



Rochester Hills

Agenda Report

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File Number: 2006-0679

File Number: 2006-0679 **File Type:** Roads **Status:** Consent Agenda
Version: 1 **Reference:** **Controlling Body:** City Council
Regular Meeting
Requester: **Cost:** **Introduced:** 09/07/2006
File Name: SS-136.1 and SS-136.2 **Final Action:**

Title: Approval of Traffic Control SS-136, Streets within Thornridge Subdivision, Section #6: SS-136-1-Charlwood Drive from Adams Road to Olympia Drive, except at Adams Road and Tacoma Drive and SS-136.2- Olympia Drive from Tienken Road to Charlwood Drive, except at Tienken Road and Aynsley Drive.

Notes:

Code Sections: **Agenda Date:** 09/12/2006
Indexes: Signs, Traffic Control Orders **Agenda Number:**
Sponsors: **Enactment Date:**
Attachments: Agenda Summary.pdf, Map.pdf, Traffic Control Order **Enactment Number:**
SS-136.pdf, Staff Report.pdf, 0679 Resolution.pdf

History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Advisory Traffic and Safety Board	09/12/2006	Approved				Pass
	Notes:	1. SS 136.1 and SS 136.2					

Mr. Match told the Board that they had advised the Thornridge Homeowners' Association that this item was on the Agenda tonight. He then read the Staff report. "During the past year the City of Rochester Hills' Engineering Department received complaints from area residents within the Thornridge Subdivision pertaining to the impaired sight distance at various side-street intersections within Charlwood Drive. Based upon these complaints, we recently reviewed the traffic control devices (stop and Yield Signs) for the side street intersections within Charlwood Drive and Olympia Drive, within section six. The review was conducted to determine if a change in the type of regulatory traffic control is warranted as established by the Michigan Manual of Uniform Traffic Control Devices (MMUTCD).

It was determined that Charlwood Drive and Olympia Drive are designated as City major roads, and collect traffic from an area served by an extensive network of local streets within section six. Because of their importance to the traveling public it is

required that both streets be assigned the right-of-way over the side-street intersections, except at Tacoma Drive (existing all-way stop controlled intersection). Since both of these streets essentially function as collector roads, we are recommending TCO SS-136 be adopted to formally acknowledge Charlwood Drive and Olympia Drive as through streets. This will comply with the City of Rochester Hills' practice in designating our major roads as through streets, and determines it is necessary in the interest of public safety to require all vehicles to stop before entering these roads.

We request Traffic and Safety Board support for having TCO No. SS-136 issued, and that the Board recommends the City Council to approve the TCO until rescinded or superseded."

Mr. Brown asked for confirmation that this rubber-stamps what is the de facto case. Mr. Matich said as could be seen on the map included in the packet, all the roads in red except Charlwood and Olympia have been designated in the past as through streets, while Charlwood and Olympia have not been addressed as through streets. The outside roads are stopping at all the other main through streets in the subdivision. Mr. Brown said that although they did not have the designation, in a de facto sense that was the case, and Mr. Matich agreed.

Mr. Blackstone asked if it were possible for him to get a copy of the MMUTD, and Chairperson Colling told him it was on the disc they had been given at the last meeting. The discs are a more cost-effective way of giving them that information because of the price of the manuals.

Chairperson Colling asked if there was any more discussion of the traffic control order. A resident entered the auditorium, and was asked if he were here for the current item or something else. He replied that he had come for the next item, PK-91.1. Chairperson Colling admonished that although the Board had been quite informal as of late, to please wait until you have his attention before speaking. He asked if there were any more comments or discussion on SS-136.1.

Mr. Moore had some confusion with the information in the packet regarding speed humps for the subdivision, and also the street locations were not labeled and marked as usual. Mr. Matich explained that a map had been left out. He said if the Board members would like to hold before making a decision, he could go upstairs and get the map for them.

Chairperson Colling asked if he could indicate where Charlwood and Olympia Drive were on the street jurisdiction map that was in the packet. Mr. Matich explained they were in the upper left hand corner in section six. Tienken Road runs east and west tangent to them, and they are just north of that. The information about speed humps was from on-going communication with the homeowner' association, and should have been included in the correspondence section. It was more informational, and did not have anything to do with addressing the traffic control order for Charlwood and Olympia.

Mr. Moore requested a copy of the map before a vote was taken, so Chairperson Colling tabled the vote on the motion on the floor.

Un-Table SS-136.1

Chairperson Colling said he would now like to bring up the tabled matter, as Mr. Matich had returned with the maps. He reminded everyone that the motion on the floor to approve SS-136.1 was made by Mr. Blackstone, and seconded by Mr. Brown. Mr. Moore had requested the maps so he could review them, and Chairperson Colling asked if there was any further discussion at this point.

Mr. Moore said that after looking at the map, he wanted to know why some of these courts had Stop Signs rather than Yield Signs. At other Board meetings when he had wanted a Stop Sign in a subdivision he was told that most of these courts were signed Yield Signs in the past. Basically the City said they wanted to put in Yield Signs there because a Stop Sign was not needed or warranted, and people would run it. Now he sees all those Stop Signs, and he didn't feel it was the usual practice.

Chairperson Colling said the difference was in the case of a City major road, and these had been declared City major roads. Mr. Matich explained that it is the functional classification of a roadway; it is a higher class of roadway, above the local road.

Mr. Moore said he agreed with that, but it went back to the issue of warranted and unwarranted Stop Signs. Chairperson Colling said under the Michigan Uniform Traffic Code one of the qualifications for a Stop Sign is where there is a lesser road that is connecting to or passing through a City, State, or County major road, and that is what in effect this is. Mr. Matich added this was a collector road with over 2,000 cars a day.

Mr. Moore said he agreed with the findings, but, and Chairperson Colling interjected that it was just that he would like to see the practice more widespread, to which Mr. Moore agreed. Chairperson Colling said he shared his sentiment, however he thought that if you look at the warrants for subdivisions, even if they have similar roadways but they aren't a City major, then it would probably warrant a Yield versus a Stop Sign. He thought that was the distinction that was being made.

Mr. Matich explained that most of our collector roads are wider roadways with wider right-of-ways than these streets are. This is probably the only collector street in the City that has a 60' right-of-way. It looks like any other local road in the whole section, but it does function with higher speeds and higher volumes. If we had to do it all over again we would probably have built it as a collector road. It is a half-mile road with no driveways off of it.

Mr. Brown said he had no problem with the TCO, but what Mr. Moore brought up leads him to ask now that we have the map in front of us, why is there a Yield Sign at

Wakefield and Olympia? It seems to be the only one. Mr. Matich thanked him for pointing it out, and said that would also be a Stop Sign. He said that all the circles on the map were currently Yield Signs, and with the inclusion of Wakefield they would all be changed to Stop Signs by the TCO.

Chairperson Colling asked if there were any further discussion, or were they ready to vote on the matter. Hearing no further discussion, he called for a vote.

Ayes: All
Nays: None
Absent: Hunter

Text of Legislative File 2006-0679

..title

Approval of Traffic Control SS-136, Streets within Thornridge Subdivision, Section #6:
SS-136-1-Charlwood Drive from Adams Road to Olympia Drive, except at Adams Road and Tacoma Drive and SS-136.2- Olympia Drive from Tienken Road to Charlwood Drive, except at Tienken Road and Aynsley Drive.

..body

Whereas, Traffic Control Order No. SS-136 has been issued by the Acting City Traffic 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:

SS-136-1 Charlwood Drive from Adams Road to Olympia Drive, except at Adams Road and Tacoma Drive

SS-136-2 Olympia Drive from Tienken Road to Charlwood Drive, except at Tienken Road and Aynsley Drive

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. SS-136 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.