

TRAFFIC COMMITTEE MEETING
JANUARY 16, 2002 - 7:30 P.M.
LOWER LEVEL CONFERENCE ROOM
TROY CITY HALL
500 W. BIG BEAVER ROAD

1. Roll Call
2. Minutes – November 28, 2001
3. Visitors' Time
4. Install Traffic Signal at the Intersection of Beach and Wattles
Requested by Mr. and Mrs. Thommes, 2374 Kingsbury and
Mr. and Mrs. Dolikians, 4438 Cherrywood
5. Install traffic signal on John R at Highbury
Requested by John Lawson, 2089 Highbury
6. Install STOP sign on Redding at Hycliffe
Requested by Mary Michaels, 4535 Hycliffe
7. Install Parking Restrictions on Iowa Street
Requested by Kathy Blackwell, 2981 Iowa
8. Install STOP sign on Enterprise at Robinwood Street
Requested by Cindy Pennington, 1924 Westwood
9. Install 4-way STOP signs at Newton and Keaton
Requested by Ms. Lori Schussel, 700 Keaton

PUBLIC HEARING

10. Sidewalk at 5981 Willow Grove – Section 11
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, City Attorney
John K. Abraham, Traffic Engineer

cc: Appropriate Sections to Interested Citizens:

4. Residents within 300 feet of the intersection of Beach and Wattles
Gary and Rosemarie Thommes, 2374 Kingsbury, 48098
Mr. & Mrs. Dolikian, 4438 Cherrywood, 48098
5. Residents within 300 feet of John R and Highbury
John Lawson, 2089 Highbury, 48085
6. Residents within 300 feet of Redding and Hycliffe
Mary Michaels, 4535 Hycliffe, 48098
7. Residents within 300 feet of 2981 Iowa
Kathy Blackwell, 2981 Iowa
8. Residents within 300 feet of Enterprise and Robinwood
Cindy Pennington, 1924 Westwood
9. Residents within 300 feet of Newton and Keaton
Ms. Lori Schussel, 700 Keaton
10. Residents within 300 feet of 5981 Willow Grove
Phyllis and Larry Goldsworthy, 4784 Butler, Troy 48085

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

JANUARY 16, 2002

1. **Roll Call**
2. **Minutes – November 28, 2001**
3. **Visitors' Time** - (Items not on the Agenda)
4. **Install Traffic Signal at the Intersection of Beach and Wattles**

Gary and Rosemarie Thommes, 2374 Kingsbury, and Mr. and Mrs. Dolikian, 4438 Cherrywood, have requested installation of a traffic signal at the intersection of Beach and Wattles. They indicate that they have seen several traffic crashes at this intersection. They also report higher traffic on Beach Road, and that it is difficult to turn left from Beach onto Wattles. A traffic signal warrant study was performed for the intersection to determine if the requirements (also called warrants) are met for the installation of a traffic signal. Warrants are State guidelines as described in the Michigan Manual of Uniform Traffic Control Devices (MMUTCD).

Wattles Road traditionally carries around 9,000 vehicles per day in this section. A count taken September 2001 shows 15,125 vehicles per day (weekdays) with around 1600 vehicles at peak hours. Traffic volumes on major streets in Troy range between 7,000 and 73,000 vehicles per day. Traffic volumes on Beach Road were found to be around 1,500 vehicles per day. Traffic volumes on residential roads in Troy range between 500 and 5,000 vehicles per day. The traffic volumes at the intersection do not satisfy the major traffic volume warrants prescribed by the MMUTCD.

Wattles Road is classified as a minor arterial with a speed limit of 35 mph in the section between Coolidge and Adams. Beach Road is predominantly a residential street near Wattles Road. The east-west leg of the intersection is on a slope and the northeast corner of the intersection has a berm (private—for screening purposes) that may be a sight obstruction to vehicles exiting southbound from Beach Road.

A traffic crash study of the intersection was performed for the time period between July 1996 and June 2001. It was found that there were 7 reported crashes in 5 years, (an average of 1.4 crashes per year), 5 of which could have been prevented if there had been a traffic signal at the location. The MMUTCD warrant stipulates at least 5 crashes in a 12-month period susceptible to correction by a traffic signal. It should also be noted that experience around the country shows that installing traffic signals at locations where they are not warranted may result in more traffic crashes, particularly of the rear-end type.

SUGGESTED RESOLUTIONS:

- a. Recommend installing a traffic signal at Beach and Wattles.
- b. Recommend no changes.

5. Install Traffic Signal on John R at Highbury

John Lawson, 2089 Highbury, requests installation of a traffic signal on John R at Highbury. He says that there is a mile-long backup on John R between 3:30 p.m. and 6:30 p.m. and making a left turn onto John R is very dangerous and difficult. He indicated he has been in near-miss situations while making the left turn. Mr. Lawson also indicated that there are backups on Highbury in the mornings and evenings to get out of the subdivision onto John R Road.

John R Road is a major arterial within the City of Troy with a speed limit of 45 mph. The section of John R between Long Lake and Square Lake is 2 lanes wide with no traffic signals carries 17,400 vehicles per day. Highbury, a residential street located around 1550 feet south of Square Lake, serves as one of the access points to residential developments in the mile section and to the Wass Elementary School located within the square mile, and carries around 2000 vehicles in a day. Average traffic volumes in Troy range between 300 and 5000 vehicles per day. These traffic volumes were compared with the thresholds (warrants) prescribed by the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) and found that some of the minor warrants are met for the intersection; however, the major warrants were not met. Minor warrants deal with delays to side street traffic and would be satisfied for a majority of all side streets that intersect John R, due to the high traffic on John R. It should also be noted that a traffic signal at this location will increase delays and backups on John R. Road, particularly during peak traffic times when compared to the delays presently being experienced.

Traffic signals are normally preferred at half-mile points to facilitate progressive movement of traffic; this intersection is around a quarter of a mile from the nearest signal at John R and Square Lake. A crash analysis indicates that between 1997 and 2000 there were 21 crashes at an average of around 7 crashes per year. There were 9 crashes in the 3 years (average 3 per year) that may have been corrected if a signal were present at the location. It should be noted that a majority of all crashes susceptible to correction by a traffic signal were of the right angle (broadside) type. A majority of the crashes involved northbound vehicles and westbound vehicles westbound (getting out of Highbury) and also happened during the 4:00 PM-6:30 PM timeframe. Specific safety concerns such as these may be addressed by restricting left turns out of Highbury between 4:00 and 6:30 p.m.

The MMUTCD traffic crash warrant stipulates 5 crashes in a 12-month period susceptible to correction by a traffic signal. This section of John R is being planned for widening. The preliminary engineering is in progress at the moment and federal

funds for right-of-way acquisition have been allocated for 2003. Construction funds have not been allocated for this project, and can be expected after 2004.

Installation of a signal at this location will also involve upgrading the intersection with dedicated left-turn and right-turn lanes. It has also been documented that traffic signal installation may increase certain types of crashes. Installation of a signal at Highbury will also provide a more convenient egress/ingress point for the residential areas east of John R and may increase traffic on Highbury.

SUGGESTED RESOLUTIONS:

- a. Recommend installing traffic signal on John R at Highbury.
- b. Recommend no changes.

6. Install STOP Sign on Redding at Hycliffe

Mary Michaels, 4535 Hycliffe, says that motorists on Redding do not realize they have to make a left or a right turn at Hycliffe. They make the turns at high speeds, lawns have been driven over, and utility boxes and a tree in the right of way have been knocked down. She would like a STOP sign installed on Redding at Hycliffe.

Redding runs west from Crooks Road and ends in Hycliffe. Redding and Hycliffe are both low-volume residential roads. Redding carries around 540 vehicles per day, while Hycliffe carries around 400 vehicles per day. There are no significant sight obstructions at the intersection; however, while driving Redding, motorists have to maneuver a curve just before Hycliffe. Low volume residential intersections are normally not signed; at a "T" intersection the approach leg of the "T" has to yield to vehicles on the through section (Hycliffe). A crash analysis showed no reported crashes in the past few years.

SUGGESTED RESOLUTIONS:

- a. Recommend installation of YIELD sign on Redding at Hycliffe.
- b. Recommend installation of STOP sign on Redding at Hycliffe.
- c. Recommend no changes.

7. Install Parking Restrictions on Iowa

Ms. Kathy Blackwell of 2981 Iowa (Maple Veterinary Hospital) reported that their development is having some parking concerns on Iowa Street. Ms. Blackwell indicated that semi-trailers, delivery trucks and other vehicles park on Iowa in such a way that their only access to the parking lot is blocked. She indicated that this is not only an inconvenience, but also a safety concern if there were an emergency at their

development. Ms. Blackwell requests a no-parking zone on the north side of Iowa Street, from her property east to the end of Iowa Street at Maple. Ms. Blackwell also wanted to explore the possibility of designating this part of Iowa as a fire lane. Fire lanes are normally installed on private property for fire department access to buildings. Since Iowa is a public street with standard pavement widths, a fire lane designation may not be applied to the roadway.

Currently the south side of Iowa, the water main side of the street, is a no-parking zone.

SUGGESTED RESOLUTIONS:

- a. Recommend restricting parking on the north side of Iowa for 300 feet from Maple Road.
- b. Recommend no changes.

8. Install STOP Sign on Enterprise at Robinwood Street.

Cindy Pennington, 1924 Westwood, requests a STOP sign on Enterprise at Robinwood. Ms. Pennington indicated that she sees confusion at the intersection as to who has the right of way at the intersection.

Enterprise used to be a stub street running north from Maple Road. A residential development at the end of Enterprise opened up the road to Robinwood; today the roadway runs from Maple to Robinwood. Robinwood serves as an access to the residential development in the area and to Morse Elementary School.

Recent traffic counts indicate that Enterprise carries around 280 vehicles in a day, and Robinwood carries around 2000 vehicles in a day. Average traffic volumes on Troy residential roadways range between 200 and 5000 vehicles per day.

Since this intersection has not been in existence for a long time, there haven't been significant crashes at the intersection that may have been prevented by a STOP sign.

A sight distance study showed no significant sight obstructions at the intersection. A fence and one shrub in the southeast corner may pose minor sight obstructions to a motorist.

SUGGESTED RESOLUTION:

- a. Recommend installing STOP sign on Enterprise at Robinwood.
- b. Install YIELD sign on Enterprise at Robinwood.
- c. Recommend no changes to the intersection of Enterprise and Robinwood.

9. Install 4-way STOP signs at the intersection of Newton Drive and Keaton Drive

Ms. Lori Schussel of 700 Keaton Drive requests 4-way STOP signs at the intersection of Newton and Keaton. Ms. Schussel indicated that she sees near miss situations at the intersection where vehicles fail to yield right of way. Ms. Schussel also mentioned this intersection is also used by kids and that her children have been nearly hit by motorists.

The two residential roads in question are located in the Bridge Park Subdivision off Crooks Road. Newton runs between Wesley and Bridge Park Drives and Keaton ends west of Newton. Traffic volume on Newton was around 1090 vehicles per day and on Keaton it was around 560 vehicles per day. Average residential road traffic volumes in Troy range between 300 and 5000 vehicles per day.

If stop signs were to be installed at Newton and Keaton, a multi-way STOP would be created. Installation of a multi-way STOP would be warranted under one of the following conditions as per the Michigan Manual of Uniform Traffic Control Devices (MMUTCD).

- a. 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.
- b. An accident problem as indicated by five or more reported accidents of the type susceptible of correction by a multi-way STOP during a 12-month period. Such accidents include right and left turn collisions.
- c. 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.

The intersection of Newton and Keaton is YIELD controlled with YIELD signs on Keaton. Field observations indicate no significant sight obstructions at the intersection.

A crash analysis of reported crashes between 1996 and 2001 indicates that there were 2 crashes at the intersection. One in 1996 involving a motorist crashing into a parked vehicle on Newton and the other crash involved a vehicle backing into the intersection from Keaton when it was struck by a vehicle proceeding through on Newton. These types of crashes may not be correctible by the use of all-way STOP signs.

SUGGESTED RESOLUTIONS:

- a. Recommend installing 4-way STOP signs at Keaton and Newton.
- b. Recommend no changes.

PUBLIC HEARING**10. Request for Sidewalk Waiver – 5981 Willow Grove – Section 11**

Phyllis and Larry Goldsworthy are requesting a waiver for the sidewalk at 5981 Willow Grove. They are building a new home which is not in a subdivision. There are no sidewalks existing near this parcel. Petitioners have 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, Phyllis and Larry Goldsworthy have requested a temporary waiver of the requirement to construct a sidewalk on the property line because Willow Grove 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 5981 Willow Grove, which is owned by Phyllis and Larry Goldsworthy.

10. Other Business

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

11. Adjourn



500 West Big Beaver
Troy, Michigan 48084
Fax: (248) 524-0851
www.ci.troy.mi.us

January 3, 2002

ITEM 4

Gary and Rosemarie Thommes
2374 Kingsbury
Troy MI 48098

Area code (248)

Assessing
524-3311

Bldg. Inspections
524-3344

Bldg. Maintenance
524-3368

City Clerk
524-3316

City Manager
524-3330

Community Affairs
524-1147

Engineering
524-3383

Finance
524-3411

Fire-Administration
524-3419

Human Resources
524-3339

Information Services
619-7279

Law
524-3320

Library
524-3545

Parks & Recreation
524-3484

Planning
524-3364

Police-Administration
524-3443

Public Works
524-3370

Purchasing
524-3338

Real Estate & Development
524-3498

Treasurer
524-3334

General Information
524-3300

Re: Traffic Signal Request at the Intersection of Beach and Wattles

Dear Mr. & Mrs. Thommes:

As per your request, a traffic signal warrant study was performed for the above intersection to determine if the requirements (also called warrants) are met for the installation of a traffic signal. Warrants are State guidelines as described in the Michigan Manual of Uniform Traffic Control Devices (MMUTCD).

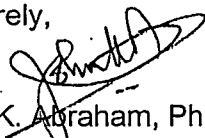
Wattles Road traditionally carries around 9,000 vehicles per day in this section. A count taken September 2001 shows 15,125 vehicles per day (weekdays) with around 1600 vehicles at peak hours. Traffic volumes on major streets in Troy range between 7,000 and 73,000 vehicles per day. Traffic volumes on Beach Road were found to be around 1,500 vehicles per day. Traffic volumes on residential roads in Troy range between 500 and 5,000 vehicles per day. The traffic volumes at the intersection do not satisfy the major traffic volume warrants prescribed by the MMUTCD.

A traffic crash study of the intersection was performed for the time period between July 1996 and June 2001. It was found that there were 7 reported crashes in 5 years, 5 of which could have been prevented if there had been a traffic signal at the location. The MMUTCD warrant requires at least 5 crashes in a 12-month period susceptible to correction by a traffic signal. It should also be noted that experience around the country shows that installing traffic signals at locations where they are not warranted may result in more traffic crashes, particularly of the rear-end type.

Since none of the major warrants for a traffic signal were met for the intersection, a traffic signal is **not** recommended at this intersection at this time. However, this item will be discussed at the next meeting of the Traffic Committee, and a meeting notice will be mailed to you regarding the same.

If you have any questions or need more information, please contact me at abrahamik@ci.troy.mi.us or at (248) 524-3379.

Sincerely,


John K. Abraham, Ph.D., P.E.
Traffic Engineer

Cc: Gary A. Shripka, Asst. City Manager/Services
Steven Vandette, City Engineer

Communications - Citizens\beach-wattles letter re traffic signal.doc

John K Abraham

From: Cynthia A Stewart
Sent: Wednesday, September 19, 2001 6:14 PM
To: John K Abraham
Subject: FW: Traffic Light Request

John:
This came to council. Thought you'd like to see it.
Cindy

-----Original Message-----

From: RTHOMMES@aol.com [mailto:RTHOMMES@aol.com]
Sent: Wednesday, September 19, 2001 6:12 PM
To: Council@ci.troy.mi.us
Subject: Traffic Light Request

Dear Council Member,
Our family resides on a street located off Beach Road between Long Lake and Wattles. Our children attend Boulan Park Middle School and Schroeder Elementary and are involved in various sports and extra curricular activities. We travel Beach Road extensively on a daily basis. We were thrilled when a traffic light was finally installed at Long Lake and Beach, but were saddened that a fatality had to occur before that light was a reality. The Wattles and Beach Road intersection has become a highly traveled and very dangerous one. There have been many accidents there in the past year with some of them quite serious. The most recent being on September 19th. It is difficult to turn left onto Wattles from Beach because of the heaviness and speed of the oncoming traffic. Also, a hill causes a blind spot on the West side of Wattles. Our oldest child will be driving next year and we are concerned for his safety as well as the safety of others. It is our hope that a light can be installed there BEFORE a fatality occurs.

Thank you,
Gary & Rosemarie Thommes
2374 Kingsbury
Troy, MI 48098
248-816-0827

COLLISION DIAGRAM

INDICATE NORTH BY ARROW

WATTLES

PERIOD: 5 YR.

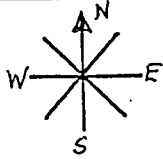
FROM 7/20/96

TO 6/30/01

BEACH NAME

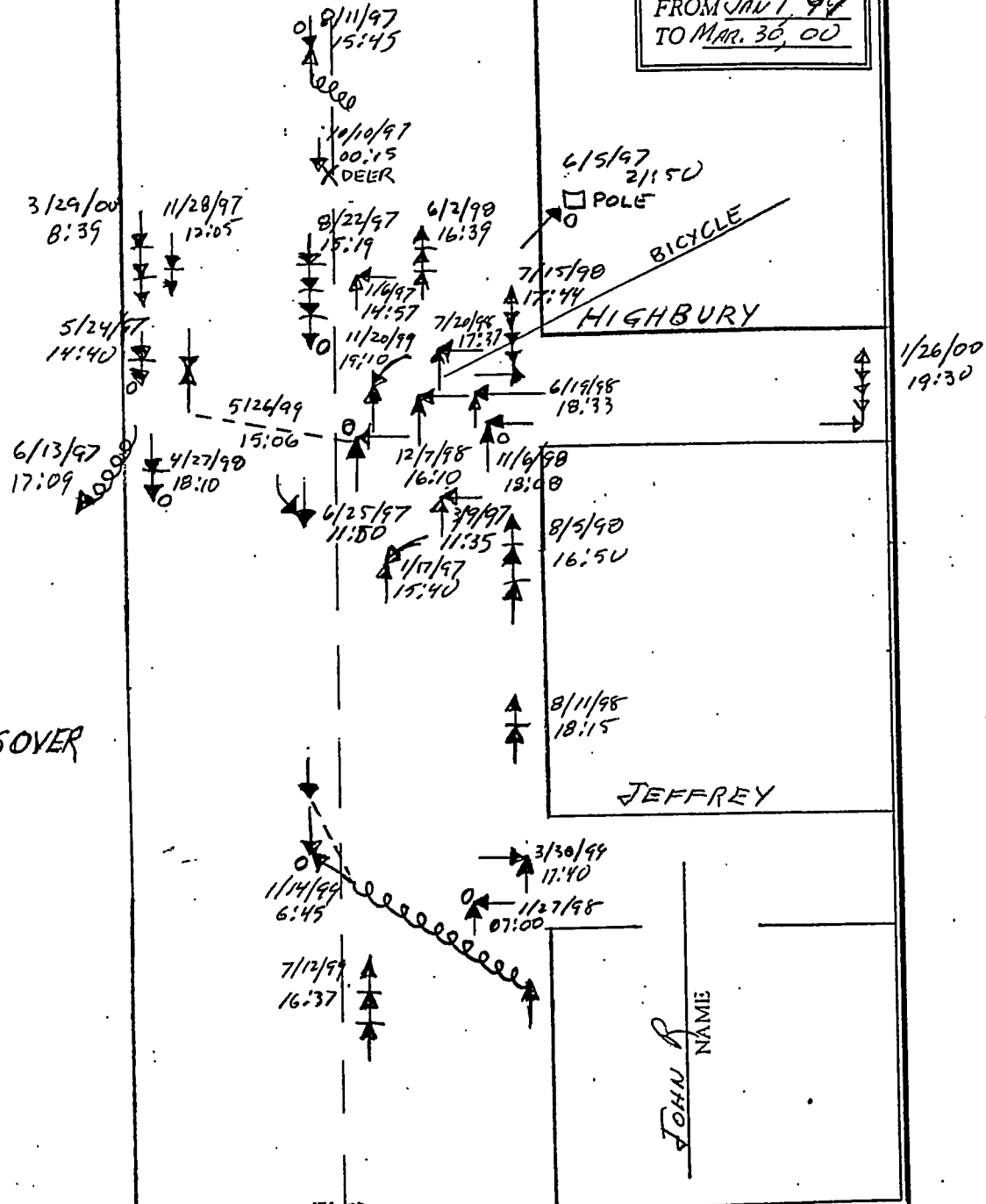
SYMBOLS	TYPES OF COLLISIONS	FOR EACH ACCIDENT SHOW:
<p>← MOVING VEHICLE</p> <p>↔ BACKING VEHICLE</p> <p>--- PEDESTRIAN</p> <p>▣ PARKED VEHICLE</p> <p>□ FIXED OBJECT</p> <p>○ INJURY ACCIDENT</p> <p>● FATAL ACCIDENT</p>	<p>← REAR END</p> <p>→ HEAD ON</p> <p>↔ SIDE SWIPE</p> <p>↘ RIGHT ANGLE</p> <p>↙ LEFT TURN HEAD ON</p> <p>↻ OUT OF CONTROL</p>	<p>1. Date & Time</p> <p>2. Weather & Road Surface Conditions</p>
		<p><u>WATTLES</u></p> <p><u># BEACH</u></p> <p>BY: <u>9/25/01</u> DATE: <u>9/25/01</u></p>

COLLISION DIAGRAM



INDICATE NORTH
BY ARROW

PERIOD: 3 1/4 yrs
FROM JAN 1, 97
TO MAR. 30, 00



NOTE:
THREE (3) CROSSOVER
COLLISIONS

JOHN R
NAME

SYMBOLS

- ← MOVING VEHICLE
- ↔ BACKING VEHICLE
- PEDESTRIAN
- ▣ PARKED VEHICLE
- FIXED OBJECT
- INJURY ACCIDENT
- FATAL ACCIDENT

TYPES OF COLLISIONS

- ←+ REAR END
- + HEAD ON
- ↔ SIDE SWIPE
- ↘ RIGHT ANGLE
- ↙ LEFT TURN HEAD ON
- ↘ OUT OF CONTROL

FOR EACH ACCIDENT SHOW:

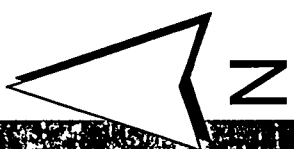
1. Date & Time
2. Weather & Road Surface Conditions

JOHN R #

Highbury / Jeffrey

BY: N. Helm DATE: 6-28-00

4 Miles



ITEM 7



CVTSight
SnapShot

Enter Map Title
Enter Map Description

Map Legend:

BOUNDARY LINE

MAJOR ROADS

I-75

ROAD NAMES

PARCEL

LABEL

PARCEL

PROPOSED FIRE LANES

made Veterinary Hospital

Cathy Blackwell

2981 Iowa

Troy

48083

248-585-2622



Map Scale: 1" = 83'

Map Date: January 2, 2002

Data Date: May 2004



Note: The information provided by this program has been compiled from recorded deeds, plats, taxmaps, surveys, and other public records and data. It is not a legally recorded map or survey and is not intended to be used as one. Users of this data are hereby notified that the information sources mentioned above should be consulted for verification of the information.

N

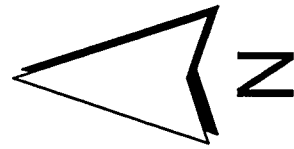


Robinwood

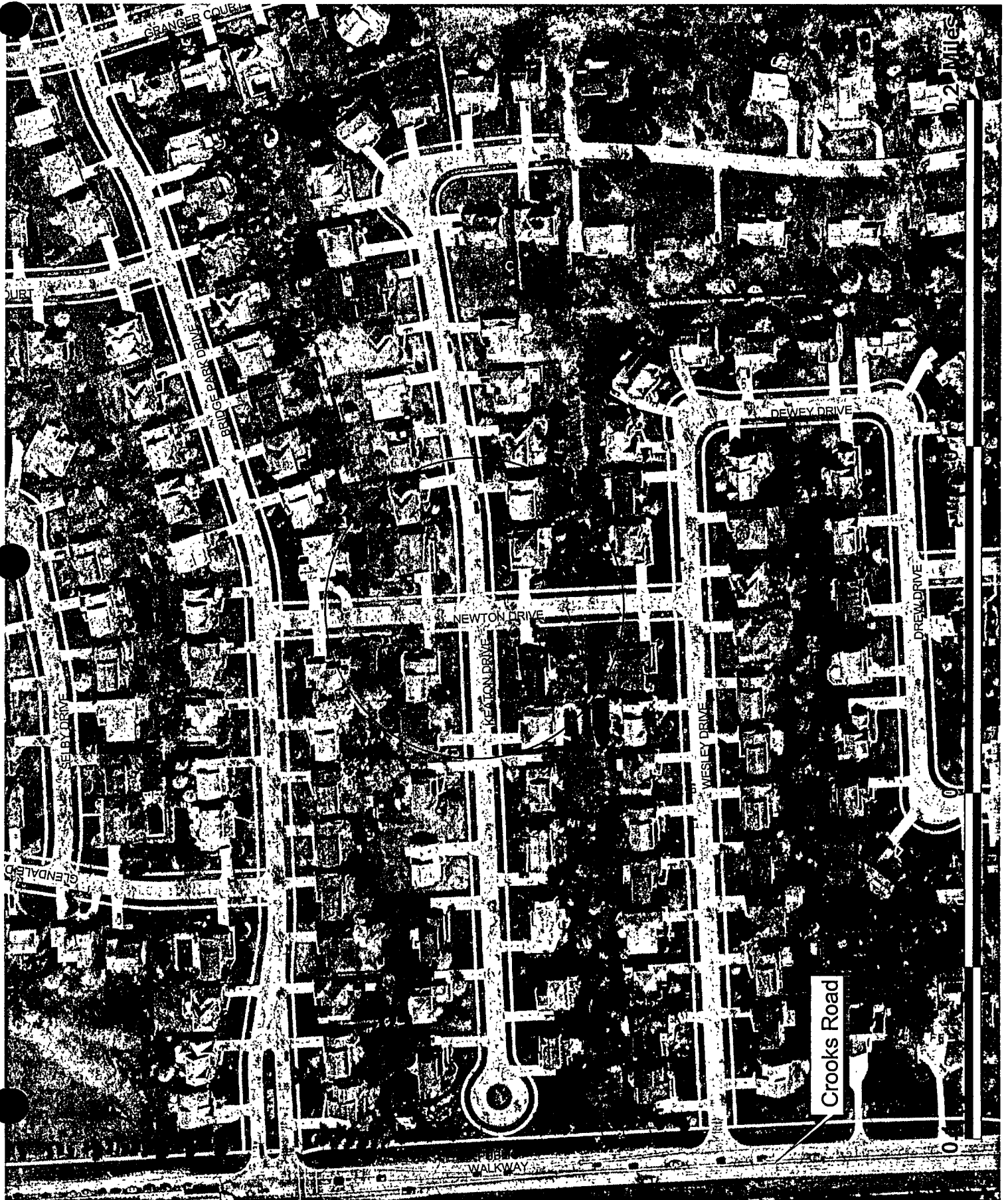
Enterprise

Fence

Shrub/tree




ITEM 9



Date December 11, 2001

TO: The City of Troy Traffic Committee

FROM: William Need, Public Works Director 

SUBJECT: Request for Waiver of Sidewalk Requirement
At 5981 Willow Grove – N. W. Section 11

Per the attached letter dated December 6, 2001 from Phyllis A and Larry D. Goldsworthy at 4784 Butler Drive, Troy, Mi 48085 are requesting a waiver for the sidewalk at the property located at 5981 Willow grove.

The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and re-platted

We recommend that the sidewalk be installed at Square Lake. However, if the sidewalk requirements were to be waived at Willow Grove, we recommend the approval be subject to the execution and recording of an "*Agreement for Irrevocable Petition for Sidewalk*", or the submission of a cash deposit for future construction to assure consent and participation if there is future sidewalk installation.

Please advise if there are any questions or if further information is required.

Plan/Sketch

ITEM 10

OTHER pending property and min. interests

CERTIFICATE OF SURVEY

