



TRAFFIC COMMITTEE AGENDA

November 16, 2022 – 7:30 P.M.

Lower Level Conference Room – Troy City Hall – 500 West Big Beaver

1. Roll Call
2. Approval of Minutes – September 21, 2022 Traffic Committee

PUBLIC HEARINGS

3. No Public Hearings

REGULAR BUSINESS

4. Request for Traffic Control – Paddington at Wendover
5. 2023 Traffic Committee Meeting Schedule
6. Establish Fire Lanes at 177 Wilshire Drive
7. Public Comment
8. Other Business
9. Adjourn

Copy to:

Item 4: Eve Marston 3416 Wendover; Properties within 300'

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 concerns. 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 crashes.

Final decisions on sidewalk waivers will be made by the Committee at this meeting.

The recommendations and conclusions arrived at on regular items 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 concerns.

2. Approval of Minutes – September 21, 2022 Traffic Committee

PUBLIC HEARING

3. No Public Hearings

REGULAR BUSINESS

4. Request for Traffic Control – Paddington Drive at Wendover Street

Eve Marston of 3416 Wendover requests that the intersection of Paddington Drive at Wendover Street be reviewed for purposes of replacing the existing YIELD sign with a STOP sign on the Wendover Street approach to the intersection. She stated that the existing Yield sign does not stop traffic or slow vehicles at the intersection. This creates a hazardous situation for drivers and pedestrians. She has indicated that there are three new families on the other corners of the intersection with young children.

SUGGESTED RESOLUTIONS:

- a. RESOLVED, that the intersection of Paddington Drive at Wendover Street be **MODIFIED** from YIELD control on the Paddington Drive approach to STOP control on the Wendover Street approach to intersection.
- b. RESOLVED, that **NO CHANGE** be made at the intersection of Paddington Drive at Wendover Street.

5. 2023 Traffic Committee Meeting Schedule

According to the City of Troy Traffic Committee By-Laws, Article IV – Meetings:

“Regular meetings will be held on the third Wednesday of each month at 7:30 p.m. at the Troy City Hall, 500 West Big Beaver Road, Troy, Michigan.”

There are no other by-laws or procedures that establish the actual dates of the meetings, but an annual calendar of meetings is published by the City so meeting dates need to be set for this purpose.

SUGGESTED RESOLUTION:

- a. Recommended dates for 2023 Traffic Committee meetings are detailed below:
 - Wednesday, January 8
 - Wednesday, February 15
 - Wednesday, March 15
 - Wednesday, April 19
 - Wednesday, May 17
 - Wednesday, June 21

- Wednesday, July 19
- August – NO MEETING
- Wednesday, September 20
- Wednesday, October 18
- Wednesday, November 15
- December – NO MEETING

6. Establish Fire Lanes at 177 Wilshire Drive

The Michigan Vehicle Code and Section 503 of the International Fire Code (2015), 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 and medical). The property owner has already complied with this requirement and has posted the appropriate signs delineating the required fire lane.

SUGGESTED RESOLUTIONS:

- a. RESOLVED, that fire lanes be **APPROVED** at 177 Wilshire Drive.

7. Public Comment

8. Other Business

9. Adjourn

A regular meeting of the Troy Traffic Committee was held Wednesday, September 21, 2022 in the Lower Level Conference Room at Troy City Hall. Pete Ziegenfelder called the meeting to order at 7:30 p.m.

1. Roll Call

Present: Cindy Nurak
Al Petrulis
Abi Swaminathan
Cynthia Wilsher
Pete Ziegenfelder

Absent: Shama Kenkre (Arrived as meeting ended)
Richard Kilmer
Tyler Koralewski, Student Representative

Also present: Lt. Chuck Roberts, Fire Department
Bill Huotari, City Engineer/Traffic Engineer
Merissa Clark, Administrative Assistant
Brian Bliskey, 3419 Harmony
Cynthia Bliskey, 3419 Harmony

2. Minutes – July 20, 2022

Resolution # 2022-09-20
Moved by Wilsher
Seconded by Nurak

To approve the July 20, 2022 minutes as printed.

Yes: Nurak, Petrulis, Sivaraman, Wilsher, Ziegenfelder
No: None
Absent: Kenkrey, Kilmer

MOTION CARRIED

PUBLIC HEARINGS

3. No Public Hearings

REGULAR BUSINESS

4. Request for Traffic Control – Harmony Drive at Crimson Drive

James Bliskey of 3419 Harmony requests that the intersection of Harmony Drive at Crimson Drive be reviewed for purposes of replacing the existing YIELD sign with a STOP sign on the Crimson Drive approach to the intersection. He stated that the existing Yield sign does not stop traffic or slow vehicles down when they make the turn. This creates a hazardous situation for drivers and pedestrians. He has had two cars hit, a tree hit, and his lawn run over several times along with many near misses with walkers.

Troy Police Sgt. Warzecha provided the following input via email:

Bill,

Due to our mandatory shift meeting, I will be unable to attend the Traffic Committee Meeting tomorrow. I did review the request from James Bliskey at 3419 Harmony to change the YIELD sign to a STOP sign at the Crimson Drive approach. In his request, Mr. Bliskey stated "he has had two cars hit, a tree hit, and his lawn run over several times along with many near misses with walkers". I searched our system for incidents in the area of 3419 Harmony and at the intersection of Harmony/Crimson. I discovered on 08/25/2015 that Mr. Bliskey reported his vehicle was parked in the street and was sideswiped by an unknown vehicle traveling southbound. This caused minor damage to the driver's side mirror, no crash report was requested or filed. On 08/22/2012 Mr. Bliskey also reported his vehicle and home were egged causing minor damage to both. These are the only 2 incidents that have been reported to the Police Department. That being said, I'm not opposed to changing the YIELD sign to a STOP sign, but due to this being a "T" intersection, I do not believe a STOP sign will significantly change the habits of people driving in the area.

Traffic Engineering received one (1) email, and one (1) phone call opposed to any changes and one (1) email in support of changing the Traffic Control, as follows:

I have lived on Harmony just south of Crimson since 1979.

Due to the traffic at that corner, we taught our 3 children to treat the Yield sign as a Stop sign.

I agree that the sign should be a Stop sign. I have had to stop way too often coming south on Harmony as people whip around the corner from Crimson to northbound Harmony without even a glance for traffic.

Jim Wilbur

3371 Harmony Dr, Troy, MI 48083

I'm opposed to putting a stop sign there. I have lived here almost 37 years and have never witnessed an accident at this corner. Baker students have been picked up for the same number of years, and there has never been a traffic incident to my knowledge. The resident could, twice annually, request the speed indicator that shows the driver's speed. Thank you for letting us know, Mr. Huotari.

*Barbara Layman
3378 Harmony Dr.
Troy, MI 48083*

Traffic Engineering received a call from Dan Reaume of 3402 Harmony in opposition to replacing the Yield sign with a Stop sign at the Harmony Drive at Crimson Drive intersection.

Mr. Reaume stated that he has not noticed or observed an issue with the Yield sign. He does not support the request and does not see the need to change it to a Stop sign.

Brian Bliskey of 3419 Harmony stated that nobody yields or slows down at the yield sign at Crimson and Harmony. The lawn has been driven over, trees hit, pedestrians have had many near misses trying to cross safely, and his car has been hit twice because people are not slowing down to make the turn in front of his home. He stated the problem just continues to get worse.

Cynthia Bliskey owner of 3419 Harmony stated she has a hard time getting out of her driveway because everyone is speeding thru that yield sign. She watches pedestrians barely cross the street safely. She stated that the traffic continues to be heavy throughout winter and similar intersection in the subdivision have stop signs, and she hopes they will approve this request.

Mr. Ziegenfelder commented he is always in favor of ALL-STOP signs.

Ms. Nurak stated that she did notice when she went out to the site that visibility was limited when cars are parked near the yield sign.

Mr. Petrulis is in support because petitioner sees everything going on and the yield sign, and he trusts the input received.

Ms. Swaminathan asked for clarification on who can see the current sign.

Resolution # 2022-09-21
Moved by Petrulis
Seconded by Swaminathan

RESOLVED, that the intersection of Harmony Drive at Crimson Drive be **MODIFIED** from YIELD control on the Crimson Drive approach to STOP control on the Crimson Drive approach to the intersection.

Yes: Nurak, Wilsher, Petrulis, Swamihathan, Ziegenfelder
No: None
Absent: Kenkre, Kilmer

MOTION CARRIED

5. Public Comment

There was no further public comment at the meeting.

6. Other Business

Lt. Roberts discussed emergency access to the Zen apartments at 888 W. Big Beaver. Fire lanes need to be posted on the north side of the apartment complex to allow for fire department access in the event of an emergency. Lt. Roberts will follow up with a request for fire lanes at the October meeting. Bill Huotari introduced Shama Kenkre to the committee. October meeting was discussed and if held, it will be on October 12th in the Board Room. Mr. Ziegenfelder brought up the Michigan left on Big Beaver east of John R that he thinks a proceed on green sign should be installed – Traffic Engineer will bring up to the Oakland County Road Commission.

7. Adjourn

The meeting adjourned at 7:53 PM.

Pete Ziegenfelder, Chairperson

William J. Huotari, City Engineer/Traffic Engineer



TRAFFIC COMMITTEE REPORT

October 19, 2022

TO: Traffic Committee

FROM: Bill Huotari, City Engineer/Traffic Engineer

SUBJECT: Request for Traffic Control – Paddington Drive at Wendover Street

Background:

Eve Marston of 3416 Wendover requests that the intersection of Paddington Drive at Wendover Street be reviewed for purposes of replacing the existing YIELD sign with a STOP sign on the Wendover Street approach to the intersection. She stated that the existing Yield sign does not stop traffic or slow vehicles at the intersection. This creates a hazardous situation for drivers and pedestrians. She has indicated that there are three new families on the other corners of the intersection with young children.

The posted speed limit on both streets is 25 mph.

The Wendover Street approach to the intersection is under YIELD control.

Both Paddington Drive and Wendover Street are considered local streets. Paddington Drive runs northeast to southwest providing direct access to the neighborhood from Palmerston Dr. Wendover Street runs east to west offering access to the neighborhood off of Adams Road. For the purpose of this analysis, Paddington Drive is presumed to be the major road.

There were no crashes recorded in the past full five (5) years within a 250' radius of the intersection.

The major potential sight distance obstruction at the intersection for a motorist traveling northbound on Paddington Drive would be the house corners on the southeast and southwest quadrants of the intersection.

The safe approach speed for eastbound vehicles on Wendover Street is 17.9 mph due to the permanent sight distance obstruction from the house corner on the northwest quadrant.

OHM recommends retaining the YIELD sign on the Wendover Street approach to the intersection.

The city requested that OHM review the intersection and provide their findings and recommendations (copy attached).

October 17, 2022

Mr. William Huotari, PE
City Engineer
City of Troy
500 W. Big Beaver Rd
Troy, MI 48084

RE: Traffic Control Recommendation for
Paddington Drive at Wendover Street

Dear Mr. Huotari:

As requested, we have reviewed the intersection of Paddington Drive at Wendover Street to determine the proper traffic control. Paddington Drive at Wendover Street is a 4-legged intersection located in the City of Troy. The speed limit on both streets under investigation is 25 mph. The intersection does not have any stop-controlled approaches but there are yield signs on the Wendover Street. Attached are aerial and intersection photos.

Types of Roadways

Both Paddington Drive and Wendover Street are considered local streets. Paddington Drive runs northeast to southwest providing direct access to the neighborhood from Palmerston Dr. Wendover Street runs east to west offering access to the neighborhood off of Adams Road.

The surrounding land use is entirely single-family residential. On-street parking is permitted on the North and South sides of Paddington Drive and on the East and West sides of Wendover Street. There is no clear major versus minor street. However, for the purpose of this analysis Paddington Drive is presumed to be the major road, while Wendover Street is considered the minor road. Both Wendover Street and Paddington Drive serve as key routes throughout the neighborhood.

Traffic Control Analyses

Traffic control analyses described herein adheres to the requirements presented in the Michigan Manual on Uniform Traffic Control Devices (MMUTCD) that are considered mandates of state law. A reference document explaining the background behind the analyses is attached to this memo.

Crash Analysis

Based on information obtained through the Traffic Improvement Association of Michigan, there were no crashes recorded in the past full five (5) years within a 250' radius of the intersection. The crash history does not constitute a compelling case for modifying the existing controls.



Traffic Volumes

Traffic counts were not collected in the vicinity of the intersection. Traffic volumes in residential areas are predominantly driven by the number of single-family residential homes in the neighborhood. Based on the residential nature and the number of homes in the surrounding area it is highly improbable that this location would satisfy any of the minimum volume warrants for an all-way STOP (see attached Reference Guide).

It is therefore extremely unlikely that Paddington Drive meets and sustains the 300 vehicles per hour threshold for a minimum of 8 hours. The combined vehicular, pedestrian, and bicycle volumes entering from Wendover Street is similarly unlikely to average at least 200 units for any 8 hours. Additionally, since the posted speed limit is only 25mph, it is reasonable to assume that the 85th percentile approach speed does not exceed 40mph on either road; thus, the minimum vehicular volume warrants cannot be discounted to 70 percent of the values described previously. Finally, the study intersection is likely to fall significantly shy even of the reduced 80 percent volumes, based on expected trip generation for this neighborhood. Therefore, the minimum volume criteria for an all-way STOP has not likely been met.

Traffic volumes in residential areas are predominantly driven by the number of single-family residential homes in the neighborhood.

Approach Speed Limits

The approach speed limit on all study streets is 25mph. Speed limits alone cannot be used in this case to determine which direction of traffic should be assigned the right-of-way.

Sight Distance

The major potential sight distance obstruction at the intersection of Paddington Drive at Wendover Street for a motorist traveling northbound on Paddington Drive would be the house corners on the southeast and southwest quadrants of the intersection. The major potential sight distance obstruction at the intersection of Wendover Street at Paddington Drive for a motorist traveling eastbound on Wendover Street would be the house corners on the southwest and northwest quadrants of the intersection. These obstructions impact the calculated safe approach speeds for the intersection. The safe approach speed is the speed at which a vehicle can approach an intersection and still stop in time to avoid a collision with a vehicle seen on the cross street.

When the safe approach speed is found to be less than 10 mph, a STOP sign is recommended. When the safe approach speed is found to be more than 10 mph, a YIELD sign is recommended. In this case, the safe approach speed for eastbound vehicles on Wendover Street is 17.9 mph due to the permanent sight distance obstruction from the house corner on the northwest quadrant. Thus, based on the safe approach speed calculations, YIELD-control is the computed right-of-way control for Wendover Street approach. The safe approach speed calculation spreadsheet for the intersection is attached for reference.

Recommendation

The preceding analysis did not determine that any criteria were met for all-way STOP-control. The safe approach speed calculations suggested YIELD-control would be appropriate for the minor street (Wendover Street) approach.

OHM recommends maintaining the YIELD sign on the Wendover Street approach. The intersection should be reevaluated if traffic volumes increase, or crashes begin to occur.



Sincerely,
OHM Advisors

Ife Ogundeji
Traffic Engineer

Attachments:

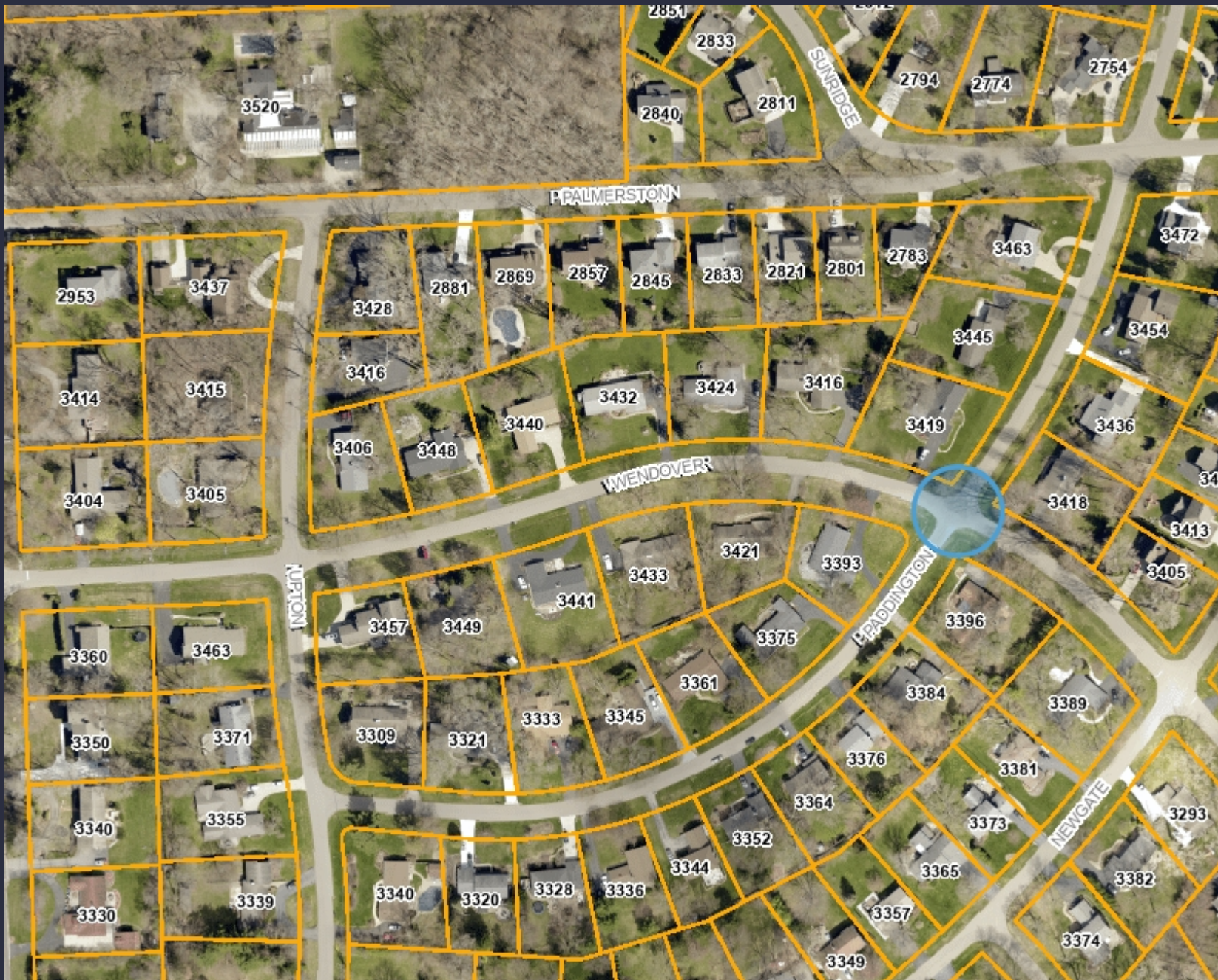
- Aerial Photo
- Safe Approach Speed Calculation Spreadsheet
- Intersection Photos
- Traffic Control Determination Reference Guide



GIS Online

Legend:

Road Centerline Text



Notes:

Map Scale: 1=252

Created: September 15, 2022



Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.

Safe Approach Speed Calculation

Paddington Dr and Wendover St
City of Troy

Date: 9/22/2022
Analyst: Lauren & Richard

Measured:

Width of Roads
Road 1 = 21 (ft)
Road 2 = 21 (ft)

Distance to Obstructions
a = 53 (ft) e = 47 (ft)
b = 58 (ft) f = 63 (ft)
c = 61 (ft) g = 70 (ft)
d = 56 (ft) h = 46 (ft)

Angle of Intersection
Delta = 72 (degrees, measure counterclockwise)

Road 1 Posted
Speed Limit = 25 (mph)

Assumed:

Speed of Vehicle A = Speed of Vehicle C
= Posted Speed Limit on Road 1
+ 5 (mph)
V₁ = 30 (mph)

Perception / Reaction Time (AASHTO)
t = 2.5 (sec)

Deceleration rate (AASHTO)
A = 11.20

Clearance distance in excess of safe stopping distance (AAA)
EC = 0 (ft)

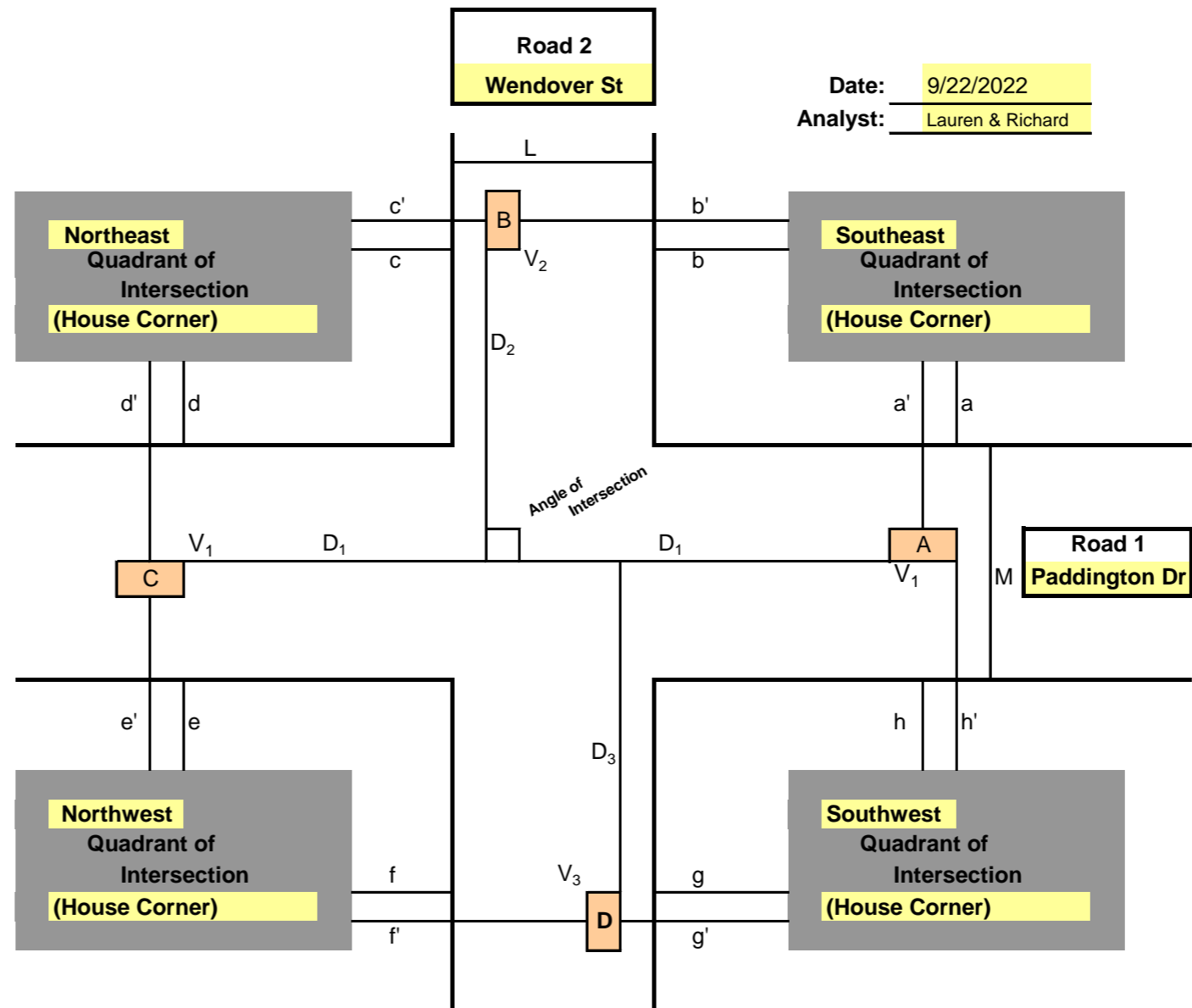
Calculated Safe Approach Speed for Vehicle B
Approaching on Road 2

V₂ = 17.9 (mph) [Based on Veh. A]
or V₂ = 19.5 (mph) [Based on Veh. C]

Calculated Safe Approach Speed for Vehicle D
Approaching on Road 2

V₃ = 20.2 (mph) [Based on Veh. A]
or V₃ = 17.1 (mph) [Based on Veh. C]

Threshold of Safe Approach Speed (AAA, FHWA & NSC)
to Recommend STOP Control 10.0 (mph),
to Recommend YIELD Control 25.0 (mph),
Otherwise Recommends NO CONTROL.



Intermediate Calculations:

D₁ = 196 a' = 59 e' = 53
D_{2A} = 96.7 b' = 67 f' = 72
D_{2C} = 108.1 c' = 67 g' = 76
D_{3A} = 113.3 d' = 65 h' = 55
D_{3C} = 90.7

Based On $D_1 = (1.075 V_1^2 / A) + 1.4667 V_1 t + EC$
 $D_{2A} = \frac{a' * D_1}{(D_1 - b')}$ or $D_{2C} = \frac{c' * D_1}{(D_1 - d')}$ or $D_{3A} = \frac{g' * D_1}{(D_1 - h')}$ or $D_{3C} = \frac{e' * D_1}{(D_1 - f')}$

Notes: Enter field measurements in yellow highlighted area.
Blue fields are std. default values; change only for cause.
Calculated by spreadsheet

Recommended ROW control for Road 2
based on safe approach speed : **YIELD SIGN**



Photograph No. 1: Wendover Drive- Heading West looking Left
Date: 09/22/2022 **Photographer:** Richard Boateng



Photograph No. 2: Wendover Drive- Heading West looking Right
Date: 09/22/2022 **Photographer:** Richard Boateng



Photograph No. 3: Wendover- Heading West
Date: 09/22/2022 **Photographer:** Richard Boateng



Photograph No. 4: Wendover Drive- Heading East looking left
Date: 09/22/2022 **Photographer:** Richard Boateng



Sep 22, 2022 at 1:38:20 PM
3400-3498 Wendover Rd
Troy MI 48084
United States

Photograph No. 5: Wendover Drive- Heading East looking right
Date: 09/22/2022 **Photographer:** Richard Boateng



Sep 22, 2022 at 1:37:46 PM
3301-3399 Wendover Rd
Troy MI 48084
United States

Photograph No. 6: Wendover Drive- Heading East
Date: 09/22/2022 **Photographer:** Richard Boateng



Sep 22, 2022 at 1:46:03 PM
3419 Paddington Dr
Troy MI 48084
United States

Photograph No. 7: Paddington Drive- Heading South looking left
Date: 09/22/2022 **Photographer:** Richard Boateng



Sep 22, 2022 at 1:45:58 PM
3419 Paddington Dr
Troy MI 48084
United States

Photograph No. 8: Paddington Drive- Heading South looking right
Date: 09/22/2022 **Photographer:** Richard Boateng



Sep 22, 2022 at 1:46:08 PM
3419 Paddington Dr
Troy MI 48084
United States

Photograph No. 9: Paddington Drive- Heading South
Date: 09/22/2022 **Photographer:** Richard Boateng



Sep 22, 2022 at 1:44:10 PM
3384 Paddington Dr
Troy MI 48084
United States

Photograph No. 7: Paddington Drive- Heading North looking left
Date: 09/22/2022 **Photographer:** Richard Boateng



Photograph No. 7: Paddington Drive- Heading North looking Right
Date: 09/22/2022 **Photographer:** Richard Boateng



Photograph No. 10: Paddington Drive- Heading North
Date: 09/22/2022 **Photographer:** Richard Boateng

Reference Guide on Traffic Control Determination in the State of Michigan

Background

This document is intended to be used as a reference guide for performing intersection traffic control studies of intersections on public roadways in Michigan. The document explains the procedure and requirements necessary to implement traffic control at an intersection as stipulated by the Michigan Manual on Uniform Traffic Control Devices (MMUTCD). Act 300 of Public Acts of 1949 (as amended) requires the adoption of this Manual, and further requires conformance to the manual for all state highways, county roads and local streets open to public travel.

Generally, the starting premise is an uncontrolled intersection. The first step would then be to verify if the intersection should remain uncontrolled or if YIELD or STOP controls on the minor street approach(es) should be provided. For locations with higher traffic volumes and /or crash issues, then an evaluation of the location for all-way STOP warrants would be performed. The appropriate analysis for each level of control described below.

YIELD Traffic Control Guidance

The use of a YIELD sign is intended to assign the right-of-way at intersections where it is not usually necessary to stop before proceeding into the intersection. Conversely, the STOP sign is intended for use where it is usually necessary to stop before proceeding into the intersection.

The following conditions should be fully evaluated to determine how the right-of-way should be assigned:

- Traffic Volumes: Normally, the heavier volume of traffic should be given the right-of-way.
- Approach Speeds: The higher speed traffic should normally be given the right-of-way.
- Types of Highways: When a minor highway intersects a major highway, it is usually desirable to control the minor highway.
- Sight Distance: Sight distance across the corners of the intersection is the most important factor and is critical in determining safe approach speeds.

STOP Traffic Control Guidance

Based on the MMUTCD there are four conditions where STOP signs may be warranted:

- At the intersection of a less important road with a main road where application of the normal right-of-way rule is unduly hazardous.
- On a street entering a through highway or street.
- At an unsignalized intersection in a signalized area.
- At other intersections where a combination of high speed, restricted view, or crash records indicate a need for control by the STOP sign.

In many cases STOP signs are installed where they may not be warranted. Traffic experts agree that unnecessary STOP signs:

- Cause accidents they are designed to prevent.
- Breed contempt for other necessary STOP signs.
- Waste millions of gallons of gasoline annually.
- Create added noise and air pollution.
- Increase, rather than decrease, speeds between intersections.

There is also an explicit restriction in the MMUTCD that STOP signs are not to be used for speed control, in Section 2B.04.

Evaluation of All-Way STOP Traffic Control

Based on the MMUTCD there are four conditions where **all-way** STOP signs may be warranted:

- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
- B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
- C. *Minimum volumes:*
 - 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 - 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 - 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
- D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*



TRAFFIC COMMITTEE REPORT

November 2, 2022

TO: Traffic Committee
FROM: Bill Huotari, City Engineer/ Traffic Engineer
SUBJECT: 2023 Traffic Committee Meeting Schedule

According to the City of Troy Traffic Committee By-Laws, Article IV – Meetings:

“Regular meetings will be held on the third Wednesday of each month at 7:30 p.m. at the Troy City Hall, 500 West Big Beaver Road, Troy, Michigan.”

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- Wednesday, October 18
- Wednesday, November 15
- December – NO MEETING



500 West Big Beaver
Troy, MI 48084
troymi.gov

Troy Fire Department

P: 248.524.3419

F: 248.689.7520

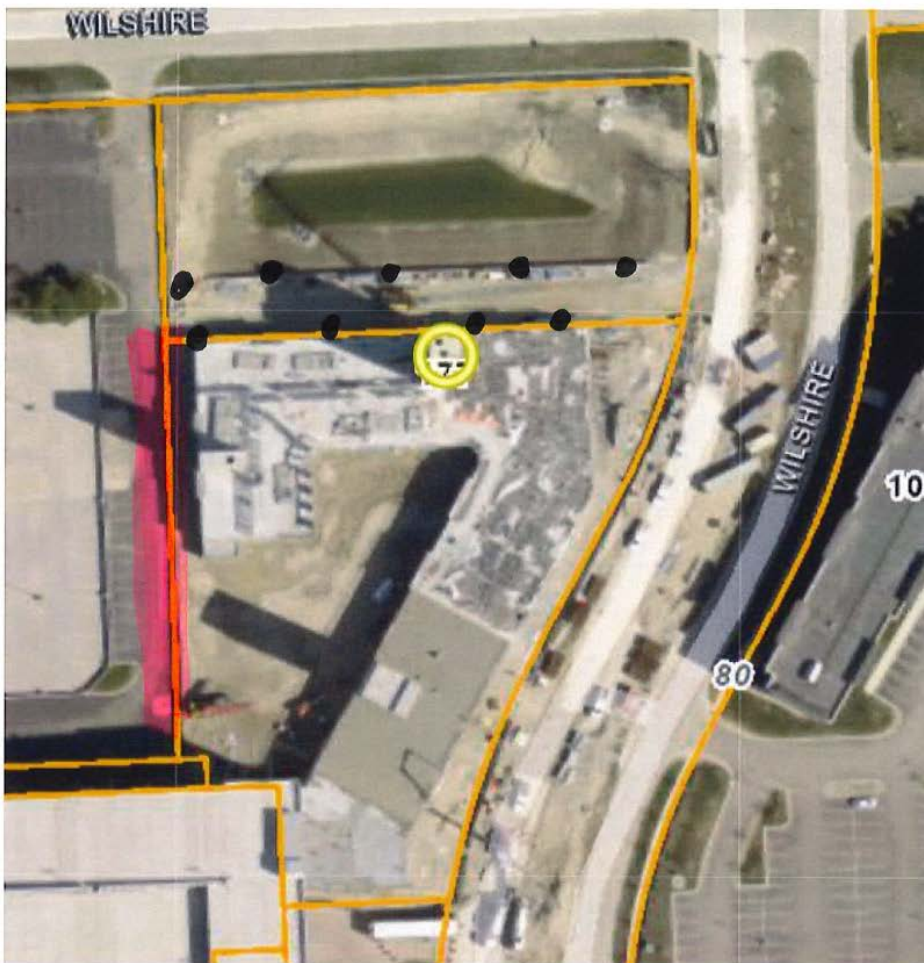
November 3, 2022

In regards to the property at 177 Wilshire in Troy.

In the Plan Review that was submitted to the owner prior to construction, Fire Lanes were required for this property. This is pursuant to The Michigan Vehicle Code and Section 503 of the International Fire Code 2015.

The property owner complied with both the Fire Lane installation and the Fire Lane signage requirements prior to the final approval of the building.

Parking signs are in place as indicated in the diagram below.



- = EXISTING SIGNAGE
- = NO SIGNAGE ON WEST SIDE NEXT TO 901 PARKING DECK

FIRE LANE REQUIREMENTS

Installation and maintenance of the fire lane signs outlined in Chapter 1076 of the Troy City Code is the obligation of the property owner. The fire lane signs are to be installed and maintained in compliance with the criteria as set forth in the Michigan Manual of Uniform Traffic Control Devices.

Some of the criteria as set forth in the above manual are as follows:

1. Signs shall be red on white background and shall read,

**FIRE LANE
NO PARKING
NO STOPPING
NO STANDING
TOW AWAY ZONE**

2. Spaced no further than 100 feet apart
3. Installed at right angle or 90 degrees
4. Seven (7) feet from the bottom of sign to grade
5. Double-faced where possibility exists for left wheel to curb parking

If you have any questions please contact the City of Troy Fire Department at 248 524-3419.

COMPANIES THAT PROVIDE REGULATORY SIGNS

Signs & More
1371 Souter
Troy MI 48083
248 852-0683

Sign-A-Rama
1017 Naughton
Troy MI 48083
248 585-6880

Hunt Sign Company
1724 Coolidge Highway
Berkley MI 48072
248 546-4509

FIRE LANE

**NO PARKING
NO STOPPING
NO STANDING**

**TOW AWAY
ZONE**