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TRAFFIC COMMITTEE MEETING

JULY 18, 2001 - 7:30 P.M.

LOWER LEVEL CONFERENCE ROOM

TROY CITY HALL

500 W. BIG BEAVER ROAD

1. Roll Call
2. Minutes – May 16, 2001
3. Visitors' Time
4. Review and Revise Parking Restrictions on Stutz and Maxwell
Requested by Officer Dan Clark
5. Parking Concerns on Arlund Way
Requested by Eva and Harold Lanfear, 2800 Arlund Way
6. Discussion of Sight Distance Problems at Square Lake and John R
Requested by Lt. Robert Matlick, Fire Department
7. Install STOP/YIELD signs in the Holland Hills Subdivision
Requested by Gus Mattia, 4837 Holland
8. Discussion of Traffic Harmonization Program
Requested by John K. Abraham, Traffic Engineer

PUBLIC HEARINGS

9. Request for Sidewalk Waiver – 696 Creston
10. Request for Sidewalk Waiver – 2024 Vermont
11. Other Business
12. Adjourn

cc: Traffic Committee Members, Including Ex-Officio Members
John Szerlag, City Manager
Gary A. Shripka, Assistant City Manager/Services
Steve Vandette, City Engineer
Captain Dane Slater, Police Department
Lt. Robert Rossman, Traffic Safety Unit

Lt. Robert Matlick, Fire Department
Lori Grigg Bluhm, Asst. City Attorney
John K. Abraham, Traffic Engineer

cc: Appropriate Sections to Interested Citizens:

4. Residents on Stutz and Maxwell
Mike Pikor, Akzo Nobel, 1845 Maxwell
5. Residents within 300 feet of 2800 Arlund Way]
Harold & Eva Lanfear, 2800 Arlund Way
7. Gus Mattia, 4837 Holland
Residents within 300 feet of 4837 Holland
9. Residents within 300 feet of 696 Creston
Julane Watts, 766 Creston
10. Residents within 300 feet of 2024 Vermont

TRAFFIC COMMITTEE

MESSAGE TO VISITORS, DELEGATIONS AND CITIZENS

The Traffic Committee is composed of seven Troy citizens who have volunteered their time to the City to be involved in traffic and safety problems. The stated role of this Committee is:

- a. To give first hearing to citizens' requests and obtain their input.
- b. To make recommendations to the City Council based on technical considerations, traffic surveys, established standards, and evaluation of citizen input.
- c. To identify hazardous locations and recommend improvements to reduce the potential for traffic accidents.

The recommendations and conclusions arrived at this evening will be forwarded to the City Council for their final action. Any citizen can discuss these recommendations before City Council. The items discussed at the Traffic Committee meeting will be placed on the City Council Agenda by the City Manager. The earliest date these items might be considered by City Council would normally be 10 days to 2 weeks from the Traffic Committee meeting. **If you are interested, you may wish to contact the City Manager's Office in order to determine when a particular item is on the Agenda.**

Persons wishing to speak before this Committee should attempt to hold their remarks to no more than 5 minutes. Please try to keep your remarks relevant to the subject at hand. Please speak only when recognized by the Chair. These comments are made to keep this meeting moving along. Anyone wishing to be heard will be heard; we are here to listen and help in solving or resolving your particular problem.

AGENDA EXPLANATION
TRAFFIC COMMITTEE MEETING
JULY 18, 2001

1. **Roll Call**
2. **Minutes – May 16, 2001**
3. **Visitors' Time** - (Items not on the Agenda)
4. **Review and Revise Parking Restrictions on Stutz and Maxwell**

Officer Dan Clark of the Troy Police Department requests that parking restrictions on Stutz and Maxwell be reviewed and revised to promote better traffic safety and operations. Stutz and Maxwell are industrial streets with several industry office buildings and a car dealership. Parking on the street has been a concern to many of the property owners in the area since many developments on these streets do not have sufficient parking. The Police Department has been called many times to enforce parking restrictions on the street, since the parking restrictions have not been clearly marked, enforcement has not been effective. We have researched all Traffic Control Orders and Council resolutions for parking restrictions on the streets and found irregularities. Attached are copies of pertinent Traffic Control Orders and Council resolutions. We also inventoried the locations of all NO PARKING signs on these streets (attached). Officer Clark worked on a parking configuration for the area, keeping in mind safety and the requirements of the adjacent property owners. Officer Clark's recommended configuration is also attached herewith.

Mike Pikor from Akzo Nobel attended the June meeting and said that the NO PARKING signs on Stutz and Maxwell are unclear. Three tickets have been issued for parking violations in one week, whereas none had been issued in the last seven years. He would like to see some clarification.

SUGGESTED RESOLUTIONS:

- a. Recommend rescinding Traffic Control Orders 75-2-P and 85-11-P, and City Council Res. 84-762, and recommend approval of parking restrictions shown in the attachment.
- b. Recommend no changes.

5. **Parking Concerns on Arlund Way**

Ms. Eva Lanfear of 2000 Arlund Way, requests that parking be restricted on both sides of Arlund Way. There are semi-trailers parked on Arlund Way that pose a safety hazard on the street. Arlund Way serves as an extension to Beach Road and connects to Square Lake Road. Beach Road has parking restrictions on both sides, and Ms. Lanfear requests that Arlund Way have similar parking restrictions.

Mr. and Mrs. Lanfear attended the June meeting and stated that since all the houses on Arlund Way have long driveways no one needs street parking. They said trucks even park on the curve of Arlund Way, which is hazardous. They were concerned about the landscaping/lawn care trucks that are parked practically in the road.

Lt. Rossman is in favor of restricting parking on both sides of the street. He stated that the police often give leeway to lawn workers, contractors pouring cement, etc. if they are parked in a NO PARKING zone.

Jack and Annette Saylor, 2833 Arlund Way, delivered a letter (copy attached) to the Traffic Engineering office. They do not want any changes to parking regulations on Arlund Way. They are concerned that utility vehicles and visitors won't have places to park if there is no parking allowed on the street.

SUGGESTED RESOLUTIONS:

- a. Recommend prohibiting parking on Arlund Way.
- b. Recommend no changes on Arlund Way.

6. Discussion of Sight Distance Problems at Square Lake and John R

Lt. Matlick requests a review of sight distance at the intersection of Square Lake and John R. When cars are stopped at the stop bar on the eastbound approach to the intersection, trying to make a right turn on red, there are trees that block the view of the motorists trying to see oncoming southbound traffic on John R. Lt. Matlick feels the trees are in the right of way, and one suggested solution might be to take the trees down. The other solution may be to install NO TURN ON RED sign for eastbound Square Lake at John R.

Our survey crew will locate the right of way for the area and we will perform an engineering study for the area to be presented at the meeting.

NO RIGHT TURN ON RED (NRTOR) signs are normally installed if one or more of the following conditions exist:

- 1. Sight distance to vehicles approaching from the left is inadequate.
- 2. The intersection area has geometric or operational characteristics which may result in unexpected conflicts.
- 3. There is an exclusive pedestrian phase.
- 4. Significant pedestrian conflicts are resulting from RTOR maneuvers.
- 5. More than 3 RTOR traffic crashes per year.

6. There is significant crossing activity by children, elderly or physically challenged people.

SUGGESTED RESOLUTIONS:

- a. Recommend removing trees from the right of way.
- b. Recommend installing NRTOR signs on eastbound Square Lake at John R.
- c. Recommend no changes.

7. **Install STOP/YIELD signs in the Holland Hills Subdivision**

Mr. and Mrs. Gus Mattia, 4837 Holland, would like this item to be reconsidered by the Traffic Committee. They have presented a petition signed by 32 Holland Hills residents requesting stop signs at the intersections of Wessels Drive/Holland Drive and Thales Drive/Holland Drive. There has been no considerable change to traffic patterns and crashes since May, when the item was originally considered.

Mr. Mattia feels that the intersections need some traffic control to assign right of way.

Holland Hills is a new subdivision nearing completion. Holland ends in a dead end north of Wessels, and ends in Tulip Drive to the south. Wessels drive is the entrance to the subdivision and ends in a "T" intersection at Holland. Thales and Holland intersect in a 4-way intersection with six homes on the east side and a connection to the older subdivision on the west side.

A traffic volume study indicates very low volumes on Holland, Thales and Wessels within the subdivision, ranging between 200-500 vehicles per day. Traffic crash analysis was not performed since this is a very new subdivision. A sight distance study shows that there are no sight obstructions at either of these intersections. None of the requirements (warrants) for a STOP or a YIELD sign are met for either of these intersections. Low volume residential streets are normally not signed for traffic control and rely on driver judgment and basic driver education knowledge for traffic control.

SUGGESTED RESOLUTION:

- a. Recommend installing a STOP/YIELD sign on Wessels at Holland.
- b. Recommend installing STOP/YIELD sign on Thales at Holland.
- c. Recommend no changes.

8. **Traffic Harmonization Program**

The Troy City Council passed a resolution approving the "Neighborhood Traffic Harmonization Program." The Traffic Committee approved the program some time ago. After reviewing the attached brochure of the program, we would appreciate

discussion on how the Traffic Committee would like to participate in the program. Specifically, at what stage does the Traffic Committee want to get involved, what kind of information does the Committee like to have, status reports, etc. This is a study/discussion item only.

PUBLIC HEARING

9. Request for Sidewalk Waiver – 696 Creston

Michael Johnson is requesting a waiver for the sidewalk at 696 Creston. There are no sidewalks existing near this parcel. Petitioner has signed an "Agreement for Irrevocable Petition for Sidewalks."

SUGGESTED RESOLUTION:

WHEREAS, City of Troy Ordinances, Chapter 34, Section 8 (D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Michael Johnson has requested a temporary waiver of the requirement to construct a sidewalk on the property line because Creston is already developed with no sidewalks existing.

WHEREAS, the Traffic Committee has determined the following:

- a. A variance will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and
- b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
- c. The construction of a new sidewalk on the property line would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way,

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee grants a temporary one-year waiver of the sidewalk requirement for the property at 696 Creston, which is owned by Michael Johnson.

10. Request for Sidewalk Waiver – 2024 Vermont

Michael Johnson is requesting a waiver for the sidewalk at 2024 Vermont. There are no sidewalks existing near this parcel. Petitioner has signed an "Agreement for Irrevocable Petition for Sidewalks."

SUGGESTED RESOLUTION:

WHEREAS, City of Troy Ordinances, Chapter 34, Section 8 (D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Michael Johnson has requested a temporary waiver of the requirement to construct a sidewalk on the property line because Vermont is already developed with no sidewalks existing.

WHEREAS, the Traffic Committee has determined the following:

- a. A variance will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and
- b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
- c. The construction of a new sidewalk on the property line would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way,

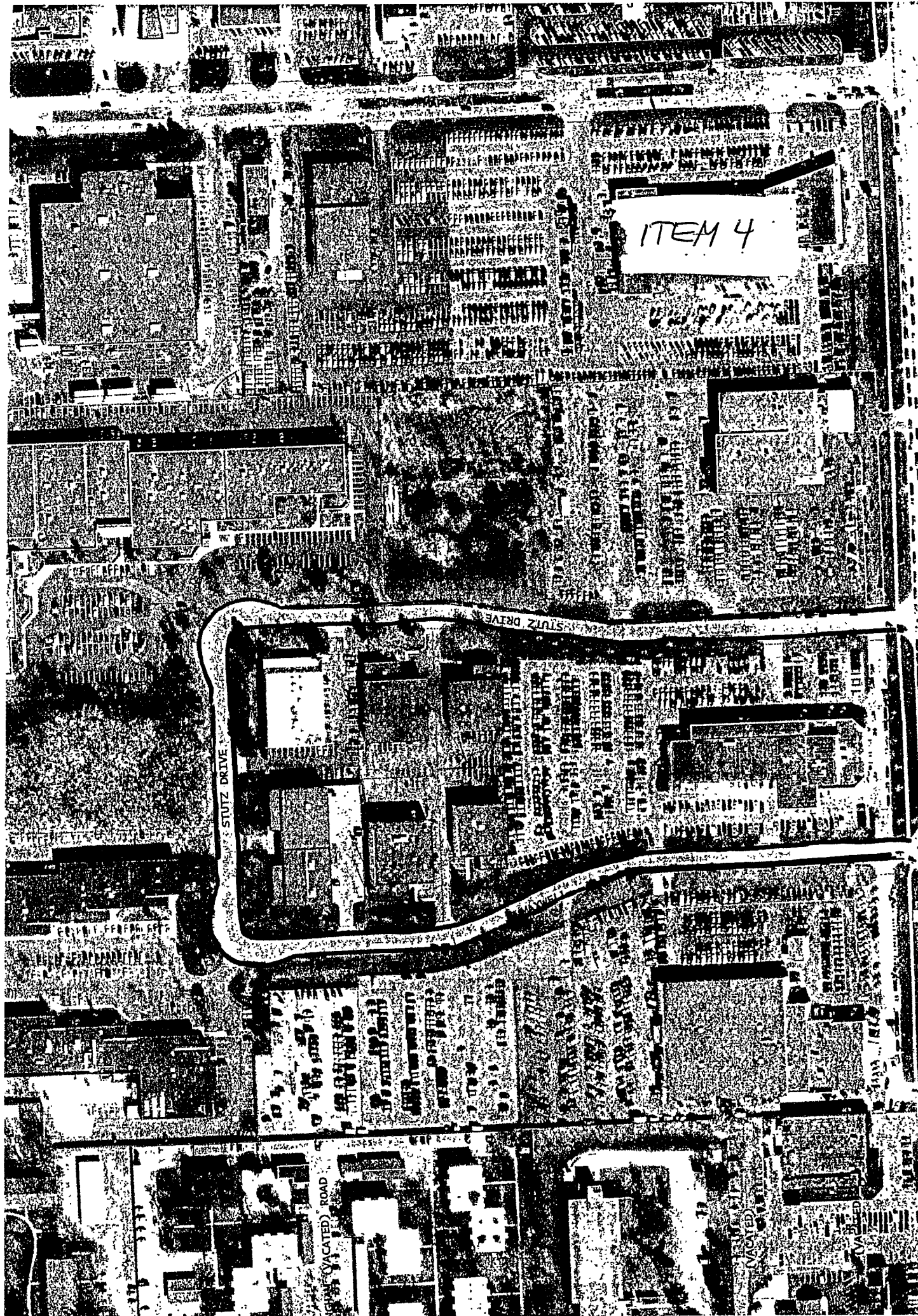
NOW THEREFORE, BE IT RESOLVED that the Traffic Committee grants a temporary one-year waiver of the sidewalk requirement for the property at 2024 Vermont, which is owned by Michael Johnson.

11. Other Business

Items not on the agenda which Traffic Committee members may wish to discuss.

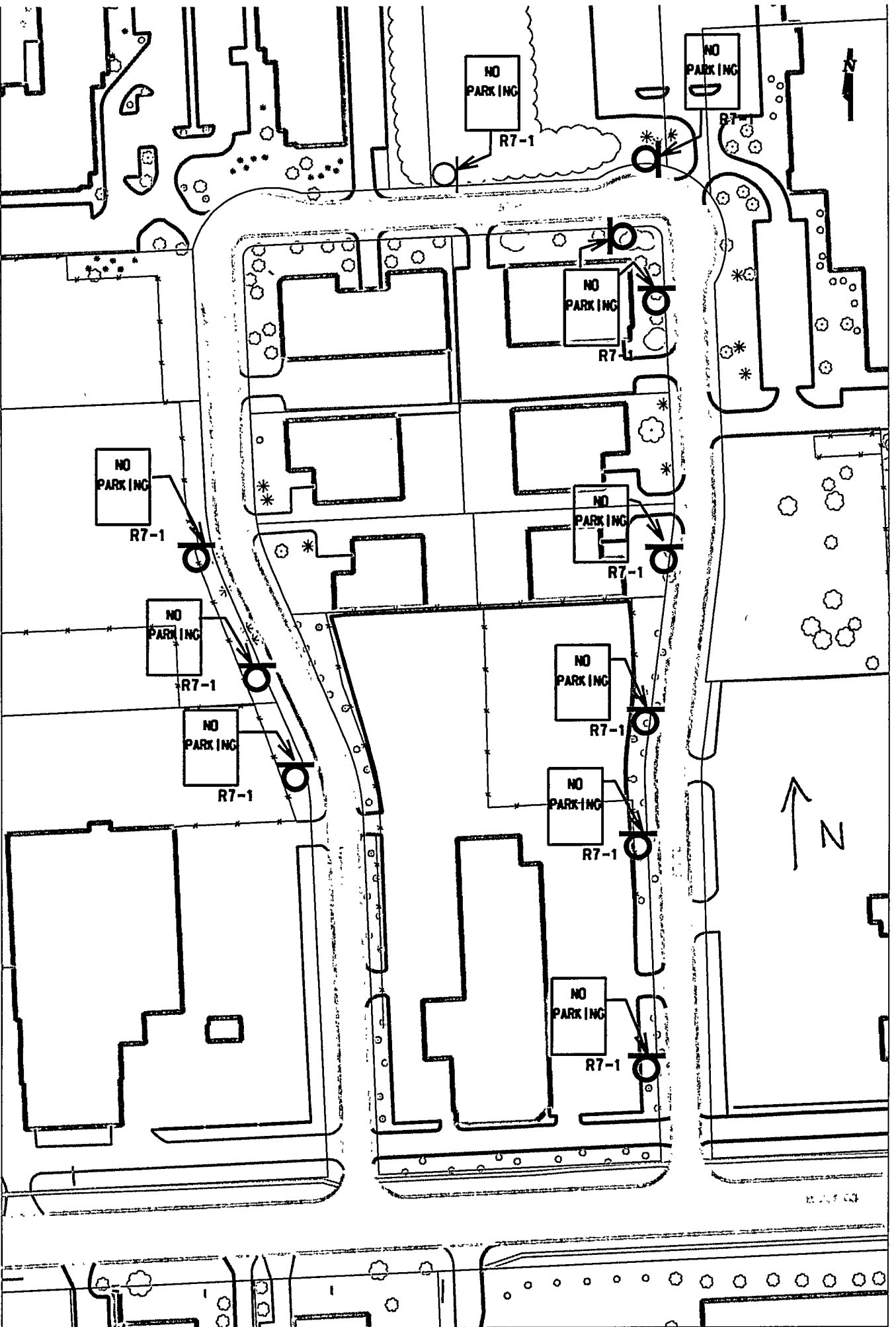
12. Adjourn

— = PARKING
— = NO PARKING
— = LOADING ZONE NO PARKING



ITEM 4

EXISTING



90

75-2-P

Requirement of Order:

Date of Commission Approval: January 13, 1975

Work Order Sent to D.P.W.: March 4, 1975

(2) copies to D.P.W. (this form shall also be work order)

Install signs ASAP

Note installation date on both copies as soon as complete and return (1) copy to Manager's Office.

City Manager

Manager's office will forward copies to Police Department and City Clerk after installation.

Date Installed: 3-11-75

Public Works Supt.

Copies to:

☒ Police Department 3-24-13
(Date)

☐ City Clerk _____ (Date)

ITEM 4

TRAFFIC COMMITTEE RECOMMENDATIONS - MEETING OF NOVEMBER 16, 1983

C-1

(a) Recommendation Regarding Parking, Maxwell and Stutz, North of Maple Road

Resolution #83-1142
Moved by Husk
Supported by Stine

12/12/83

RESOLVED, That this item be TABLED to the Regular meeting of January 9, 1984.

Yeas: All-7

TRAFFIC COMMITTEE RECOMMENDATION - PARKING - MAXWELL AND STUTZ, NORTH OF
MAPLE ROAD

B-1

Mr. Callow, representing Detroit Art Services, Inc., asked that parking be approved.

Resolution #84-6
Moved by Husk
Supported by Liebrecht

1/9/84

RESOLVED, That no change be made in the parking regulations, Maxwell and Stutz, north of Maple Road.

Yeas: All-7

ALLOW ON-STREET PARKING FOR DETROIT ART SERVICES, 1699 STUTZ

C-5f

Resolution #84-762
Moved by Stine
Supported by Schilling

8/6/84

RESOLVED, That "no parking" signs be removed along the east and north sides of Stutz beginning 250 feet north of Maple for a period of one year, as recommended by the Traffic Committee.

Yeas: Doyle, Pallotta, Schilling, Stine, Taucher
Nays: Liebrecht
Absent: Husk
MOTION PASSED

e) On Street Parking for Detroit Art Services, 1699 Stutz

Resolution #85-1051
Moved by Pallotta
Supported by Stine

9/30/85

RESOLVED, That Traffic Control Order No. 85-11-P is hereby approved for the installation of temporary on-street parking, with minor changes which would allow spaces for approximately, 20 vehicles on the east-west portion of Stutz on the north side, between the two eyebrows, for nine (9) months as recommended by the Traffic Committee.

Yeas: All-7

882029326017

RESIDENT
1700 STUTZ
TROY MI 48084-4508

882029326013

RESIDENT
1716 STUTZ -1724
TROY MI 48084-4508

882029326030

RESIDENT
1700 STUTZ
TROY MI 48084-4596

882029326018

RESIDENT

882029326020

RESIDENT
1700 STUTZ
TROY MI 48084-4596

882029326025

RESIDENT
1699 STUTZ
TROY MI 48084-4501

882029326022

RESIDENT
1717 STUTZ
TROY MI 48084-4509

882029326015

RESIDENT

882029326026

RESIDENT
1697 STUTZ
TROY MI 48084-4501

882029326016

RESIDENT

882029326023

RESIDENT
1696 MAXWELL
TROY MI 48084-4505

882029326021

RESIDENT

882029326027

RESIDENT
1695 STUTZ
TROY MI 48084-4501

882029326024

RESIDENT
1694 MAXWELL
TROY MI 48084-4505

882029326028

RESIDENT
2100 W MAPLE
TROY MI 48084-7183

882029326012

RESIDENT
1950 W MAPLE
TROY MI 48084-7193

882029326004

RESIDENT
2600 W MAPLE
TROY MI 48084-7196

ITEM 4

882029326017	KAPLAN, SEYMOUR	882029326023
DANTO, MARVIN & BETTY	MILES, DAVID G	
1700 STUTZ DR-NO	21650 W ELEVEN M	
TROY	SOUTHFIELD	MI 48076-3715
MI 48084-4596		

882029326013		882029326021
AKZO NOBEL COATINGS INC	DANTO, MARVIN & BETTY	
1845 MAXWELL	1700 STUTZ DR-NO	
TROY	TROY	MI 48084-4596
MI 48084		

882029326030	KAPLAN, SEYMOUR	882029326027
DANTO, MARVIN & BETTY	MILES, DAVID G	
1700 STUTZ	21650 W ELEVEN M	
TROY	SOUTHFIELD	MI 48076-3715
MI 48084-4596		

882029326018	KAPLAN, SEYMOUR	882029326024
DANTO, MARVIN & BETTY	MILES, DAVID G	
1700 STUTZ DR-NO	21650 W ELEVEN M	
TROY	SOUTHFIELD	MI 48076-3715
MI 48084-4596		

882029326020		882029326028
DANTO, MARVIN & BETTY	RAMFAM DEVELOPMENT	
1700 STUTZ	2100 W MAPLE	
TROY	TROY	MI 48084-7183
MI 48084-4596		

882029326025	TAX PAYMENT	882029326012
MC TAX DEPT	CUSHMAN & WAKEFIELD INC	
200 BUCHANAN CO	200 SW MARKET S	
500 KIRTS BLVD	PORTLAND	OR 97201-5730
TROY		
MI 48084		

882029326022	TAX DEPT	882029326004
JADACH, A A	CUSHMAN & WAKEFIELD INC	
1820 VINTON RD	200 SW MARKET S	
ROYAL OAK	PORTLAND	OR 97201-5730
MI 48067-1033		

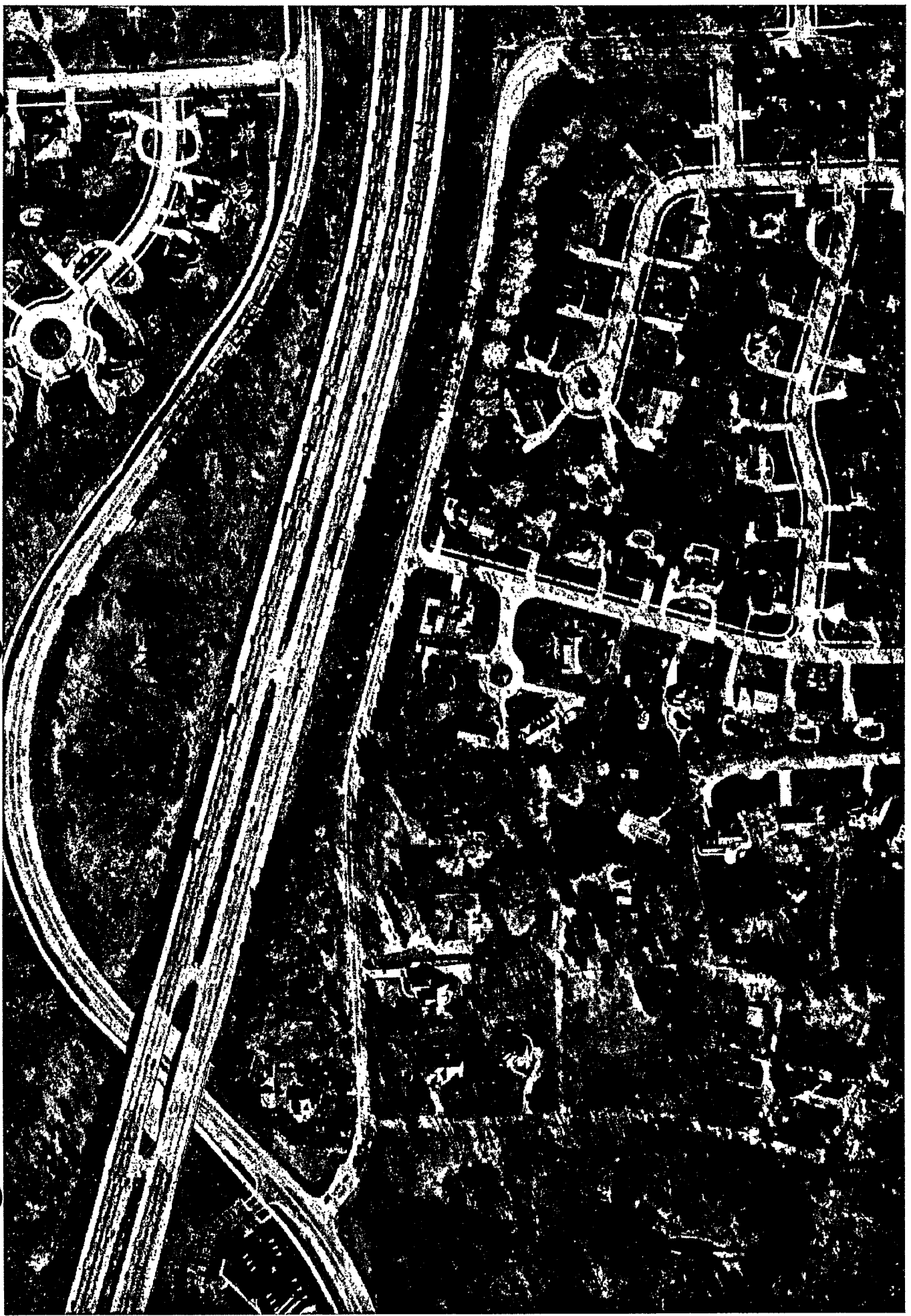
882029326015		
DEAN SELLERS FORD		
2600 W MAPLE		
TROY		
MI 48084-7196		

882029326026		
KAPLAN, SEYMOUR		
MILES, DAVID G		
21650 W ELEVEN M		
SOUTHFIELD		
MI 48076-3715		

882029326016		
TAX PAYMENT		
CUSHMAN & WAKEFIELD INC		
200 SW MARKET S		
PORTLAND		
OR 97201-5703		

ITEM 5

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MrSID Viewer

John M. Saylor
Attorney At Law
189 East Big Beaver, Suite 104
Troy, Michigan 48084
524-2950
June 18, 2001

ITEM 5

Traffic Committee Meeting
June 20, 2001 - 7:30 P.M.
Lower Level Conference Room
Troy City Hall

Re: Parking Concerns on Arlund Way
Requested by Eva Lanfear, 2800 Arlund Way

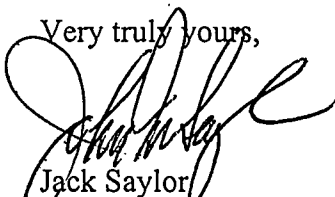
Dear Committee Members:


Due to a previous commitment, my wife and I will not be able to attend the Traffic Committee Meeting concerning the captioned, however we wish to submit to you our thoughts on this matter:

1. Apparently our lawn service who comes once a week for approximately 15 minutes during the lawn cutting season does park his "rig" on the north side of Arlund Way. In light of your notice, we contacted our lawn service and requested that he park on the south side of Arlund. However, the south side of Arlund is generally wetter and he chose the north side for he can pull off the road on that side. Nevertheless, he said he would park on the south side and put out "traffic cones" in the future.
2. The bigger issue here, in our opinion, is where will our visitors park if they can't park on Arlund. The argument that there is no parking allowed on Beach loses some of its force when extrapolated to Arlund for most of the homes abutting Beach have alternate parking available to them on all the side streets that dead end or cross Beach. The residents on Arlund in our opinion do not have a comparable alternative.

Thank you very much for considering our sincere concerns.

Very truly yours,


Jack Saylor
2833 Arlund Way
Troy, MI 48098


Annette Saylor
2833 Arlund Way
Troy, MI 48098

ITEM 5

ROBERT LOWERY
2890 ARLUND WAY
TROY, MI 48098-2365

LANFEAR, HAROLD & EVA
2800 ARLUND WAY
TROY, MI 48098-2365

FORREST URIE
5896 HUNTERS GATE
TROY, MI 48098-2345

MOHAN, PHILIP V & IRENE E
5882 HUNTERS GATE
TROY, MI 48098-2345

ROMAN, WALTER & SARA
5874 HUNTERS GATE
TROY, MI 48098-2345

EVERETT, WILLIAM & PATRICIA
5860 HUNTERS GATE
TROY, MI 48098-2345

CLAIRE CAVANAGH
5852 HUNTERS GATE
TROY, MI 48098-2345

MCKELVIE, CHARLES & NANCY
5970 SUSSEX
TROY, MI 48098-2397

JERIS, LAURENCE & KAREN
2847 ARLUND WAY
TROY, MI 48098

SAYLOR, JOHN & ANNETTE
2833 ARLUND WAY
TROY, MI 48098

JARDINE, MICHAEL & GERALD
2815 ARLUND WAY
TROY, MI 48098-2318

AUBRY, JAMES & CATHERINE
5891 ANDOVER
TROY, MI 48098-2316

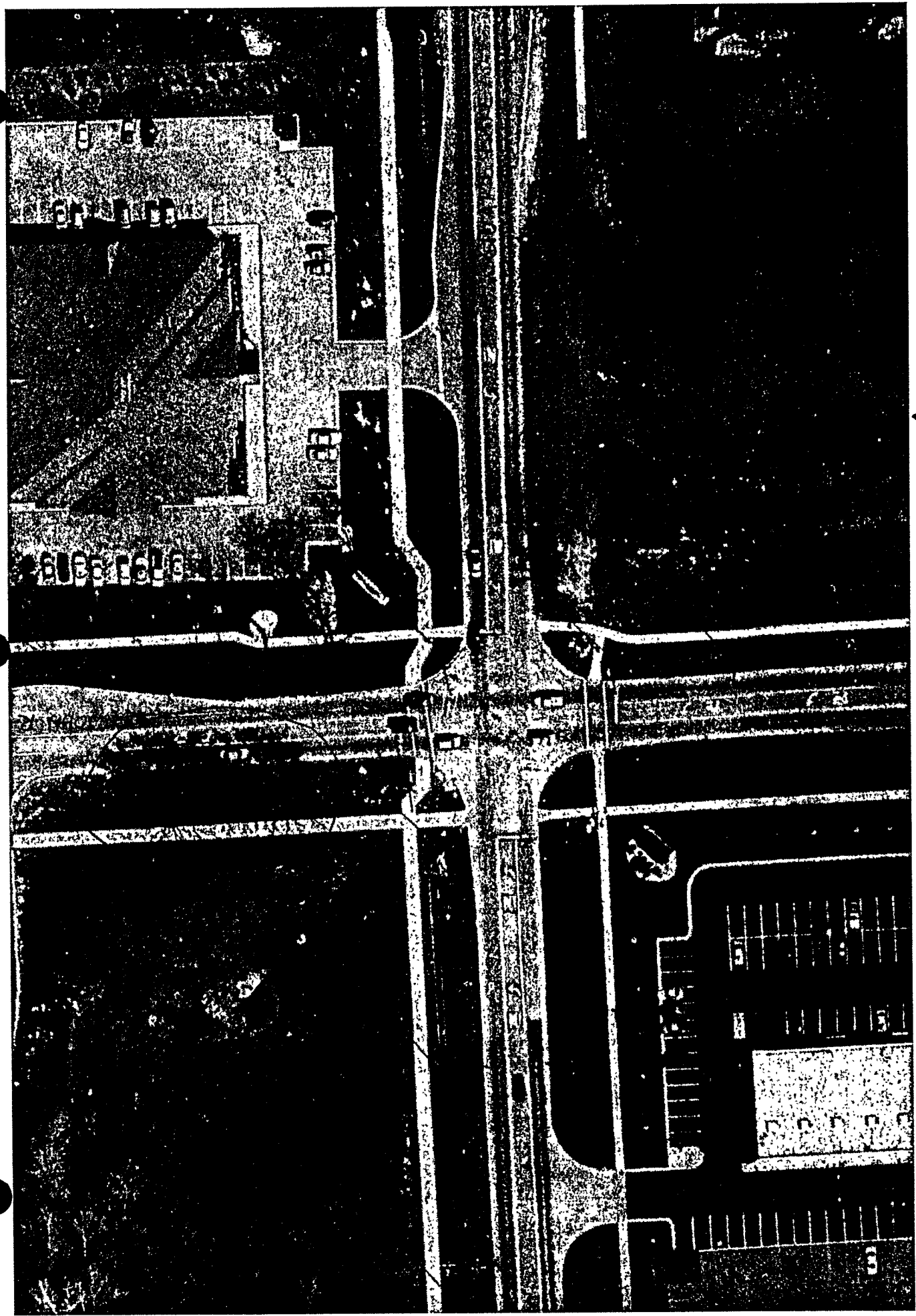
KRISHNAN, K S & JAYA
5887 ANDOVER
TROY, MI 48098-2316

BRIAN HERRING
5875 ANDOVER
TROY, MI 48098-2316

PIERCE, A ROBERT & SHARON
5898 ANDOVER
TROY, MI 48098-2316

ITEM 6

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MrSID Viewer

ITEM 7

MATTIA, GHAZWAN & PAULETTE
4837 HOLLAND
TROY, MI 48098

JANAN ZAITOUNA
4823 HOLLAND
TROY, MI 48098

ABRAHAM, VARHESE & SUSAN
2942 WESSELS
TROY, MI 48098

ZHANG, DAQING & XIANJU
4763 HOLLAND
TROY, MI 48098

THAI PHAM
4764 HOLLAND
TROY, MI 48098

MANJEET KAUR
4809 HOLLAND
TROY, MI 48098

VIJAYAN SUGUMARAN
4795 HOLLAND
TROY, MI 48098

ANDERSON, MELVIN & BARBARA
4781 HOLLAND
TROY, MI 48098

MILLER, ANTHONY & VANESSA
2941 WESSELS
TROY, MI 48098

DEVITO, ANTHONY & ANNMARIE
2923 WESSELS
TROY, MI 48098

WORYK, PETER & LYDIA
2933 THALES
TROY, MI 48098

ANIL SADASIVAN
2919 THALES
TROY, MI 48098

BARTON, JAMES & MARY
2924 WESSELS
TROY, MI 48098

PETITION

PETITION

HOLLAND HILLS SUBDIVISION

Long Lake Road & Dequindre, Troy MI

We the undersigned are residents of the Holland Hills Subdivision and hereby request the placement of stop signs at the intersections of Wessels Drive / Holland Drive and Thales Drive / Holland Drive.



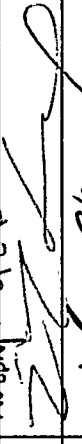
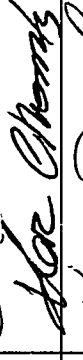
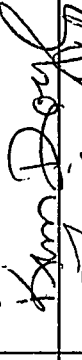
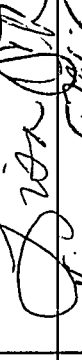



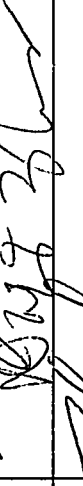


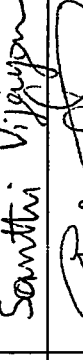



PETITIONER #	LOT #	NAME	ADDRESS	SIGNATURE	DATE
17	28	Bala Ananth/Anil Sadasivan	2919 Thales Drive	<i>[Signature]</i>	6/26/01
18	27	Peter and Lydia Woryk	2933 Thales Drive	<i>[Signature]</i>	6/26/01
19	26	Kiel and Nadeen Brown	2947 Thales Drive	<i>[Signature]</i>	6/26/01
20	25	Carl and Carolyn Kammer	2961 Thales Drive	<i>[Signature]</i>	
21	24	Don and Marie Stanley	2975 Thales Drive	<i>[Signature]</i>	6-26-01
22	16	Rafiq Ramhtullah	2902 Tulip Drive	<i>[Signature]</i>	6/26/01
23	17	Dennis and Danielle Buser	2916 Tulip Drive	<i>[Signature]</i>	6/26/01
24	18	Tess Chua/Ramiro Calderon, Jr.	2930 Tulip Drive	<i>[Signature]</i>	6/26/01
25	4	Tony and Ann DeVito	2923 Wessels Drive	<i>[Signature]</i>	6-26-01
26	29	Jim and Mary Barton	2924 Wessels Drive	<i>[Signature]</i>	6-26-01
27	3	Anthony and Vanessa Miller	2941 Wessels Drive	<i>[Signature]</i>	6-26-01
28	30	Varghese and Susan Abraham	2942 Wessels Drive	<i>[Signature]</i>	6-26-01
29	2	Durra Dickow	2959 Wessels Drive	<i>[Signature]</i>	7-5-01
30	31	Paul Mehta	2960 Wessels Drive	<i>[Signature]</i>	6/26/01
31	1	Mike Suchowski	2977 Wessels Drive	<i>[Signature]</i>	6/26/01
32	32	Chris and Shelly Thornton	2978 Wessels Drive	<i>[Signature]</i>	6-26-01

1/EM 7

PETITIONPETITION**HOLLAND HILLS SUBDIVISION**

Long Lake Road & Dequindre, Troy MI

We the undersigned are residents of the Holland Hills Subdivision and hereby request the placement of stop signs at the intersections of Wessels Drive / Holland Drive and Thales Drive / Holland Drive.

PETITIONER #	LOT #	NAME	ADDRESS	SIGNATURE	DATE
1	15	Randy Morrison	4693 Holland Drive		6/29/01
2	14	Mike Nixon	4707 Holland Drive		6-26-01
3	19	Sharon Huang	4708 Holland Drive		"
4	13	Kazimierz and Maria Choma	4721 Holland Drive		"
5	20	Eric and Kim Doyle	4722 Holland Drive		6/29/01
6	12	Allen and Lisa Chin	4735 Holland Drive		6-26-01
7	21	Mike Brady	4736 Holland Drive		6/28/01
8	11	Tom and Frances Tran	4749 Holland Drive		6/26/01
9	22	Fred Toma	4750 Holland Drive		6/29/01
10	10	Daging Zhang	4763 Holland Drive		6/26/01
11	23	Thai Pham/Mai Duong	4764 Holland Drive		6/26/01
12	9	Mel and Barbara Anderson	4781 Holland Drive		7/3/01
13	8	Vijay and Santhi Sugumaran	4795 Holland Drive		6/28/01
14	7	Gurmeet Sighn	4809 Holland Drive		6/20/01
15	6	John Zaitouna	4823 Holland Drive		6-27-01
16	5	Gus and Paulette Mattia	4837 Holland Drive		6-26-01

ENGINEERING

In conjunction with the other components discussed above, the City staff will conduct a complete engineering review of the neighborhood. The review will include consideration of placing new or modifying existing traffic controls.

PHASE III - CONSTRUCTION

Phase III involves the installation of actual physical control devices in the roadway. These devices are designed to make it less comfortable for the motorist to speed and/or inhibit cut through traffic. But they are expensive and involve a measure of liability to the City and may impact the ability of emergency services to respond to the area, potentially resulting in an elevated level of risk to the residents. So it is extremely important that these devices only be installed after exhausting the alternatives provided in Phase I and II. There are specific criteria for the installation of each type of device, and their use is determined by traffic engineering analysis.

The devices include: speed humps, traffic circles, slow points, and entrance/ exit barriers. Once the Core Group and City staff have determined a plan for physical devices, it is presented to residents at a community meeting. Input from the residents is incorporated into the plan. Neighborhood support is absolutely essential during the entire process, even more so if physical traffic control devices are to be installed.

The cost to install physical traffic control devices will be borne by the neighborhood, shared by way of the City's Special Assessment District procedures. Support for installation must be by petition of at least 70% of residents in the effected area. After petitions have been received and verified, the City Council will be notified of the recommended project. Implementation of the plan is based on acceptance by City Council. Following this

approval step, the device(s) will be designed, bids taken and constructed.

How do we get started?

1. Identify traffic concerns in your neighborhood.
2. Discuss possible solutions with your neighbors or the neighborhood association.
3. Fill out the attached "Traffic Information Survey" Form and mail to the City's Traffic Engineering Services Division.
4. Attend the Informational Meeting to hear more about the Neighborhood Traffic Harmonization Program.
5. Form a Core Group of residents who will be advocates for the safety improvements.

Is the Program successful?

This type of program has proven successful in many communities that are very similar to Troy.

Let's begin....

We want to work with you and your neighbors to make your neighborhood streets safer. Please take the first step in achieving this by filling out the enclosed Traffic Information Survey providing us with your concerns and indicating what solutions you feel would be appropriate for your neighborhood.

The City takes its role in solving traffic concerns very seriously, yet the ultimate burden of safety rests on you, the motorist in the City of Troy. We will respond to every traffic concern you may have. Since we receive in excess of 1500 traffic concerns per year, we may not be able to investigate your request as quickly as we would like to. We appreciate your patience and understanding in this matter.



NEIGHBORHOOD TRAFFIC HARMONIZATION PROGRAM

INFORMATION BROCHURE

**TRAFFIC ENGINEERING DIVISION
TROY POLICE DEPARTMENT
500 W. BIG BEAVER ROAD
TROY, MI 48083**

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11/11/01

Troy Neighborhood Traffic Harmonization Program

INFORMATION BROCHURE

What is the Troy Neighborhood Traffic Harmonization Program?

The Troy Neighborhood Traffic Harmonization Program was created to address neighborhood traffic safety concerns while enabling citizens and/or community groups to become actively involved in the improvement process. This program allows City staff and the community to work together to create safe and pleasant conditions in our residential areas for motorists, bicyclists, pedestrians and residents.

What types of issues can the program address?

- Accidents
- Speeding
- Pedestrian safety
- Cut-through traffic
- Sight distance

How does the program work?

The program is divided into three phases that must occur in order.

PHASE I - INFORMATIONAL MEETING / PROBLEM IDENTIFICATION

Phase I identifies the problem, provides for a complete explanation of the Program, gains the support of a Core Group of residents, and collects data in the form of speed studies and field review.

Residents with a traffic safety concern can contact the City at the numbers/e-mail provided in this brochure. In return they receive a Traffic Information Survey Form.

You are requested to discuss traffic concerns with your neighbors and/or the neighborhood association. If there is interest, the City will host an informational meeting and present the program.

From the informational meeting, a group of residents or Core Group will be formed to work with the City to gather information. Speed studies will be performed at locations identified by the residents. In addition, traffic counts will be taken and other operational areas will be studied. All of the data gathering will be done in partnership; City employees and resident volunteers working together. This information, jointly collected, will establish base data from which Phase II and Phase III of the program will stem.

PHASE II - PROBLEM SOLVING

Phase II is the development of a plan combining elements of educational, enforcement and engineering measures. Based on the specific findings of the field review, a plan will be agreed upon. Past enforcement activities in the City have found that most violations of traffic ordinances within a residential area are the residents of that area. Therefore, much of the following activities will be directed towards friends and neighbors.

EDUCATION

Three educational programs are currently proposed. City staff and the Core Group will determine the extent to which each will be used. They are:

A. THE NEIGHBORHOOD TRAFFIC SAFETY CAMPAIGN

This involves the distribution of brochures describing techniques that pedestrians and parents can use to help address speeding issues and to become better aware of their driving habits.

B. USE OF THE SMART TRAILER (Speed Monitoring Awareness Radar Trailer)

This program consists of a portable, unmanned trailer equipped with radar speed detection equipment. The unit obtains speeds of oncoming vehicles and displays them on a digital display board visible to the passing motorist. The intent is to show motorists their actual travel speed. The program can be combined with the Troy Police Department enforcement activity.

C. THE OWNERSHIP LETTER CAMPAIGN

This program involves citizens collecting speed data for vehicles in their neighborhood with City Staff assistance. After recording the speed and vehicle information, the City obtains the registered owner's name and address through Michigan's Secretary of State's system. City staff then sends letters to these motorists explaining the community's desire for a safe neighborhood and encouraging them to drive 25 mph. This program actively involves citizens in addressing the speeding concerns in their neighborhood.

ENFORCEMENT

The enforcement plan includes the selective enforcement of specific traffic controls and vehicle movements by our Police Department. Following current practice, the Core Group identifies specific time periods and locations that the Police Officials can target for specific ordinance enforcement (i.e. speeding, disobeying stop signs, improper parking, etc.)

Once these measures are taken, the effectiveness is monitored and a re-evaluation of the location is completed. If the measures prove to be effective and the speeding problem is reduced to an acceptable level, the Core Group will notify the neighborhood of their success and encourage the continuation of safe driving. If, however, these measures prove ineffective, the location then qualifies for consideration of Phase III of the program.