling brought up a situation that happened to him on the way to the meeting this evening to see if others had experienced the same thing. He had noticed lately a trend in drivers, and seems to happen at the intersection of John R and Avon when he is making a left turn to get on Avon to come to City hall. For whatever reason people don't want to wait to get into that left hand turn lane to head north. Tonight a big Suburban SUV almost hit him head on because it pulled out into oncoming traffic. The left turn lane is very narrow and widens out because of the turn lane expansion we put in there. People are trying to jump the gun over these yellow lines to get into that left turn lane, and they are actually endangering people by getting into head-on traffic. He has seen it all over the City, and he thought it was a patience type thing, and he wished there was some way to pass this information on to the Oakland County Sheriff's Department.

Mr. Matich said it was unfortunate that Sergeant Walker was not at the meeting tonight. Chairperson Colling asked if the matter could be passed along to him. Mr. Shumejko said at a previous meeting Lieutenant Jacobs and Sergeant Walker brought up that the intersection where they saw this behavior the most was Rochester and Avon. People run the left turn lane there for 1,000' before the intersection. Chairperson Colling responded that at least there it is a full lane and they are not getting into oncoming traffic. He was not sure how the behavior could be combated, but he felt it was becoming more prevalent.

Mr. Schneck said in the packet there was a letter written by Mr. Matich that was sent to DTE about a request for an overhead cobra streetlight. There is technology now to manufacture LED streetlights. The City of Pontiac had Carrier and Gable in to demonstrate them, and they are thinking of using them in one of their upcoming reconstruction projects along a corridor. They are brighter, they require less maintenance, and last longer compared to an incandescent light. The LED has a five to seven year lifespan, uses 50 to 60 percent less energy, and does not emit CO<sub>2</sub> into the atmosphere. The City of Ann Arbor was given an award because they retrofitted all their downtown streetlights with LEDs. He said he would give him the information about whom he talked with at Carrier and Gable. They are starting to mass-produce LED streetlights now, so perhaps it would be something they would be interested in.

Mr. Matich said Carrier and Gable had contacted him and asked to come out and give the City a demo and specifications on the lighting, but they had not done so yet. He thought it was a good point, and the LED streetlights were also good because they give the light needed for the intersection but there was not a lot of broadcast light. Mr. Schneck confirmed that they helped combat light pollution, and said that he had been impressed with them. It is more of a bright, crisp white light, while the mercury vapor and sodiums are a yellow or soft white.

Chairperson Colling said they may be more expensive initially, but wondered if the operating costs over the years would be less because of the longer life and lower power use. Mr. Schneck said it was truly the trend, and even some of the traffic signals have gone LED. The incandescents have to be re-lamped every other year, and you have to have people out in the intersections exposed to traffic. It is quite a cost savings to have to replace them every five years as opposed to every other year. Chairperson Colling suggested they make a note in regard to that and ask staff to look into it. At the next meeting they could bring their input back. Mr. Matich said the roundabout that was mentioned tonight would need to be lighted, and they are looking at requesting Edison to give us a cost estimate. Chairperson Colling thought it would not hurt to look into the LEDs.

## **ADJOURNMENT**

The meeting was adjourned at 8:45 p.m.