

The Traffic Committee Meeting was called to order at 7:37 PM in Conference Room "C" of Troy City Hall on April 19, 1989 by Chair Peggie Perry.

ITEM: 1

ROLL CALL

PRESENT:

John Diefenbaker
Ted Halsey
Robert Hanna
Peggie Perry

ABSENT:

Sam Coleman
Arthur Cotsonika
William Rudell

Also present were the following:

- 4- Mrs. Keister, 765 Barclay
- 6- Gene Engelhard, 32223 N. Auburn, Birmingham 48009
- 7-8 Joseph J. Malla, 4241 Gaylord
Kathy Richardson, 4265 Gaylord
Robert Shaw, 4433 Gaylord
Beverly Bunting Fieroh, 4457 Gaylord
Sandie Dipasquale, 4481 Gaylord
John Corfield, 1418 Durand
Walt & Nancy Feifer, 4603 Tipton
Pam Festian, 4678 Tipton
Bill Drerup, 1356 Fountain Dr.
- 9- Margie Simony, 3435 Roxbury Ct.
Carol Anne Bonjour, 2433 Wexford
Judy Simony, 2417 Wexford
- 10- Mary Storm, 6823 Houghten
- 11- Barbara Hering, 2617 Sparta
Kathleen Schmidlin, 2367 Alexander
- and Neall Schroeder, City Engineer
Robert Matlick, Fire Inspector
Lt. Charles Craft, Traffic Safety Unit

ITEM: 2

MINUTES - MARCH 15, 1989

Moved by Hanna
Supported by Diefenbaker

Recommend that the minutes of the March 15, 1989 Traffic Committee meeting be approved as printed.

YEAS: 4 Diefenbaker, Halsey, Hanna, Perry
NAYS: 0
ABSENT: 3 Coleman, Cotsonika, Rudell

MOTION PASSED

ITEM: 3

VISITORS TIME

No one was present to discuss items not on the agenda.

Moved by Hanna

Supported by Halsey

Recommend that Items 4, 6, 8, 9, 10, and 11 be taken out of order.

YEAS: 4 Diefenbaker, Halsey, Hanna, Perry

NAYS: 0

ABSENT: 3 Coleman, Cotsonika, Rudell

MOTION PASSED

ITEM: 4

SPEEDING PROBLEM ON BARCLAY

Mrs. Keister, 754 Barclay, is concerned about the speed of traffic on Barclay. This item was considered by the Traffic Committee at their meeting of March 15, 1989, but was referred back to the Traffic Committee by Troy City Council so that additional speed studies could be conducted. Radar speed studies were conducted on Barclay between Holly and Randall on March 22, 1989 between 4:00 and 5:00 PM. The average speed was 20.8 mph and 85% of the motorists were traveling at a speed of 27 mph or less. Between 5:00 and 6:00 PM, the average speed was 23.3 mph, and 85% of the motorists were traveling at a speed of 27 mph or less.

Mrs. Keister has suggested the installation of a 4-way stop at Barclay and Holly as a means of controlling speed on Barclay. Stop signs have already been installed on Holly at Barclay. A 4-way stop would be warranted at this intersection if we found a correctable accident pattern or a high level of traffic volume, approximately equally distributed between Holly and Barclay. If we found five or more right angle collisions during a 12 month period at this intersection, installation of a 4-way stop would be warranted. However, we have not found this pattern of accidents at the Barclay and Holly intersection. In fact, there has been only one reported accident at this intersection in the past three years. A 4-way stop at Barclay and Holly may also be warranted if we found traffic volumes of 500 vehicles per hour approaching the intersection for an 8 hour period during a typical day. However, daily traffic volume on Barclay is only 434.

We have not found stop signs to be effective in controlling speeds on residential streets in Troy. The attached article from a Troy Newsletter describes this experience in more detail. Installation of a 4-way stop at Holly and Barclay was not recommended because it would not be effective in controlling speeds and it is not warranted either by a high level of traffic volume or a correctable accident experience.

Mrs. Keister appeared before the Committee on behalf of her request for 4-way stop signs at Barclay and Holly. She stated that she is not saying stop signs will solve their speeding problem but feels they will help.

Item 4 Contd.

When Mr. Hanna asked if there had been any speeding enforcement, Lt. Craft replied that eastbound traffic on Barclay between Holly and Rochester had been monitored on March 29, 30, 31 and April 3 from 4:30-6:00 PM. No citations were issued. The highest speed during the four days was 34 mph but the average speed each day was close to the 25 mph speed limit.

City Engineer Neall Schroeder said to notice that on the 24-hour speed study taken April 13-14 there were some excessive speeds for westbound traffic between 3:00 and 4:00 PM.

Mrs. Keister said that trees and parked cars have been hit but the police department attributes this more to reckless driving than speeding. She believes they are associated.

Mr. Halsey said that he and Mr. Diefenbaker had been there and he believes that a 4-way stop is not going to solve the problem - enforcement is the only help. He does not feel that stop signs are warranted. Mr. Diefenbaker agreed that signs won't help. It was noted that an occasional high speeder can be found anywhere.

Moved by Halsey
Supported by Hanna

Recommend that the existing traffic control devices at Barclay and Holly be retained.

YEAS: 4 Diefenbaker, Halsey, Hanna, Perry
NAYS: 0
ABSENT: 3 Coleman, Cotsonika, Rudell

MOTION PASSED

Mrs. Keister asked for a solution because she has no alternative. She said that everyone is aware of the problems on Rochester and Wattles. She continued by saying that there is quite a turnover in their subdivision so there is no homeowners group. Therefore, she has tried to emphasize safety through the subdivision, schools, etc. She said that the 2-way stop signs on Holly at Barclay are not what is wanted because they are making more of a traffic flow on Barclay. Mrs. Perry told her that their problem is not unique but that there are guidelines to follow and stop signs are to be installed where they are self policing.

Mr. Hanna said that, in his opinion, motorists are not going to observe stop signs on Barclay at Holly. Stop signs are not a speed control device. Speeding in subdivisions is a matter of perception. The 85th percentile speed on Barclay is close to the speed limit and 434 is a low volume for a residential street in Troy.

Mr. Schroeder said that since there had been speeding enforcement during later hours, enforcement during "after school" hours could be tried.

Lt. Craft said that other times for enforcement can be decided. Mrs. Keister mentioned that weekends and summers are worse for speeding by teenagers. Mr. Diefenbaker suggested trying more enforcement.

ITEM: 6 REDESIGN COOLIDGE ROAD MEDIAN OPENING OPPOSITE
KOPPY-NEMER AND SOMERSET MALL DRIVEWAYS

Troy Police Sgt. Kerr and Gene Engelhard have noted that many motorists find it difficult to observe the "Right Turn Only" signs at the Somerset Mall and Koppy-Nemer driveways to Coolidge, north of Golfview. This traffic regulation was enacted in an effort to reduce the frequency of accidents involving left turn vehicles. One possibility for making this turn restriction more obvious to motorists would be to install a traffic island on Coolidge as shown in the attached sketch. This island would permit only the left turn movements from Coolidge into the driveways. Movements across Coolidge or left turns onto Coolidge would be physically prohibited.

Gene Engelhard appeared before the Committee on behalf of this item. He had been ticketed for an illegal left turn out of the Somerset Mall drive but said that the way he saw the sign he thought it meant not to turn left into the northbound lanes of Coolidge. After going back to look, he said that he could understand why he thought this and why he brought it to the attention of the Traffic Committee. He expressed agreement with the sketch and is in favor of the traffic island on Coolidge.

Mr. Diefenbaker remarked about not being happy with the signing when it went in. He would much rather see an island as shown in the sketch.

Mr. Hanna questioned who had been notified.

Moved by Hanna
Supported by Diefenbaker

Recommend that this item be tabled for 30 days so that all parties concerned may be notified.

YEAS: 4 Diefenbaker, Halsey, Hanna, Perry
NAYS: 0
ABSENT: 3 Coleman, Cotsonika, Rudell

MOTION PASSED

Mr. Hanna said to be sure to notify representatives of the Koppy-Nemer and Somerset Mall developments.

Carol Anne Bonjour, 2433 Wexford, requested that a place for U-turns on Coolidge be considered.

ITEM: 8 INSTALL 4-WAY STOP AT NORTHFIELD PARKWAY/DURAND

Kathy Richardson, 4265 Gaylord, has expressed concern about the intersection sight distance available to motorists entering Northfield Parkway from Durand. At their meeting of December 5, 1988, Troy City Council considered a request to install a 4-way stop at Northfield Parkway/Durand/Wintergreen. However, they concluded that this would not be an appropriate use of stop signs and that stop signs on Northfield Parkway at Durand/Wintergreen would not be "self enforcing". As a result of that City Council discussion, the City Engineer and Transportation Engineer investigated the possibility of improving the sight distance through other means.

Item 8 Contd.

In December of 1988, Troy City Council reviewed a sight restriction at the intersection of Northfield and Durand. Engineering Department surveys had shown that the intersection sight distance was less than what would be considered desirable. To improve sight conditions for motorists northbound on Northfield Parkway and motorists westbound on Durand, three alternatives were discussed:

1. Convert Durand to a cul-de-sac, thus eliminating the intersection of Northfield and Durand and the possibility of conflicting traffic movements.
2. Reconstruct Northfield Parkway by reducing the elevation of the hill south of Durand or by altering the curve in Northfield Parkway south of Durand.
3. Place warning signs to notify motorists of limited sight distance.

Troy City Council concluded that the most reasonable alternative for the immediate future was to place the warning signs on Northfield Parkway south of Durand. However, the City Council also asked for an investigation of the other two alternatives, including cost estimates.

A creation of a cul-de-sac for Durand at Northfield Parkway is shown on the attached sketch labeled Alternate "A". This sketch shows the typical right-of-way required for cul-de-sacs in residential areas. In this case, the right-of-way line would be approximately 10 feet from existing homes. Because of the proximity of the right-of-way and the new pavement to these existing homes, right-of-way costs would be significant. Our estimate of the right-of-way cost for Alternate "A" is \$67,000. Construction cost would be \$64,000. Therefore the total cost of creating the cul-de-sac as shown in Alternate "A" is \$131,000. If the right-of-way were reduced by 10 feet (a 50-foot radius for cul-de-sac right-of-way), the cost of this alternative would be reduced to \$105,000.

In the process of preparing plans for reconstructing Northfield Parkway, we plotted the existing berm location in relationship to the limits of public right-of-way, including the 21-foot greenbelt and utility easement. This information is shown in Alternate "B". By relocating the berm outside of the 43-foot half-width right-of-way and placing it entirely within the greenbelt easement, we believe that sufficient sight distance would be created to provide the desirable intersection sight distance at Northfield and Durand. The estimated cost of relocating the berm and reconstructing the sidewalk as shown in Alternate "B" is \$30,000.

Kathy Richardson appeared before the Committee on behalf of the Merihill Acres Subdivision concerns about safety and sight distance. She noted that the limited sight distance signs have been put in. She said that the residents are not in favor of the other two suggestions - a cul-de-sac or eliminating the berm and moving the sidewalk. She thought that the curve in the roadway is what is wrong.

Mr. Schroeder said that the berm was improperly constructed and it is the logical solution to remove the top of the berm and move the sidewalk back to where it belongs in the right-of-way.

Item 8 Contd.

Sandie Dipasquale, 4481 Gaylord, appeared before the Committee to say that she feels strongly against these proposals and believes traffic will speed up with clear sight distance. Northfield Parkway is being used as a major roadway. There is screeching of brakes, near misses, etc. and something is needed as a reason to slow down. The problem will grow with traffic climbing.

Mr. Hanna inquired about the speed limit and was informed that it is 35 mph. Mr. Halsey remarked that Northfield Parkway was built as a connector street - built to accommodate the subdivisions. Mr. Hanna asked the residents if their concern is sight distance or speed and was told both.

Robert Shaw said that if the berm is taken down or trimmed, it will increase speeds and when the school goes in, there will be more drag racing.

Mrs. Perry feels that it is an enforcement problem. Lt. Craft said that he was not aware of special complaints. He drove through and could see the potential for speed. When traveling northbound, he could not see Durand Street going 35-40 mph. He will set up enforcement.

Sandie Dipasquale expressed the need for a 4-way stop with signs to indicate the stop ahead. This would give access for residents, children and adults.

Bill Drerup said that there has been no fatality yet but it is the Homeowners #1 priority. There are 269 homes in the area.

John Corfield asked why there would be a problem with a 4-way stop. Mr. Halsey mentioned the hill. Mr. Corfield said that he does not understand; it would be the simplest solution. Mr. Halsey said that it would be a problem when coming northbound and approaching the stop signs on the hill with icy conditions. Mr. Corfield mentioned there had been an accident with dry pavement.

Mrs. Perry stated that Northfield Parkway was designed as a collector street and believes there would be slim compliance with stop signs.

Mr. Corfield remarked that even if motorists don't stop, slowing down may help. He did not care if Northfield was changed to street or road instead of parkway if necessary to install stop signs. He said that it is not the function of the police department to just enforce speeding.

Walt Feifer questioned still having limited sight distance by moving the berm. He proposed looking at the whole problem of traffic, speeding, and limited sight distance when the new high school is built.

Kathy Richardson asked that if opposed to stop signs, how about a light? If there is a light, speeding traffic could see the light even with limited sight distance (sloping, berming, etc.) Mr. Diefenbaker indicated that there is not enough volume to warrant a traffic signal.

Mr. Halsey suggested that if the school is approved and built, a signal could be looked at as a long range solution. Mrs. Perry added that volumes would have to be looked at after the school is built.

Item 8 Contd.

Moved by Hanna

Supported by Diefenbaker

Recommend that this item be tabled for 60 days to allow time to obtain the following information:

Traffic Counts at Selective Times
Police Enforcement at Random Times & Citations Issued
Speed Studies
Accident Pattern Report
Effect of Sight Distance on Traffic Control Devices, If Any

YEAS: 3 Diefenbaker, Halsey, Hanna
NAYS: 1 Perry
ABSENT: 3 Coleman, Cotsonika, Rudell

MOTION PASSED

Joseph Malla, 4241 Gaylord, said that he thought the Committee was to prevent accidents and questioned waiting for action. He said that speeds are in excess of 70 mph. He is incensed about the road and the advent of the school. He believes that at minimum there should be stop signs and feels that the cross road sign looks like a target. He feels lowering the berm will increase speeding and he wants stop signs.

Bev Bunting, 4457 Gaylord, inquired if legal counsel had been consulted regarding obtaining access to the property needed for the two proposals if the residents are against them. She feels that the legal right to enter the easement for regrading the berm is going beyond the purposes of the easement. Mr. Schroeder said that most of the berm relocation is in the right-of-way.

Mrs. Perry was opposed to tabling the item because the Committee has discussed it before and nothing is different; sight distance is a problem and something should be done to improve it; and a 4-way stop is not the solution because it is not warranted.

Mr. Hanna requested that the minutes of former meetings on this item be included for the next discussion.

ITEM: 9

REVIEW OF TRAFFIC PROBLEMS ON WITHERBEE

Judy Simony, 2417 Wexford, has expressed concern about the speed of motorists driving on Witherbee. She lives at the corner of Wexford and Witherbee, and feels that something must be done to slow down traffic on Witherbee so that vehicles will not run off the road and endanger pedestrians. A warning sign has been installed at the intersection of Witherbee and Wexford to warn motorists of the change in direction of the road at that point.

In response to concerns expressed by the Buckingham Woods Association about cut through traffic and speeding traffic on Witherbee, radar speed studies were conducted on May 23, 1988 between 4:00 and 5:00 PM. The average speed was found to be 25 mph and 85% of the vehicles were traveling at 29 mph or less.

Item 9 Contd.

License plate surveys were conducted in the Buckingham Woods area on May 26, 1988. These studies indicated that the peak exposure to through traffic for Witherbee occurs during the afternoon peak traffic period of 4:00-6:00 PM when approximately 15 vehicles per hour can be termed "through traffic". The table below shows the results of this license plate survey:

LICENSE PLATE SURVEY - SECTION 30
May 26, 1988

7-9 AM

<u>LOCATION</u>	<u>TOTAL ENTERING VEHICLES</u>	<u>THROUGH VEHICLES ENTERING</u>	<u>% THROUGH VEHICLES</u>
Coolidge/Gloucester	46	4	9%
Adams/Derby	169	12	7%
Big Beaver/Wrenwood	35	2	6%

4-6 PM

<u>LOCATION</u>	<u>TOTAL ENTERING VEHICLES</u>	<u>THROUGH VEHICLES ENTERING</u>	<u>% THROUGH VEHICLES</u>
Coolidge/Gloucester	230	29	13%
Adams/Derby	366	12	3%
Big Beaver/Wrenwood	120	40	33%

Of the 40 through vehicles entering Wrenwood at Big Beaver during this time period, 2 exited onto Coolidge from Gloucester and 38 exited onto Adams from Derby.

Margie Simony, 3435 Roxbury Ct., appeared before the Committee representing the homeowners concerns. She stated that the curve at Witherbee and Wexford, west of Coolidge, south of Big Beaver, is a 90° angle. Fifteen mph speed limit signs have been posted but have been hit many times. Cars drive on lawns going around the curve and they fear for the safety of children, pets, and the elderly. Their problems have been brought up before and they are asking for some relief. It was made known that there is a curve sign with an advisory speed limit sign underneath.

Mr. Hanna remarked that this has been before the Committee many times. He believes the volumes are now reduced and suggested looking at the need for additional speed limit signs and having selective enforcement.

Luke Moran, section patrol chieftan, indicated that he has received many complaints on Witherbee traffic. He thought that 4:00-5:00 PM was a strange time for a speed study - not appropriate and the numbers are off-base. He felt that 5:00-6:00 PM would be better because speeds are different between 4-5 and 5-6. He said that Witherbee is a 1/4 mile raceway and suggested having the study redone.

Item 9 Contd.

When mention was made of signs prohibiting through traffic or prohibiting left turns during peak hours, Mr. Hanna recalled that there had previously been resistance from residents about "No Left Turn" signs. He also explained enforcement difficulties - for "No Through Traffic", the officer must follow a motorist "through", and for "No Left Turn", an officer must be there to observe. He added that motorists are going to use the street and he sees no problem going through if they drive the speed limit. The suggestion of stop sign installation for Wexford/Witherbee and Gloucester/Witherbee resulted in Mr. Hanna explaining that stop signs must be self enforcing and criteria must be met. Stop signs are not to control speeds. Spot enforcement is a function of the Police Department. Reporting license plate numbers of vehicles observed speeding have resulted in letters being sent which have been effective.

Judy Simony stated that they have had their problems for 8 years or more. Signs were put up which were damaged by speeders.

Carol Anne Bonjour mentioned that Wexford/Witherbee is a 90° sharp right angle which is posted for 15 mph on one side of the curb and not observed. Cars traveling east on Witherbee cut the corner and ride on the curb. Two out of three cut the corner off and go up on yards. Something is needed to keep the cars in the proper lane. Mr. Hanna commented about a similar problem where a yellow line was placed through the curve.

Judy Simony mentioned reconstructing the corner. Mr. Halsey remarked that he does not know how it could be done. The residents complained that motorists cut through from Birmingham to get across to Coolidge, but they don't take Derby because it has stop signs. They believe stop signs will help keep off through traffic and that the yield signs on Gloucester at Wexford should be stop signs. They feel that it is not a unique request; they just want equal time on stop signs.

Moved by Halsey
Supported by Diefenbaker

Recommend that double yellow pavement marking lines be placed on the Wexford/Witherbee curve to show proper laneage and that additional speed limit signs be posted on Witherbee.

YEAS: 4 Diefenbaker, Halsey, Hanna, Perry
NAYS: 0
ABSENT: 3 Coleman, Cotsonika, Rudell

MOTION PASSED

ITEM: 10 INSTALL 3-WAY STOP SIGNS AT HOUGHTEN AND SERENITY

Mary Storm, 6823 Houghten, has suggested the installation of stop signs on Houghten at Serenity as a means of controlling speeds on Houghten. The intersection is currently controlled with a yield sign on Serenity at Houghten. The current signing pattern is appropriate because motorists approaching the intersection on Serenity (which forms the base of the T-intersection) is compelled to yield to traffic on Houghten (which forms the top of the T-intersection). The yield sign on Serenity is the appropriate traffic control device because there is a slight sight restriction for motorists approaching on Serenity, but it is not so severe as to require motorists to come to a complete stop before entering the intersection.

A 3-way stop would be warranted at this intersection if we found a correctable pattern of accidents or a high level of traffic volume, approximately equally distributed between Houghten and Serenity. If we found five or more right angle collisions during a 12 month period at this intersection, installation of a 3-way stop would be warranted. However, we have not found any reported accidents at the intersection of Houghten and Serenity for the years 1984-1989. A 3-way stop at Houghten and Serenity may also be warranted if we found traffic volumes of 500 vehicles per hour approaching the intersection for an 8 hour period during a typical day. We have not found this level of traffic volume to be present.

We have not found stop signs to be effective in controlling speeds on residential streets in Troy. The attached article from a Troy Newsletter describes this experience in more detail. Installation of a 3-way stop on Houghten and Serenity is not recommended because it would not be effective in controlling speeds and it is not warranted either by a high level of traffic volume or a correctable accident experience.

Mary Storm appeared before the Committee to emphasize the traffic and speeding problem on Houghten. She feels it is a bad situation because there are 23 children on Houghten between Scone and Lovell and asked that if stop signs won't help, what else is there to do.

Mr. Halsey commented that he had noticed the new subdivision was lacking speed limit signs and is not posted at the gateways to the sub. He indicated that the traffic volume does not warrant stop signs on Houghten and the yield sign currently posted on Serenity at Houghten is sufficient.

Mary Storm said that the barricades they used to have during the building of the subdivisions are now gone and the residents from all of the subdivisions go up and down Houghten and don't care about the kids. Mr. Diefenbaker expressed the need for speed limit signs and enforcement after the signs are up. Lt. Craft indicated there had been some enforcement after talking to a resident of Serenity. Some citations were issued on northbound Houghten during the evening rush.

Mr. Halsey remarked that parental responsibilities should be passed on to the homeowners - can't lay all of the blame on motorists because streets are right-of-way for automobiles.

Item 10 Contd.

Moved by Halsey

Supported by Diefenbaker

Recommend that the existing traffic control devices at Houghten and Serenity be retained and that the subdivision be posted with speed limit signs.

YEAS: 4 Diefenbaker, Halsey, Hanna, Perry

NAYS: 0

ABSENT: 3 Coleman, Cotsonika, Rudell

MOTION PASSED

ITEM: 11 INSTALL TRAFFIC SIGNAL ON DEQUINDRE AT SARATOGA

The Oakland County Road Commission has proposed the installation of a traffic signal on Dequindre at Saratoga. Traffic counts were conducted at this intersection in 1988 and copies of these counts are attached for information. These counts indicate that the traffic volumes on Saratoga and Laurel Valley are not sufficiently high to satisfy either Warrant 1, Minimum Traffic Volume, or Warrant 2, Interruption of Continuous Traffic.

However, the Oakland County Road Commission believes that installation of this signal can meet the requirements of Warrant 5, Progressive Movement. Progressive movement control sometimes necessitates traffic signal installations at intersections where they would not otherwise be warranted, in order to maintain proper grouping of vehicles and effectively regulate group speed. The Progressive Movement warrant is satisfied when on a 2-way street, adjacent signals do not provide the necessary degree of platooning and speed control, and the proposed and adjacent signals could constitute a progressive signal system. The installation of a signal according to this warrant should be based on the 85th percentile speed, unless an engineering study indicates that another speed is more desirable. The installation of a signal according to this warrant should not be considered where the resultant signal spacing would be less than 1000 feet. In addition, an area wide study should indicate that a minimum of 200 vehicles per hour for each of 8 hours will benefit from the gaps produced by a signal installed under this warrant.

Saratoga is located approximately 1/2 mile from the existing traffic signals at Dequindre/Big Beaver and Dequindre/Maple.

Kathy Schmidlin of Section 25 said that they have met many times about traffic problems and when this signal was suggested previously they were told it wasn't warranted. They feel that the light may back up traffic on Dequindre causing motorists to cut through on Saratoga. They do not want the light. It only benefits Laurel Valley because they cannot get out any other way. Section 25 will get cut through traffic. Ryan is slated to be widened in the next two years so more motorists will be using Dequindre.

Mr. Schroeder reported that the City has been negotiating with the Oakland County Road Commission, the Macomb County Road Commission, and the City of Sterling Heights to widen two miles of Dequindre. Only Macomb County Road Commission has not committed yet.

Item 11 Contd.

Barbara Hering, Corresponding Secretary at the Section 25 Homeowners Meetings, told of a boy being killed on Dequindre and submitted the attached petition for a crossing light at Dequindre/Parliament. She appealed to the Committee to prevent anymore through traffic in Section 25, saying that they had their share when Maple and Big Beaver were under construction.

The Committee mentioned the possibility that the two counties may install the signal at Dequindre/Saratoga without our say to take care of Laurel Valley. Mr. Schroeder said that the County prefers to install signals at the 1/2 mile point to create gaps.

Moved by Hanna

Supported by Halsey

Recommend that City Council recommend to the Oakland County Road Commission that a traffic signal not be installed at Dequindre/Saratoga/Laurel Valley until Dequindre is widened to five lanes.

YEAS: 4 Diefenbaker, Halsey, Hanna, Perry

NAYS: 0

ABSENT: 3 Coleman, Cotsonika, Rudell

MOTION PASSED

ITEM: 5 INSTALL "NO THROUGH TRAFFIC" SIGN ON SYLVANWOOD

Geri Pollock, 948 Sylvanwood, has suggested that a "No Through Traffic" sign be installed on Sylvanwood to discourage through traffic. To determine the extent of through traffic on Sylvanwood, a license plate survey was conducted on March 21, 1989. Observers were stationed at the Rochester/Sylvanwood and Long Lake/Falmouth intersections to record the license plate numbers of vehicles entering and exiting the area. The list of license plate numbers were compared to determine those vehicles traveling between Rochester Road and Long Lake Road on Sylvanwood and Falmouth.

During the morning period 7:00-8:00 AM, 16 of the 31 vehicles entering Sylvanwood from Rochester Road also exited onto Long Lake Road at Falmouth. Only one of the seven vehicles entering Falmouth from Long Lake Road also exited onto Rochester Road at Sylvanwood. During the period 8:00-9:00 AM, one of the eleven vehicles entering Sylvanwood from Rochester Road also exited onto Long Lake Road at Falmouth. None of the ten vehicles entering Falmouth from Long Lake Road exited onto Rochester Road at Sylvanwood.

We have not found "No Through Traffic" signs to be effective in reducing traffic volumes on local streets in the City of Troy. For example, Niagara, which runs to the east off John R, has a "No Through Traffic" sign and carries a daily traffic volume of 3,667. This compares with a daily traffic volume on Sylvanwood of 588. Peak hour traffic on Niagara is 336. Peak hour traffic on Sylvanwood is 56.

No one appeared before the Committee on behalf of this item. Remarks were made that "No Through Traffic" signs are of little or no help, difficult to enforce, and they advertise that you can get "through".

Item 5 Contd.

Moved by Halsey
Supported by Hanna

Recommend that "No Through Traffic" signs not be installed on Sylvanwood.

YEAS: 4 Diefenbaker, Halsey, Hanna, Perry
NAYS: 0
ABSENT: 3 Coleman, Cotsonika, Rudell

MOTION PASSED

ITEM: 7 INSTALL TRAFFIC SIGNAL AT WATTLES/NORTHFIELD PARKWAY

Kathy Richardson, 4265 Gaylord, has suggested the installation of a traffic signal at the Wattles/Northfield Parkway intersection. This matter was considered by the Traffic Committee at their meeting in June, 1988. However, Troy City Council did not concur with the Traffic Committee's recommendation to install a traffic signal. (Resolution #88-760 - July 11, 1988 and August 29, 1988)

Traffic counts conducted at this intersection in May 1988 indicated that sufficient traffic is present on Northfield to warrant installation of a traffic signal at Wattles and Northfield. The signal warrant study is attached. Traffic counts were repeated in April 1989, and volumes on Northfield Parkway were higher than those recorded in 1988. Warrant #2, Interruption of Continuous Traffic, is met. Because the warrants are met, installation of the signal was recommended. Since Northfield is 1/2 mile from both Coolidge and Crooks, signal spacing would be ideal for signal progression along Wattles.

The need for this signal was agreed upon by both the residents and the Traffic Committee.

Moved by Diefenbaker
Supported by Perry

Recommend that a traffic signal be installed at Wattles and Northfield Parkway.

YEAS: 4 Diefenbaker, Halsey, Hanna, Perry
NAYS: 0
ABSENT: 3 Coleman, Cotsonika, Rudell

MOTION PASSED

ITEM: 12 SCHEDULE STUDY SESSION FOR DISCUSSION OF TRAFFIC SIGNALS BY DAVID C. BACON, P.E. OF CARRIER & GABLE, INC.

Neall Schroeder, City Engineer, asked for suggested dates when the Committee could be available for a study session the Committee had previously requested so that he may schedule an appropriate date with Mr. Bacon.

Item 12 Contd.

Mr. Hanna suggested having a joint meeting with City Council. Mr. Schroeder proposed that the meeting should be after a new Traffic Engineer is hired. Mr. Halsey indicated that June, July and August are bad months and to consider a date in the Fall, either late September or in October. Mr. Hanna commented that he would like to do some research so that he would be able to ask intelligent questions. He noted that it would be nice to be able to coordinate with other cities for combined signalization but realizes that funds are the problem.

Moved by Hanna

Supported by Perry

Recommend that the City Engineer work with City Council to set up a meeting date in September or October.

YEAS: 4 Diefenbaker, Halsey, Hanna, Perry

NAYS: 0

ABSENT: 3 Coleman, Cotsonika, Rudell

MOTION PASSED

ITEM: 13

OTHER BUSINESS

Mrs. Perry requested that it be noted in the minutes that she had to ask the Northfield/Durand group three times to come to order.

Mrs. Perry requested pavement markings for Long Lake/Larson School drive. Mr. Halsey suggested looking at all schools for pavement markings, etc. before Fall, especially the elementary and middle schools. Mr. Diefenbaker noted that the schools used to ask for these every Summer.

Mr. Diefenbaker suggested looking at layouts of subdivisions so as not to run into the problem again like the Northfield Parkway/Durand intersection.

Mr. Hanna mentioned that he would like to commend Sgt. Kerr for bringing the problem at the Coolidge median opening and the Somerset Mall and Koppy-Nemer drives to the attention of the Committee. He hopes that if officers see something that needs attention, they will bring it to the Traffic Committee.

Lt. Craft mentioned that motorists are making illegal left turns at Northfield Parkway/Long Lake. He suggested closing the Long Lake median opening and having no cross traffic.

A list of warning signs for deaf and handicapped persons in the City of Troy was distributed to the Committee.

Moved by Hanna

Supported by Diefenbaker

Recommend that the warning sign schedule be reviewed by the Traffic Engineer to determine by either written or telephone contact whether the sign is still appropriate and place on the Traffic Committee agenda.

Item 13 Contd.

YEAS: 4 Diefenbaker, Halsey, Hanna, Perry
NAYS: 0
ABSENT: 3 Coleman, Cotsonika, Rudell

MOTION PASSED

Mr. Diefenbaker commented that he had observed a citation being issued to someone illegally parked in a Handicapped Parking space at the shopping center on the southeast corner of Square Lake and Livernois. He likes to see this really enforced. It was mentioned that citizens should be able to report the license plate number of a vehicle parked in a handicapped parking space if it has no sticker and have the police send a letter similar to that sent to motorists observed speeding.

A discussion of signs in shopping centers followed. They are not easily enforced because many are not regulation. Although there are some variances approved through the City for signs, the message must be in red letters on a white background. Many are on a brown background. There is excessive speeding through shopping centers, but Lt. Craft said that they cannot enforce speed limits on private property - only drunk drivers. Mention was made of the cut through traffic at Oakland Mall.

Mr. Halsey asked if there had been any problem with the new stop signs on Atkins and Lt. Craft answered that he was not aware of any.

ITEM: 14

ADJOURN

The Traffic Committee meeting of April 19, 1989 adjourned at 10:13 PM.

Peggie Perry, Chair

PP:ct

Att.

CITY OF TROY
TRANSPORTATION-TRAFFIC ENGINEERING
SPEED SURVEY SHEET

Section 15

ROAD Barclay BETWEEN Holly AND Randall
N S E W OF Barclay

DATE 3/22/89

TIME 4:00-5:00 PM DIRECTION BEING SURVEYED _____

WEATHER: CLEAR X CLOUDY _____ RAIN _____ SNOW _____

PAVEMENT: DRY X WET _____ ICY _____ SNOW _____

TEMPERATURE: _____ WIND: LIGHT _____ STRONG _____ GUST _____

ROAD: WIDTH _____ TYPE: BIT. _____ CONC. _____ GRAVEL _____

ROAD CONDITION: _____ SMOOTH X ROUGH _____

SHOULDER _____ BIT. _____ GRAVEL _____ CURBS X

SHOULDER CONDITION: _____ GOOD X FAIR _____ POOR _____

REMARKS: _____

57	44	37	18	2
56	43	30	17	1
55	42	29	2	16
54	41	28	15	2
53	40	27	3	14
52	39	26	13	1
51	38	25	2	12
50	37	24	3	11
49	36	23	1	10
48	35	22	2	09
47	34	21	4	08
46	33	20	2	07
45	32	1	19	06

TOTAL COUNT 30
85% PERCENTILE 27
AVERAGE 20.8

CITY OF TROY
TRANSPORTATION-TRAFFIC ENGINEERING
SPEED SURVEY SHEET

Section 13

ROAD Barclay BETWEEN Holly AND Ran

N S E W OF Barclay

DATE 3/22/89

TIME 5:00-6:00 PM DIRECTION BEING SURVEYED

WEATHER: CLEAR ☒ CLOUDY ☐ RAIN ☐ SNOW ☐

PAVEMENT: DRY ☒ WET ☐ ICY ☐ SNOW ☐

TEMPERATURE: WIND: LIGHT ☐ STRONG ☐ GUST ☐

ROAD: WIDTH TYPE: BIT. ☐ CONC. ☐ GRAVEL ☐

ROAD CONDITION: SMOOTH ☒ ROUGH ☐

SHOULDER BIT. ☐ GRAVEL ☐ CURBS ☒

SHOULDER CONDITION: GOOD ☒ FAIR ☐ POOR ☐

REMARKS:

57	44	37	1	18	
56	43	30	6	17	1
55	42	29	3	16	
54	41	28	1	15	2
53	40	27	9	14	
52	39	26	4	13	3
51	38	25	10	12	
50	37	24	7	11	
49	36	23	16	10	1
48	35	22	9	09	1
47	34	21	6	08	
46	33	20	5	07	
45	32	19	4	06	

TOTAL COUNT 90
85% PERCENTILE 27
AVERAGE 23.3

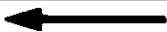

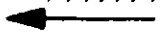




COLLISION DIAGRAM

BARCLAY






7-22-88 7:45 PM DRY


HOLLY

SYMBOLS

-  MOVING VEHICLE
-  BACKING VEHICLE
-  PEDESTRIAN
-  PARKED VEHICLE
-  FIXED OBJECT
-  FATAL ACCIDENT
-  INJURY ACCIDENT

TYPES OF COLLISIONS

-  REAR END
-  HEAD ON
-  SIDE SWIPE
-  OUT OF CONTROL
-  LEFT TURN

 RIGHT ANGLE

SHOWN FOR EACH ACCIDENT:

1. DATE AND TIME
2. WEATHER CONDITIONS

INTERSECTION BARCLAY AND HOLLY

PERIOD 36 MONTHS FROM JAN. 1, 1986 TO DEC. 31, 1988

BY C.C. WU DATE APRIL 5, 1989

City of Troy

Section 15

LOCATION E-W Barclay
West of Randall
 DATE 2/28/89

HOURLY TRAFFIC VOLUMES

DATE	MON 8902/27	TUE 28	WED 01	THU 02	FRI 03	SAT 04	SUN 05
START HOUR							
0	-	6	1	-	-	-	-
1	-	0	0	-	-	-	-
2	-	2	2	-	-	-	-
3	-	1	0	-	-	-	-
4	-	1	2	-	-	-	-
5	-	1	1	-	-	-	-
6	-	11	11	-	-	-	-
7	-	39	41	-	-	-	-
8	-	27	20	-	-	-	-
9	-	10	-	-	-	-	-
10	-	8	-	-	-	-	-
11	19	18	-	-	-	-	-
12	21	20	-	-	-	-	-
13	12	17	-	-	-	-	-
14	10	22	-	-	-	-	-
15	33	38	-	-	-	-	-
16	31	41	-	-	-	-	-
17	38	66	-	-	-	-	-
18	43	47	-	-	-	-	-
19	25	19	-	-	-	-	-
20	16	20	-	-	-	-	-
21	13	17	-	-	-	-	-
22	11	3	-	-	-	-	-
23	-	4	-	-	-	-	-

TOTAL

434

Sta. No.	Direction	
20	E-W	Barclay, West of Randall

500 W. BIG BEAVER ROAD - TROY, MICHIGAN 48064 - PHONE: (AREA 313) 524-3379

24-HOUR SPEED STUDY

EB Barclay, West of Rochester Road

April 13-14, 1989

	Speed in MPH (From-To)											
	20	22	24	26	28	30	32	34	36	38	40	42
3:00 PM	1	1	2	1	1	1	1	0	0	0	0	0
4:00 PM	0	4	0	1	4	2	1	0	0	0	0	0
5:00 PM	1	3	3	1	6	2	0	0	0	0	0	0
6:00 PM	6	1	1	1	4	3	0	0	0	0	0	0
7:00 PM	2	3	0	2	0	1	0	1	0	0	0	0
8:00 PM	2	1	0	2	1	1	0	1	0	0	0	0
9:00 PM	0	2	0	1	0	1	0	1	0	0	0	0
10:00 PM	0	0	0	0	1	0	0	0	0	0	0	0
11:00 PM	0	0	0	1	0	0	0	0	0	0	0	0
12:00 Midnight	0	1	0	0	1	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	1	0	0	0	0	0	0
6:00 AM	0	4	0	3	1	0	1	0	0	0	0	0
7:00 AM	1	8	0	3	0	3	1	0	0	0	0	0
8:00 AM	0	2	0	5	1	0	0	1	0	0	0	0
9:00 AM	1	2	0	1	0	0	0	0	0	0	0	0
10:00 AM	1	4	0	1	2	2	0	1	0	0	0	0
11:00 AM	1	1	0	4	2	0	0	1	0	0	0	0
12:00 Noon	0	3	0	2	2	0	1	0	0	0	0	0
1:00 PM	0	2	0	0	2	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	17	43	6	29	28	17	5	6	0	0	0	0

24-HOUR SPEED STUDY

WB Barclay, West of Rochester Road

April 13-14, 1989

	Speed in MPH (From-To)											
	20	22	24	26	28	30	32	34	36	38	40	42
3:00 PM	1	0	0	1	1	2	5	5	1	1	1	3
4:00 PM	0	3	1	5	4	5	7	1	2	3	1	1
5:00 PM	0	3	1	1	1	6	3	2	0	2	0	0
6:00 PM	1	2	1	4	3	1	1	0	0	0	0	0
7:00 PM	2	1	1	2	1	1	0	0	0	0	0	0
8:00 PM	0	1	2	1	0	0	0	1	0	0	0	0
9:00 PM	0	1	0	0	1	0	1	1	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	1	1	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	1	0
12:00 Midnight	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0
4:00 AM	0	1	0	2	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	1	1	0	0	0	0	0	1	0
6:00 AM	0	4	0	1	1	1	2	0	0	1	0	0
7:00 AM	0	1	1	1	2	2	2	1	1	0	0	0
8:00 AM	0	0	2	0	0	2	2	0	0	0	0	0
9:00 AM	0	1	0	0	1	2	0	2	1	0	0	0
10:00 AM	0	3	0	0	1	4	0	4	1	0	0	0
11:00 AM	0	2	0	3	0	1	1	1	1	2	0	0
12:00 Noon	0	4	0	2	2	1	1	0	1	0	0	0
1:00 PM	0	1	0	1	2	2	0	1	1	0	0	0
2:00 PM	1	1	0	0	1	1	1	0	0	0	0	0
	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	7	29	9	25	23	31	26	20	10	9	4	4

SPEEDING ON RESIDENTIAL STREETS

The City of Troy receives numerous complaints about vehicles traveling at a high rate of speed on residential streets. These complaints are accompanied by an understandable concern for the safety of residents along the street, particularly the children.

The Troy Traffic Committee has discussed this problem at nearly every meeting over the last two years, and has compiled an extensive amount of information on the subject. Traffic studies related to this problem have shown that:

1. Approximately 75% of the citations issued for speeding on residential streets are issued to drivers who live in the neighborhood.
2. Approximately 70% of the traffic on residential streets is generated by vehicles based in the neighborhood.
3. Drivers unfamiliar with the neighborhood tend to travel at a slower rate of speed than residents who drive the streets every day.

These studies indicate that the most effective way to control speeding on residential streets is through the collective action of a Homeowners group. Some communities in Oakland County have found that publication of speeders' license numbers in the Homeowners' newsletter is an effective way to control speeds.

The City of Troy usually becomes involved in the residential area speeding problem when residents request radar speed limit enforcement, installation of stop signs, or installation of speed bumps. Radar enforcement is an effective deterrent to speeding for a period of several months after the enforcement action, but police manpower is limited. Assigning a significant proportion of available police manpower to radar enforcement on subdivision streets would seem to be a misapplication of resources. Only 10% of the total accidents occur in residential or industrial subdivisions. The remaining 90% occur on Troy's arterial streets. As noted above, radar enforcement shows that almost all of the speeding in residential areas is done by drivers who live in the neighborhood.

The City receives several requests each year to install stop signs as a means of controlling speed, but extensive traffic engineering studies have shown that stop signs installed for this purpose are not effective in reducing speeds. Radar checks showed that top speeds on a given street tended to be slightly higher after stop signs were installed. Speeds were lower in the area 100 feet on each side of the sign, but drivers tend to speed up on the

remainder of the street to make up for lost time. An alarming sidelight to these studies was the observation that 25% of the drivers do not stop at all for speed control stop signs. Half of the drivers make only a rolling stop and the remaining 25% come to a full stop. Children generally believe cars will stop at stop signs and crossing is safe. This is a risky use of stop signs! These results explain why the guidelines issued by the Michigan State Police and the Highway Department forbid the use of stop signs for speed control.

Speed bumps are often suggested as a solution to the speeding problem, but a recent California study has shown that bumps are ineffective, and can be dangerous. Study results led to the following conclusions:

1. Speed bumps are not effective in reducing vehicle speeds. The faster the driver went over the bumps, the more comfortable the ride, and the less noticeable the bump.
2. Speed bumps present an immediate and specific hazard to some vehicles, and a potential hazard to all vehicles. Speed bumps are a clear and immediate danger to bicyclists, motorcycle riders, and firefighters who ride on the back of fire trucks.
3. It is impossible to design an effective, narrow speed bump for all types of vehicles. When a full-sized automobile experienced a ride that was almost comfortable, other vehicles (small automobile, motorcycle, dump truck) suffered extreme discomfort.
4. Speed bumps cause noise pollution in residential neighborhoods. The noise generated by a vehicle hitting a speed bump could cause an increase of 10 to 20 decibels over that of a standard residential neighborhood. Houses would be subjected to the constant "plops" of cars hitting the bumps throughout the night.

In addition to the problems cited in the California study, speed bumps would create serious problems for the City's snow plowing operations. Bumps would either be removed by the snow plow or cause an incomplete removal of snow and ice.

The most effective deterrent to speeding in residential areas is a concerned Homeowners group. Experience has shown that the drivers most likely to be speeding on residential streets are the ones who live in the neighborhood. If the Homeowners group can convince its own members to slow down, speeding in residential areas can be virtually eliminated.

March 21, 1989

TO: Neall Schroeder, City Engineer
FROM: Ching Chin Wu, Traffic Engineering Technician
SUBJECT: License Plate Survey - Rochester/Sylvanwood and
Long Lake/Falmouth Intersections

The results of a license plate survey conducted on March 21, 1989 at the Rochester/Sylvanwood and Long Lake/Falmouth intersections are as follows:

7:00-8:00 AM

Sixteen of the 31 vehicles entering Sylvanwood from Rochester Road also exited onto Long Lake Road at Falmouth.

One of the 7 vehicles entering Falmouth from Long Lake Road also exited onto Rochester Road at Sylvanwood.

8:00-9:00 AM

One of the 11 vehicles entering Sylvanwood from Rochester Road also exited onto Long Lake Road at Falmouth.

None of the 10 vehicles entering Falmouth from Long Lake Road exited onto Rochester Road at Sylvanwood.

Respectfully submitted,

Ching Chin Wu
Ching Chin Wu
Traffic Engineering Technician

CCW:ct

City of Troy

HOURLY TRAFFIC VOLUMES

LOCATION E-W Sylvanwood
West of Rochester
 DATE 4/5-6/89

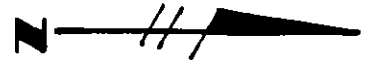
DATE	MON 89/04/03	TUE 04	WED 05	THU 06	FRI 07	SAT 08	SUN 09
START HOUR							
0	-	-	-	3	-	-	-
1	-	-	-	4	-	-	-
2	-	-	-	6	-	-	-
3	-	-	-	1	-	-	-
4	-	-	-	2	-	-	-
5	-	-	-	6	-	-	-
6	-	-	-	13	-	-	-
7	-	-	-	39	-	-	-
8	-	-	-	38	-	-	-
9	-	-	-	18	-	-	-
10	-	-	-	21	-	-	-
11	-	-	31	18	-	-	-
12	-	-	32	23	-	-	-
13	-	-	24	37	-	-	-
14	-	-	23	-	-	-	-
15	-	-	44	-	-	-	-
16	-	-	49	-	-	-	-
17	-	-	56	-	-	-	-
18	-	-	52	-	-	-	-
19	-	-	36	-	-	-	-
20	-	-	33	-	-	-	-
21	-	-	30	-	-	-	-
22	-	-	17	-	-	-	-
23	-	-	7	-	-	-	-

TOTAL

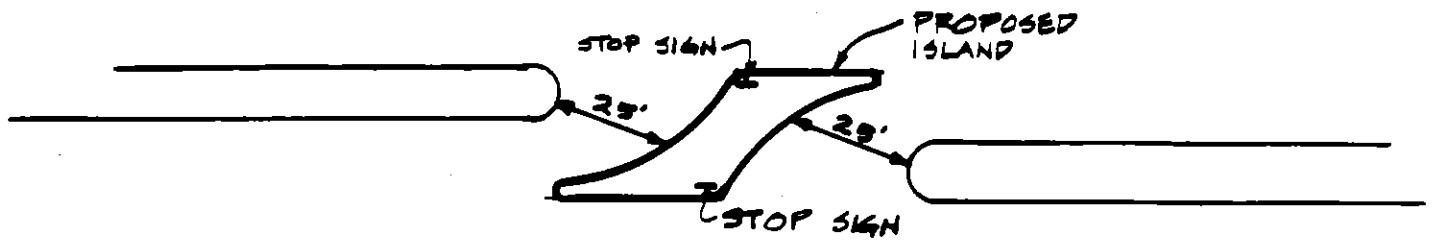
588

Sta. No.	Direction	
20	E-W	Sylvanwood, West of Rochester

500 W. BIG BEAVER ROAD - TROY, MICHIGAN 48064 - PHONE: (AREA 313) 524-3379

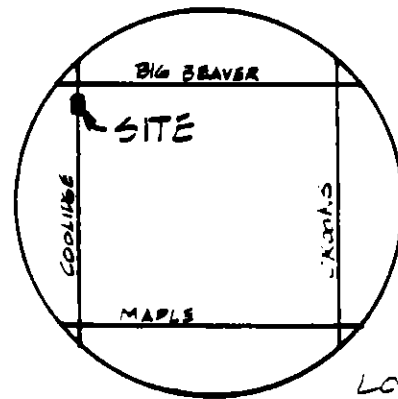


COOLIDGE SOUTH



COOLIDGE NORTH

SOMERSET MALL



LOCATION MAP

CITY OF TROY
TRAFFIC ENGINEERING DEPARTMENT
INTERSECTION VEHICLE VOLUME
TRAFFIC SIGNAL WARRANT STUDY

ITEM 7

INTERSECTION OF: NORTHFIELD PARKWAY AND WATTLES

DATA COLLECTION BEGAN
DAY : THURSDAY
DATE: 05:12:88
TIME: 0000

WEATHER/RD COND: DRY

(NORTHFIELD PARKWAY)				(WATTLES)			
-----				-----			
SPEED LIMIT 25 MPH				SPEED LIMIT 40 MPH			
TIME	NORTH BOUND MACH NO 20	SOUTH BOUND 24	NB&SB TOTAL	EAST BOUND 26	WEST BOUND 23	EB&WB TOTAL	TOTAL
=====							
12- 1 AM	1	5	6	27	41	68	74
1- 2	2	1	3	13	15	28	31
2- 3	1	0	1	17	9	26	27
3- 4	0	0	0	4	3	7	7
4- 5	2	0	2	5	9	14	16
5- 6	3	8	11	35	63	98	109
6- 7	7	37	44	146	368	514 *	558
7- 8	86 +	87 +	173	568	665	1233 **	1406
8- 9	81 +	81 +	162	467	636	1103 **	1265
9-10	21	51	72	257	286	543 **	615
10-11	26	29	55	219	249	468 *	523
11-12	46	40	86	327	318	645 **	731
12- 1 PM	47	41	88	308	346	654 **	742
1- 2	30	29	59	295	311	606 **	665
2- 3	117 !+	40	157	379	416	795 **	952
3- 4	112 !+	66 +	178	515	433	948 **	1126
4- 5	81 +	54 +	135	712	521	1233 **	1368
5- 6	72 +	47	119	718	612	1330 **	1449
6- 7	88 +	60 +	148	566	458	1024 **	1172
7- 8	61 +	83 +	144	412	344	756 **	900
8- 9	111 !+	27	138	253	259	512 *	650

107

TRIP REPORT
INTERSECTION VEHICLE
WARRANT STOP

9-10	16	29	44	233	217	450 *	404
10-11	3	11	14	103	125	229	
11-12	3	3	6	61	64	125	131
	-----	-----	-----	-----	-----	-----	-----
TOTL	1017	829	1845	6640	6768	13408	15253

1 WATTEL

WATER LIMIT 40 MPH

WATER LIMIT 55 MPH

DATE	STATE	WEST BOUND	EAST BOUND	WEATHER	WIND	TEMP	REMARKS
9-10	CA	16	29	44	233	217	450 *
10-11	CA	3	11	14	103	125	229
11-12	CA	3	3	6	61	64	125
		-----	-----	-----	-----	-----	-----
TOTL		1017	829	1845	6640	6768	13408
							15253

PAGE 1 OF 2

5

CITY OF TEO.
TRAFFIC ENGINEERING DEPARTMENT
INTERSECTION VEHICLE VOLUME
TRAFFIC SIGNAL WARRANT STUDY

INTERSECTION OF: NORTHFIELD PARKWAY AND WATTLES

DATA COLLECTION BEG-1.
DAY : THURSDAY
DATE: 05:12:89
TIME: 0000

WEATHER/RD COND: DRY

WARRANT NO. 1: MINIMUM VEHICULAR VOLUME -
MET FOR 3 HOURS OF REQUIRED 8 HOURS

* MAJOR ROAD - MINIMUM WARRANT VALUE OF 350 VPH EQUALED OR EXCEEDED
! MINOR ROAD - MINIMUM WARRANT VALUE OF 105 VPH EQUALED OR EXCEEDED

WARRANT NO. 2: INTERRUPTION OF CONTINUOUS TRAFFIC -
MET FOR 8 HOURS OF REQUIRED 8 HOURS

* MAJOR ROAD - MINIMUM WARRANT VALUE OF 525 VPH EQUALED OR EXCEEDED
+ MINOR ROAD - MINIMUM WARRANT VALUE OF 53 VPH EQUALED OR EXCEEDED

ACCIDENT EXPERIENCE: FOR PERIOD FROM 01/87 TO 12/87

4 TOTAL ACCIDENTS
0 RIGHT ANGLE ACCIDENTS .71 ACCIDENTS PER MILLION VEHICLES
0 LEFT TURNING ACCIDENTS

NOTE: THE APPLICABLE WARRANT VALUES ARE 70 % OF THE REQUIREMENTS DUE TO -
THE 95TH PERCENTILE SPEED OF MAJOR STREET TRAFFIC EXCEEDS 40 MPH

PAGE 2 OF 2

END OF TRS RUN

CITY OF TROY
TRAFFIC ENGINEERING DEPARTMENT
INTERSECTION VEHICLE VOLUME
TRAFFIC SIGNAL WARRANT STUDY

INTERSECTION OF: NORTHFIELD PARKWAY AND WATTLES

DATA COLLECTION BEGAN
DAY : THURSDAY
DATE: 04:13:89
TIME: 9:30

WEATHER/RD COND: SUNNY/DRY

(NORTHFIELD PARKWAY

) (WATTLES

TIME	SPEED LIMIT 25 MPH			SPEED LIMIT 40 MPH			TOTAL
	NORTH BOUND MACH NO 01	SOUTH BOUND 02	NB&SB TOTAL	EAST BOUND 03	WEST BOUND 04	EB&WB TOTAL	
12- 1 AM	0	7	7	30	45	75	82
1- 2	0	2	2	14	13	27	29
2- 3	1	0	1	4	17	21	22
3- 4	0	0	0	3	6	9	9
4- 5	4	1	5	3	7	10	15
5- 6	3	8	11	32	47	79	90
6- 7	9	38	47	144	318	462 *	509
7- 8	119 !+	109 !+	228	627	635	1262 **	1490
8- 9	135 !+	77 +	212	487	622	1109 **	1321
9-10	24	41	65	275	252	527 **	592
10-11	38	48	86	174	173	347	433
11-12	37	42	79	289	286	575 **	654
12- 1 PM	53 +	37	90	272	307	579 **	669
1- 2	44	39	83	262	289	551 **	634
2- 3	70 +	46	116	270	370	640 **	756
3- 4	124 !+	63 +	187	467	396	863 **	1050
4- 5	161 !+	75 +	236	625	497	1122 **	1353
5- 6	72 +	59 +	131	666	742	1408 **	1539
6- 7	57 +	66 +	123	381	443	824 **	947
7- 8	62 +	57 +	119	259	341	600 **	719
8- 9	36	37	73	209	227	436 *	509
9-10	62 +	20	82	166	170	336	418
10-11	9	8	17	59	56	115	132
11-12	4	7	11	77	83	160	171
TOTL	1124	887	2011	5795	6342	12137	14148

CITY OF TROY
TRAFFIC ENGINEERING DEPARTMENT
INTERSECTION VEHICLE VOLUME
TRAFFIC SIGNAL WARRANT STUDY

INTERSECTION OF: NORTHFIELD PARKWAY AND WATTLES

DATA COLLECTION BEGAN
DAY : THURSDAY
DATE: 04:13:89
TIME: 9:30

WEATHER/RD COND: SUNNY/DRY

WARRANT NO. 1: MINIMUM VEHICULAR VOLUME -
MET FOR 4 HOURS OF REQUIRED 8 HOURS

* MAJOR ROAD - MINIMUM WARRANT VALUE OF 350 VPH EQUALED OR EXCEEDED
+ MINOR ROAD - MINIMUM WARRANT VALUE OF 105 VPH EQUALED OR EXCEEDED

WARRANT NO. 2: INTERRUPTION OF CONTINUOUS TRAFFIC -
MET FOR 9 HOURS OF REQUIRED 8 HOURS

MAJOR ROAD - MINIMUM WARRANT VALUE OF 525 VPH EQUALED OR EXCEEDED
+ MINOR ROAD - MINIMUM WARRANT VALUE OF 53 VPH EQUALED OR EXCEEDED

ACCIDENT EXPERIENCE: FOR PERIOD FROM 01/88 TO 12/88

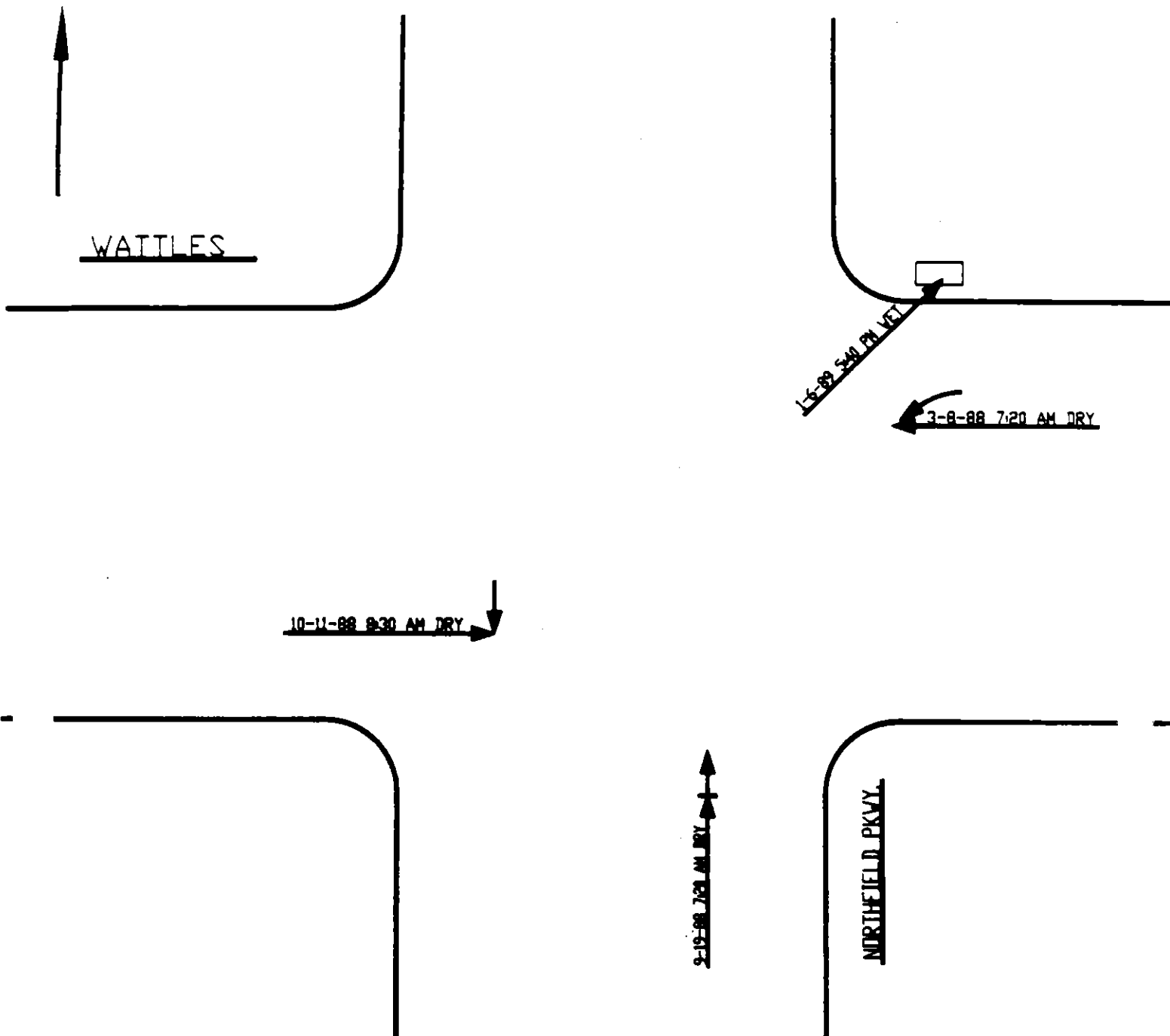
3 TOTAL ACCIDENTS
1 RIGHT ANGLE ACCIDENTS .58 ACCIDENTS PER MILLION VEHICLES
0 LEFT TURNING ACCIDENTS

NOTE: THE APPLICABLE WARRANT VALUES ARE 70 % OF THE REQUIREMENTS DUE TO -
THE 85TH PERCENTILE SPEED OF MAJOR STREET TRAFFIC EXCEEDS 40 MPH

PAGE 2 OF 2

END OF TRS RUN

COLLISION DIAGRAM



SYMBOLS	TYPES OF COLLISIONS	
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <div style="display: flex; align-items: center; margin-bottom: 5px;"> MOVING VEHICLE </div> <div style="display: flex; align-items: center; margin-bottom: 5px;"> BACKING VEHICLE </div> <div style="display: flex; align-items: center; margin-bottom: 5px;"> PEDESTRIAN </div> <div style="display: flex; align-items: center; margin-bottom: 5px;"> PARKED VEHICLE </div> <div style="display: flex; align-items: center; margin-bottom: 5px;"> FIXED OBJECT </div> <div style="display: flex; align-items: center; margin-bottom: 5px;"> FATAL ACCIDENT </div> <div style="display: flex; align-items: center;"> INJURY ACCIDENT </div> </div> <div style="width: 45%;"> <div style="display: flex; align-items: center; margin-bottom: 5px;"> REAR END </div> <div style="display: flex; align-items: center; margin-bottom: 5px;"> HEAD ON </div> <div style="display: flex; align-items: center; margin-bottom: 5px;"> SIDE SWIPE </div> <div style="display: flex; align-items: center; margin-bottom: 5px;"> OUT OF CONTROL </div> <div style="display: flex; align-items: center;"> LEFT TURN </div> </div> </div> <div style="width: 50%; vertical-align: top;"> <div style="display: flex; align-items: center; margin-bottom: 10px;"> RIGHT ANGLE </div> <div style="border: 1px solid black; padding: 5px;"> <p>SHOWN FOR EACH ACCIDENT:</p> <ol style="list-style-type: none"> 1. DATE AND TIME 2. WEATHER CONDITIONS </div> </div>	<p>INTERSECTION <u>WATTLES</u> AND <u>NORTHFIELD PKWY.</u></p> <p>PERIOD <u>12 MONTHS</u> FROM <u>JAN 1, 1988</u> TO <u>JAN 31, 1989</u></p> <p>BY <u>M. SCHWARZ</u> DATE _____</p>	

COLLISION DIAGRAM

WATTLES

4-16-87 1055 PM DRY

2-24-87 423 PM DRY

5-14-87 528 PM DRY

3-23-87 601 PM DRY

NORTHFIELD PKWY.

SYMBOLS

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

TYPES OF COLLISIONS

- ←→ REAR END
- ←→ HEAD ON
- ← SIDE SWIPE
- ← Wavy OUT OF CONTROL
- ← Left TURN

- ↗ RIGHT ANGLE

SHOWN FOR EACH ACCIDENT:

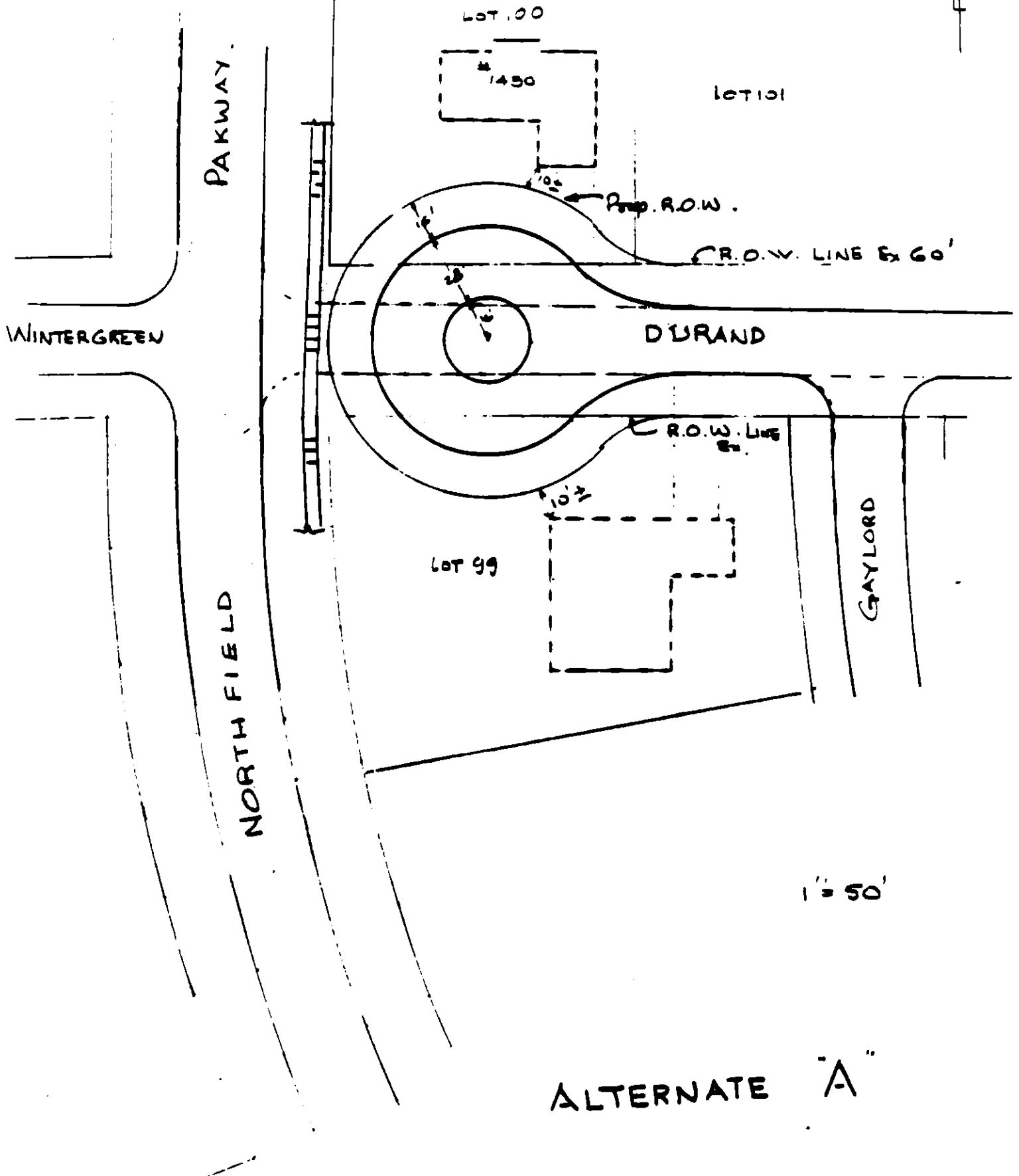
1. DATE AND TIME
2. WEATHER CONDITIONS

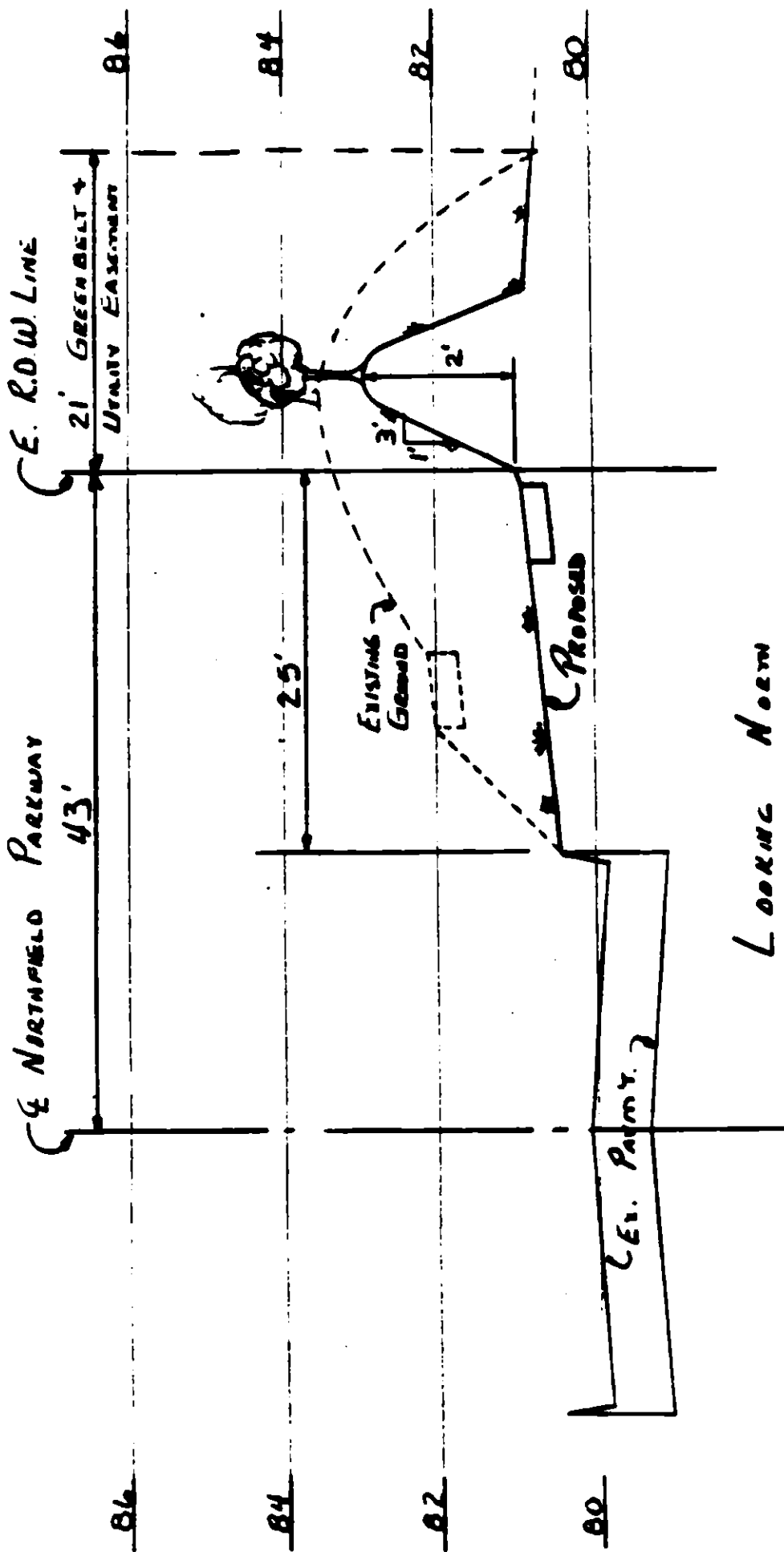
INTERSECTION WATTLES AND NORTHFIELD PKWY.

PERIOD 12 MONTHS FROM JAN 1, 1987 TO DEC 31, 1987

BY M. SCHWARZ DATE APRIL 5, 1989

N





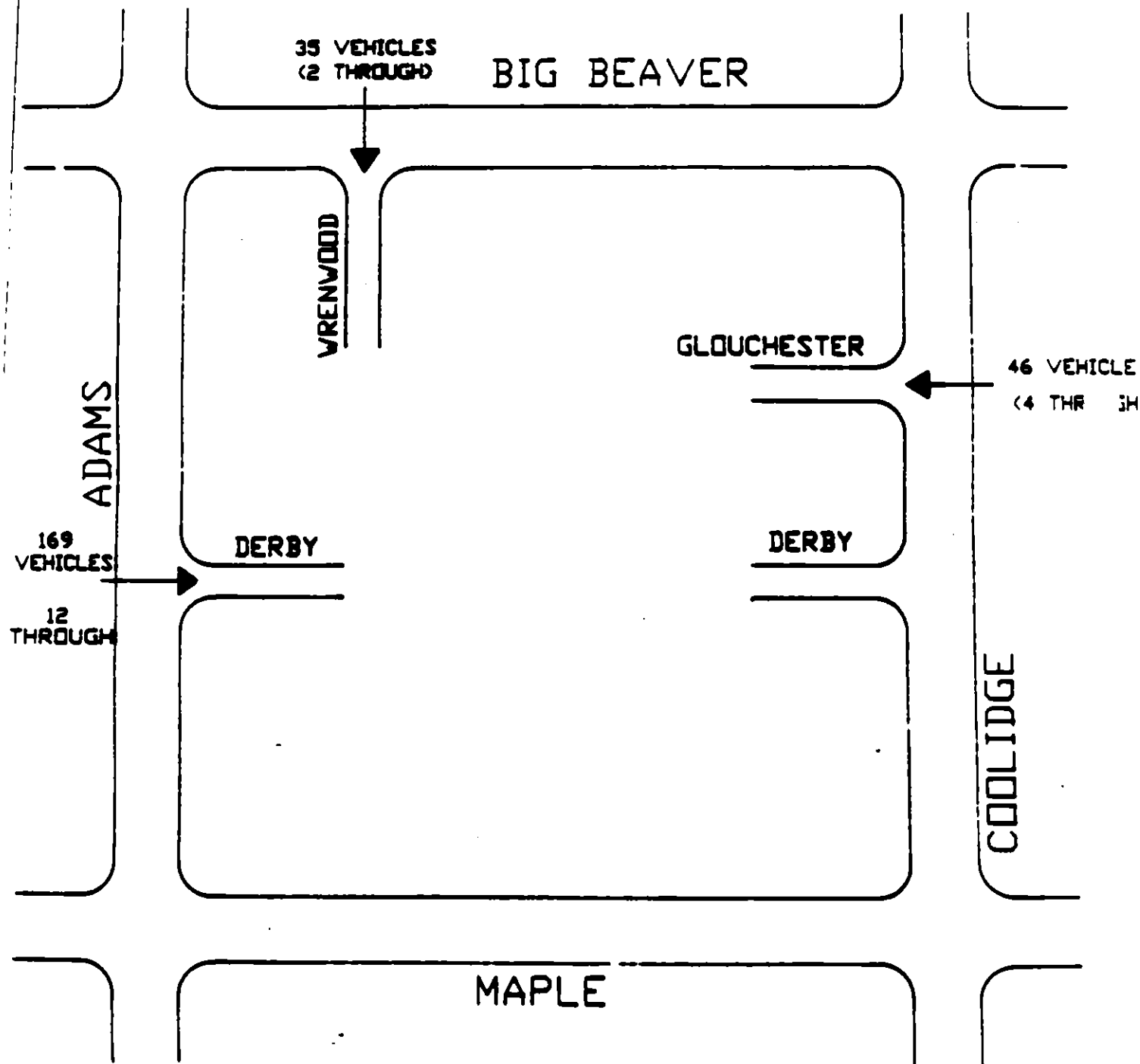
Looking North
 Scale: Horiz. 1" = 10'
 Vert. 1" = 2'

ALTERNATE "B"

11/11/11

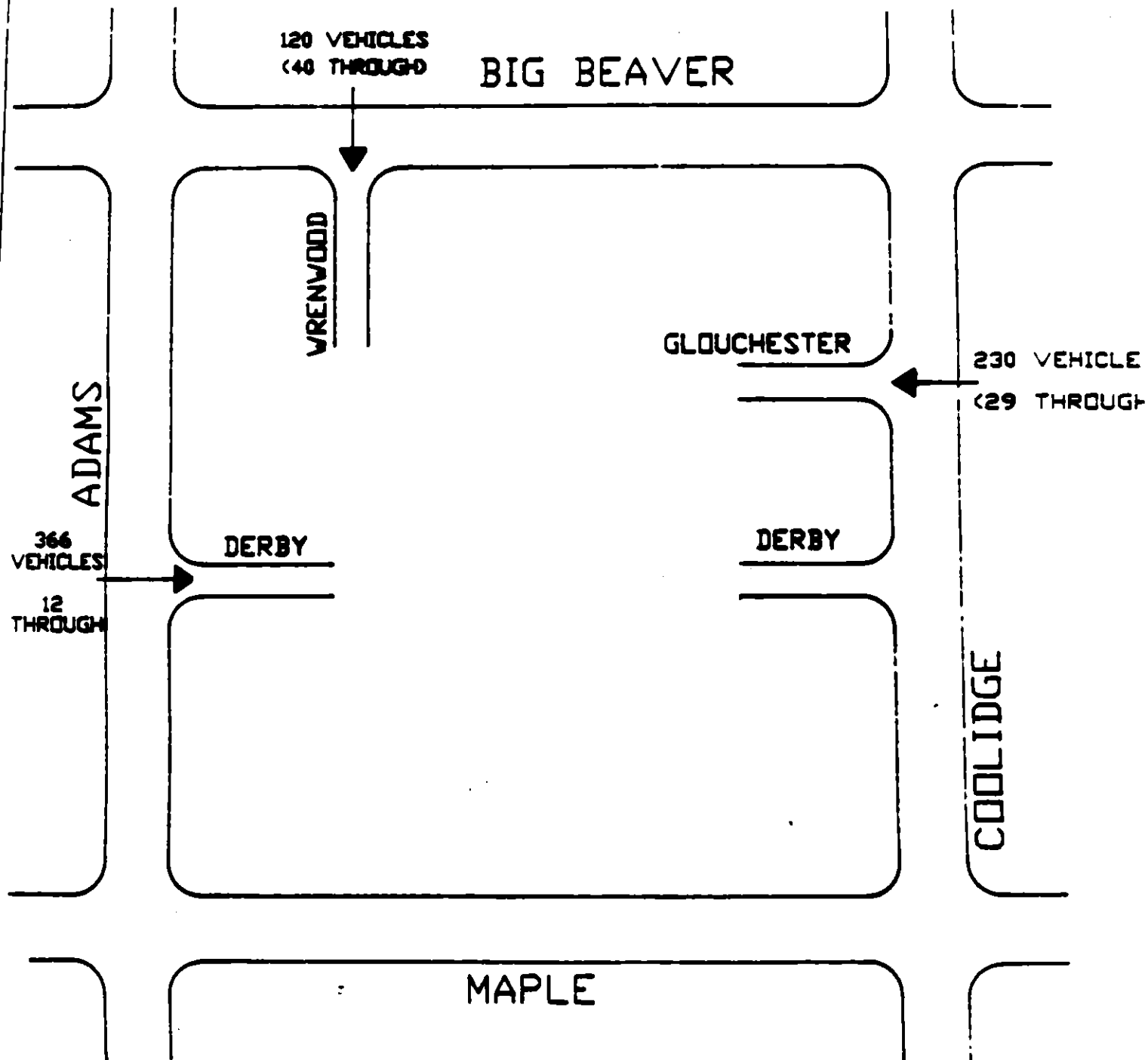
CITY OF TROY
TRAFFIC ENGINEERING
LICENSE PLATE SURVEY

DATE: 5-26-88
TIME: 7:00-9:00 AM



CITY OF TROY
TRAFFIC ENGINEERING
LICENSE PLATE SURVEY

DATE: 5-25-88
TIME: 4:00-6:00 PM



City of Troy

Section 15

HOURLY TRAFFIC VOLUMES

LOCATION EB Saratoga
West of Dequindre
 DATE 3/7-8/88

DATE	MON 88/03/07	TUE 08	WED 09	THU 10	FRI 11	SAT 12	SUN 13
START HOUR							
0	-	1	-	-	-	-	-
1	-	0	-	-	-	-	-
2	-	0	-	-	-	-	-
3	-	0	-	-	-	-	-
4	-	1	-	-	-	-	-
5	-	5	-	-	-	-	-
6	-	14	-	-	-	-	-
7	-	10	-	-	-	-	-
8	-	17	-	-	-	-	-
9	-	9	-	-	-	-	-
10	-	<u>5</u>	-	-	-	-	-
11	10	15	-	-	-	-	-
12	17	24	-	-	-	-	-
13	18	-	-	-	-	-	-
14	21	-	-	-	-	-	-
15	14	-	-	-	-	-	-
16	22	-	-	-	-	-	-
17	32	-	-	-	-	-	-
18	17	-	-	-	-	-	-
19	17	-	-	-	-	-	-
20	12	-	-	-	-	-	-
21	11	-	-	-	-	-	-
22	6	-	-	-	-	-	-
23	0	-	-	-	-	-	-

TOTAL

259

Sta. No.	Direction	
27	EB	Saratoga, West of Dequindre

500 W. BIG BEAVER ROAD - TROY, MICHIGAN 48064 - PHONE: (AREA 313) 524-3379

City of Troy

Across from
Section 15

HOURLY TRAFFIC VOLUMES

LOCATION WB Laurel Valley
East of Dequindre
DATE 3/3-7/88

DATE	MON 88/02/29	TUE 01	WED 02	THU 03	FRI 04	SAT 05	SUN 06
START HOUR							
0	-	-	-	-	11	9	22
1	-	-	-	-	2	10	17
2	-	-	-	-	2	5	18
3	-	-	-	-	8	8	6
4	-	-	-	-	4	7	8
5	-	-	-	-	18	2	6
6	-	-	-	-	68	21	7
7	-	-	-	-	112	38	17
8	-	-	-	-	71	57	25
9	-	-	-	-	31	50	38
10	-	-	-	-	37	51	50
11	-	-	-	38	37	55	71
12	-	-	-	44	41	52	73
13	-	-	-	32	37	52	72
14	-	-	-	36	41	73	79
15	-	-	-	38	40	63	62
16	-	-	-	42	60	67	54
17	-	-	-	50	48	53	48
18	-	-	-	53	72	50	51
19	-	-	-	51	57	44	62
20	-	-	-	29	36	48	30
21	-	-	-	27	35	32	24
22	-	-	-	25	21	14	24
23	-	-	-	12	15	19	21
TOTALS							
12HR 7-19	-	-	-	-	627	661	640
16HR 6-22	-	-	-	-	823	806	763
18HR 6-24	-	-	-	-	859	839	808
24HR 0-24	-	-	-	-	904	880	885

City of Troy

Across from
Section 25

HOURLY TRAFFIC VOLUMES

LOCATION WB Laurel Valley
East of Dequindr
DATE 3/3-7/88

DATE	MON 88/03/07	TUE 08	WED 09	THU 10	FRI 11	SAT 12	SUN 13
START HOUR							
0	8	-	-	-	-	-	-
1	1	-	-	-	-	-	-
2	4	-	-	-	-	-	-
3	3	-	-	-	-	-	-
4	4	-	-	-	-	-	-
5	21	-	-	-	-	-	-
6	58	-	-	-	-	-	-
7	121	-	-	-	-	-	-
8	66	-	-	-	-	-	-
9	45	-	-	-	-	-	-
10	-	-	-	-	-	-	-
11	-	-	-	-	-	-	-
12	-	-	-	-	-	-	-
13	-	-	-	-	-	-	-
14	-	-	-	-	-	-	-
15	-	-	-	-	-	-	-
16	-	-	-	-	-	-	-
17	-	-	-	-	-	-	-
18	-	-	-	-	-	-	-
19	-	-	-	-	-	-	-
20	-	-	-	-	-	-	-
21	-	-	-	-	-	-	-
22	-	-	-	-	-	-	-
23	-	-	-	-	-	-	-
TOTALS							
12HR 7-19	-	-	-	-	-	-	-
16HR 6-22	-	-	-	-	-	-	-
18HR 6-24	-	-	-	-	-	-	-
24HR 0-24	-	-	-	-	-	-	-

Dated: September 8, 1988

WE, THE UNDERSIGNED CITIZENS, RESPECTFULLY REQUEST A CROSSING LIGHT TO BE PLACED AT THE INTERSECTION OF PARLIAMENT AND DEQUINDE. CHILDREN AND CITIZENS CROSSING DEQUINDE ARE PLACED IN GREAT DANGER WITH THE FLOW OF FAST AND CONTINUOUS TRAFFIC ALONG THIS MAJOR TRAFFIC ARTERY.

QUESTION:
DO YOU
WALK TO
MEYERS
HAVING TO
CROSS
DEQUINDE

NAME	ADDRESS	LOCATION	QUESTION
Rosalie Young	1436 Hartung	Troy, MI 48098	
Kathy Tracy	45592 Birchcrest	UTICA, MI 48087	
Darryl A. Cleveland	2989 Parliament	Troy, MI 48083	
Queen R. Cleveland	3989 Parliament	Troy, MI 48083	
Connie Helman	2607 Clayton	Troy, MI 48083	yes
Edith Rice	4940 Elvira	Warren MI 48091	
Antonette Worley	7724 Wagner	Fair Haven, MI 48023	
Donald N. English	2989 Parliament	Troy, MI 48083	yes
Joyce E. Cleveland	6549 Phelan Ct.	Clarkston, MI 48016	yes
Jack H. Cleveland	6549 Phelan Ct.	Clarkston, MI 48016	yes
Mildred L. Carr	2989 Parliament	Troy - MI 48083	yes
Kenneth H. Deane	34450 Dequindre	Stirling Heights 48310	yes
Hail B. Streeter	2371 Chewick	Troy, MI 48084	
Elizabeth Jean Druma	427 N. Morris	Clawson, MI 48017	
Charles A. Druma	427 N. Morris	Clawson MI 48017	yes
Therese Druma	2371 Chewick	Troy MI 48084	
Judy Fleming	1809 Brockton	Royal Oak 48067	YES
Dean Fleming	1809 Brockton	Royal Oak 48067	YES
Debra A. Streeter	403 Normandy	Royal Oak, 48073	yes
Larry Streeter	403 Normandy	Royal Oak, 48073	yes
Shawn Tracy	45592 Birchcrest	Utica, MI 48087	
Tom Carr	10765 Bigelow	Davison MI 48019	yes
George Sherman	2971 Parliament	Troy, MI 48084	
Linda Carr	10765 Bigelow	Davison 48019	
Yvonne Spohn	43140 Hillcrest	Stirling Hts 48078	
Paul Spohn	43140 Hillcrest	STERLING HGTs 48078	
Bob Sherman	2981 PARLIAMENT	TROY, MI 48083	YES
Dolores Johnson	2988 Parliament	Troy, MI 48083	yes

Dated: September 8, 1988

NAME	ADDRESS				
DEBORAH MARSHALL	2739 Downey DR.	TROY, 48083	YES		
Joyline Billings	2980 Parliament	Troy 48083	yes		
Floyd Jacobson	2988 Parliament	Troy 48083	yes		
William H. Bury	2964 Parliament Dr.	Troy 48083	yes		
Gary & Judy Delicate	2965 Parliament	Troy 48083	yes		
LARRY & Oma Wells	2972 Parliament	Troy 48083	yes		
Victor Kiel	2718 Downey	Troy 48083	yes		
Mary Kiel	2718 Downey Dr.	Troy 48083	yes		
Jeanette Prieto	2720 Downey Dr.	Troy 48083	yes		
x Gerald Kelly	2822 Downey Dr.	Troy 48083	yes		
x Kenneth Kelly	2822 Downey Dr.	Troy 48083	yes		
Constantine Bocin	2870 DOWNEY DR.	TROY 48083	YES		
Stepania Lotocki	2870 DOWNEY DR	TROY 48083	YES		
Richard E. Petrella	2882 Downey Dr.	Troy 48083	YES		
HARRY SADO	2831 Downey DR	Troy 48083	yes		
Hella SADO	2831 Downey Dr	Troy 48083	yes		
Thomas Marshall	2739 Downey Dr	Troy 48083	yes		
Peggy Clark	2727 Downey Dr.	Troy 48083	yes		
William A. Clark	2727 Downey Dr.	Troy 48083	yes		
John R. Shaw	2715 Downey	Troy 48083	yes		
Louis R. Legros	2715 Downey	Troy 48083	yes		
Maryann Legros	2715 Downey	Troy 48083	yes		
Kimberly Rutger	2703 Downey	Troy 48083	yes		
Alfred R. Burger	2703 Downey Dr	Troy 48083	yes		
Theresa A. Bicego	2703 Downey Dr	Troy 48083	yes		
Lynda A. Withwell	2657 Downey	Troy 48083	yes		
Sims Mo	2645 DOWNEY	TROY 48083	yes		
ROSE KIBLER	2923 BORDEN	TROY 48083	YES		
Theresa Turnbull	2899 Borden	Troy 48083	yes		
Kerry Dorsey	2887 Borden	Troy 48083	yes		
Mary Katherine	2875 BORDEN	Troy 48083	YES		

Dated: September 8, 1988

Name

Address

Jayne Hundman	2861 Borden, Troy 48083	yes
Charles H. Lebere	2821 BORDEN Troy 48083	YES
Gertie Le Vere	2821 Borden Troy 48083	yes
Jay Hight	2802 Borden Troy 48083	yes
George L. Ortil	2814 BORDEN Troy 48083	yes.
Maxine Quilic	2814 Borden Troy 48083	yes.
Britte Lehmann	2838 Borden Troy 48083	yes.
Paula Larsen	2862 Borden Troy 48083	yes.
Francis V. Finner	2898 Borden Troy 48083	yes
John Dove	2632 Downey Troy 48083	yes
Lawrence Mays	2644 Downey Troy 48083	yes
Ruth Phillips	2164 Autumn Ridge Dr. Troy MI 48310	yes
I walk across Dequindre <u>each day</u> to my sister		
Mary V. L.	2718 Downey Dr.	yes
Brenda Stevens	2737 Downey Dr.	yes
Bob Hove	36551 Dequindre Troy MI 48083	YES
Jenny Hove	36551 DEQUINDRE TROY MI 48083	YES
Pete Hove	36551 DEQUINDRE TROY MI 48083	YES
Naked Youself	2973 Parliament Troy MI, 48083	yes

I Dolores Dunn Johnson verify that the attached 3 pages of signatures were obtained by me on Thursday, Sept. 8, 1988.

Dolores Dunn Johnson witness this signature.

ADDENDUM NO. 1

CROSSING LIGHT AT DEQUINDRE & PARLIAMENT
To & From Oakland and Macomb Counties

September 19, 1988

The attached PETITION is for the intention of a CROSSING LIGHT to be engaged when necessary to enable pedestrians to cross TO & FROM Dequindre at Parliament, Cities of Troy and Sterling Heights, Counties of Oakland and Macomb, in the State of Michigan.

0

We, the undersigned citizens, respectfully request a CROSSING LIGHT to be placed AT THE INTERSECTION OF PARLIAMENT AND DEQUINDRE. Children and other citizens crossing DEQUINDRE are placed in great danger with the flow of fast and continuous traffic along this major traffic artery.

QUESTION: Do You walk to Meijer having to cross Dequindre Road?
Please indicate in column on right.

DATE	NAME (Signature)	ADDRESS	Y/N
9-23-88	Paula J. Hikin	2212 Isabella	X
9-23-88	Sarah Jensen	2212 Isabella	X
9-23-88	Helen Strubel	2204 Isabella	X
9-23-88	Cherie Smith	2265 Isabella	X
9-23-88	Michael Kenstae	2272 Isabella	X
9-23-88	Louise Dymond	2272 Isabella	Y
9-23-88	Patricia Gillespie	2320 Isabella	Y
9-23-88	Earl Gillespie	2320 Isabella	X
9-23-88	Helma Chase	2332 Isabella	Y
9-23-88	Louise Moses	2284 Isabella	Y
9-23-88	Fran Shehadi	2233 Isabella	Y
9/23/88	Fran Shehadi	2233 Isabella	Y
9-23-88	Goldwyn Plann	2245 Isabella	N
9-23-88	Pat Plann	" "	N
9-23-88	Walter Blomquist	2257 Isabella	Y
9-23-88	Walter Blomquist	2257 Isabella	Y
9/23/88	Tommy L. Benda	2281 Isabella	N
9/23/88	Michelle Benda	2329 Isabella	N
9/23/88	Livia M. Wahlquist	2341 Isabella	N
9/23/87	Paul B. C.	2353 Isabella	N
9/23/88	Donata Carson	2356 Isabella	Y

We, the undersigned citizens, respectfully request a CROSSING LIGHT to be placed AT THE INTERSECTION OF PARLIAMENT AND DEQUINDRE. Children and other citizens crossing DEQUINDRE are placed in great danger with the flow of fast and continuous traffic along this major traffic artery.

QUESTION: Do You walk to Meijer having to cross Dequindre Road?
Please indicate in column on right.

DATE	NAME (Signature)	ADDRESS	Y/N
9/23/88	Joan A Resochacki	2641 Sparta, Troy	y
"	Jennifer Ledwidge	2611 Sparta, Troy	y
"	Traci Shethworth	2618 Sparta, Troy	y
"	John Kern	2663 Sparta, Troy	y
"	Cathy Sikorski	2644 Sparta, Troy	y
"	Steve Szymanski	2664 Sparta, Troy	y
"	Richard Anderson	2642 Sparta Troy	y
"	Frederick Anderson	2642 Sparta Troy	y
"	May O'Hara	2630 Sparta, Troy	y
"	Eric Shethworth	2618 Sparta Troy	y
"	Edward Resochacki	2641 Sparta Troy	y
"	Pat Szymanski	2685 Sparta, Troy	y
9-23-88	John C. Gorge	2788 Sparta Troy	x
"	B. U. Muradkhani	2820 Sparta Troy	x
9-23-88	Tom Lange	2844 Sparta, Troy	N
9-23-88	Steve Strand	2866 Sparta Drive Troy	y
9-23-88	Barbara VanHorne	2900 Sparta, Troy	y
9-23-88	Sara VanHorne	2900 Sparta, Troy	y
9-23-88	Bruce Novak	2870 Marcus	y
9-23-88	RYAN Novak	2870 Marcus	x
9-23-88	Nancy Jacobs	2726 Dover	yes

We, the undersigned citizens, respectfully request a CROSSING LIGHT to be ed AT THE INTERSECTION OF PARLIAMENT AND DEQUINDRE. Children and other citizens crossing DEQUINDRE are placed in great danger with the flow of fast continuous traffic along this major traffic artery.

QUESTION: Do You walk to Meijer having to cross Dequindre Road?
Please indicate in column on right.

DATE	NAME (Signature)	ADDRESS	Y/N
9-27-88	John M. Pata	2123 CASTLETON	N
9-27-88	John R. Pata	2003 Castleton	N
9-27-88	Thomas D. Stratton	2434 Milverton	N
9-27-88	M. Colleen Hartman	2434 Milverton	N
9-27-88	Richard F. Reising	2308 ATLAS	Y
9-27-88	Gayle C. Reising	2308 Atlas	Y
9-27-88	John P. Pata	2696 P. Pata	Y
9-27-88	John P. Pata	2936 THAMES	Y
9-27-88	Jaques Milverton	1739 Coventry	Y
9-27-88	Harry Swank	2338 Milverton	Y
9-27-88	Edith Swank	2338 Milverton	Y

We, the undersigned citizens, respectfully request a CROSSING LIGHT to be placed AT THE INTERSECTION OF PARLIAMENT AND DEQUINDRE. Children and other citizens crossing DEQUINDRE are placed in great danger with the flow of fi and continuous traffic along this major traffic artery.

QUESTION: Do You walk to Meijer having to cross Dequindre Road?
Please indicate in column on right.

<u>DATE</u>	<u>NAME (Signature)</u>	<u>ADDRESS</u>	<u>Y/N</u>
9/23/88	Dennis A. David	2615 ATHENA, TROY	
9/23/88	Claudia A. David	2615 ATHENA TROY	Y
9/23/88	Kurt J. Pinnell	2627 ATHENA TROY	
9/23/88	Bob Molnar	2614 Athena Troy	
9/23/88	Dary Molnar	2614 Athena Troy	
9/23/88	Wanda M. Lakes	2639 Athena Troy	Yes
9-23-88	Judy A. Jay	2663 Athena Troy	YES
9-23-88	Annula M. Jay	2663 Athena Troy	Yes
9-23-88	Carolyn Dulla	2662 Athena Troy	YES
9-23-88	Brian Dulla	2662 Athena	YES
9-23-88	Carlye Nickel	2698 Athena Troy	UP
9/23/88	Lucille Kozminski	2699 Athena Troy	Yes
9/23/88	Charmee Kozminski	2699 Athena Troy	YES
9/24/88	Delores Adams	2615 Athena Troy	YES
9/24/88	Krishna Puri	2596 Athena P.D.	Yes
9/24/88	Faye J. Chapp	2564 Athena Troy	Yes
9/24/88	Paul Thaxill	2627 Athena Troy	Yes
9/24/88	Ray Mc Kinnis	2553 Athena Troy	Yes
9/24/88	Mary Ann Demers	2746 Athena Troy	Y

We, the undersigned citizens, respectfully request a CROSSING LIGHT to be
ed AT THE INTERSECTION OF PARLIAMENT AND DEQUINDRE. Children and other
 citizens crossing DEQUINDRE are placed in great danger with the flow of fast
and continuous traffic along this major traffic artery.

QUESTION: Do You walk to Meljer having to cross Dequindre Road?
 Please indicate in column on right.

DATE	NAME (Signature)	ADDRESS	Y/N
9/23/88	Michelle Lang	2605 Sparta	
9/23/88	Patrick F. Lang	2605 SPARTA	Yes
9/23/88	Pete Kim	2663 SPARTA	YES
9/23/88	Marymargaret	2724 Sparta	
9/23/88	R. Samby	2743 Sparta	Yes
9/23/88	Jon Sepic	2821 Sparta	Yes
9/23/88	Sylvie Sepic	2821 Sparta	yes
9-23-88	Patricia McDonald	2867 Sparta	No
9-23-88	David K. Coad	2901 Sparta	Yes
9-23-88	Jim E. Kincannon	2755 Dover	Yes
9-23-88	Marion Kincannon	2755 Dover	Yes
9-23-88	Kari Kincannon	2755 Dover	Yes
9-23-88	Arnell McDonald	2775 Sparta	Yes
9-27-88	Kathleen Redmond	1700 Castlebury	yes
9-27-88	Gay	2931 Northampton	Yes
9-28-88	L. Schmitt	23127 Alexander	Yes
9-28-88	Kathleen Schmitt	2367 Alexander	Yes

We, the undersigned citizens, respectfully request a CROSSING LIGHT to be placed AT THE INTERSECTION OF PARLIAMENT AND DEQUINDRE. Children and other citizens crossing DEQUINDRE are placed in great danger with the flow of fast and continuous traffic along this major traffic artery.

QUESTION: Do You walk to Meijer having to cross Dequindre Road?
Please indicate in column on right.

DATE	NAME (Signature)	ADDRESS	Y/N
9-23-88	John Wright	2309 Paris	Yes
9-23-88	Becky Nancy Dumas	2321 Paris	Yes
9-23-88	Math Zickurski	2357 Paris	Yes
9-23-88	Carrie Sanders	2348 Paris	Yes
9-23-88	Jeff Sanders	2348 Paris	Yes
9-23-88	Terry Sanders	2348 Paris	Yes
9-23-88	Arden Kulesky	2336 Paris	Yes
9-23-88	Lori Sier (Lilki)	2300 Paris	Yes
9-23-88	Bob Schorn	2300 Paris	Yes
9-23-88	Donald W. Braden	2300 Paris	Yes
9-23-88	Mariga Kialicoy	2276 PARIS	Yes
9-23-88	Mary Beth Samuels	2264 Paris	Yes
9-23-88	Paul Huron	2252 Paris	Yes
9-23-88	Dana A. Galt	2240 Paris	Yes
9-23-88	Mary DiPascale	2228 Paris	Yes
9-23-88	Janet Goring	2216 Paris	
9-23-88	Marlene Klein	2249 Paris	Yes
9-23-88	Mary Beach	2273 Paris	Yes
9-23-88	Tom Valera	2285 Paris	Yes
9-23-88	Christine Bennett	2297 Paris	Yes
9-23-88	Michael G. Gato	2701 Sparta	Yes
9-23-88	Frances Fetsco	2701 Sparta	Yes

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DATE	NAME (Signature)	ADDRESS	Y/N
9/21/88	Elo Calo	596 E. Big Beaver	MI 480
9/21/88	E. J. Nicholas	3218 MARC DR.	MI 483
9-21-88	Sue Hamm	4640 BENNINGTON	MI 4831
9-21-88	Mary Ann	53 ALDEN	
9-21-88	Maria Rodriguez	23328 Hazelwood	MI 4803
9-21-88	ammaria	2078 camel	48310
9-22-88	Ron Wojciechowski	23704 Eureka	48041
9-22-88	Amy Thompson	3836 Franklin pk dr	MI 48310
9-22-88	Nancy Niles	39908 Poinciana	48078
9-22-88	Bori Chubek	3420 S. Emmons Rochester	48063 Y
9-23-88	Leah H. Thompson	2291 Chesley, Sterling HTS	
9-23-88	Susan Schmitt	37118 Mary Dr Sterling Heights	
9-23-88	Theresa Harts	8531 Woodward Oak Park Mich	
9-23-88	Jeanette Turner	Sterling Hts, Michigan	
9-23-88	Jimmy Eider	Warren MI	
9-23-88	Cheryl Kuehl	43335 Fremont Sterling Hts	48078
9-24-88	Stephen L. Ford	8080 Continental Warren	48089 Y
9-25-88	Patricia Phillips	32378 Concord Mich	MI 48071 YES
9-24-88	Robin Spencer	13150 Briarstone St	MI 48077
9-24-88	Jim & Sheryl Wuebel	3703 Lucinet St	MI 48310
9-26-88	Grace Remunehi	29157 Mottwood Dr E Warren	4809
9-26-88	Rose Allen	2851 Thomas Troy	48063
9-26-88	Sam Allen	2851 Thomas Troy	48063
9-26-88	James J. Giff	30199 Westwood Addison Hts, MI 4	
9-26-88	Michael	11467 Klinga Hunt, MI	48210
9-26-88	Brian R. Schmidt	26651 Ardene Dr Mich	48310
9/27/88	Phas Harper	19948 Keys-Pine Mich	48234
9/28/88	Ruth G. Khatnab	4831 Haverly, Sterling Hts	48310
9-28-88	Pam English	1375 Mulvatan Troy MI	48063

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DATE	NAME (Signature)	ADDRESS	Y/N
9-20	Barbara Mader	2417 Oakcrest	
9-20	Shirley Grant	4822 Berwyn	
9-20	Donna Ferguson	33875 Thirt St. S.H.	
9-20	David T. Marchion	3130 Elmcrest	
9-20	Lawrence Batt	2017 Hunt Club	
9-20	Janet Enock	42342 Parkside Cir.	
9-20	Marlene Peterson	2314 MacNeil	
9-20	Diana S. Redman	1363 Flushing Rd.	
9-20	JAMES & WATSON	23449 Hixes	
9-20	Gym Puro	2230 Flanders Dr.	
9-20	Helenetta Knox	2843 Saratoga	
9-20	Wanda B. D.	14881 Oakwood	
9-20	Barbara P. Kenton	24530 Kover	
9-20	Wanda R. Saggart	34278 SANDROCK DE S.H.	
9-20	Thomas W. W.	24402 Greenhill Rd.	
9-20	Paula S. S.	2075 Spruce	
9-20	Sheryl B. B.	23765 Lawrence	
9-20	Larry S. S.	2136 Parkview	
9-20	Frank P. P.	10969 Leisure Dr.	
9-20	Robert E. E.	11057 JANIS	
9-20	Linda S. S.	60773 Lakeside	
9-20	Doris C. C.	5342 Linda, Warren	
9-20	Ray S. S.	2666 Arrowhead Trwy 48084	
9-20	Dennis P. P.	24402 Threshire Rd. Warren, MI 48091	
9-20	Shirley P. P.	24099 S. S., Mid. Hgts. MI 48071	
9-20	Gene H. H.	2043 Bacon Basking Park 48072	
9-20	Angela K. K.	17357 Kirtelle Detroit Mich. 48203	
9-20	Andra J. J.	2715 Berkshire Dr. Troy 48068	
9-21	Donny G. G.	25862 Musch Warren 80	
9-21	Marie W. W.	32756 Greenbriar Warren 48092	
9-21	Theresa M. M.	3041 Bunker Dr. S. Heights 48310	
9-21	Robert M. M.	2105 Michael Dr. SHELING 48310	
9-28	Memo O. O.	1375 M. Winton Troy - 48063	

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9/21/88	Maria Calanani	34278 Sandpiper St. Hts. MI 48310	
9-21-88	Barb Robins	14536 Four Lakes Sterling Hts 48078	
9-21-88	Suzanne Spencer	19330 Meier Roseville Michigan 48066	
9/21/88	Tamara Cao	30051 Progress Roseville - 48066	Y
9/21/88	Suzanne Swan	2476 Dequindre Warren MI 48091	Y
9/21/88	Connie Royce	22541 Antioch Warren MI 48091	
9/21/88	Clara Powell	14558 Russell De Mi 48223	Y
9/21-88	Spring	15867 Charlemagne St Clem 48064	
9-21-88	Debi Evans	307 Woodland Royal Oak 48073	Y
9-21-88	Sharon Dequindre	3099 Carico Livonia MI 48042	Y
9-21-88	Debra Dequindre	3201 Martin Wm MI 48042	Y
9-21-88	Kinda Zappi	43555 Greenwood Mt Clemens 48043	Yes
9-21-88	Susan Malone	4032 Hill Dr #106 Utica 48087	Yes
9-21-88	Curtis Rupp	43138 Buckley St Heights 48076	Yes
9-21-88	Russ Schone	14071 Brigard Det. MI 48205	N
9-21	Heraldine	3611 W. ...	
9-22	Barbara ...	20520 K ...	482
9-22	Jan ...	36644 W. ...	485
9-22	Kathy ...	37354 Susan Sterling Hts 4830	
9-22	Beth King	48548 Roma Valley G55 Utica	Yes to get
9-22	Marilyn ...	51 KIBBEE MT CLEMENS 48043	Yes
9/22	Kathleen Toney	48122 Lakeview ...	Yes to
9/22	Robert ...	12357 Melvin Park Hills MI 48063	Y
9/22	Patricia ...	28820 Newford Warren MI 48092	
9/22	Ann ...	7123 Woodlawn Pontiac MI 48054	N
9/22	Sharon Kemmer	27271 Seybourn Wm MI 48092	N
9/22	Leann ...	38907 Century Av Sterling Hts MI 48310	Yes
9/22	Theresa ...	4611 ... E PR Warren 48092	Y
9/22	Bob ...	17452 Howell RSV 48041	
9/22	Ann Marie ...	3074 Norwood Sterling Hts	48310
9/22	Tom ...	3536 Gloucester 48041	
9/22	Deann Ward	36478 Jeffrey Sterling Hts 48310	

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9-20-88	Vicky L Wall	2254 Autumn Ridge	Yes
9-20-88	John Galvin	42216 Parkside Cr. Sterling Hts	
9-20-88	GENE PEARLMAN	39433 ARUNDALE STERLING HTS	
9-20-88	JOHN D. STONE	472 KENSINGTON ZACHARY HILLS	
9-20-88	Eva Lloyd	21 Scottsdale	
9-20-88	Dusan Roca	26397 Spicewood Hb.	
9-20-88	George Broekman	2685 AUIS DR. STERLING HILLS	
9-20-88	Mary Lou Moberg	36241 Jeffrey Sterling Hts	
9-20-88	Jan G. Hurl	15279 CROWN RD. ROSELAND, MI 48061	
9-20-88	Ryan Springer	14906 JENNY DR WARREN MI 48092	
9-20-88	Chris Suraant	41253 Wildwood St. Hts. 48040	
9-20-88	Cathy Hozagaki	2770 Wisconsin Troy MI 48063	
9-20-88	Cheryl Chabon	26590 RECK WOODHURST	
9-20-88	Michael H. Haggard	12070 Danforth Sterling Hts 48068	
9-20-88	Mary L. Chisholm	86 S. Highland Mt. Clemens 48043	
9-20-88	Mlanda Border	1546 Colvert Dr. MI 48206	
9-20-88	Steve O'Brien	1467 E. Morrow Hgts. MI 48030	
9-20-88	Chris Gurl	17021 LANGTON MT CLEMENS 48033	
9-20-88	Kristine Apponi	2074 Nadine Dr. St. Hts. MI 48311	
9-20-88	Mabel Dussan	2051 Oakington Grosse Pointe MI 48083	
9-20-88	Arthur Nelson	17206 Oakfield Detroit MI 48235	
9-20-88	Sharon	5618 Banette Mad. Hts. MI 48077	
9-20-88	Sylvia Dussan	32444 Oakdale Warren MI 48092	
9-20-88	Maria E. Vazquez	1925 Westlawn St. Rd. Pont. 48057	
9-20-88	Yvette Jueza	2167 Logan St. Hgts. 48310	
9-20-88	Terrie Klamm	39570 Edgmont St Hgts 48310	
9-20-88	Jan VanDerriel	39214 Cheviot	
9-20-88	Kath Herman	37082 Yorkwood #153 St. Hts. 48072	
9-20-88	Alice Pomeroy	271231 STEPIENSON #105 Madison Hgts. MI 48072	
9-21-88	Sue Hamilton	11115 Hgts. MI 48072	
9-21-88	Donna Starnes	36481 1st St. Hts. MI 48310	
9-21-88	Reed E. Haggard	5657 Paris Sterling Hts 48068	

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9/20	Bryant Jones	4320 India	Yes
9/21	Dalton	1912 Castleton Dr.	yes
9/21	Ronnie Thomas	8760 Mary Ann	yes
9/21	James H. Richman	3240 Emmons	yes
9/21	Linda Leeson	26416 Wolverine H.H.	yes
9/21	Adam Ambola	34268 WILKE	yes
9/21	Marilyn Bishop	49710 Ducker Street	yes
9/21	Wanda Lander	36057 4th St	yes
9/21	Jim McLean	40116 1st St	yes
9/21	Eleana (Bhatti)	40116 1st St	yes
9/21	Don Koss	40116 1st St	yes
9/22	Julie Medina		yes
9/22	R. Gadeck	5035 Fleming + Stately Hls	yes
9/22	M.D. Cravens		yes
9/22	B. Tylenda		yes
9/22	Kellie Brantley		yes
9/22	James Burt		yes
9/22	Delores Harper		yes
9/22	James Brantley		yes
9-23	Andi Dell	43626 Rocky St	yes
9-23	Joe Jacoble		yes
9-23	Pat Hinters	1790 Abbottsford Tray	N
9/23	Pat Hinters	34400 Dequindre, Sterling	N
9/23	Beth A. Gurne	2888 Sunnyside Tring	yes
9/23	Shay Gurne	2122 Sunnyside	yes
9/23	Debra Smith	2059 Karen Dr. Sterling Hts	yes
9/23	Beverly Shaw	1795 Castleton Tring	yes
9/24	James D. Jones		yes
9/24	Sherry Hunsap	Grand Rd. - Warren	yes
9/24	Jefferson		yes
9/24	John L. Lipp	34411 Dequindre	yes

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YE	NAME (Signature)	ADDRESS	Y/N
24-88	Suzann Cornell	832 E. Dallas M.Hts	Y
24-88	Chaepler	45 Woodland HTS p.e.	Y
	Sherry Sells	6735 Montclair Troy M.H. 48071	N
24-88	Laura Parisian	412 W. Coy Hazel Pt. 48030	N
25-88	C. Bayes		N
25-88	Sue Woltzschlaeger	30910 Juanita De. 48310	YES
25-88	Franklin Hesse	15256 Ginnhurst St. 48205	NO
26-88	Rosmarie Musienicz	4677 Lucerne Ste. Hgt. 48091	YES
26-88	Patty Stammers	26798 Cunningham Warren 48091	N
26-88	Rita Wright	125 E. Harvard Med. Hgt. 48071	Yes
26-88	Marie Brunda	23185 Aiden Mad. Hts 48071	YES
26-88	Mary J. Ladue	3315 Moore St. Hts. 48071	YES
28-88	Jammy Bush	429 E. Main Hazel Park 48030	N
26-88	Smitha Sumner	4791 Admiral Atul Hgt. Mi. 48310	YES
27-88	Julie DeLueck	34871 Aquarius Dr. Apt C Sterling Hts 48310	YES
28-88	William Wemman	22416 CURIE WARREN	YES
28-88	Anna Hio Payne	1347 Adams Warren MI 48093	NO
28-88	Julie Nahmen	3579 Woodland St. 48030	YES
29-88	T. Matt Brutto	36408 Larkspur Dr. S. Hts 48071	YES
29-88	Joe Peterson	585 Albany Ferndale MI 48200	YES
29-88	Paula Smith	2075 Grand Park Hts M. 48057	YES
27-88	Judy Bissel	7905 Woodview - Clakston 48016	YES

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DATE	NAME (Signature)	ADDRESS	Y/N
9-23-88	[Signature]	2787 SPARTA DR.	Y
9/23/88	Nancy Jones	2781 SPARTA DR.	Y
9/23/88	James Tate	2889 Sparta	Y
9/23/88	Carol Setteg	2889 Sparta	Y
9/23/88	Wendy Lyphard	2843 Sparta	Y
9/23/88	[Signature]	2883 Marcus Dr.	Y
9/23/88	Del Meyer	2823 " "	Y
9/23/88	Pam Dandridge	2714 Dover	Y
9/25/88	Dennis J. Haring	2617 Sparta Troy	yes
9/26/88	Charles Cornea	2858 MARCUS TROY	Y
9/26/88	Catherine Cornea	2858 Marcus Troy	Y
9/26/88	[Signature]	2702 Lower Troy 71/1	yes

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<u>DATE</u>	<u>NAME (Signature)</u>	<u>ADDRESS</u>	<u>Y/N</u>
	Greg KRYIA	5023 TROWBRYER	Y
	Analy Traczakiewicz	2195 Melwood	Y
	Michael Rypko	8959 LOZIER WBN	Y
	Donay Kaminski	12694 Charvet Det	Y
	JACK BLON	2207 SPRAGUE ROYAL OAK	Y
	Steve Beaudet	1502 ANN TERRACE MAD HRS.	Y
	Kevin Whitford	8850 JANIS UTICA	Y
	James Moe	15620 CHARLES R E. DET.	Y
	Donald	23424 Couzens Hazel Park	Y
	Brian B. Bann	PO BOX 338 NEW BALTIMORE	Y
	Carl T. Jr.	2090 CRYSTAL LA UTICA	Y
	Ray Easton	890 Minnesota Troy	Y
	Dale H. Van Amburg	2115 Robina Berkley	Y
	Frank Spidla	3048 Cinnamon Hamt.	Y
	Patrice Anelli	2805 Clayton Troy	Y
	Dicki Gustafson	2631 Gerald Rochester Hills	Y
	John Gustafson	2631 Gerald Rochester Hills	Y

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DATE	NAME (Signature)	ADDRESS	Y/N
10/18	Dorcas Westowski	36300 Dequindre	108
10/18	Anna Casanova Westowski	36300 Dequindre	108
10/18	Mary E. Bior	36300 Dequindre	523
10/18	Anna Tompkins	36300 Dequindre	520
10/18	Anna Elends	36300 Dequindre	220
10/18	Shirley J. Kelly	36300 Dequindre	514
10/18	Norma Johnson	" "	# 620
10/18	Virginia Rzepoch	36300 Dequindre	104
10/18	Alma Jones	" "	422
10/18	Edna Gililand	36300 Dequindre	# 402
10/18	Reuben Gililand	36300 Dequindre	# 402
	Mary Jones	36300 Dequindre	404
	Mary Jones	36300 Dequindre	400
	Jeanette Jones	36300 Dequindre	408
	Rita Compton	36300 Dequindre	410
	Erin Baldwell		
	Evangelina C. Durand	36300 Dequindre	403
	Angeline Parks	36300 Dequindre	407
	Gerda Rose Bior	36300 Dequindre	405
	Olga Masek	36300 Dequindre	# 401
	Sophie McIntyre	36300 Dequindre	415
	Henry Mankowski	36300 Dequindre	421
	Fony Koperwa	36300 Dequindre	427
	Sophie C. Ginski	36300 Dequindre	420

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<u>DATE</u>	<u>NAME (Signature)</u>	<u>ADDRESS</u>	<u>Y/N</u>
10-18-88	Lophie Schmuck	36300 Dequindre # 212	yes
10/18/88	Erleyn M. Curran	36300 Dequindre # 603	yes
10-18-88	Cora Semenov	36300 Dequindre # 304	yes
10-18-88	Pearl Sheldon	36300 Dequindre	yes
10-18-88	Mildred Curran	36300 Dequindre # 304	yes
10-18-88	Agnes Martland	36300 Dequindre # 604	yes
	Hermine Havens	36300 Dequindre # 305	yes
	Helen Lukowski	36300 Dequindre (623)	yes
10-18-88	Loretta Schuler	36300 Dequindre - 621	yes
10-18-88	Floy Rivers	36300 Dequindre - 615	yes
10-18-88	Lillian Ponke	36300 Dequindre - 619	yes
10-18-88	Verne J. Lunden	36300 Dequindre 618 -	yes
10-18-88	Mary Munday	36300 Dequindre 627 -	yes
10/18/88	Bernice Thorpe	36300 Dequindre 527	yes
10-18-88	Rae Angie	36300 Dequindre 317	yes
10-18-88	Bernice Brown	36300 Dequindre # 23	yes
10-18-88	Frances N. Schuler	36300 Dequindre # 510	yes
10-18-88	(Name illegible)	36300 Dequindre # 507	yes
10/18/88	Keith E. Gilpert	36300 Dequindre # 520	yes
10/18/88	Jane M. Tercha	36300 Dequindre # 525	yes
10/18/88	Joan Witkowski	36300 Dequindre # 503	yes
10/18/88	Joseph Paszkowski	36300 Dequindre # 501	yes
10/18/88	Pauline L. Lunden	36300 Dequindre # 107	yes
10/18/88	Robert J. Lunden	36300 Dequindre 107	yes
10/18/88	Lucretia Lunden	36300 Dequindre # 217	yes
10/18/88	Georgina Kuznetsov	36300 Dequindre	414 ap
10/18/88	Madison Kuznetsov	36300 Dequindre	215 ap
10/18/88	Veronica Pershon	36300 Dequindre	415 ap
10/18/88	Conrad Kuznetsov	36300 Dequindre	415 ap
10/18/88	Norma T. Lunden	36300 Dequindre	214 ap
	Blanche Stark	36300 Dequindre #	217
	Lucretia Lunden	36300 Dequindre # 518	

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Y/N

NAME	ADDRESS	Y/N
Phillip Taylor	15833 Tracey	
21742 Alton Road		
1010 Brown Royal Sub		

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<u>DATE</u>	<u>NAME (Signature)</u>	<u>ADDRESS</u>	<u>Y/N</u>
10-5	Carole Roth	1563 Welling Tray	N
10-5	Alan Roth	1563 Welling Tray	Y
10-5	Michael Nelson	1251 Hudson Madison Heights	Y
10-7	Edna Coffey	2332 Isabell	Y
10-7	Howard Coffey	2332 Isabell	Y
10-7	Judy Clayton	4732 BARCROFT WAY ST.	Y
10-7	Edward Fomal	33758 Newport	Y
10-10	Frank M. Cookner	15256 Linnhurst Detroit	N
10-10	Michelle Steele	2995 Fox Hill Dr.	N
10-10	Sandra Steele	2995 Fox Hill Dr.	N
10-10	Jim Steele	2995 Fox Hill Dr.	Y
10-11	Steve Withers	24972 Curie St	N
10-11	Trista Amnecke	4103 Gloucester	Y
10-14	Carole F. Frazier	4785 H. P. Hill	N
10-15	Pat Mattingly	2939 E. Daffles Trm	Y
10-17	Norma J. C. C.	2671 North Ct St. Hgt.	N
10-18	John Wellington	2914 Parkway Cir St. Hgt.	Y

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10/9/88	Christina J. Huzil	2130 Alexander	Y
10/10	Kathleen M. Givens	1915 Alexander Dr.	Y
10/10	Sherry E. Love	1962 Alexander	Y
10/10	Kenny Fobey	2037 Atlas Dr.	Y
10/10	Myrtle Michelle	2600 Ardmore	Y
10/10	Michael K. Spragg	2031 Castleton	Y
10/10	Wanda S. B. Burton	2090 Mary	Y
10/10	John H. Delamater	1682 Haneswood	yes
10/10	Barbara L. H. H.	2111 Southampton	yes
10/10	Patricia A. Burton	2310 Camilla	yes
10/12/88	Sharon R. Butth	1830 Lyster Trail	yes
10/12/88	Wanda Butth	1830 Lyster Ln Troy	yes


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9/16/88	Sam Linn	2105 Castleton - Troy	Y
9/16/88	Robert A. Timmerman	2019-15 MILE STRAIGHTS	Y
9/16/88	Florence Timmerman	2019-15 Mile Straights	Y
9-17-88	Barbara Jean Hering	2617 Sparta Dr - Troy	Y
9/17/88	Barbara Hering	2617 Sparta Dr Troy	Y
9/18/88	Don Scott Smith	1923 Fox Hill Dr. STERLING HTS.	Y
9/19/88	Holly Jean Hering	46650 Pat St. Mt Clemens MI 4805	Y

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9-20-88	Paul Avillera	19801 ALGER SCS.	N
9-20-88	David J. Ellis	23395 WILLARD WEN	N
9/20/88	Mark J. L...	14044 BACK HANSEN	N
9-20-88	Raymond Kododa	48588 SANDIFER	
9-27-88	Maryann Wagg	2359 Virginia	N
9-27-88	Medina M. Fisher	2210 Vermont	N
9-27-88	Donald E. Fisher	2210 VERMONT	N
9-27-88	Don A. Maxey	2244 Larry	Y
9-27-88	Helen Bering	2743 Rhodes	N
9-27-88	Nancy K. Kube	2759 Saratoga	Y
			
9-30-88	Mary Ann Barlow	2629 Sparta Troy	Y
9-30-88	Charles L. Barlow	2629 Sparta Troy	Y
9/30-88	Chick J. Barlow	2629 Sparta Troy	Y
10-5-88	Linnamarie Johnson	2685 Sparta Troy	Y
10-9-88	James C. Van Antwerp	11647 ELDOorado - SF/	N
10-9-88	Susanne Clark	13134 Canterbury St. Ntz.	
10-9-88	Richard M. Hubbard	1765 Flemington Troy	N

QUESTION: Do You walk to Meijer having to cross Dequindre Road?
Please indicate in column on right.

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<u>DATE</u>	<u>NAME (Signature)</u>	<u>ADDRESS</u>	<u>Y/N</u>
10-18-88	Anthony Remyez	36300 Deguindre apt. 502	
10-18-88	Helen Remyez	36300 Deguindre apt. 502	
10-18-88	J. Wolfe	36300 Deguindre apt. 505	
10-18-88	Stephanie Muzela	36300 Deguindre apt. 504	
10-18-88	Vila Jessop	36300 Deguindre apt. 512	

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<u>DATE</u>	<u>NAME (Signature)</u>	<u>ADDRESS</u>	<u>Y/N</u>
	Opal P. Bremer	36300-Deq.	10-18
	Phyllis Geilow	710-Hawthorne	10-18
	Donna Geilow	710-Hawthorne	10-18
	Walter M. M. M.	36300 Deq.	10-18
	MIKE H #27	36300 Deq	10-20
	CLARA KAN KA	36300 Deq	10-22

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DATE	NAME (Signature)	ADDRESS	Y/N
10-29-88	Alicia A. Wahlen	1879 Hempstead Troy	
10-29-88	28-40 Chesterfield Estates	Altomonte	
10-29-88	John M. Daniels	2876 Chesterfield, Troy	N
10-29-88	Nancy White	2902 Chesterfield Troy	Y
10-29-88	Nancy Wagner	2930 Chesterfield Troy	Y
10-29-88	Barbara Lynn	2959 Chesterfield Troy	Y
10-29-88	Kurt W. Hansen	2972 Chesterfield Troy	Y
2987	Cherish Bouchet		
2971	Chesterfield W. Mordex		Y
2959	Chesterfield TROY	TANINVA VERBURGER	Y
2945	CHESTERFIELD TROY	fred J. Bieri	N
2931	CHESTERFIELD TROY	Jaime C. Salas	N
2863	CHESTERFIELD TROY	Delores Akala	N
1914	Hempstead TROY	Frank E. Moser	Y
2807	Teasdale TROY	Ed. B. B.	Y
2807	TEASDALE TROY	Ed. B. B.	Y
2819	TEASDALE TROY	P. J. Donat	Y
2831	Teasdale TROY	J. J. Rempinski	Y
2858	TEASDALE TROY	David Dress	Y
2832	Teasdale TROY	Christine Burdick	Y
2820	Teasdale TROY	AZHAR ABRO	Y
2806	Teasdale TROY	Everald Hall	N
2806	Teasdale TROY	Kathleen Hall	N

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DATE	NAME (Signature)	ADDRESS	Y/N
10/27	Mary M. Rofler	2782 CHESTERFIELD TRAY	Y
10/27	Sally J. Rofler	2782 Chesterfield Tray	Y
10/27	Michael L. Rofler	2770 Chesterfield Tray	Y
10/27	Ruth L. Rofler	2770 Chesterfield Tray	Y
10/27	Rebecca A. Rofler	2770 Chesterfield Tray	Y
10/27	Robert M. Rofler	2770 Chesterfield Tray	Y
10-27	Frank J. Rofler	2770 Chesterfield Tray	Y
10/27	John A. Rofler	2752 Chesterfield Tray	Y
10/27	William Rofler	2752 Chesterfield Tray	Y
10/27	Thomas E. Rofler	2730 Chesterfield Tray	Y
10/27	Myrna L. Rofler	2730 Chesterfield Tray	Y
10/27	Michael Rofler	2719 Chesterfield Tray	Y
10/27	Mary Rofler	2702 Chesterfield Tray	Y
10/27	Patricia Rofler	2714 Chesterfield Tray	Y
10/27	Clay Rofler	2702 Chesterfield Tray	Y
10/27	Mark Rofler	2711 Chesterfield Tray	Y
10/27	Paul Rofler	2727 Chesterfield Tray	Y
10/27	Larry Rofler	2727 Chesterfield Tray	Y
10/27	TODD GENTIV	2727 Chesterfield Tray	Y
10/27	Tim Rofler	2735 Chesterfield Tray	Y
10-27	Rony Abate	2735 Chesterfield Tray	Y
10-27	Dancy Silvey	2743 Chesterfield Tray	Y
10-27	Paul Silvey	2743 Chesterfield Tray	Y
10-27	Wanda M. Rofler	2751 Chesterfield Tray	Y
10-27	Ronald J. Rofler	2751 Chesterfield Tray	Y
10-27	George K. Rofler	2767 Chesterfield Tray	Y
10-27	Jack Marshick	2775 Chesterfield Tray	Y
10-27	LaMar Marshick	2775 Chesterfield Tray	Y
10-27	Angela Spangler	1903 Hampton Tray	Y

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~~QUESTION: Do You wish to Major having to cross Dequindre Road?~~
~~Please indicate in column on right.~~

The staff of:

Margaret I. Susick Elementary School
 2200 Castleton, Troy, MI 48063

Position

DATE

NAME (Signature)

ADDRESS

10/7/88	Marion Prentiss	Principal
10/10/88	Ross Marie Vitale	Secretary
11/12/88	Joe. Loner	Head Cust.
10-14-88	Elizabeth Pruha	teacher
10-14-88	Christin Taper	teacher
10-14-88	Marsha Baugher	teacher
10-14-88	Carolyn Orson	teacher
10-14-88	Rosalia Hugel	teacher
10-14-88	Alpha Lindsey	teacher
10-14-88	Marilynn Crawford	teacher
10-14-88	Ellen G. Smith	teacher
10-14-88	Kathy Martin	teacher
10-14-88	James A. Brown	teacher
10-14-88	L. Paul Ward	teacher
10-14-88	Roxana Schaff	Clerk

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<u>DATE</u>	<u>NAME (Signature)</u>	<u>ADDRESS</u>	<u>Y/N</u>
10-18-84	Joanita L. L. L.	36300 Dequindre APT 515	yes
10-18-85	Stella Zientak	36300 Dequindre 511	yes
10-18-88	David L. L.	36300 Dequindre 522	yes
10-10-88	Russ Culbert	36300 Dequindre 526	yes

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Y/N

Oct 19'88	Mary Lita	36310	Degumdre	#3
Oct 1988	Pat Duclor	36300	Degumdre	#30
Oct 1988	Mary E. Lewis	36300	Degumdre	#307
Oct. 1988	Charles Brines	36300	Degumdre R.	308
Oct -1988	Wanda Gorcecki	36300	Degumdre	#301
Oct 1988	Allice Hellman	36300	Degumdre	312

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<u>DATE</u>	<u>NAME (Signature)</u>	<u>ADDRESS</u>	<u>Y/N</u>
10-19	Szopjak Anna, Apt 609-36300 Dequindre	St. 11th	yes
10/20	Delia Mundt, apt 611-36300 Dequindre	St. 11th	yes
10/20	Chadley Rued, Apt 613-36300 Dequindre	St. 7th	yes
10/20/88	Vorothy Smyth apt 612 36300 Dequindre	St. 11th	
10/21/88	Edgardo M. Luna " 608 36300 Dequindre	St. 11th	
10/21/88	Sue Taylor " 604 " " "	" "	" "
" "	Loretta Lange 602 " " "	" "	" "
" "	Emmanuel Lange " " "	" "	" "
10/21/88	Dequindre " " "	" "	" "

WARNING SIGNS

<u>Traffic Committee Meeting Date</u>	<u>Location</u>	<u>Sign Requested</u>	<u>Sign Recommended by Traffic Committee</u>	<u>Sign Recommended by City Council</u>	<u>Resolution # & Date</u>	<u>TOD #</u>
11/17/82	3864 Kings Point	Handicap Parking Only	Handicap Parking Only	Disapproved	82-1589 12/13/82	-
7/20/83	Newgate	Sign Warning of Autistic Child	Deaf Child at Play	Deaf Child at Play	83-701 8/1/83	83-2-MR
3/29/84	Thurber	Handicapped Child in Area	Handicapped Child at Play	Handicapped Child in Area	84-292 4/9/84	84-3-MR
6/20/84	2370 Northhampton	Deaf Child at Play	Deaf Child at Play	Deaf Child at Play	84-626 7/9/84	84-4-MR
9/19/84	Glaser	Handicap Person in Area	Handicap Person in Area	Handicap Person in Area	84-978 10/8/84	84-6-MR
5/21/86	2928 Homewood	Deaf Child at Play	Deaf Child at Play	Deaf Child at Play	86-636 6/16/86	86-10-MR
5/20/87	421 Trumbley	Deaf Child at Play	Deaf Child at Play	Deaf Child at Play	87-619 6/1/87	87-9-MR
7/22/87 & 9/16/87	Wolverine at Majestic	Deaf Child at Play	None	Denied	87-1145 9/28/87	-
6/15/88	Bridge Park	Watch for Deaf Child	Watch for Deaf Child	Watch for Deaf Child	88-773 7/11/88	None Issued
9/21/88	4120 Greensboro	Handicapped Child at Play	Watch for Handicapped Child	Watch for Handicapped Child	88-1105 10/10/88	88-9-MR