

The Traffic Committee Meeting was held in the Lower Level Conference Room of Troy City Hall on April 15, 1987. The meeting was called to order at 7:30 P.M. by Chairman Arthur Cotsonika.

ITEM: 1 ROLL CALL

PRESENT: Sam Coleman
Arthur Cotsonika
John Diefenbaker
Ted Halsey
Robert Hanna
Peggie Perry
William Rudell

Also present were the following:

Greg Newman, 358 Robbins Drive
Charles & Mary Dakin, 3016 Oakhill
John Sekuterski, 3035 Oakhill
Carl Schorn, 3127 Oakhill
Ray Lope, 3172 Oakhill
Dolores A. Floch, 3315 Newgate
Tom & Jill DeYoung, 3066 Henhawk
Helen & Harold Scarlett, 3152 Caswell
John H. Decker, 3924 W. Big Beaver
Jacqueline Thomas, 3011 Kingsley Dr.
Al LaFontaine, 1451 E. Big Beaver Rd.
Harvey S. Fink, 31731 Northwestern, Farmington Hills
Gerald & Mary Ann Dervish, 5611 Firwood

and Richard F. Beaubien, Transportation Engineer
Lt. Edward Murphy, Traffic Safety Unit
Keith Lenderman, Fire Inspector

ITEM: 2 MINUTES - MARCH 18, 1987

Moved by Halsey
Supported by Hanna

Recommend that the minutes of the March 18, 1987 Traffic Committee meeting be approved as printed.

YEAS: 7 Coleman, Cotsonika, Diefenbaker, Halsey, Hanna, Perry, Rudell
NAYS: 0
ABSENT: 0

MOTION PASSED

ITEM: 3 VISITOR'S TIME

Gerald and Mary Ann Dervish appeared for consideration of a problem on Rochester Road, north of Big Beaver. Mr. Cotsonika informed them that this problem would be discussed as Other Business - Item 12.

Moved by Halsey
Supported by Perry

Recommend that Items 10 and 11 be taken out of order, following Items 4 and 5.

YEAS: 7 Coleman, Cotsonika, Diefenbaker, Halsey, Hanna, Perry, Rudell
NAYS: 0
ABSENT: 0

MOTION PASSED

ITEM: 4 INSTALL "NO PARKING" SIGNS ON BOTH SIDES OF ROBBINS DRIVE

This item was tabled from the March, 1987 Traffic Committee Meeting to permit a possible resolution of parking problems on Robbins without benefit of additional parking regulations. Richard Utley and Joe DeLuca of Quality Control Design, 376 Robbins Drive, had requested a prohibition of parking in front of their building. They would prefer that cars be parked on private property instead of on the public street system.

"No Parking" signs are currently posted on the west or fire hydrant side of Robbins Drive. Posting "No Parking" signs on the east side of Robbins Drive would completely eliminate parking from Robbins Drive.

Greg Newman, of Northern Wire and Cable, 358 Robbins Drive, appeared before the Committee to request that the "No Parking" signs not be put up on the east side of Robbins Drive. He noted that although they have moved 10 employees to a new building which frees up 10 parking spaces on the street, they still need parking on one side of the street for visitors and vendors. Mr. Halsey questioned if they do not have enough parking in their lots for visitors or vendors. Mr. Newman stated that they do not, and they do not have room to expand their parking lot. Mr. Halsey also asked if they are using any of their parking lot for storage to which he received a negative reply.

No one from Quality Control Design who had made the original request appeared before the Committee.

Moved by Hanna
Supported by Cotsonika

Recommend that no change be made to existing parking regulations on Robbins Drive.

YEAS: 7 Coleman, Cotsonika, Diefenbaker, Halsey, Hanna, Perry, Rudell
NAYS: 0
ABSENT: 0

MOTION PASSED

ITEM: 5

REQUEST TO CLOSE OAKHILL, NORTH OF BIG BEAVER

The attached correspondence from Charles Dakin, 3016 Oakhill, asks that the Oakhill/Big Beaver intersection be closed. The attached daily traffic volume map for streets in Section 19 shows the results of a traffic counting program in November, 1986. The daily traffic volume on Oakhill was found to be 246 - one of the lowest traffic volumes observed on streets in Section 19. If Oakhill were to be closed at Big Beaver, we could expect that the traffic from Oakhill would be diverted to other streets in Section 19 such as Henhawk and Newgate. Therefore, an action to close Oakhill would have impact on other streets in the area.

There were no reported accidents on Oakhill for 1984, 1986, and 1987 to date. There was one accident in 1985, approximately 100 feet west of Henhawk.

The City of Troy Master Plan does not include minimum distances between intersections along major streets. Oakhill is approximately 150 feet from Adams. From a traffic operations point of view, access to and from Oakhill would be improved if it were further from Adams, but the current location does not violate existing plans or standards.

Charles Dakin, 3016 Oakhill, appeared before the Committee on behalf of his request. He indicated that he is petitioning of his own volition because the homeowners are not all in agreement with his request. He stated that ingress and egress of Oakhill at Big Beaver is getting more and more difficult. Although he could not clarify how many accidents have occurred at this intersection, he could verify at least 5 accidents since 1981, the most recent being an injury accident in January of this year. He lives on the corner of Oakhill and Big Beaver and has observed many accidents. He believes the City records are incorrect and that there are also many unrecorded accidents. The backup from the light at Big Beaver and Adams makes it almost impossible to get out. People do not let you out. Also, people do not like waiting for the light so they cut through the subdivision. Oakhill is too close to the major intersection of Big Beaver and Adams. Mr. Dakin is concerned that something should be done before a tragedy happens.

Carl Schorn, 3127 Oakhill, appeared before the Committee to express opposition to the closing of Oakhill at Big Beaver by himself and five others with whom he had spoken.

Tom DeYoung, 3066 Henhawk, also stated that he and his wife are in opposition to the closing of Oakhill at Big Beaver. He noted that they already have great stress and strain on Henhawk with ingress and egress being very difficult - additional volume would put an unbearable strain.

Dolores Floch, 3315 Newgate, spoke of the through traffic speeding on Newgate. She believes that Newgate and Henhawk are the worst streets in the subdivision, and told of motorists traveling on Newgate who do not stop for the stop sign at Upton. She was also opposed to closing Oakhill at Big Beaver.

John Sekuterski, 3035 Oakhill, noted that he had the personal experience of an accident in October of 1984 in this vicinity. He was traveling eastbound on Big Beaver and was hit by a car going westbound in the eastbound lane. He feels that the traffic volume is unusual and recommended that Henhawk be closed along with Oakhill.

Item 5 Contd.

Ray Lope, 3172 Oakhill, appeared to say that he is the President of the Thornwood Citizens Association and cannot support the closing of Oakhill at Big Beaver due to the fact that the members have not met. He also requested that it be stricken from the letter from Mr. Dakin, dated March 2, 1987, that it is the Thornwood Citizens Association requesting the closing.

Mary Dakin, 3016 Oakhill, mentioned that she leaves between 7:30-8:30 AM to go eastbound on Big Beaver. The only way to get out is if someone lets her out. It is not safe.

Harold Scarlett, 3152 Caswell, said that the traffic problems on Caswell are second to Beach. Caswell is the south terminus of a through one-half mile road. He sympathizes with those living on streets exiting onto Big Beaver and Adams, but is against closing any streets at Adams or Big Beaver. Closing any street will disperse the traffic onto other streets. They are able to live with the current high volume of traffic on Caswell by use of traffic controls.

Helen Scarlett, 3152 Caswell, wanted the high volume of 1167 on Caswell as indicated in the study pointed out.

Mr. Dakin stated that Oakhill is unusual being so close to Adams. It is the least travelled street with a traffic volume of 246 and therefore would be the one most easily closed off. There is a major problem with ingress and egress.

Jacqueline Thomas, 3011 Kingsley, indicated the same difficulty on Kingsley. She stated that it will not solve anything by closing one street and moving the traffic to other streets.

Mr. Rudell asked if the problem is for traffic in or out. Mr. Dakin replied that it is both. Mr. Rudell commented that if Oakhill is closed off, the residents would have to go out another way so they might as well go out another way now. Mr. Dakin stressed that there is also the problem of cut through traffic, which is not the residents, at high rates of speed.

Lt. Murphy stated that enforcement during the last 6 months has not been as productive as in other subdivisions such as in Section 25. He found records of five property damage accidents on Oakhill which involved residents.

Mr. Diefenbaker felt that the problem of exiting to go eastbound on Big Beaver would not be solved by closing Oakhill at Big Beaver. For afternoon peak hour cut through traffic he suggested "No Right Turn, 3-6 PM" signs at Oakhill.

Mr. Halsey told the residents that they are victims of progress and expressed the need to widen Big Beaver, west of Adams. He indicated that he is against closing any street.

Mr. Hanna commented on installing a "No Left Turn" on Oakhill at Big Beaver. Mr. Halsey replied that this takes care of itself because you cannot do it during peak hour traffic. It was noted that although there is a "Do Not Block Intersection" sign on Big Beaver at Henhawk, motorists still do block the intersection.

Item 5 Contd.

Mr. Sekuterski asked Lt. Murphy if his accident was on record. Further discussion indicated that the accident occurred on Big Beaver and would therefore not show up as an Oakhill accident, which is what Lt. Murphy had investigated.

Mrs. Thomas reported that she has been hit twice in the last two years. She was traveling eastbound on Big Beaver, turning left into Kingsley. There is no left turn lane at this location.

Moved by Halsey

Supported by Diefenbaker

Recommend that Oakhill not be closed at Big Beaver.

YEAS: 7 Coleman, Cotsonika, Diefenbaker, Halsey, Hanna, Perry, Rudell
NAYS: 0
ABSENT: 0

MOTION PASSED

Further discussion followed. The need to enforce the "Right Turn Only" sign on Big Beaver at Adams was mentioned. Lt. Murphy indicated that it is difficult to enforce and that they have been trying in the last 30 days and have written approximately 50 tickets. He has received five complaints from those getting tickets. The question of prohibiting turns from Oakhill resulted in the comment that if it is dangerous to turn from Oakhill, they should not do it. This does not address the cut through traffic, however, and it was asked what can be done. The residents were told that if they observe speeding and can get the license plate number of the speeder, call Lt. Murphy with the information. The Police Chief can then send a letter to the vehicle owner.

It was felt that the suggestion of "No Right Turn" signs for certain hours, 3-6 PM for example, at Oakhill would shift the problem to other streets. Therefore, if these signs are posted for one street, they should be posted at all of the streets exiting onto Big Beaver in this area and would prohibit access for the residents. Speed bumps were also discussed and eliminated as a solution.

ITEM: 10

ESTABLISH FIRE LANES AT CLAWSON-TROY ELKS

Section 8.28, Chapter 106, Troy City Code provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown on the attached sketch be provided at Clawson-Troy Elks, 1451 E. Big Beaver, to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

Al LaFontaine, Trustee for the Clawson-Troy Elks, 1451 E. Big Beaver, appeared before the Committee to say that they are in the process of redoing their parking lot. Although the signs are not currently posted for the fire lanes because of asphaltting the parking lot, he had no objections to the fire lanes as shown on the attached sketch.

Item 10 Contd.

Moved by Halsey
Supported by Diefenbaker

Recommend that the fire lanes shown on the attached sketch be established at Clawson-Troy Elks, 1451 E. Big Beaver.

YEAS: 7 Coleman, Cotsonika, Diefenbaker, Halsey, Hanna, Perry, Rudell
NAYS: 0
ABSENT: 0

MOTION PASSED

ITEM: 11 ESTABLISH FIRE LANES AT TROYPOINT

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

Harvey S. Fink appeared before the Committee to indicate that he had no objections to the fire lanes for Troypoint as shown on the attached sketch.

Moved by Hanna
Supported by Perry

Recommend that the fire lanes shown on the attached sketch be established at Troypoint.

YEAS: 7 Coleman, Cotsonika, Diefenbaker, Halsey, Hanna, Perry, Rudell
NAYS: 0
ABSENT: 0

MOTION PASSED

ITEM: 6 REVIEW OF SPEED LIMIT ON WILSHIRE DRIVE, WEST OF CROOKS

The attached correspondence from Cynthia M. McDonell, Property Manager of the building at 1050 Wilshire Plaza-West, asks that the speed limit on Wilshire, west of Crooks, be reviewed. Radar speed studies conducted on this section of Wilshire Drive on April 3, 1987 showed an 85th percentile speed of 32 mph for westbound traffic and 33 mph for eastbound traffic. The average speed was found to be 26 mph for westbound traffic and 28 mph for eastbound traffic.

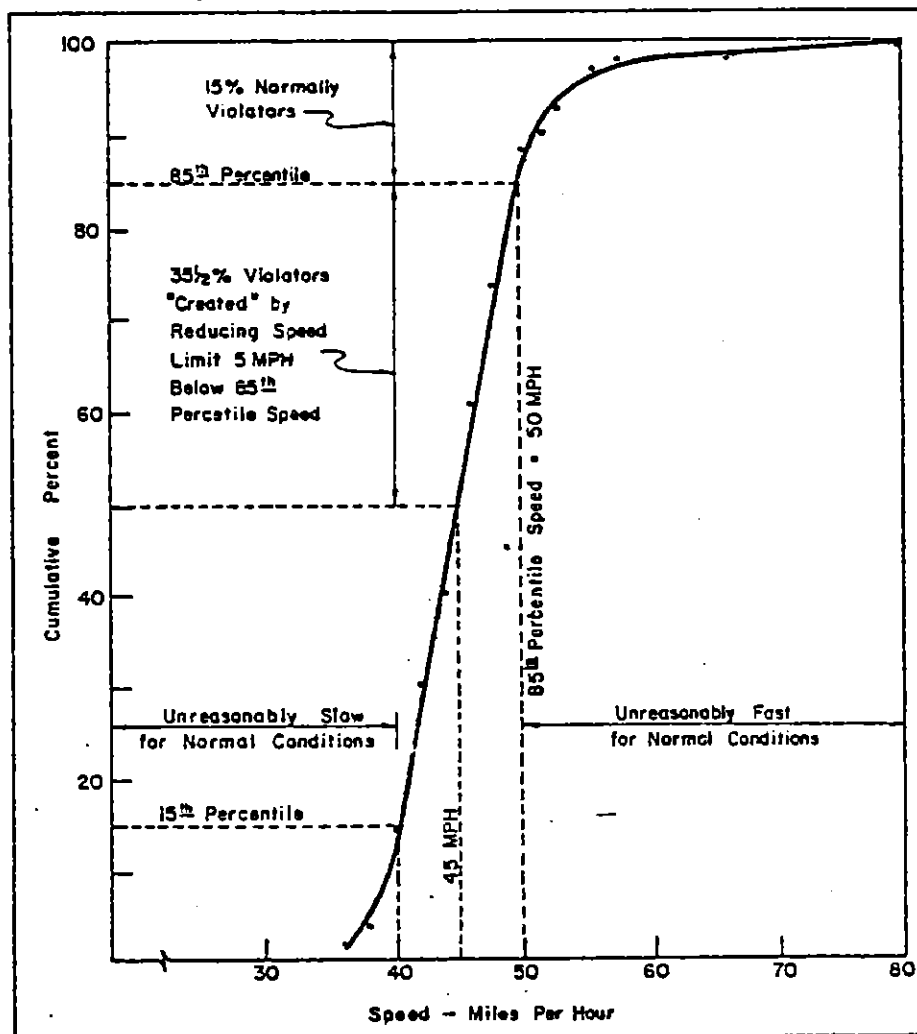
The speed limit is generally set at the 5 mph multiple of speed which is closest to the safe and reasonable speed determined in an engineering study. This safe and reasonable speed is defined to be the prevailing speed of free flowing vehicles (those whose drivers are free to choose their speeds) on the roadway segment under normal, favorable, off-peak, daylight conditions. Thus the speed limit is intended to regulate the speed of traffic under favorable conditions. There will be times when motorists will be required to reduce

Item 6 Contd.

their speeds well below the normal, safe, and reasonable speed in order to function safely under prevailing conditions such as in inclement weather, while traversing curves in the roadway, or under peak traffic flow conditions.

The basic rationale of speed zoning stems from the fact that, in aggregate, the motoring public is generally a good judge of safe and reasonable speed for a given segment of roadway. Studies have shown that 15% of the motorists will normally travel unreasonably fast for a given roadway segment and 15% will travel too slowly. It is necessary to measure the "speed profile" of a given segment of roadway in order to determine the safe and reasonable speed as perceived by the motoring public and to use this information as a beginning point for the determination of appropriate speed limits.

■ FIGURE 1. "Speed Profile" of a roadway shows a representative distribution.



Item 6 Contd.

In such a speed profile study, called a spot speed study, the speeds of a representative portion of the free flowing vehicles on the segment are sampled at a representative point along the segment. This data is then arranged and plotted. Studies have demonstrated that the majority of the motorists travel within a relatively narrow speed range. Desirably, all motorists would travel at the same speed but this ideal is extremely rare in reality. The safe and reasonable speed is considered to be the upper end of this majority consensus. Graphically, this is the point at which the curve breaks or begins to flatten out. It has been repeatedly shown that this occurs at about the speed at or below which 85% of the motorists are traveling, hence the term 85th percentile speed is given to that speed. Similarly, the point at the lower portion of the "S", at which the curve begins to become steep, is of significance because that is the speed below which is unreasonable, indeed unsafe, to travel under favorable conditions. Studies have shown that this generally corresponds to the 15th percentile speed. Often the 15th percentile speed is used as a beginning point in determining minimum speed limits for higher speed roadways.

None of the 4 accidents reported on Wilshire, east and west of Crooks, in the past 2 years could be related to excessive speed.

The speed profile of Wilshire, east of Crooks, showed an 85th percentile speed of 39 mph and an average speed of 35 mph. A speed limit of 35 mph was recommended for Wilshire Drive, east and west of Crooks. This speed limit would be consistent with our policy of establishing 35 mph speed limits for secondary thoroughfares.

Mr. Hanna complimented Mr. Beaubien on the good analysis. Mr. Halsey asked how long Wilshire is from Crooks to the end of Wilshire, west of Crooks. Mr. Beaubien estimated that it is approximately 300 feet. Mr. Halsey then noted that he had tried to travel 35 mph in this area but could not go that fast. He thought 35 mph may be too fast and should possibly be 25 mph. Mr. Beaubien stated that if the speed limit is set any lower than 35 mph, it will create violators. There is no speeding problem and no safety problems in this area.

Moved by Halsey
Supported by Rudell

Recommend that a 35 mph speed limit be established for Wilshire Drive.

| | | |
|---------|---|---|
| YEAS: | 7 | Coleman, Cotsonika, Diefenbaker, Halsey, Hanna, Perry, Rudell |
| NAYS: | 0 | |
| ABSENT: | 0 | |

MOTION PASSED

Items 7, 8 and 9 were discussed together. No one appeared before the Committee on behalf of these items. Mr. Beaubien indicated that when talking to Mrs. Beasley, she felt that motorists travel too fast in the Raintree Subdivision and they should have stop signs everywhere. She finally specified the three locations for stop signs as indicated in Items 7, 8 and 9.

Mr. Hanna was amazed at the low compliance for stop sign observance as shown in the Crimson Street study.

Mr. Beaubien mentioned that Crestline is between two curves of Crimson and motorists have to slow down to take the curves.

Mr. Halsey indicated that he did not observe any sight distance restrictions that would warrant stop signs. He asked if more speed limit signs on Crimson would help. Mr. Beaubien responded that this would be the only additional signing that would make sense.

ITEM: 7 REPLACE YIELD SIGN ON CRIMSON AT HARMONY WITH A STOP SIGN

The attached correspondence from Kimberly Beasley, 3438 Harmony, asks that stop signs be installed in the Raintree Subdivision as a means of controlling vehicular speed. In a subsequent telephone conversation, Ms. Beasley specifically requested that the yield sign on Crimson at Harmony be replaced with a stop sign. We have not found the installation of stop signs to be effective in controlling speeds on residential streets in the City of Troy. The attached article from a City of Troy Newsletter describes our experience in controlling speeds on residential streets.

At the intersection of Crimson and Harmony, there are houses on the northeast and southeast corner which restrict the driver's view of traffic on Harmony. These restrictions reduce the safe approach speed to less than 25 mph, but greater than 10 mph. The safe approach speed is the maximum speed at which a vehicle can approach an intersection and still be able to stop in time to avoid a collision with a vehicle approaching on the intersecting street. When the safe approach speed is less than 25 mph a yield sign is appropriate, and when the safe approach speed is less than 10 mph a stop sign is appropriate. Retention of the existing yield sign on Crimson at Harmony was recommended.

Moved by Hanna
Supported by Rudell

Recommend that the existing yield sign on Crimson at Harmony be retained.

YEAS: 7 Coleman, Cotsonika, Diefenbaker, Halsey, Hanna, Perry, Rudell
NAYS: 0
ABSENT: 0

MOTION PASSED

ITEM: 8 INSTALL STOP SIGNS ON CRIMSON AT CRESTLINE

The attached correspondence from Kimberly Beasley, 3438 Harmony, suggests that additional stop signs be posted in the Raintree Subdivision as a means of controlling vehicular speeds. In a subsequent telephone conversation, Ms. Beasley specifically suggested that stop signs be installed on Crimson at Crestline. Stop signs were installed on Crimson at Crestline for a trial period several years ago, and were found to be ineffective in controlling speeds. The table below shows the results of before and after speed studies conducted on Crimson at Crestline.

Item 8 Contd.

CRIMSON STREET

SPEED STUDIES

| SPEED | WITHOUT STOP SIGNS mph | WITH STOP SIGNS mph |
|--------------------------------------|------------------------------|---------------------------|
| Westbound Crimson, East of Crestline | | |
| Low | 12 | 15 |
| Average | 21.6 | 23.7 |
| 85th Percentile | 25 | 26 |
| High | 32 | 30 |
| Westbound Crimson, West of Crestline | | |
| Low | 7 | 15 |
| Average | 24.0 | 23.7 |
| 85th Percentile | 29 | 27 |
| High | 40 | 32 |
| Eastbound Crimson, East of Crestline | | |
| Low | 10 | 10 |
| Average | 23.5 | 24.8 |
| 85th Percentile | 27 | 27 |
| High | 32 | 34 |
| Eastbound Crimson, West of Crestline | | |
| Low | 8 | 15 |
| Average | 24.5 | 26.6 |
| 85th Percentile | 31 | 32 |
| High | 39 | 36 |

STOP SIGN OBSERVANCE

| | NUMBER | PERCENT |
|-----------|-----------|-----------|
| Eastbound | | |
| Full Stop | 2 | 6 |
| Roll Stop | 19 | 54 |
| No Stop | <u>14</u> | <u>40</u> |
| Total | 35 | 100 |
| Westbound | | |
| Full Stop | 10 | 10 |
| Roll Stop | 42 | 43 |
| No Stop | <u>46</u> | <u>47</u> |
| Total | 98 | 100 |

Item 8 Contd.

Because stop signs have been shown to be ineffective in controlling speeds on Crimson, installation of stop signs to control speeds was not recommended. The existing yield signs on Crestline at Crimson should be retained.

Moved by Hanna
Supported by Rudell

Recommend that no change be made to existing traffic control devices at the Crestline/Crimson intersection.

YEAS: 7 Coleman, Cotsonika, Diefenbaker, Halsey, Hanna, Perry, Rudell
NAYS: 0
ABSENT: 0

MOTION PASSED

ITEM: 9 INSTALL STOP SIGN ON STONETREE AT MILLAY

The attached correspondence from Kimberly Beasley, 3438 Harmony, asks that stop signs be installed in the Raintree Subdivision as a means of controlling vehicular speed. In a subsequent telephone conversation, Ms. Beasley specifically requested that the yield sign on Stonetree at Millay be replaced with a stop sign. We have not found the installation of stop signs to be effective in controlling speeds on residential streets in the City of Troy. The attached article from a City of Troy Newsletter describes our experience in controlling speeds on residential streets.

At the intersection of Stonetree and Millay, there are houses on the northeast and southeast corner which restrict the driver's view of traffic on Millay. These restrictions reduce the safe approach speed to less than 25 mph, but greater than 10 mph. The safe approach speed is the maximum speed at which a vehicle can approach an intersection and still be able to stop in time to avoid a collision with a vehicle approaching on the intersecting street. When the safe approach speed is less than 25 mph a yield sign is appropriate, and when the safe approach speed is less than 10 mph a stop sign is appropriate. Retention of the existing yield sign on Stonetree at Millay was recommended.

Moved by Hanna
Supported by Rudell

Recommend that the existing yield sign on Stonetree at Millay be retained.

YEAS: 7 Coleman, Cotsonika, Diefenbaker, Halsey, Hanna, Perry, Rudell
NAYS: 0
ABSENT: 0

MOTION PASSED

ITEM: 12

OTHER BUSINESS

Gerald Dervish, 5611 Firwood, of the Springwood Square Shopping Center, appeared before the Committee to express his concern about the exit from Troy Commons onto Rochester Road. He stated that motorists exit from this driveway making a left turn to go northbound on Rochester Road and use the center left turn lane to pick up speed to merge into traffic. He has been southbound on Rochester and gotten into the center lane to turn left into his center and been almost hit by those making the left turn from the Troy Commons driveway. There have been many accidents at this location and he suggested that a "No Left Turn" sign be posted at this exit from Troy Commons onto Rochester Road.

Mr. Cotsonika noted that this has been discussed before and it was indicated that the worst section of Rochester is from Harris to I-75. A boulevard in this section has been proposed but would be expensive if a full width median were installed. A 12 foot wide median could be installed within the existing right-of-way.

Mr. Hanna suggested that consideration for putting up "No Left Turn" signs should be brought up again. Mr. Cotsonika indicated that it could be put on the agenda for study.

Mr. Halsey stated that if left turns are prohibited on one side of the street, it should be done on both sides. Mr. Dervish disagreed because Troy Commons has five exits (3 on Big Beaver and 2 on Rochester) and it is very easy to make the turnaround on Big Beaver to go northbound on Rochester Road. His center has one exit and Popeye's has one exit and those exiting and wishing to go southbound would have to go a mile out of their way. Mr. Beaubien added that accident experience would warrant a look at this one exit and he could get the information to review at the next meeting.

Mr. Hanna stated that the Troy Chamber of Commerce has a group which has breakfast meetings to discuss roads and traffic. He told of the Mayor calling him to say that a representative of the Troy Traffic Committee should attend these meetings. Mr. Cotsonika asked if anyone would like to attend and Mr. Hanna volunteered. He indicated that he will bring reports of the meetings back to the Committee.

Mr. Cotsonika asked if the trees pulled out at White Chapel Cemetery was necessary. Mr. Beaubien replied that it was necessary for the Long Lake widening, but new trees will be planted as part of the landscaping plan for the Northfield Hills area.

Mr. Diefenbaker asked for an update on Sparta and Dover. He said that he was amazed to see the sign for the closing of Garry Street to put up a barricade. Mr. Beaubien commented that the barricade should be effective and that it is temporary. The signs are up on Big Beaver prohibiting turns into Dover and Sparta during the morning peak hours. His observation indicated that about one-half of the motorists got the message from the signs. Many ignored the signs and others used Athena off of Dequindre to cut through the subdivision.

Item 12 Contd.

Lt. Murphy noted that the "No Left Turn" sign at Sparta is posted on the left (south) side of westbound Big Beaver and asked if signs could be posted on both sides of westbound Big Beaver. Mr. Beaubien indicated that he will call the Road Commission.

Fire Inspector Lenderman asked who people should contact for traffic problems and if they should write or call. He was told to contact Mr. Beaubien either by writing or calling. He then informed Mr. Beaubien that he would be receiving a call about Highbury and Harbor.

Mary Ann Dervish suggested a "No Right Turn On Red" sign on westbound Big Beaver at Rochester to allow gaps for stores on the east side of Rochester. Mr. Beaubien did not think that many can make a right turn on red at this location because of the traffic. She asked for any other ideas and Mr. Beaubien indicated they would work it into next month's review.

Mrs. Perry asked if there is anything that can be done about getting into the center left turn lane too soon. Lt. Murphy reported that they have been enforcing improper passing in the center lane but unless a driver passes more than 5 vehicles, it seems they cannot have the driver prosecuted successfully.

Mr. Hanna suggested that the Committee consider having study sessions.

ITEM: 13

ADJOURN

The Traffic Committee meeting of April 15, 1987 adjourned at 8:44 PM.

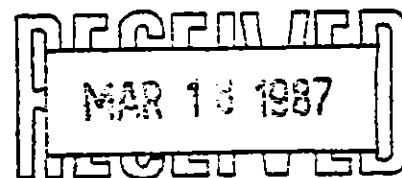
ct

cc: Traffic Committee Members, Including Ex-officio Members
✓ Frank Gerstenecker, City Manager
W. Robert Semple, Assistant City Manager
Lt. Edward Murphy, Traffic Safety Division

Att.

City of Troy

March 13, 1987



Mr. Charles L. Dakin
3016 Oakhill
Troy, Michigan 48084

Dear Mr. Dakin:

Thanks very much for your message of March 2 which was received at my office March 11, requesting closing of Oakhill Drive, north of Big Beaver Road.

By carbon copy of this I am requesting Mr. Richard F. Beaubien, Transportation and Traffic Engineer of the City of Troy, to review your request and make such recommendations as he believes are professionally suitable. Further, I am asking him to submit his recommendations and your request to the Troy Traffic Committee which is comprised of volunteer citizens whose duty it is to review requests such as yours along with recommendations from the Traffic Engineer. That Committee then forms conclusions and submits its advisory recommendation to me and the City Council for final consideration and disposition.

You will have opportunity to participate in the deliberations by the Traffic Committee and again during deliberations of the Troy City Council. The closing of a street has a significant long term impact on the operational design of neighborhoods. It is for this reason that the City Council has established this deliberative process.

Your patience with these deliberative processes is appreciated. If added information or comment is desired, please do not hesitate to get in touch with me (524-3330) or Mr. Beaubien (524-3379).

Yours very truly

Frank Gerstenecker
City Manager

FG/cs
c.c. ✓ Richard Beaubien

500 W. BIG BEAVER ROAD TROY, MICHIGAN 48084

| | | | | | | | |
|-------------------------|----------|-----------------------------|----------|-------------------|----------|--------------------------|----------|
| Bldg. Inspections | 524-3344 | Dept. of Public Works | 524-3370 | Library | 524-3538 | Purchasing | 524-3338 |
| City Assessor | 524-3311 | Engineering | 524-3383 | Museum | 524-3570 | Recreation (Parks) | 524-3484 |
| City Attorney | 524-3320 | Finance | 524-3411 | Personnel | 524-3339 | Traffic Engineer | 524-3379 |
| City Clerk | 524-3316 | Fire | 524-3419 | Planning | 524-3364 | Treasurer | 524-3334 |
| City Manager | 524-3330 | Information | 524-3300 | Police Dept. | 524-3443 | | |

Mr. Frank Gerstenecker
City Manager
City of Troy
50 West Big Beaver
Troy, Michigan 48084

3016 Oakhill
Troy, Mich. 48084
3-2-8

RECEIVED MAR 11 1987

Subject - Future Closing - Oakhill -
North of Big Beaver

The Thornwood Citizens Association
is requesting the permanent closing
of Oakhill at Big Beaver Road.

Our subdivision is seeking the
closing of Oakhill / Big Beaver Intersection
for the following reasons:

- 1) Mounting numbers of accidents
occurring.
- 2) Traffic cutting through the
subdivision to avoid the
Big Beaver / Adams Rd. Traffic
light
- 3) The Oakhill / Big Beaver intersection
violates the City of Troy Master
Plan which dictates minimum
distance proximities from major
intersections.

I have been in contact with the City

Engineer's office regarding the situation
and have been advised to forward
this request to your office.

Please keep me advised as to time
frames and contact names.

Thank you for your attention.

Sincerely,
Charles Dakin



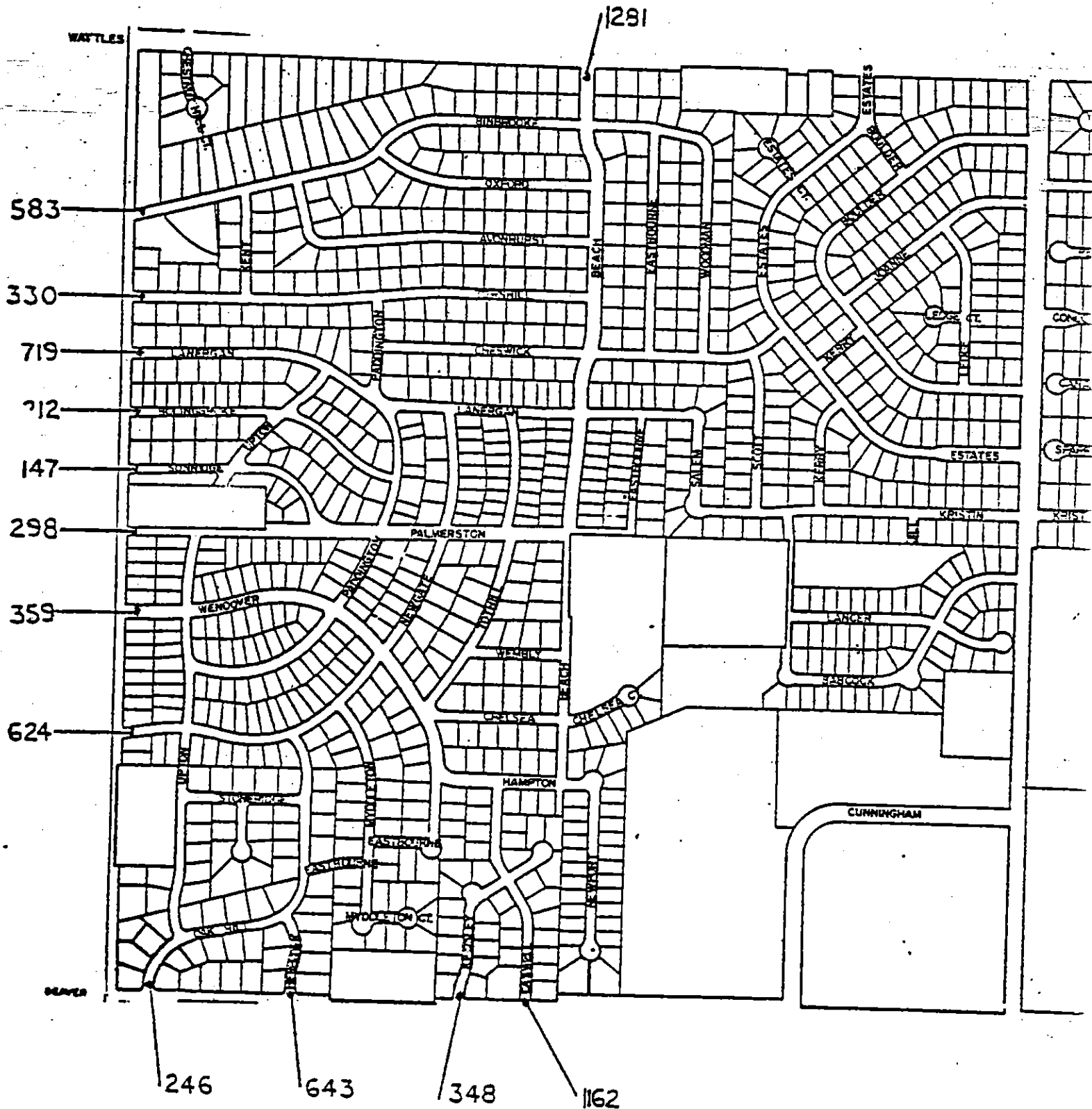
Michigan Bell
AN AMERITECH COMPANY

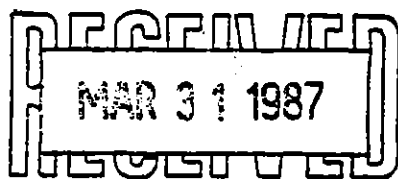
Charles L. Dakin
Real Estate Management

23500 Northwestern Hwy.
Room B270
Southfield, Michigan 48075
Phone (313) 424-7745

TWO-WAY DAILY TRAFFIC (SEC.19)

NOVEMBER, 1986





Kirco Management,
200 East Long Lake, Suite
Bloomfield Hills, Michigan 48013
(313) 258-6300

March 27, 1987

Mr. Richard F. Beaubien
Transportation Engineer
City of Troy
500 W. Big Beaver
Troy, MI 48084

RE: 1050 Wilshire Plaza-West

Dear Mr. Beaubien:

Several tenants in the office building mentioned above, have expressed their concern, regarding the posted 35 mph speed limit. They feel that 35 mph is too fast and would like to have the speed limit changed.

Would you be so kind, to check into this matter and inform me of the necessary steps that must be taken to resolve this situation.

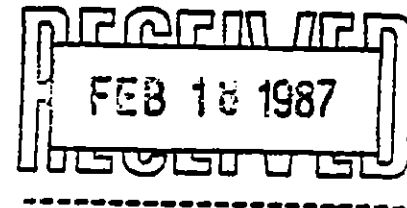
Your prompt attention is appreciated.

Sincerely,

KIRCO MANAGEMENT, INC.

Cynthia M. McDonell
Property Manager

CMM/kh



February 16, 1987

Traffic Committee
500 W Big Beaver
Troy, MI 48084

RE: Stop Signs

Dear Traffic Committee:

Per our conversation Monday, February 16, 1987 concerning stop signs: I live in the Raintree Subdivision, the location of our 810 homes are bounded by Big Beaver/Wattles and John R/Rochester Rd.

I have lived at 3438 Harmony for 4 years. We are in definite need of more stop signs. The subdivision is heavily travelled by residents and outside teenagers and there are many small children. Yield Signs are not enough to curtail the high speeding.

My house is a corner lot and I envision the totality of many accidents and property damage unless some action is taken to rectify this problem.

I am a concerned citizen and homeowner who loves Troy. I take pride in our city and through your cooperation I know we can work together to get this problem solved.

Please notify me of any procedures needed to complete this task. I may be contacted at 3438 Harmony Troy, MI 48083. 313-528-1262

Sincerely,

Kimberly Beasley
Kimberly Beasley

cc: Mr. Beubien
Traffic Committee
Homeowners Association
file

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

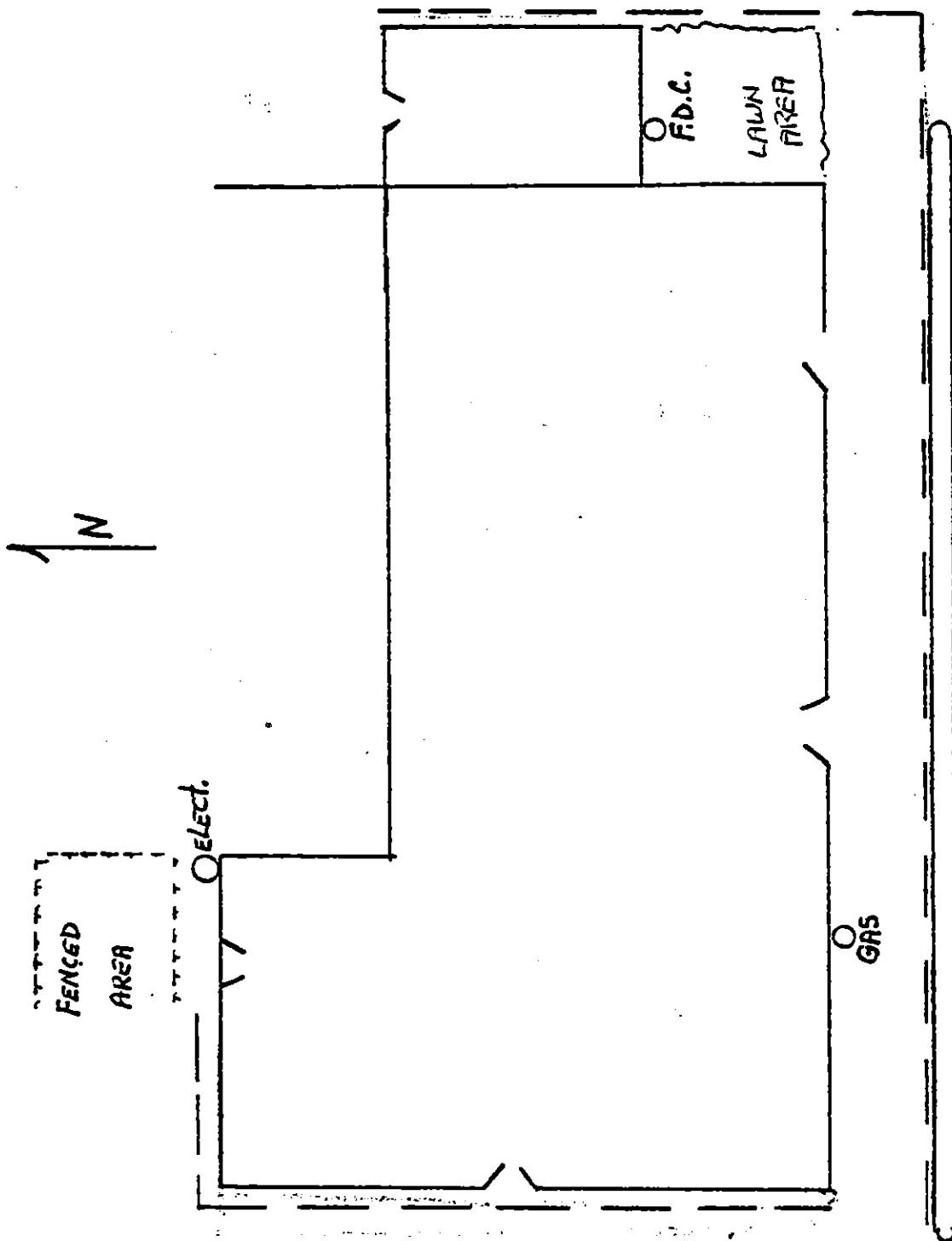
remainder of the street to make up for "lost time". An alarming sidelight to these studies was the observation that 25% of the drivers do not stop at all for speed control stop signs. Half of the drivers make only a rolling stop, and the remaining 25% come to a full stop. Children generally believe cars 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.



PARKING

FIRE LAUNCH FIRE CLIP - 1151 F RIC REAFER

City of Troy

April 3, 1987

Clawson Troy Elks
ATTN: Leo Spavale
1451 E. Big Beaver
Troy, MI 48083

Dear Mr. Spavale:

In accordance with Chapter 106 of the Troy City Code, your property known as Clawson Troy Elks has been surveyed by the Troy Fire Department for the purpose of establishing fire lanes.

It is requested that you or your representative attend the Traffic Committee meeting on April 15, 1987, at 7:30 p.m., which is held at the Troy Civic Center, 500 W. Big Beaver, Troy.

If you have any questions regarding this matter, please feel free to contact me.

Sincerely,

TROY FIRE DEPARTMENT



Robert Matlick
Fire Inspector

RM/cz

attch.

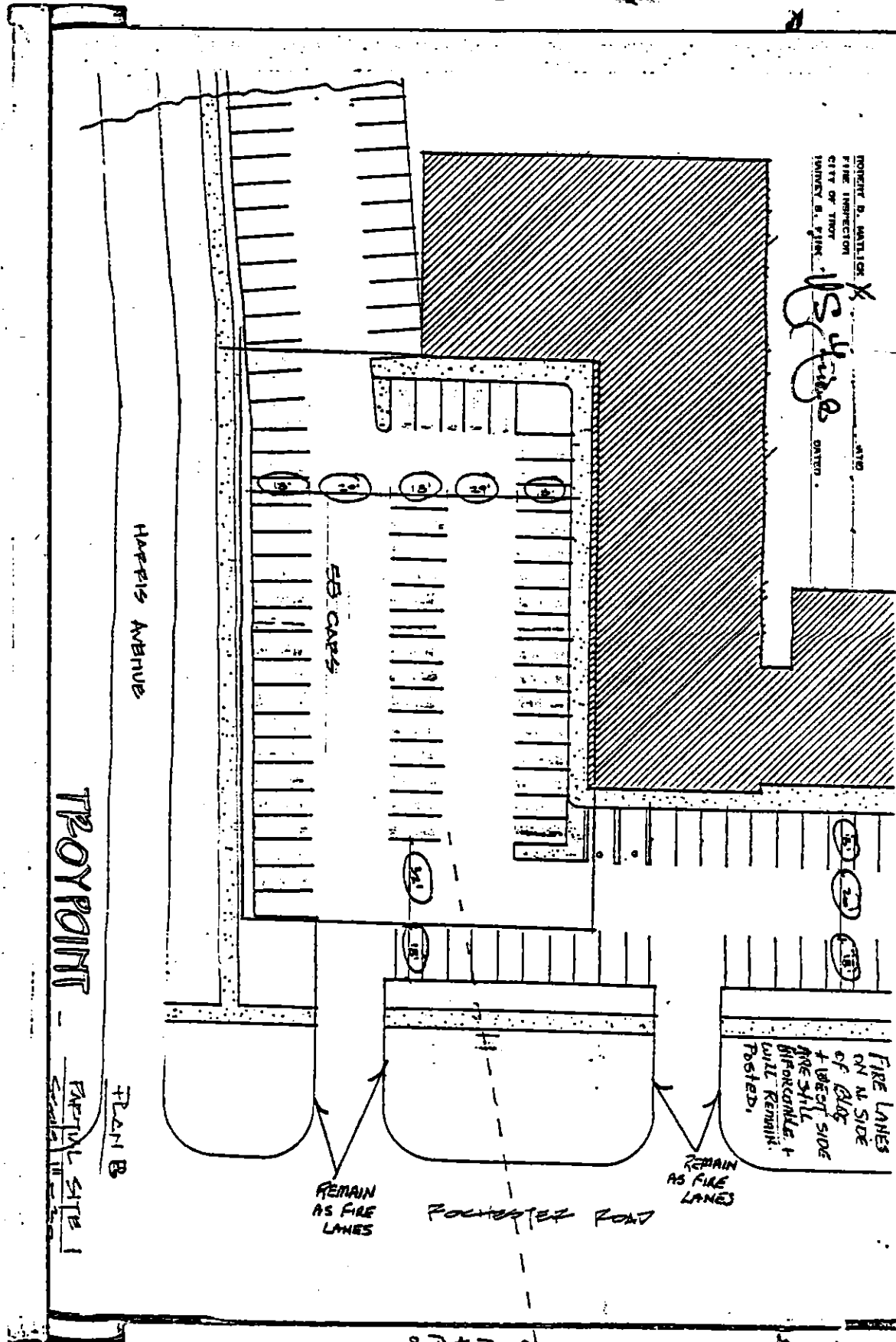
500 W. BIG BEAVER ROAD TROY, MICHIGAN 48084

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|-------------------------|----------|-----------------------------|----------|-------------------|----------|--------------------------|----------|
| Bldg. Inspections | 524-3344 | Dept. of Public Works | 524-3370 | Library | 524-3538 | Purchasing | 524-3338 |
| City Assessor | 524-3311 | Engineering | 524-3383 | Museum | 524-3570 | Recreation (Parks) | 524-3484 |
| City Attorney | 524-3320 | Finance | 524-3411 | Personnel | 524-3339 | Traffic Engineer | 524-3379 |
| City Clerk | 524-3316 | Fire | 524-3419 | Planning | 524-3364 | Treasurer | 524-3334 |
| City Manager | 524-3330 | Information | 524-3300 | Police Dept. | 524-3443 | | |



REPORT D. MATHIAS
FIRE INSPECTION
CITY OF TROY
JANUARY 8, 1918
DATE

W. S. Davis



TROY POINT

PLAN B

RAJUL SITE 1

Remove one
complete row
of parking
from myrtle
front - (S. side)
+ move to
front - (S. side)
of Bldg.

City of Troy

April 2, 1987

Harvey S. Fink Properties
ATTN: Harvey S. Fink
Suite 207
31731 Northwestern Hwy.
Farmington Hills, MI 48018

Dear Mr. Fink:

In accordance with Chapter 106 of the Troy City Code, your property known as Troypoint has been surveyed by the Troy Fire Department for the purpose of revising fire lanes.

It is requested that you or your representative attend the Traffic Committee meeting on April 15, 1987, at 7:30 p.m., which is held at the Troy Civic Center, 500 W. Big Beaver, Troy.

If you have any questions regarding this matter, please contact me.

Sincerely,

TROY FIRE DEPARTMENT

Robert Matlick

Robert Matlick
Fire Inspector

RM/cz

attch.

500 W. BIG BEAVER ROAD TROY, MICHIGAN 48084

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