

## **Stratford Knolls Home Owners Association**

Rochester Hills, Michigan  
P.O. Box 81812.  
Rochester, MI 48308

April 9, 2008

Bryan K. Barnett, Mayor  
City of Rochester Hills  
Mayorsoffice@rochesterhills.org

Re: Public Safety Issue: Walton , Brewster, Canterbury intersections.

Dear Bryan,

In the past, I have contacted the Mayor's Office on a public safety issue like the bike bridge on Adams just north of Hamlin which was promptly corrected. I am writing you this letter to notify your office of another public safety problem. Our association has the expectation, given your office's reputation, that you will aid in contacting the correct people to look into this new matter and make some changes again.

The intersection where Walton, Brewster and Canterbury meet is becoming increasingly dangerous. The Canterbury street is a main entrance and exit from the Stratford Knolls and Spring Hill subdivision and also serves the Stratford Manor Condominiums. Exit and entrance to the subdivisions through this street is preferred given the shape and size of the subdivisions. Unfortunately, this exit and entrance to the subdivisions, along with other adjacent subdivision streets on Walton, has become problematic and risky given the 45+ mph traffic speeds, increased traffic, and the odd shape of the intersecting roads of Brewster, Canterbury, and Walton.

There appears to be several factors that make this area an accident waiting to happen. The following are the factors we think contribute to this unsafe area:

- 1) The intersection of Canterbury is approximately 75 feet east of Brewster Road is not part of the stop light system or timing
- 2) Canterbury has no light or traffic lane controls to keep west bound traffic back from blocking the exit during the light changes
- 3) The center lane does not provide enough distance or width for a car to safely leave the subdivision north on Canterbury, cross two east bound lanes, turn left, and merge into west bound during heavy traffic conditions.
- 4) Drivers heading both east and west bound on Walton exceed the posted limits of 45 MPH regularly. The average traffic speed around peak times can exceed 50-55mph at times, based upon rudimentary traffic studies. Further, drivers heading east are also climbing a hill before getting to the Brewster light and often continue to accelerate as they come over the hill going eastbound.
- 5) Walton Drivers frequently run the light heading both east and west bound, creating an unsafe condition. More recently, south bound Brewster motorist turning east on Walton also run the light.
- 6) South bound travelers on Brewster who make a left hand turn are not timed to include subdivision traffic of Canterbury, which also may be attempting to exit or enter Walton at the same time. This is exasperated from the limited view of southbound traffic on Brewster, and the light not having a delay before switching between Brewster and Walton traffic cycles.
- 7) Note, students in a hurry to Oakland University routinely use the subdivisions as a cut through going to and from the university. The rush and blockade of student cars making lefts into the subdivision, also compounds the intersection issue.

I have witnessed several of homeowners along with Oakland University students narrowly avoid accidents with this odd shaped intersection. This street is such an issue; many people in the area routinely attempt to take alternative routes to get onto Walton. Unfortunately, other paths on to Walton are now having issues due to the speed and volume of traffic.

Given the growth in our community and the number of subdivisions and businesses between Adams and Old Perch, it is a surprise the speed limit remains as high as 45mph. It may be time to reduce the speed on this section of Walton to align 40mph of those eastward. The speed limit beyond Old Perch drops down dramatically as you travel east toward the City of Rochester. Additionally, another idea would be to retime the lights at Brewster and Walton to provide an adequate delay between switching between the Brewster “green” and Walton “green” to allow Canterbury subdivision traffic to exit and enter the subdivisions.

Additional or optional measures could also include:

- Moving the west bound Walton “White Line” stopping point east of the Canterbury Street. This would reduce the chance of cars not blockading and making cars unable to leave subdivision and merge into traffic before the light.
- The enforcement of the traffic speeds and “red light” would improve safety all along Walton.
- Possibly the best option would be to add a dual light just east of Canterbury to create an actual timed condition for the subdivision vehicles exiting and entering the Canterbury street.

I hope that this letter and ideas along with your direction can instigate some changes that will improve the intersection, better safe guard the public, and avoid any tragic situation in the future. I would appreciate if you would acknowledge this message arrived. Additionally, I appreciate your office interceding and any status your office could provide on the direction to the corrective actions as they occur.

Thank you,

David Bond  
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Stratford Knolls Homeowner  
Association  
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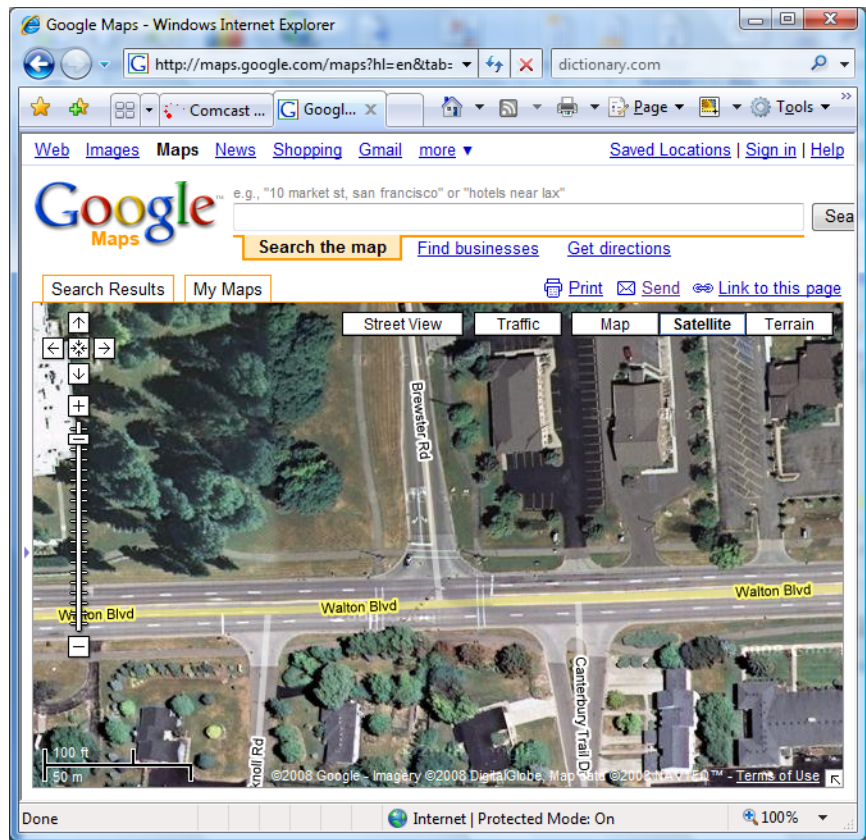


Figure 1: