



# Rochester Hills

## Minutes - Draft

### Advisory Traffic and Safety Board

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

**Chairperson Ernest Colling, Vice Chairperson Carl Moore**  
**Members: Scott Hunter, Ken Krajewski, Thomas Neveau, Thomas Pozolo,**  
**Julie Rogalski, Council Member James Kubicina**  
**Staff Members: Paul Davis, Keith Depp, Paul Shumejko**

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Tuesday, November 13, 2018

7:00 PM

1000 Rochester Hills Drive

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#### CALL TO ORDER

*Chairperson Ernest Colling called the meeting to order at 7:00 pm. After roll call, Chairman Colling stated that a quorum was present.*

#### ROLL CALL

**Present** 4 - Ernest Colling, Thomas Neveau, Thomas Pozolo and Julie Rogalski

**Absent** 3 - Scott Hunter, Ken Krajewski and Carl Moore

#### Others Present:

***Non-voting members present:***

*Paul Davis, P.E., City Engineer/Deputy DPS Director  
Keith Depp, Staff Engineer*

***Others present:***

*Eric Shimmell, Oakland County Sherriff's Office  
Allen Quail, 2686 Tallahassee  
Cecilia Strine, 2962 Mohawk Lane  
Stephanie Belanger, 2760 Roseview Dr.  
Patricia Belanger, 2760 Roseview Dr.  
Susan Hayden, 1147 Potomac  
Karen MacKay, 1371 Potomac  
Dale Smith, 1371 Potomac  
Roger Heiple, 2991 Mohawk Lane  
Richard Jasper, 2551 Roseview Dr.*

#### APPROVAL OF MINUTES

[2018-0512](#) Draft Minutes for August 14, 2018 Regular Meeting

**Attachments:** [8-14-18 Minutes.pdf](#)

*Approval of Minutes from the Regular Meeting of August 14, 2018 is the first agenda item. A motion to approve them, as presented, was made by Mr. Neveau, and seconded by Mr. Pozolo.*

**Approved as Presented**

**Aye** 4 - Colling, Neveau, Pozolo and Rogalski

**Absent** 3 - Hunter, Krajewski and Moore

## COMMUNICATIONS

### 2018-0507

Introduction of Dennis Markham, Consultant for Rochester Community Schools

**Attachments:** [EM\\_RCOOC correspondence.pdf](#)  
[Markham Presentation Info.pdf](#)

*Paul Davis stated that Paul Hartzell from the Rochester School district had contacted the City about making a request to the Board about adding some No Turn on Red signage to be added at Avon and Crooks and Avon and Old Perch. We only have jurisdiction of Old Perch and the Road Commission has jurisdiction over Avon and Crooks Roads. Ultimately they would have to decide if they support the request for placing any additional signage there for restricting turns.*

*Paul Hartzell has since left that position and Dennis Markham has replaced him and would like to make a presentation to the Board for consideration. Mr. Markham stated that the school district recently had a study conducted for boundaries for walkers versus students eligible for bus transportation. There is now a small group of students that live in the Christian Hills Subdivision that now have to walk to West Middle School that requires them to cross Avon at Crooks. The traffic that is eastbound on Avon Road has to turn south onto Crooks. We are hoping for a no turn on red sign during the hours that they would be walking from 6:30 am until 9 am and then again from 2 pm to 4 pm. There is a street lamp and it is pretty well lit there but the parents are concerned that the students have to cross there. Mr. Colling asked if there is a crosswalk and if there are any crossing guards at the location. Mr. Markham stated that there is a crosswalk but no crossing guard. There are only two locations in the district where there are crossing guards and that would be on Old Perch right in front of West middle school and there is another on Sheldon Road. Mr. Colling stated that with the changes in the bussing that it would behoove the School Board to put a crossing guard there.*

*Mr. Davis stated that he spoke with Chuck Keller at the Road Commission and he wanted to know the amount of students that this rezoning is affecting. They have a threshold on the amount of students that are now affected. Mr. Markham stated it is probably less than 10 students. Mr. Colling stated that the Road Commission will most likely not act on this and the Traffic Advisory Board does not have jurisdiction. This is the responsibility of the school board who created the issue and the most likely solution would be putting a crossing guard at that location. Mr. Markham thanked the Board for their time.*

*Mr. Davis stated that he will work on getting a crossing guard at the location but the City is having difficulty hiring crossing guards.*

## PUBLIC COMMENT

None

## UNFINISHED BUSINESS

### 2018-0509 Judson Park Turning Movement Study Results

*Mr. Davis stated that the City performed a cut-thru traffic study and the City has determined that there is a significant cut thru problem which led to the City performing a turning movement study. The City was also asked to perform a study of Potomac and Adams where vehicles wait to pick up students and whether the City would support a no parking restriction. Mr. Davis stated that the turning movement study looked at all five intersections. Three of the intersections are not within our control. Brewster at Shenandoah and Brewster at Roseview are under our jurisdiction. The other three intersections are under the control of the Road Commission for Oakland County (RCOC).*

*We did the turning movement study the morning of October 17. The no parking study on Potomac just east of Adams was done over several days from November 7th through November 12th. The turning movement study was conducted at all five intersections and recorded right and left turns in and right and left turns out. All five were T intersections. It indicated that there was a significant amount of turns originating off of Brewster road going through the subdivision. Mr. Colling asked how you would know without taking down license plate numbers. Mr. Davis stated that is only done with a cut-thru study. That study indicated we should follow up with a cut-thru study and a parking study.*

*Mr. Davis stated that we have the reports from the cut-thru study and it showed that 80% of the traffic was cutting through the subdivision. Mr. Davis stated that he has not seen numbers that high in any other area of the City. Mr. Davis did state that if they did move forward with restrictions it would also apply to all the residents in the subdivision. It will only be as effective as the Sheriff's ability to enforce. Speed humps were discussed at a prior meeting but the leadership of the subdivision decided they could not pay for those so turning restrictions were suggested. We reached out to the RCOC to see if they would support turning restrictions in the subdivision on Tienken and Adams. We have not been given a final determination and will follow up with them. Mr. Davis stated that we are asking this Board to consider the turning movement restrictions shown on the draft Traffic Control Order (TCO) for Brewster Road.*

*Mr. Colling asked how much of the cut-thru traffic was originating off of Brewster. Mr. Davis stated that in the morning at the intersection of Shenandoah and Brewster there were 142 cars that turned right onto Shenandoah from Brewster. At Shenandoah and Roseview there were 60 left hand turns from Brewster onto Roseview in the morning. There were 58 right hand turns onto Roseview from Brewster. There is a lot of traffic originating from Brewster into the subdivision. We are recommending no turns into the subdivision from 6:30 am until 7:30 am on school days only and that is how the TCO is drafted. Mr. Colling asked if selective enforcement would be required. Mr. Davis stated that it this change wouldn't be very effective unless that was part of it. Mr. Colling asked the Officer*

present if they would be able to do that. Officer Shimmell stated that they could provide enforcement but would need an email to request enforcement to cover that area. They could post stationary cars and have a couple float around. Mr. Davis stated it is just for the morning and no exit restrictions. Mr. Davis stated that if we move forward with these restrictions the traffic has to go somewhere, either Tienken or Dutton which is why we followed up with the RCOC to see if they are just going to cut back into the subdivision from the Tienken Road entrance. Mr. Colling stated that it would potentially be unfair to residents to restrict all entrances into the sub. This subdivision also expressed concern about the about the upcoming Premier Academy. There was a concern that people would turn right out of the Academy and then turn left onto Potomac to turn around to go west.

A resident asked if they could put stickers on their cars. Mr. Colling stated that is not an option. Mr. Davis stated that any restrictions would affect everybody. Officer Shimmell stated that any concerns or requests that the residents have they should contact the substation. There are different options such as speed carts and selective enforcement. The substation number is 248-527-3530. Officer Shimmell gave his business card to residents and said they could also email him any concerns. Mr. Colling stated they should call dispatch so that the concerns could be documented. Mr. Davis stated that the Sherriff's office prioritizes their calls and cut-thru traffic would not be a priority. The non-emergency dispatch number is 248-858-4951. A resident stated that students are also pulling out of the school the wrong way. She also requested a copy of the study results. Mr. Davis stated he could provide that.

Mr. Davis stated that the next step would be to request a 90 day temporary TCO signed by our Traffic Engineer, Paul Shumejko. This Board could then take the temporary TCO to the council and request permanent signage.

A resident stated that the issues in the subdivision are related to the intersection at Tienken and Adams. People even cut through the subdivisions on the weekend to avoid that intersection. A resident asked if you can put no thru traffic signs up and Mr. Colling stated those are hard to enforce and ineffective. Another resident asked if there were any others options besides speed bumps and signage. Mr. Colling stated that those were the only options. Mr. Colling stated that there will always be a concern on Adams because of the volume of traffic in the area any day of the week. A resident asked if there were any plans to widen Adams and Tienken. Mr. Davis stated that those discussions have happened in the past but there has always been opposition from the area residents.

A resident asked if there were plans to adjust the light at Tienken and Adams. Mr. Davis stated that he contacted the RCOC and they have said that the light is optimized. She also asked if the left turn is a separate timing issue. Mr. Davis stated that it is a SCATS system that has cameras to operate the lights. Mr. Colling stated that we have reached a point of traffic saturation.

A resident voiced concern about the traffic backing up on Mohawk to turn left onto Adams. Mr. Davis stated that the study said 99 cars turn left and 104 turn right. This should be alleviated with the turn restrictions. Mr. Colling stated that

*tickets will help stop this cut-thru issue by correcting behavior. Mr. Davis stated that this conversation started when Premier Academy discussions came up but this problem had to be going on for years. The residents stated that building north of them and paving the roads in the Subdivision has added to the issue.*

*Mr. Davis stated that as soon as Mr. Shumejko signs the traffic control order the signs can be prepared to be installed, probably within a week. Mr. Colling asked if there is a motion to approve traffic TM 38-18 for turn restrictions for no parking, standing and stopping.*

*Mr. Davis stated that the City looked at Potomac just east of Adams to see if the area warranted No Parking signs. We sent someone out periodically to look at the situation. She went out on November 7, and stated walking students and moving vehicles could barely get through with vehicles parked on both sides of the street. Another day, walking students were forced into the middle of the street creating a hazardous situation. On October 12, more students arrived and they seem oblivious to the traffic but it appears to be a hazardous situation. Mr. Colling stated that the parking restriction should be morning and afternoon. A resident stated that there are signs on Mohawk already that are morning and afternoon. The traffic control order should match other streets in the subdivision. Mr. Davis stated that the signs should be 7 am to 8 am and 2 pm to 3 pm on school days only on the north side of Potomac east of Adams.*

*A resident asked what to do about parking during night time games at the high school. Mr. Colling stated they should call the Oakland County Sheriff's Office or the school.*

*A motion was made to approve PK 113-1 with the hours of 7 am to 8 am and 2 pm to 3 pm on Mohawk Drive.*

**Accepted**

**Aye** 4 - Colling, Neveau, Pozolo and Rogalski

**Absent** 3 - Hunter, Krajewski and Moore

**2018-0510**

Kings Cove Speed Study Results Review

*Mr. Davis stated they initially did a speed study and they qualified for a speed hump at one location. The property owners asked them to do another week long study. We redid the study and came up with the same results. Mr. Davis met with the Home Owners Association Board and they decided that they do not want to move forward with the speed humps. We did offer another option to change pavement markings to give a narrower road with white edge lines and it has been very well received and they do not want to proceed further.*

**Discussed**

**2018-0511**

Croydon/Fair Oak Speed Study Results Review

**Attachments:** [Background Reference for Croydon Fair Oak Request.pdf](#)  
[Councilmember McCardell April5.2018.email message.pdf](#)  
[Croydon Looking North at Fair Oak Intersection.pdf](#)  
[Croydon-Fair Oak Traffic Study Summary.pdf](#)  
[Croydon-Fair Oaks count pt map.pdf](#)  
[TIA Crashes Croydon-Fair Oak 01-01-13 to 11-16-18.pdf](#)

*Mr. Davis stated that at the last meeting this was an item that was initiated from Council Woman McCardell. A request was made to study Fair Oak and Croydon. The request was to consider changing the stop signs or going to a 4 way stop. The Board directed up to complete a speed study. We completed a speed study and determined that the three legs we studied were all 28 miles per hour or less for the 85th percentile speed. The study was conducted on October 16th. With this request we have not confirmed a speeding issue at this location. Mr. Colling stated it doesn't warrant it so we should not change it.*

**Discussed**

## **NEW BUSINESS**

**2018-0504** Nadine, Baron, Roundtree Speed Study Results Review

**Attachments:** [Speed Baron South of Baron Ct Site ID #6088.pdf](#)  
[Speed Roundtree House #2032 Site ID #6087.pdf](#)

*Mr. Davis stated that this request was made by Mr. Hunter that we perform a speed study in this subdivision. From the data collected, it did not support any further action.*

**Discussed**

**2018-0505** Tiverton Trail Speed Hump Request

**Attachments:** [Tiverton Trail count pt map.pdf](#)  
[EM Speed studies 11-02-18.pdf](#)  
[Tiverton Trail Traffic Study Summary.pdf](#)

*Mr. Davis stated that this was another speed study that was initiated through the Mayor's Office from a resident taking issues with some on the speeds. The City staff performed a speed study on three different locations on Tiverton Trail. Two of the locations came up with a 27 miles per hour at the 85th percentile and the other location was 29 miles per hour. It doesn't appear to warrant the need for speed humps. Mr. Colling said the average for the city is 31 miles per hour at the 85th percentile. From the data collected, no further action is needed.*

**Discussed**

## **ANY OTHER BUSINESS**

**2018-0506** Communication Items  
1. Edge Striping Changes for Kings Cove Drive and Briston

**1. Edge Striping Changes for Kings Cove Drive and Briston Drive**

*Mr. Davis stated we already looked over Kings Cove but I wanted to mention another residential street, Briston Drive, which was constructed much wider than it needed to be at 22 feet. This is much wider, I wanted to show a before and after with putting the white striping in there it has a narrowing effect and were hoping that makes the road not as inviting for higher speeds. It quite simple and not very costly and hope it will have the desired outcome.*

*Mr. Colling mentioned that he is seeing a lot of cut-thru traffic from Dequindre over to Culbertson on Milton to avoid the light. They are using the subdivision as a cut-thru and it will get much worse when the Auburn Road corridor is constructed. My concern is the amount of traffic cutting through. Mr. Davis stated that there is a speeding issue but there are not many houses on the street to support the cost. Mr. Colling stated he would like to see some turning restrictions. Mr. Davis stated that Dequindre is slated to be reconstructed in 2020. Mr. Colling wants to see a cut thru study and a turning movement study through the subdivision.*

**NEXT MEETING DATE**

*December 11, 2018*

**ADJOURNMENT**

*The meeting was adjourned at 8:25 P.M.*