

A regular meeting of the Troy Traffic Committee was held Wednesday, October 19, 2005 in the Lower Level Conference Room at Troy City Hall. John Diefenbaker called the meeting to order at 7:30 p.m.

1. Roll Call

PRESENT: John Diefenbaker
Richard Minnick
Gordon Schepke
Peter Ziegenfelder
Katherine Tan, Student Representative

ABSENT: Ted Halsey
Jan Hubbell
Richard Kilmer

Also present: John Abraham, Traffic Engineer
Sgt. Robert Redmond, Police Department
Lt. Robert Matlick, Fire Department

and Chris Dyrda, 6383 Glyndebourne
Michele Miros, 2366 Red Maple
Beth Boehm, 2313 Red Maple
John Boudreau, 6493 Glyndebourne
Dale R. Zygnowicz, 6370 Elmoor

Resolution to Excuse Absent Members

RESOLUTION #2005-10-59

Moved by Minnick

Seconded by Ziegenfelder

To excuse Mr. Halsey, Ms. Hubbell, and Mr. Kilmer.

YES: All-4

NO: None

ABSENT: 3 (Halsey, Hubbell, Kilmer)

MOTION CARRIED

2. Minutes – September 21, 2005

RESOLUTION #2005-10-60

Moved by Minnick

Seconded by Ziegenfelder

J-Fla

To approve the September 21, 2005 minutes as printed.

YES: All-4
NO: None
ABSENT: 3 (Halsey, Hubbell, Kilmer)

MOTION CARRIED

3. **Install All-way STOP signs at Glyndebourne and Red Maple**

Beth Boehm, 2313 Red Maple Drive, is requesting all-way STOP signs at the intersection of Glyndebourne and Red Maple. There are currently STOP signs on Red Maple, but Ms. Boehm feels the traffic speeds on Glyndebourne necessitate STOP signs there also.

Glyndebourne runs from Square Lake Road and ends in a cul-de-sac north of Red Maple Drive. Red Maple runs west off Coolidge, and traffic moves from Coolidge to Beach via Red Maple, Parkdale and Ridgeview. The intersection of Glyndebourne and Red Maple is currently controlled by STOP signs on Red Maple.

A traffic crash study shows no reported crashes at this intersection since 2002. The intersection also doesn't have any major sight obstructions. This intersection is a relatively low-volume intersection with around 500 vehicles in a day on both streets.

Traffic volumes on Troy residential streets range between 300 and 5000 vehicles per day. For STOP signs to be installed on Glyndebourne at Red Maple, one of the following conditions should be satisfied as per the Michigan Manual of Uniform Traffic Control Devices:

- ❖ *Where traffic signals are warranted and urgently needed, the multi-way STOP is an interim measure that can be installed quickly to control traffic while arrangements are being made for traffic signal installation.*
- ❖ *An accident problem as indicated by five or more reported accidents of the type susceptible to correction by a multi-way STOP during a 12-month period. Such accidents include right and left turn collisions.*
- ❖ *Minimum Traffic Volume – The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day.*

❖ None of the warrants for an all-way STOP-controlled intersection have been met for this intersection. It has been documented by different agencies that unwarranted STOP signs normally result in high violation rates and also promote general loss of credibility of all traffic control signs. Research also suggests that STOP signs are not effective in reducing speeds on residential roads.

The City now has a program called the Neighborhood Traffic Harmonization program (NTHP), in which the residents can work with City staff to pursue solutions to increase residential area traffic safety.

Ms. Boehm reports that many neighborhood families have two or three children each, and she is concerned for their safety. She mentioned that Glyndebourne runs off Square Lake, and curves and mature trees serve to obstruct vision. Chris Dyrda, 6383 Glyndebourne, has seen incidents of cars coming from side streets and almost hitting Glyndebourne traffic.

Ms. Boehm turned in letters supporting the installation of an all-way STOP sign from Michele Miros, 2366 Red Maple, David Fracassa, 2371 Red Maple, Jack Boudreau, 6493 Glyndebourne, and Don and Grace Guthrie, 2312 Red Maple.

Michele Miros, 2366 Red Maple, addressed the committee and requested an all-way STOP at the intersection.

Sgt. Redmond said there have been no reported accidents since 2002, and no reported speeding/stop sign violation complaints at this location. He indicated that Glyndebourne traffic is only around 238 vehicles per day, and the average speed at the time of the study was 18 mph. He said this is a quiet area and he sees no need for more STOP signs. Most drivers would just run through them. Sgt. Redmond will assign a patrol car to watch the intersection.

John Boudreau, 6493 Glyndebourne, is president of the homeowners association. He agrees that speeds are not a major concern in this neighborhood but is concerned with people blowing the STOP sign on Red Maple. Sgt. Redmond said that there will be a police officer monitoring that intersection tomorrow and that he will also add this location to his list.

Mr. Minnick said he spent some time at the intersection and sees no reason to put in all-way STOP signs, as it is a beautiful and peaceful subdivision.

RESOLUTION #2005-10-61

Moved by Minnick

Seconded by Schepke

To recommend no changes at Glyndebourne and Red Maple.

YES: All-4

NO: None

ABSENT: 3 (Halsey, Hubbell, Kilmer)

MOTION CARRIED

4. Establish Fire Lanes at Midtown Square Condos, Maple and Coolidge

Section 8.28, Chapter 106, Troy City Code, provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown on the attached sketch be provided to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

This item was first discussed at the September meeting. Shane Diehl, representing the condominium association, asked for a variance on the number of signs required. The standards require 54 signs, 100 feet apart, at a total cost of about \$5,000, and he felt that so many signs would be unsightly. Mr. Diehl requested signs every 150 feet, for a total of only 36 signs. Lt. Matlick and Mr. Diehl agreed to discuss alternative plans before the October meeting.

Lt. Matlick now reports that he and Mr. Diehl have agreed to the original plan, as shown in the attached sketch.

RESOLUTION #2005-10-62

Moved by Minnick

Seconded by Schepke

To recommend that the fire lanes/tow away zones shown in the attached sketch be established at Midtown Square Condos, Maple and Coolidge.

YES: All-4

NO: None

ABSENT: 3 (Halsey, Hubbell, Kilmer)

MOTION CARRIED

5. Other Business

Mr. Diefenbaker repeated his request for NO PARKING signs on Blanche. There is a business there and their traffic clogs the street. Dr. Abraham has already requested that the signs be installed, and will check into their installation.

The committee decided to cancel the December meeting. The next meeting will be January 18, 2006.

6. Visitors' Time

No one wished to speak on items not on the agenda.

RESOLUTION #2005-10-63

Moved by Diefenbaker

Seconded by Ziegenfelder

To cancel the December meeting.

YES: All-4

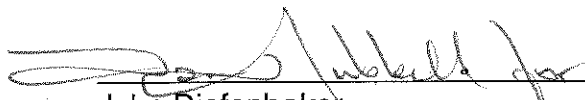
NO: None

ABSENT: 3 (Halsey, Hubbell, Kilmer)

MOTION CARRIED

7. **Adjourn**

The meeting was adjourned at 8:00 p.m.


John Diefenbaker
Laurel Nottage
Recording Secretary



October 19, 2005

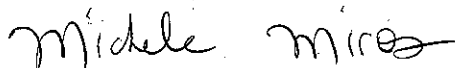
City of Troy
500 West Big Beaver
Troy, MI

**RE: Traffic Committee Meeting Agenda Item – Install All-Way STOP Signs on
Glyndebourne at Red Maple Requested by Beth Boehm**

Dear City Representatives,

We strongly support this recommendation by Beth Boehm. There are many children in this neighborhood and thru traffic on Glyndebourne should have Stop Signs as well as a safety precaution.

Sincerely,

A handwritten signature in cursive script that reads "Michele Miros".

Michele Miros
2366 Red Maple Drive
Troy, MI 48098

October 19, 2005

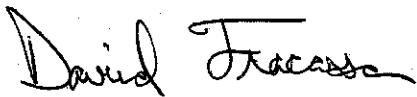
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Sincerely,

A handwritten signature in cursive script that reads "David Fracassa".

David Fracassa
2371 Red Maple Drive
Troy, MI 48098

To: Troy Traffic Committee

From: Don and Grace Guthrie

Date: October 18, 2005

Re: All-way STOP signs on Glyndebourne at Red Maple Drive

This letter is to convey our support for the installation of stop signs on Glyndebourne at Red Maple Drive. We have lived at this corner almost 27 years and have witnessed many near accidents.

A driver's vision is hindered somewhat when going either north or south on Glyndebourne. Also, without a stop sign, drivers tend to cross Red Maple Drive without using enough caution.

We believe the Traffic Department of the City of Troy should come out and look at the area before they make a decision. Take some time to watch traffic from both streets.

We regret we are unable to attend your October 19, 2005, meeting but wanted our opinion to be known. Thank you for your attention to this traffic need.

Don & Grace Guthrie
2312 Red Maple Dr.

Charnwood Park Association



October 19, 2005

To whom it may concern at Troy Traffic Committee,

On behalf of the HomeOwners Association at the Hills of Charnwood, I would like to express our endorsement of the Glydenbourne stop sign at Red Maple. Several of our homeowner are families with small Children. At this intersection there are at least 10 families with several children within a 1/10th of a mile each way. We believe it is in the best interest for the safety of the members of this community to have a stop sign at Glydenbourne and Red Maple.

Thank you for your consideration.

Signed,

A handwritten signature in black ink that reads 'Jack Boudreau'. The signature is written in a cursive style with a large, looping initial 'J'.

Jack Boudreau

President of the Hills of Charnwood

