

The Traffic Committee Meeting was held in the Lower Level Conference Room of Troy City Hall on February 18, 1987. The meeting was called to order at 7:35 P.M. by Chairman Arthur Cotsonika.

ITEM: 1

ROLL CALL

PRESENT:

Sam Coleman
Arthur Cotsonika
John Diefenbaker
Ted Halsey
Peggie Perry

ABSENT:

Robert Hanna
William Rudell

Also present were the following:

Don V. Somers, 5288 Cheltenham
Rae Monsere, 2244 Garry
Wm. & Gilberta Carlile, 2255 Garry
James & Linda Bammel, 2352 Garry
David May, 2397 Garry

Robert McKenzie, 2553 Athena
Mary & John Gmarik, 2650 Athena
Richard Burkhardt, 2849 Borden
Dan Andrew, 500 Stephenson
Jim Gilson, 600 Stephenson

and

Richard F. Beaubien, Transportation Engineer
Lt. Edward Murphy, Traffic Safety Unit

ITEM: 2

MINUTES - JANUARY 21, 1987

Moved by Halsey
Supported by Diefenbaker

Recommend that the minutes of the January 21, 1987 Traffic Committee meeting be approved as printed.

YEAS: 5 Coleman, Cotsonika, Diefenbaker, Halsey, Perry
NAYS: 0
ABSENT: 2 Hanna, Rudell

MOTION PASSED

ITEM: 3

VISITOR'S TIME

No one appeared before the Committee for items not on the Agenda.

ITEM: 4

INSTALL YIELD SIGN ON CORBIN AT CHELTENHAM

The attached letter from Don V. Somers, 5288 Cheltenham, suggests the need for traffic control at the intersection of Corbin and Cheltenham. Houses on the northwest and southwest corners of this intersection restrict the motorist's view of traffic on Cheltenham. Because the safe approach speed for motorists on Corbin is less than 25 mph, installation of a yield sign on Corbin at Cheltenham was recommended.

Item 4 Contd.

Don Somers appeared before the Committee on behalf of his request. He expressed appreciation for the quick response to his request and stated that he is quite indebted. He noted that there is a great amount of through traffic now and will be even greater when the northern end of the subdivision is opened. There is a bus stop at this location and motorists travel fast and carelessly as evidenced by the lawns. He felt that a yield sign would be the proper thing, as a stop sign would probably be ignored. He suggested the possibility of posting a speed limit sign in addition to the yield sign. Mr. Cotsonika indicated that speed limit signs are posted at the entrance to the subdivision.

Moved by Perry

Supported by Diefenbaker

Recommend that a yield sign be installed on Corbin at Cheltenham.

YEAS: 5 Coleman, Cotsonika, Diefenbaker, Halsey, Perry

NAYS: 0

ABSENT: 2 Hanna, Rudell

MOTION PASSED

Mr. Somers mentioned that when the north end is developed, any help to keep construction trucks and debris off the residential streets would be appreciated. Mr. Beaubien noted that this is the usual practice.

ITEM: 5 PROBLEM OF THROUGH TRAFFIC ON GARRY AND SPARTA

Jim Bannell, 2352 Garry, and Gilberta Carlile, 2255 Garry, have complained about the volume and speed of traffic on Garry Street, particularly during the morning peak traffic period. Mrs. Stirneman, 331 Park Drive, Clawson, has called to our attention the large volume of vehicles exiting Garry onto John R during the morning peak traffic period. She reports that these vehicles occupy the center left turn lane while completing a left turn onto John R and make it difficult for motorists who are northbound on John R to make a left turn into the Baptist school site.

To address the problem of the speeding traffic, the Police Department has been patrolling Garry and other streets in the area and issuing tickets for speeding violations.

To quantify the traffic volumes now being experienced on Garry, Sparta, Dover and Athena, 24-hour machine traffic counts were conducted on these streets at the end of January, 1987. The attached sketches show daily traffic volume, morning peak hour traffic, and afternoon peak hour traffic on these streets. Daily traffic volumes are in line with the traffic volumes found on other residential streets in the City of Troy. However, during the morning peak traffic period the volume on these streets is higher than we might normally expect. The higher than normal peak hour traffic volume is most evident on Dover where 413 of the 1148 daily trips occur between the hours of 7 and 8 AM. The table below compares traffic counts conducted on Sparta and Dover in January, 1987 with similar counts conducted in April of 1980.

Item 5 Contd.

TRAFFIC COUNT COMPARISON

<u>LOCATION</u>	<u>APRIL 1980 DAILY TRAFFIC</u>	<u>JANUARY 1987 DAILY TRAFFIC</u>
Sparta, South of Big Beaver	1630	1878
Dover, South of Big Beaver	682	1148
	<u>1980, 7-8 AM</u>	<u>1987, 7-8 AM</u>
Sparta	87	228
Dover	43	413
	<u>1980, 5-6 PM</u>	<u>1987, 5-6 PM</u>
Sparta	269	143
Dover	65	63

This table indicates that the morning peak hour is the time of most concern. The 1987 traffic counts on Sparta and Dover are significantly higher during this time period than they were in 1980. The afternoon peak hour, on the other hand, was lower on Sparta for 1987 counts than it was when we counted in 1980.

Field observations of these streets in early February, 1987 indicated a traffic backup on westbound Big Beaver from John R nearly all the way to Dequindre. Motorists who are traveling westbound on Metropolitan Parkway encounter a traffic backup on Big Beaver at the point where the two lane section begins. Many of these motorists attempt to try an alternate route through streets like Sparta, Dover and Athena in an attempt to reach John R and points to the south and west. Some of these motorists make a direct left turn from westbound Big Beaver onto Sparta, but an even larger number go through the median crossover and make a right turn from eastbound Big Beaver onto southbound Dover. When these motorists reach the intersection of Athena/Alexander/Garry, many of them take Garry to reach John R, but some of them turn south onto Alexander.

The best possible solution to reduce the amount of traffic cutting through residential streets to avoid traffic backups on Big Beaver would be to complete the widening of Big Beaver between Dequindre and Rochester Roads. Some interim improvement at the John R/Big Beaver intersection might also provide temporary relief until the major construction project. The City of Troy has been attempting to acquire right-of-way to accommodate this widening and construction plans have been completed. However, construction funds have not yet been identified.

To discourage "cut through" traffic during the morning peak traffic period before the reconstruction of Big Beaver Road is complete, turn prohibition signs might be placed at streets like Dover. These signs would apply equally to all motorists, residents and non-residents alike. These turn prohibition signs would likely be ignored in the absence of consistent police enforcement. However, turn prohibition signs are probably the most enforceable traffic control measure which could be taken in the short term to reduce cut through traffic in this area.

Item 5 Contd.

James Bannell, 2352 Garry, appeared before the Committee on behalf of this item. He stated that the basic problem of cut through traffic was outlined in the agenda explanation. He thanked Mr. Beaubien and Lt. Murphy for their help in trying to resolve the problems in their subdivision. He explained about the morning backup on westbound Big Beaver causing motorists to turn into the two entrances south of Big Beaver and move westward to southbound John R. They enter Dover or Sparta, travel across Athena, and go out Garry. He noted that the numbers are in Mr. Beaubien's counts and that the Police Department knows about the speeds.

It is a problem to get out of driveways. Kids going to school cross these streets and there is the constant threat of being hit. He felt that suggested resolutions (a) Recommend that the Oakland County Road Commission be requested to post a "No Right Turn, 7-9 AM, Monday-Friday" sign on eastbound Big Beaver, west of Dover, and (b) Recommend that the Oakland County Road Commission be requested to post a "No Left Turn, 7-9 AM, Monday-Friday" sign on westbound Big Beaver, east of Sparta, should be recommended in the interim until the widening of Big Beaver is completed, and that the City Council should also be approached for modification to the 16 Mile/John R intersection to allow more left turns. He suggested the possibility of a delayed red signal to move the left turns from westbound Big Beaver to southbound John R. He added that in the east end of Troy, 15 Mile as well as 16 Mile is unimproved. He would at least like to see a third lane for left turns on Big Beaver between John R and Dequindre as there is on Big Beaver between Rochester and John R.

Gilberta Carlile, 2255 Garry, also appeared before the Committee to express her concerns. She said that motorists will not let her out of her drive. She stated that she can tell by the speeds of motorists when the Police are present and feels that they should be top priority because there is too much traffic for a subdivision.

Dick Burkhardt, 2849 Borden, President of the Section 25 Homeowners, indicated that traffic on Isabelle is about the same as on Garry. There is also traffic on Paris and Brinston. Brinston is a gravel road with a traffic light at John R, and if improved will create more traffic. He agrees with the proposed signs on Big Beaver. He also mentioned the backup on Dequindre causing traffic on Northampton and Castleton. Mr. Burkhardt stated that, in terms of daily traffic volume on 2-lane county roads, Maple is second, Big Beaver is sixth, and Dequindre is fourteenth, and expressed the need to do something about these roads.

Mr. Cotsonika remarked that the proposed signs on Big Beaver will cause inconvenience for the residents but Mr. Burkhardt stated that their kids are precious and the inconvenience is worth it.

Bob McKenzie, 2553 Athena, appeared before the Committee to confirm that the problems presented are true. He mentioned the turns from Big Beaver onto southbound Sparta or Dover again and added that the southbound Dequindre backup traffic makes right turns onto Athena. He also agreed with the proposed signs on Big Beaver at Sparta and Dover. He lives two houses west of an intersection and fears for his safety when he has to inch out of his driveway. He would appreciate anything that can be done.

Item 5 Contd.

Mrs. Carlile noted that children leave later than 7:45 AM for Susick School. She related her observation of four cars doing at least 40 mph, not one of which stopped or even attempted to put on their brakes at the stop signs at Athena/Alexander/Garry.

Mr. Bammell indicated that if the signs proposed are decided upon and placed, he would also appreciate police enforcement for an added deterrent as well.

Mr. Diefenbaker questioned the control of the John R/Big Beaver intersection. Mr. Beaubien stated that they are both county roads which would have to be improved with Oakland County Road Commission approval.

Mr. Diefenbaker then asked if any of the residents go south on John R and mentioned the possibility of "No Left Turn" signs on streets exiting onto John R.

Mr. Halsey felt that "No Left Turn" signs on Garry, Brinston and Isabelle would be too restrictive for the residents.

John Charik, 2560 Athena, stated that he drives this way and it would be much more difficult than the other signs proposed for Big Beaver.

Mr. Halsey asked Lt. Murphy about police surveillance in the area. Lt. Murphy said that this is the most active selective enforcement. He added that it is not the residents in this case - they have not written a citation to a resident yet.

Moved by Halsey
Supported by Diefenbaker

Recommend that the Oakland County Road Commission be requested to post a "No Right Turn, 7-9 AM, Monday-Friday" sign on eastbound Big Beaver, west of Dover.

Recommend that the Oakland County Road Commission be requested to post a "No Left Turn, 7-9 AM, Monday-Friday" sign on westbound Big Beaver, east of Sparta.

Recommend that the Oakland County Road Commission be urged to complete the widening of Big Beaver Road, Rochester to Dequindre.

Mr. Beaubien indicated that the Committee may wish to amend the recommendations by adding that the signs will be removed after Big Beaver is widened.

Moved by Halsey
Supported by Diefenbaker

Recommend that the Oakland County Road Commission be requested to post a "No Right Turn, 7-9 AM, Monday-Friday" sign on eastbound Big Beaver, west of Dover, with removal of the sign upon completion of the widening of Big Beaver Road between Rochester and Dequindre.

Recommend that the Oakland County Road Commission be requested to post a "No Left Turn, 7-9 AM, Monday-Friday" sign on westbound Big Beaver, east of Sparta, with removal of the sign upon completion of the widening of Big Beaver Road between Rochester and Dequindre.

Item 5 Contd.

Recommend that the Oakland County Road Commission be urged to complete the widening of Big Beaver Road, Rochester to Dequindre.

YEAS: 5 Coleman, Cotsonika, Diefenbaker, Halsey, Perry
NAYS: 0
ABSENT: 2 Hanna, Rudell

MOTION PASSED

Mr. Halsey indicated that he would like to see how this works before considering "No Left Turn" signs on streets exiting onto John R.

Mrs. Carlile asked if "No Left Turn" signs would be posted if they want them. Mr. Halsey answered that the opinions from more residents than those at the meeting would be needed - maybe in the form of a petition. Mr. Cotsonika remarked of the need for more input before further consideration of "No Left Turn" signs.

Mr. Halsey noted that Macomb County has 3 lanes in each direction on Metropolitan Parkway and asked if Big Beaver could be finished with 3 lanes in each direction, or at least stacking lanes for right turns. Mr. Beaubien said that it has been discussed and it would be prudent. However, funds are not available for even two lanes now, but it would not add too much to the cost for three lanes. Mr. Halsey requested that City Council be made aware of and look into the possibility of three lanes in each direction

ITEM: 6 REVIEW DESIGN MODIFICATION FOR STEPHENSON/RANKIN INTERSECTION

The attached letter from Daniel R. Andrew, Secretary of the Robbins Executive Park West Owners Association, requests that improvements be made to the Stephenson/Rankin intersection to decrease the potential for traffic accidents. This request has been referred to the Traffic Committee so that different design alternatives for improving this intersection may be considered and an appropriate recommendation for improvement may be made to Troy City Council. Once a recommended design is endorsed by Troy City Council, financing arrangements, including a possible Special Assessment District, can be explored.

The attached collision diagrams for 1985 and 1986 at the Stephenson/Rankin intersection illustrate the pattern of accidents now being experienced. There were 26 reported accidents at this intersection during 1986 and 20 in 1985. The most prevalent pattern is a right angle collision. These right angle collisions involve motorists traveling eastbound or westbound on Rankin who are struck by northbound or southbound traffic on Stephenson. The most likely cause of these accidents is the motorist's inability to judge when an acceptable gap in Stephenson Highway traffic occurs for the completion of a left turn or through movement.

Because all left turns are currently permitted at this intersection, the traffic signals have been arranged so that the "far side" facing Rankin traffic is a flashing red when the "near side" is a solid red. This permits motorists who are stuck in the median to complete a left turn or through movement when a gap

Item 6 Contd.

occurs in Stephenson Highway traffic. When this intersection was operating with solid reds for both the near side and far side Rankin signal faces, we found that all of the green time for Rankin was occupied with motorists completing their left turn off of Stephenson onto Rankin and there was no time left for motorists going through on Rankin or making a left turn from Rankin onto Stephenson. We believe this problem can be best addressed by limiting the number of left turns made at the intersection.

Alternate A shows the complete closure of the median opening of Stephenson Highway at Rankin. All left turns would be made through U-turn crossovers to be constructed north and south of Rankin.

Alternate B shows an opening at Stephenson Highway which would permit only through movements between the east and west sides of Rankin. All left turn movements would be made through U-turn crossovers north and south of Rankin.

Alternate C shows a design which would permit only left turn movements from Stephenson onto Rankin. Through movements and left turns from Rankin onto Stephenson would be prohibited. These movements would have to be accommodated through U-turn crossovers to be constructed north and south of Rankin.

City Council has suggested that the Stephenson/Rankin intersection be compared with the John R/Whitcomb intersection in Madison Heights to see if the intersections were similar enough to permit similar treatment. The attached table shows a comparison of left turn movements at the John R/Whitcomb intersection during morning and afternoon peak traffic periods with the proportion of left turns made at the Stephenson/Rankin intersection. At John R/Whitcomb there is a high proportion of left turn movements from westbound Whitcomb onto southbound John R during both the morning and afternoon peak traffic periods. The proportion of left turns for all other approaches to the intersection is relatively low. At Stephenson/Rankin, on the other hand, there is a high proportion of both eastbound and westbound left turns during the afternoon peak traffic period. We also observed a high proportion of northbound to westbound left turns during the morning peak traffic period.

At John R/Whitcomb, we have the intersection of a 5-lane road (John R) with a boulevard cross section on Whitcomb. At Stephenson/Rankin, on the other hand, we have the intersection of two boulevard cross sections. Stephenson Highway has a wide median and Rankin has a rather narrow median. Because Stephenson Highway has a very wide median, we believe that U-turn crossovers would easily accommodate indirect left turn movements by large trucks.

The attached memo from Fire Chief James L. Halsey was submitted for input from the Fire Department.

Also, the attached letter from Traffic Committee member Robert F. Hanna, who was out-of-town and could not attend the meeting, was submitted for his comments and suggestions pertaining to this item.

Dan Andrew, of Damone/Andrew, and Jim Gilson, of Gilson-Ayres, Inc., were present at the Traffic Committee meeting as representatives of the Robbins Executive Park West Owners Association. They are owners of 80 acres east of

Item 6 Contd.

Stephenson. Mr. Andrew commented on the traffic problems at Stephenson/Rankin which call for closing the median and having U-turns south and north of the intersection. He said that they are in favor of a Special Assessment District.

Mr. Beaubien noted that the Traffic Committee's recommendation was not approved by the City Council the last time. Mr. Andrew brought it before City Council again and it was referred to the Traffic Committee. Mr. Beaubien pointed out that there is a very decided pattern of right angle accidents. He explained the operation of the current intersection signals and then the three proposed alternatives.

Mr. Diefenbaker questioned if a Special Assessment District would include the cost of the configuration changes, signals and all. Mr. Beaubien indicated that a Special Assessment District, which is difficult to draw, is a job for the City Assessor

Mr. Halsey brought up that the Fire Chief's memo supported Alternative "B".

Mr. Coleman asked about tractor trailers being able to get through the median crossovers. Mr. Beaubien remarked that Stephenson Highway has the widest median in the City, and tractor trailers would have no problem.

Moved by Diefenbaker

Supported by Coleman

Recommend that the Stephenson/Rankin intersection be reconstructed as shown in Alternate B, which will allow through traffic on Rankin but eliminate left turn movements. Also, recommend that the existing traffic signal at the Stephenson/Rankin intersection be retained with new traffic signals added at the crossovers north and south of the intersection.

YEAS: 5 Coleman, Cotsonika, Diefenbaker, Halsey, Perry
NAYS: 0
ABSENT: 2 Hanna, Rudell

MOTION PASSED

Mr. Halsey stated that his observations indicated that there is not too much comparison of the Stephenson/Rankin intersection with the Whitcomb/John R intersection. The Whitcomb/John R intersection has a boulevard street as the minor street with a five lane street as the major street. It does not compare with our problems at the Stephenson/Rankin intersection.

Mr. Andrew questioned the possibility of extending the stacking lanes on northbound and southbound Stephenson. Mr. Beaubien replied that it is possible, but may not be needed.

ITEM: 7

ELECTION OF OFFICERS

Traffic Committee by-laws call for the nomination and election of officers at the annual organizational meeting in February.

Mr. Halsey felt that those currently in office were doing an excellent job.

Moved by Halsey

Supported by Coleman

Recommend that Arthur Cotsonika and Peggie Perry be retained as the Chairman and Vice-Chair of the Traffic Committee for 1987.

YEAS: 5 Coleman, Cotsonika, Diefenbaker, Halsey, Perry

NAYS: 0

ABSENT: 2 Hanna, Rudell

MOTION PASSED

ITEM: 8OTHER BUSINESS

Mr. Halsey indicated that he will miss the March Traffic Committee Meeting. He will be out-of-town.

Mr. Diefenbaker asked about the installation of the "No Left Turn" sign on Hartland at Rochester. He stated that it was approved by City Council in December, 1986 but has not yet been installed. Mr. Beaubien indicated that he will look into the matter.

Mr. Halsey questioned if after City Council has approved a recommendation for installation of a traffic control device, the Committee could receive notice that it has been installed.

Mr. Halsey asked if Mr. Beaubien could give a realistic time when Big Beaver will be constructed. Mr. Beaubien answered that it will not be 1987, and indicated that he is trying to put in the budget for buying the remaining right-of-way. When Mr. Halsey asked if there will be enough right-of-way for 3 lanes each way, Mr. Beaubien answered in the affirmative.

Mr. Beaubien then listed the construction scheduled for this year:

Crooks, North of Big Beaver to Square Lake
Coolidge, Wattles to Long Lake
Livernois, Big Beaver to Wattles
Maple, John R to Dequindre
Maple/Dequindre Intersection

Mr. Beaubien informed the Committee that they will be receiving accident reports next month. When asked if recommendations would be included, he advised that they would be.

ITEM: 10

ADJOURN

The Traffic Committee meeting of February 18, 1987 adjourned at 8:33 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

January 26, 1987

Don V. Somers
5288 Cheltenham
Troy, Michigan 48098

Dear Mr. Somers:

City Manager Frank Gerstenecker has asked me to respond to your letter concerning a traffic control device for the intersection of Corbin and Cheltenham. I drove through the intersection today, and I will be recommending the installation of a yield sign on Corbin at Cheltenham.

My recommendation to install this yield sign will be considered by the City of Troy Traffic Committee at their meeting of February 18, 1987. The meeting will be held at 7:30 PM in the Lower Level Conference Room of Troy City Hall. You are invited to attend this meeting to provide any additional information which you feel the Traffic Committee should consider. We will be supplying the Traffic Committee with a copy of your letter to Mr. Gerstenecker.

The recommendation of the Traffic Committee on this matter will be forwarded to Troy City Council for their action. Please let me know if I can provide any additional information.

Very truly yours,

Richard F. Beaubien

Richard F. Beaubien, P.E.
Transportation Engineer

RFB:ct

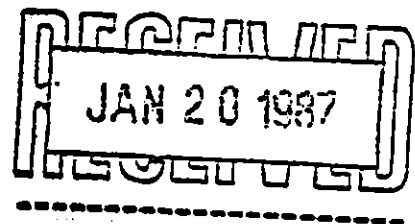
cc: Frank Gerstenecker, City Manager
Traffic Committee

500 W. BIG BEAVER ROAD TROY, MICHIGAN 48064

Blg. Inspectors	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	524-3370	Traffic Engineer	524-3370

City of Troy

January 16, 1987



Mr. Don V. Somers
5288 Cheltenham
Troy, Michigan 48098

Dear Mr. Somers:

I write in response to your message of January 14 regarding several items of concern within the Chelsea Village #2 Subdivision where you live.

With regard to your inquiry regarding the possibility of placing a traffic control sign at the intersection of Corbin and Cheltenham, I am referring this request to Mr. Richard F. Beaubien, Traffic Engineer, for his consideration and possible recommendation to the Traffic Committee and to the City Council for a traffic control measure such as you suggest.

The City of Troy does place sand barrels in neighborhoods where persons request them to be placed so as to enable placement of abrasives or salt as needed. This request is being referred to Mr. Michael Culpepper, Superintendent of Streets and Drains. By carbon of this message I am also suggesting an inspection of the intersection of Corbin and Cheltenham during icing conditions to permit the Streets Department to place salt or abrasives as required.

With regard to the construction of a sidewalk at 5220 Cardinal, we are equally sympathetic to the need for a sidewalk at this location as are you and others in your neighborhood. However, the initial builder has defaulted on a mortgage and we are attempting to cause the succeeding mortgage holding bank to cause placement. We now believe we have secured an appropriate commitment and we will proceed with placement of the sidewalk during the coming spring and summer months. With regard to this question, I am taking the liberty of referring your inquiry to Mr. Gerald VandenBussche, Chief Building Inspector, who has been pursuing this cause.

500 W. BIG BEAVER ROAD TROY, MICHIGAN 48064

Bldg. Inspections	524-3344	Dept. of Public Works	524-3370	Library	524-3338	Purchasing	524-3333
City Assessor	524-3311	Engineering	524-3333	Museum	524-3370	Recreation (Parks)	524-3484
City Attorney	524-3320	Finance	524-3411	Personnel	524-3333	Traffic Engineer	524-3373

Mr. Don V. Somers
Page Two

Finally, by carbon copy of this message and a copy of your letter, I am asking the Engineering Department, under the direction of Mr. Robert Quigley, City Engineer, to examine home construction on Cheltenham to make sure that proper sedimentation and soil erosion control measures are being taken. That is the intended purpose of the use of straw bales which you have observed in other neighborhoods and at other sites where homes are under construction in the City of Troy.

I hope you will be patient with my referral of these issues to the various heads of departments. However, should you find action not being taken within a reasonable time period, please do not hesitate to call me on 524-3330 or write if you wish.

Yours very truly,


Frank Gerstenecker
City Manager

FG/cs

c.c. Richard Beaubien
Michael Culpepper
Gerald VandenBussche
Robert Quigley

RECEIVED JAN 15 1987

January 14, 1987

Dear Mr. Gerstenecker,

As a new citizen of Troy (since June 85)
I am generally quite pleased with the
city government and the Chelworth sub division
where I live. I do however have several
questions which hopefully can be answered
by some person or department in city
government. These questions are as follows:

1- Would it be possible to have some
type of traffic control sign be placed
at the intersection of Corbin and
Cheltenham - either a yield or Stop sign.

This intersection is quite busy, is on
a down grade and also used as a bus
stop for elementary school children. This
is dangerously icy in winter as my house
and the neighbors who live here will testify to.
It would seem that this intersection
should also be scheduled for getting a
sanding or at least the site of a
sand barrel for our use as required.

2. Why is there no sidewalk in front of the residence at #5220 Cardinal? (NE corner of Cardinal and W. Long Lake Road)
I can walk around our entire neighborhood on sidewalks except in front of this home? As a 25 year resident of West Bloomfield where I had to walk in the street, I really appreciate the sidewalks and clean them after every snow fall. Can this be corrected by the city?

3- Why is it that no snow plow construction on Cheltenham employs snow bases at the curb during construction as is seen in other areas of Troy? The bulldozers do us no favor with their disregard of flying debris etc throughout the area.

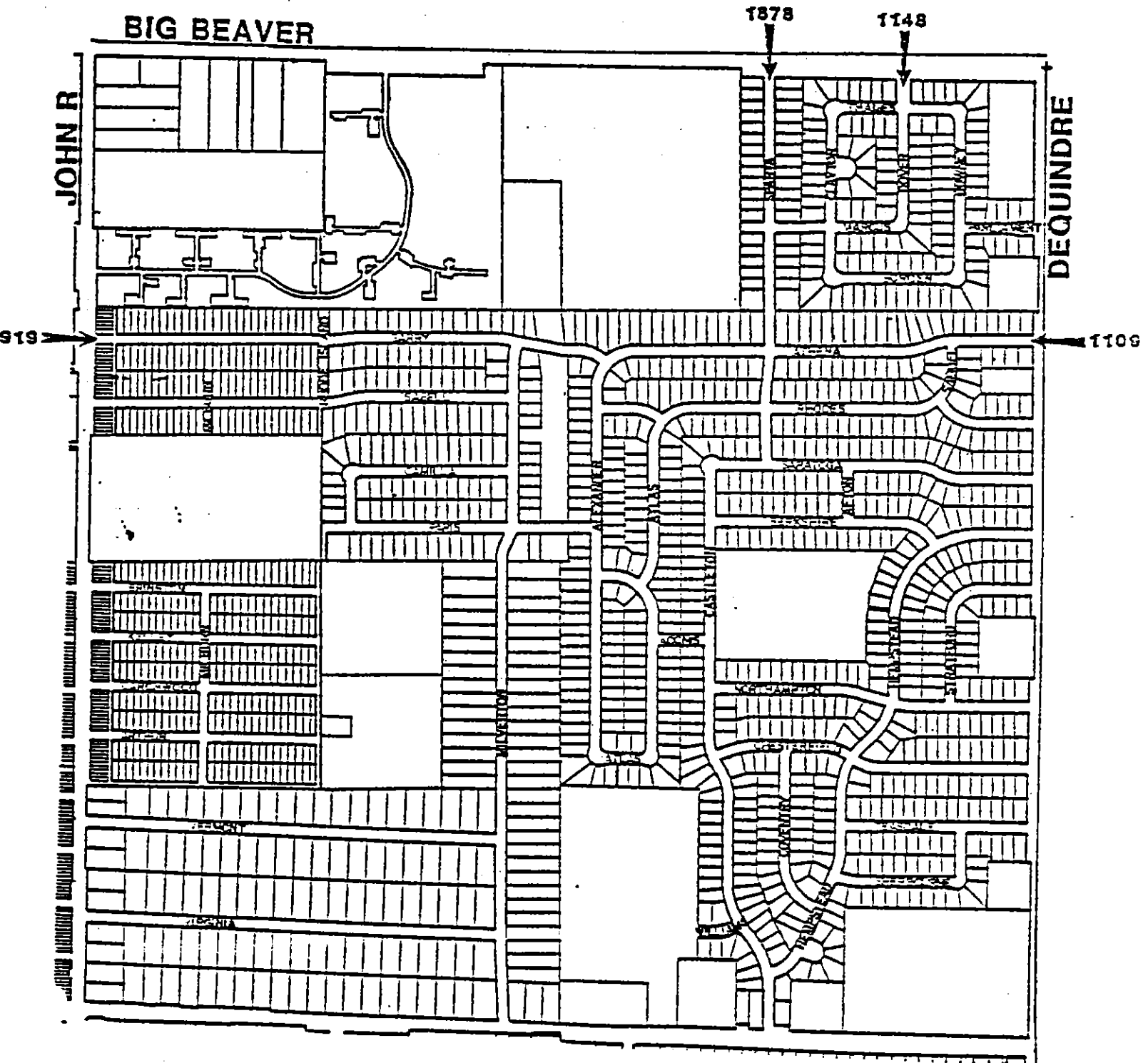
Thank you for any action you can generate to alleviate any, or hopefully all, of the above conditions.

Don V. Somers
641-8227

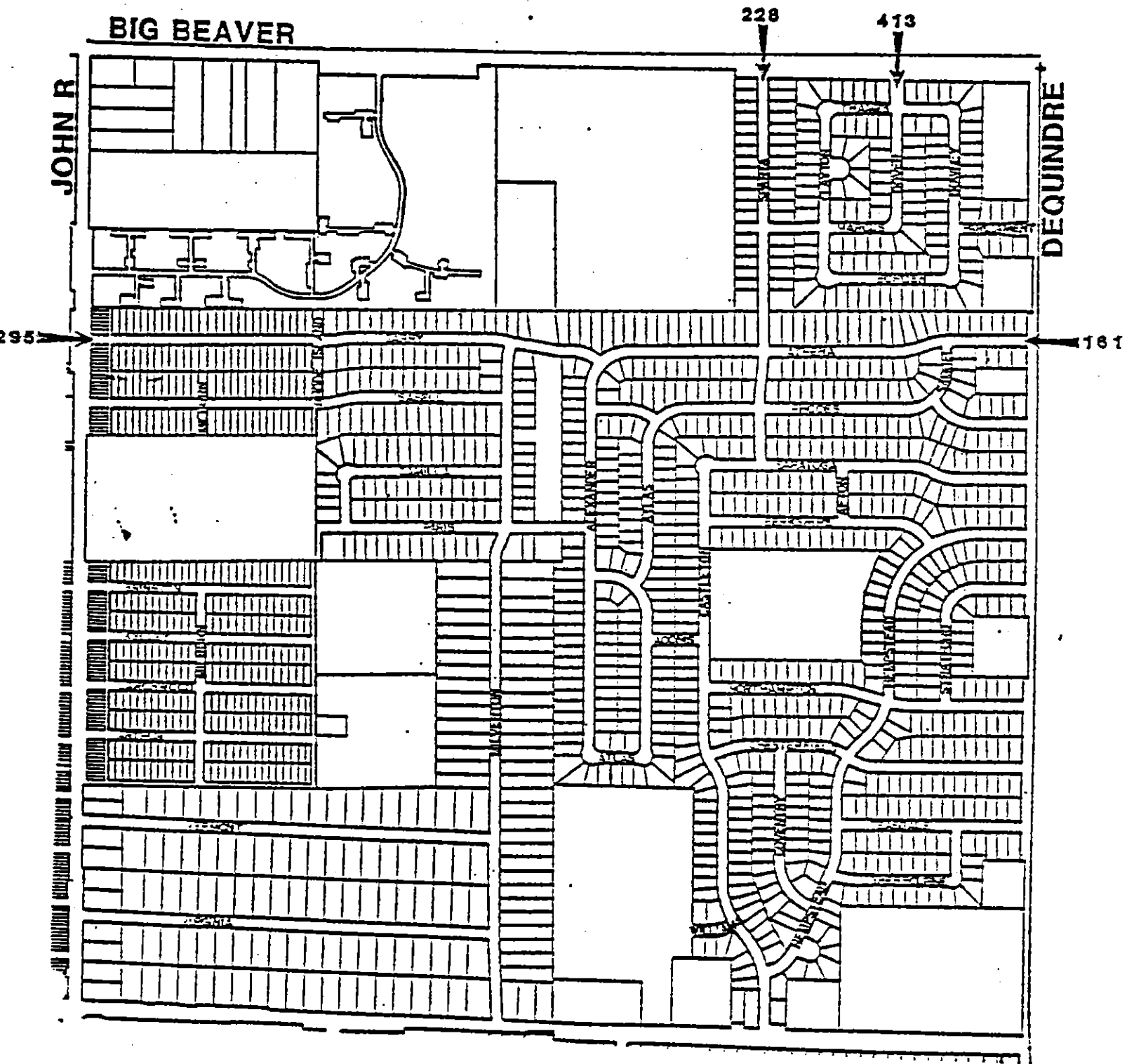
MR. & MRS. DON V. SOMERS
5220 CHELTENHAM
TROY, MI 48068

SECTION 25

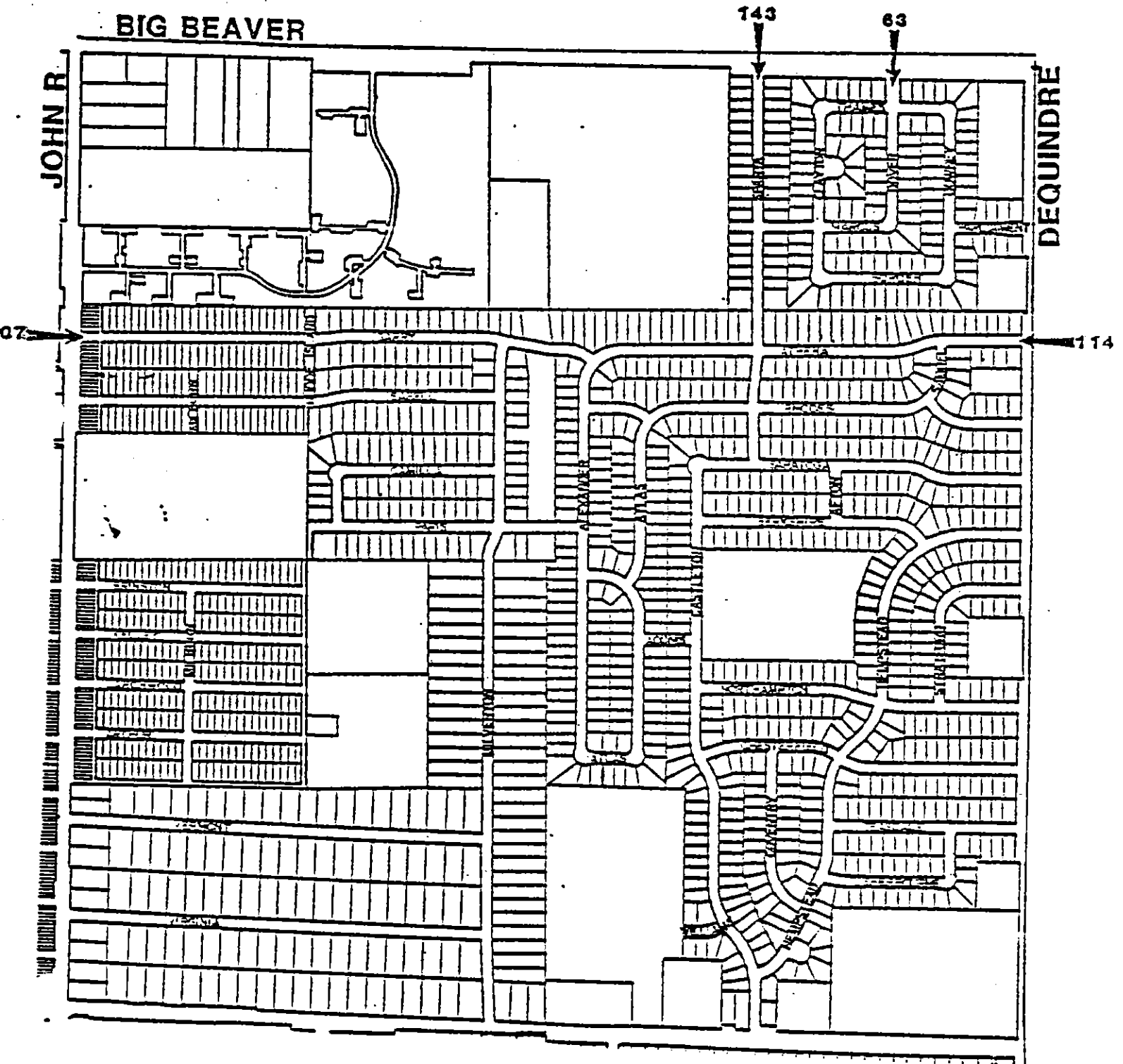
1987 TWO-WAY DAILY TRAFFIC



1987 TWO-WAY PEAK HOUR TRAFFIC (7-8 AM)



1987 TWO-WAY PEAK HOUR TRAFFIC (5-6 PM)





Individual Membership
Society of Industrial Reactors

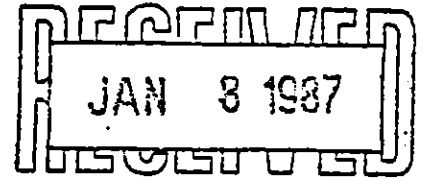


naicp National Association of Industrial
and Office Parks

I MONE/ANDREW

500 STEPHENSON HIGHWAY
TROY, MICHIGAN 48083
TELEPHONE 313-588-7580

January 7, 1987



Honorable Members of the
Council of the City of Troy
500 W. Big Beaver Road
Troy, Michigan 48084

RE: Rankin Road/Stephenson Highway
Traffic Control;
Intersectional Betterment

Dear Council Members:

On Thursday, December 18, 1986, Messrs. Jim Gilson of Gilson-Ayres, Inc., Jim McGill of E. L. duPont, and myself, as Secretary of the Robbins Executive Park West Owners Association, Troy, met with Richard Beaubien, Traffic Engineer, City of Troy, regarding the referenced matter.

After reviewing the 1985 accident statistics for this intersection, and Mr. Beaubien's drawing showing an intersectional betterment which would result in the closing of Stephenson Highway at Rankin causing all left turn movements to utilize new median turn arounds on Stephenson north and south of Rankin with related traffic control signals, we requested that you consider exploring the following course of action:

1. Develop an estimated cost to undertake the betterment depicted by the subject plan.
2. Request the City Assessor to develop a benefiting Special Assessment District.
3. Disseminate the information obtained to the Owners Association for their consideration and, possibly, their formal request to the City to undertake the improvements funded via a Special Assessment District.


Page 2
January 7, 1987

For your information, the Robbins Executive Park West Owners Association is a non-profit corporation composed of all the owners of real property located in Robbins Executive Park West, an 80 acre office/research development located between Stephenson Highway and Interstate I-75, south of Maple Road.

Sincerely,

By Direction of the:
ROBBINS EXECUTIVE PARK WEST
OWNERS ASSOCIATION

By:


Daniel R. Andrew, Secretary

DRA/sl

cc: Mr. Frank Gerstenecker
Mr. Richard Beaubien ✓

City of Troy

OBSERVER K. Berkseth/M. Int'l

DATE 3/25/86

WEATHER

LOCATION Stephenson/Rankin

TRAFFIC COUNT SUMMARY SHEET

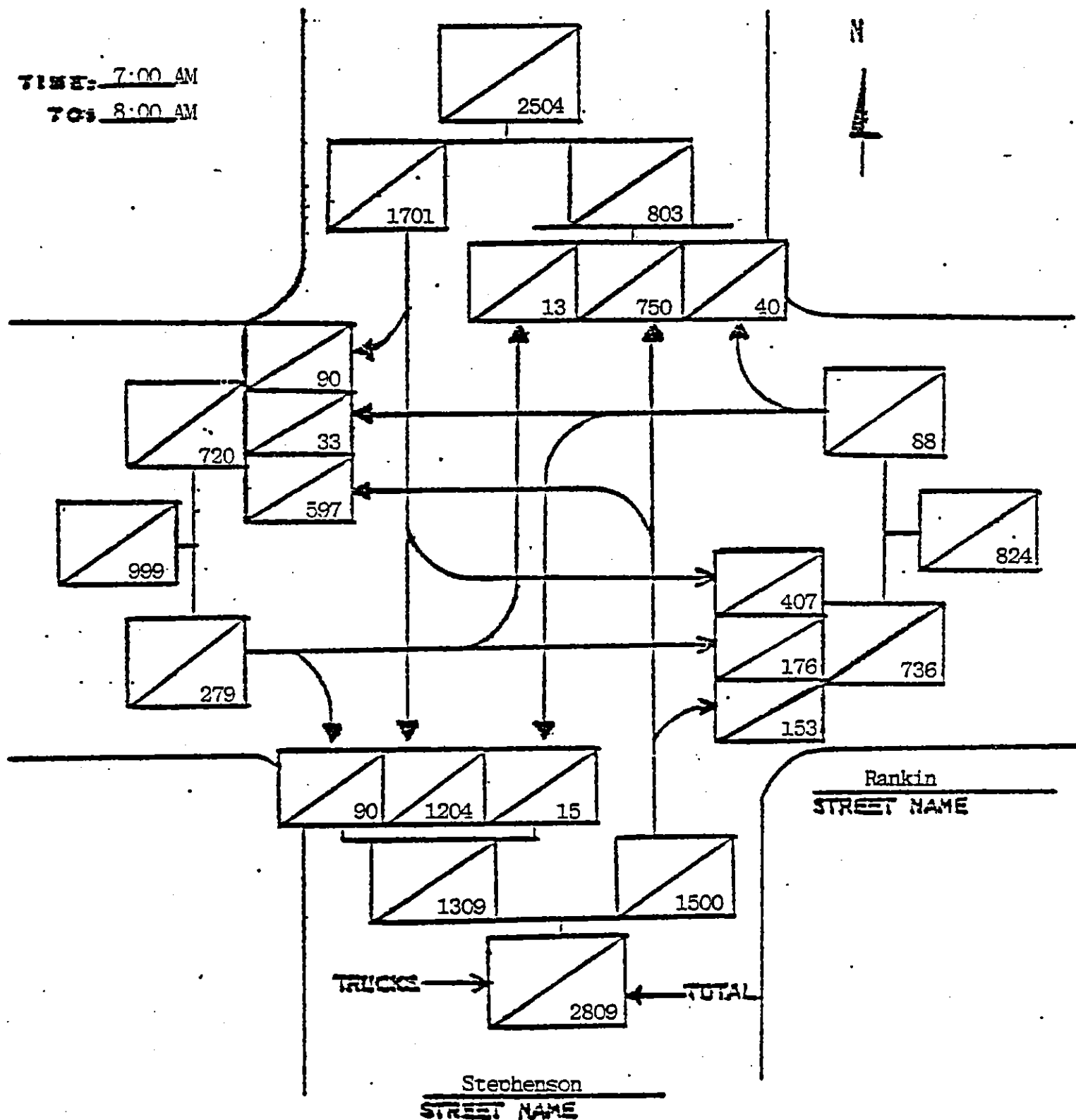
TIME	NB Stephenson			WB Rankin			SB Stephenson			EB Rankin			ITEM 6
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
6:00 - 7:15 AM	93	131	35	259	1	3	4	8	70	169	54	293	
7:15 - 7:30	127	194	44	365	4	6	9	19	111	296	12	419	
7:30 - 7:45	187	244	47	478	7	18	7	32	157	429	16	602	
7:45 - 8:00	190	181	27	398	3	6	20	29	69	310	8	387	
8 AM Total	597	750	153	1500	15	33	40	88	407	1204	90	1701	
8:00 - 8:15 AM	82	144	15	241	5	9	2	16	28	197	2	39	
8:15 - 8:30	54	130	12	196	5	9	4	18	5	156	4	18	
8:30 - 8:45	51	153	15	219	9	3	15	27	9	135	15	27	
8:45 - 9:00	45	142	13	200	8	5	11	24	8	122	11	24	
9 AM Total	232	569	40	841	27	26	32	85	50	610	32	108	
2 HOUR TOTAL	829	1319	193	2341	42	59	72	173	100	1814	122	2036	
TOTAL				2341				173				2036	415

TRAFFIC VOLUME SUMMARY

CITY Troy DATE 3/25/86 DAY Tuesday

INTERSECTION OF Stephenson AND Rankin

TIME: 7:00 AM
TO: 8:00 AM



RECORDER M. Lutfi

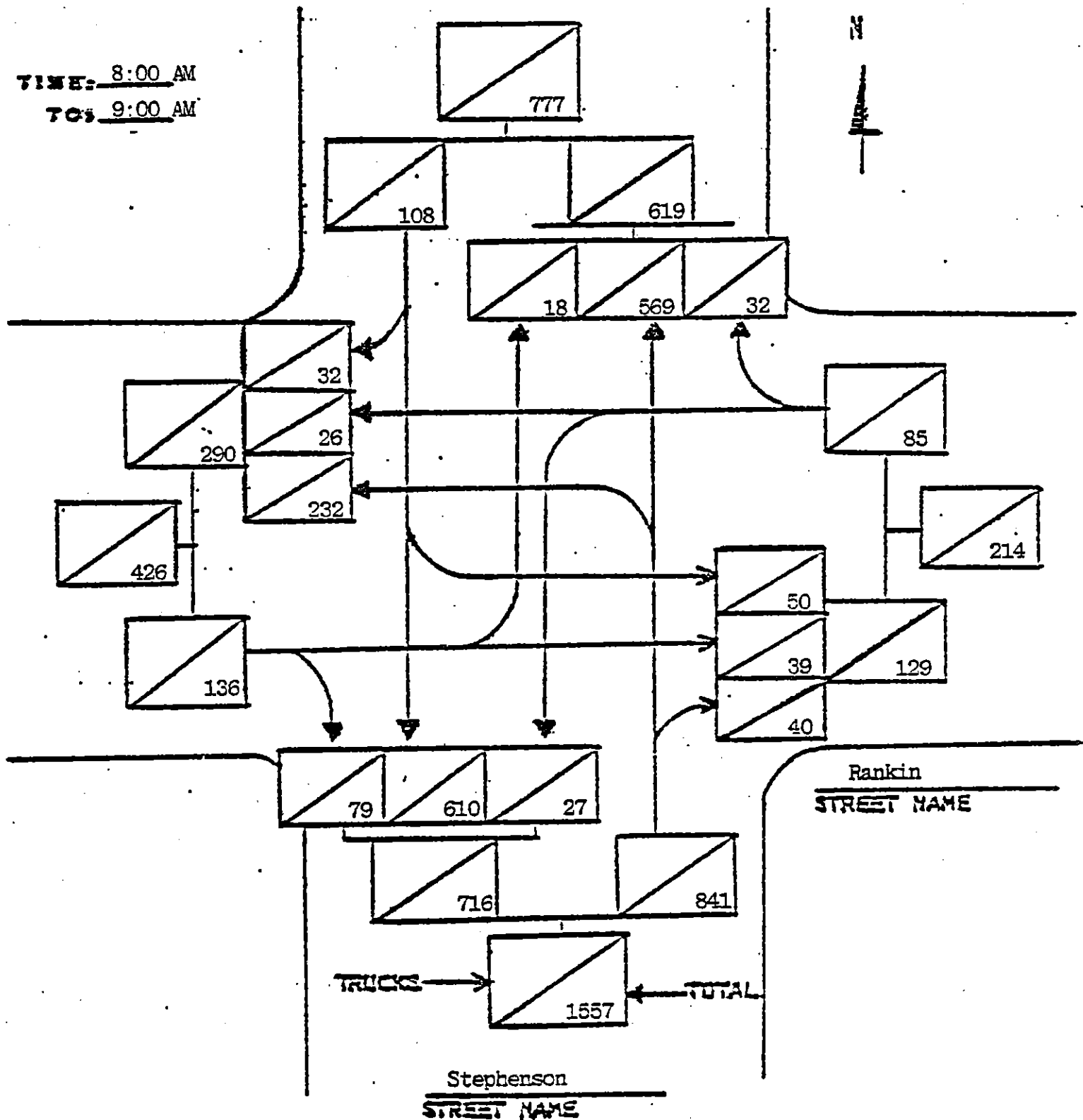
TRAFFIC VOLUME SUMMARY

CITY Troy DATE 3/25/86 DAY Tuesday

INTERSECTION OF Stephenson AND Rankin

TIME: 8:00 AM

TO: 9:00 AM



RECORDER M. Lutfi

City of Wray



TRAFFIC COUNT SUMMARY SHEET

LOCATION Stephenson/Rankin

DATE 3/25/86

ENGINEER K. Berkseth/M. Latta

WEATHER

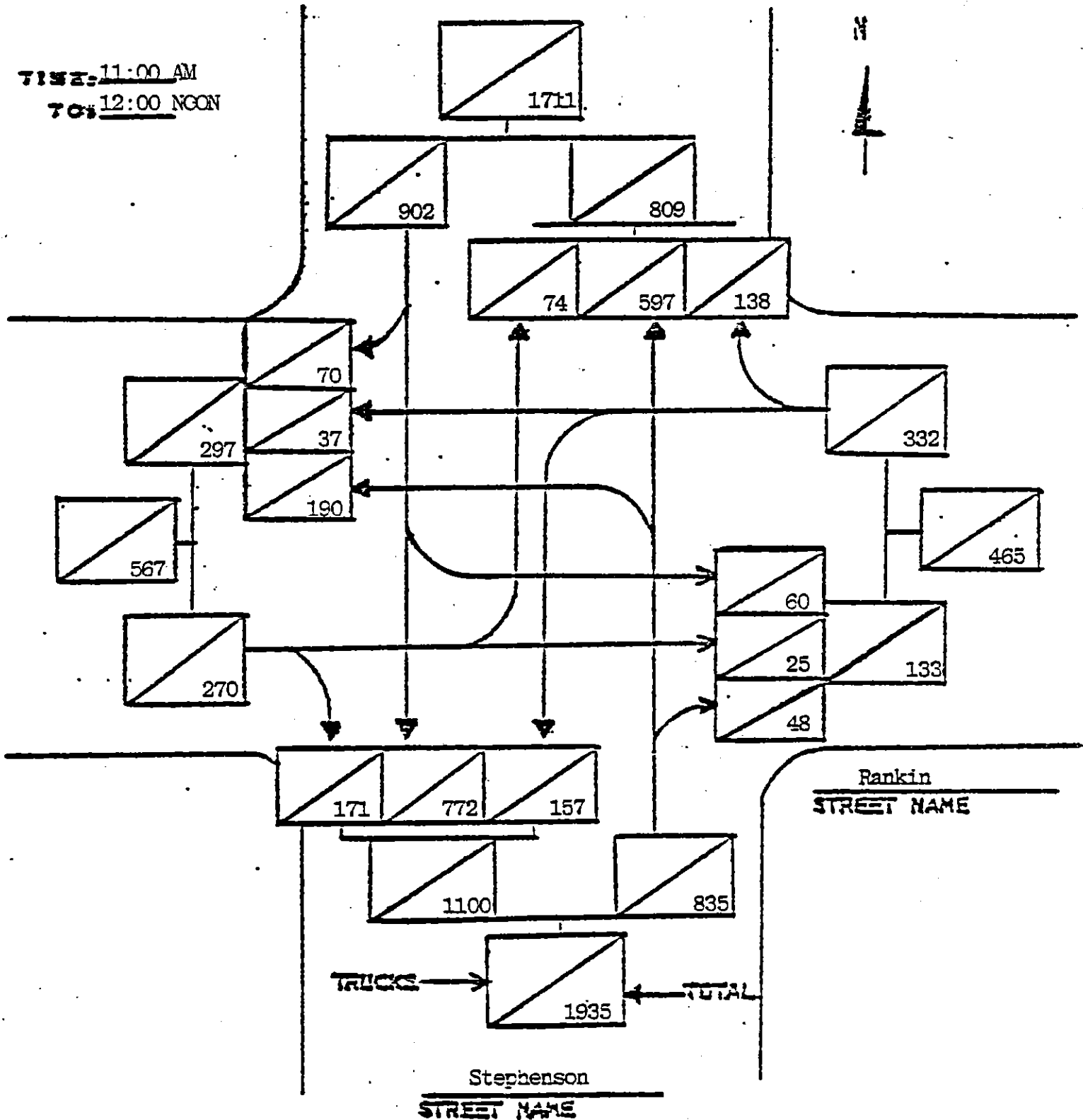
TIME	NB Stephenson				WB Rankin				SB Stephenson				EB Rankin			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
00 - 11:15 AM	32	132	5	169	8	1	10	19	21	185	17	223	4	6	27	37
15 - 11:30	40	153	14	207	18	10	8	36	16	137	10	163	15	1	38	54
30 - 11:45	49	162	8	219	60	14	46	120	10	240	16	266	26	13	51	90
45 - 12:00	69	150	21	240	71	12	74	157	13	210	27	250	29	5	55	89
AM Total	190	597	48	835	157	37	138	332	60	772	70	902	74	25	171	270
00 - 12:15 PM	52	209	13	274	47	9	54	110	22	217	13	252	17	15	51	83
15 - 12:30	42	143	13	198	21	8	21	50	37	178	12	227	10	8	34	52
30 - 12:45	43	164	23	230	16	4	17	37	36	156	21	213	7	10	28	45
45 - 1:00	36	173	25	234	7	9	8	24	25	159	15	199	6	20	45	71
PM Total	173	689	74	936	91	30	100	221	120	710	61	891	40	53	158	251
OUR TOTAL	363	1286	122	1771	248	67	238	553	180	1482	131	1793	114	78	329	521
TOTAL				1771				553				1793				521

TRAFFIC VOLUME SUMMARY

CITY Troy DATE 3/25/86 DAY Tuesday

INTERSECTION OF Stephenson AND Rankin

TIME: 11:00 AM
TO: 12:00 NOON



RECORDER M. Lutfi

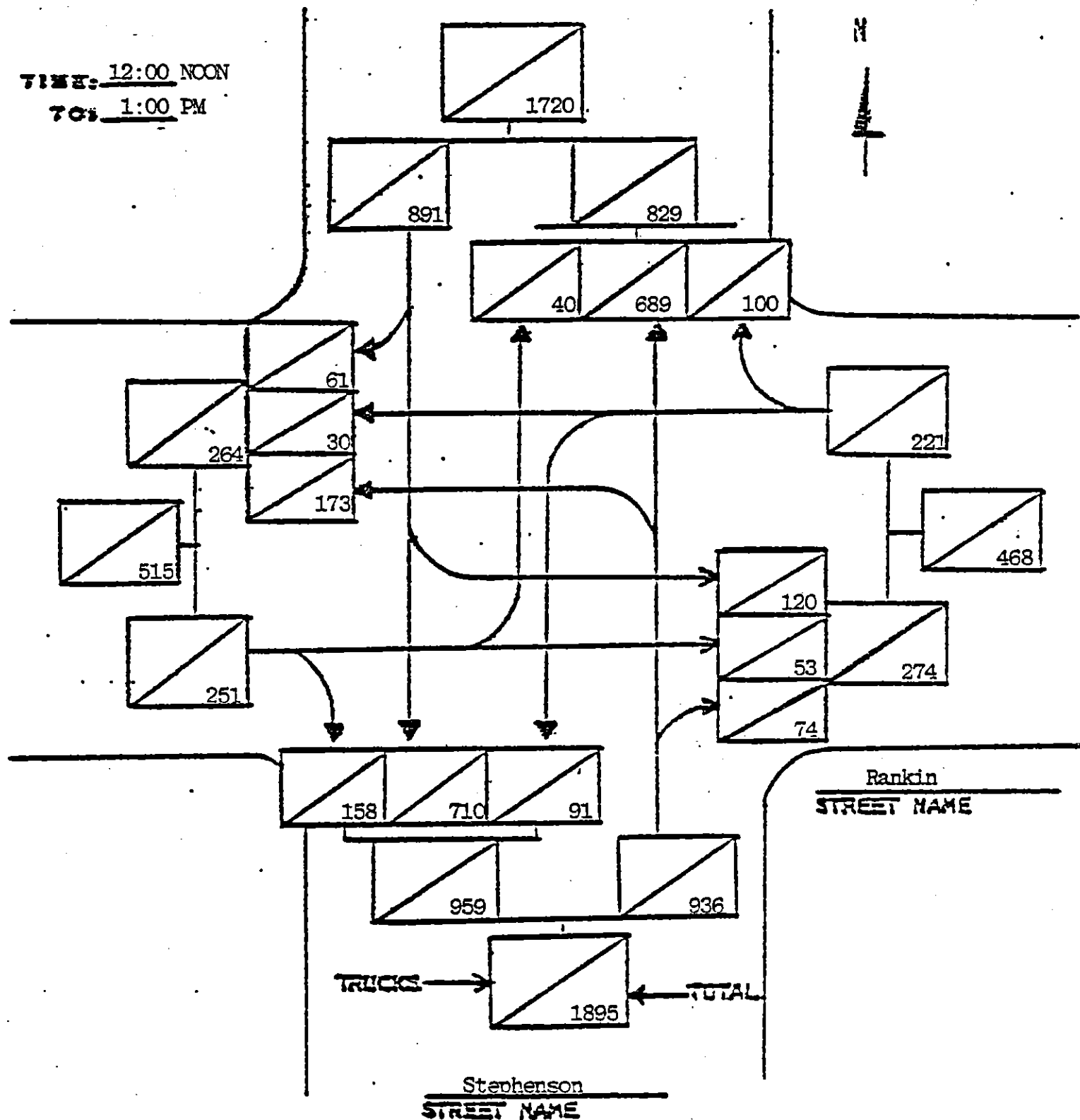
TRAFFIC VOLUME SUMMARY

CITY Troy DATE 3/25/86 DAY Tuesday

INTERSECTION OF Stephenson AND Rankin

TIME: 12:00 NOON

TO: 1:00 PM



RECORDER M. Lutfi

TIME		NB Stephenson				WB Rankin				SB Stephenson				EB Rankin			
		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
4:00 - 4:15	PM	28	228	6	262	17	5	7	29	4	184	9	197	56	4	71	131
4:15 - 4:30		33	204	6	243	37	4	23	64	3	157	10	170	14	2	32	48
4:30 - 4:45		20	245	7	272	30	14	46	90	8	171	4	183	18	2	105	125
4:45 - 5:00		29	239	5	273	53	22	52	127	12	203	11	226	10	7	45	62
1-5 PM Total		110	916	24	1050	137	45	128	310	27	715	34	776	98	15	253	366
5:00 - 5:15	PM	36	327	7	370	47	38	67	152	3	158	11	172	16	6	76	98
5:15 - 5:30		30	276	3	309	17	13	23	53	5	173	7	185	9	3	33	45
5:30 - 5:45		22	318	2	342	27	15	18	60	7	177	9	193	12	2	57	71
5:45 - 6:00		17	254	8	279	30	16	20	66	12	186	8	206	10	2	32	44
5-6 PM Total		105	1175	20	1300	121	82	128	331	27	694	35	756	47	13	198	258
2 HOUR TOTAL		215	2091	44	2350	258	127	256	641	54	1409	69	1532	145	28	451	624
TOTAL					2350				641				1532				624

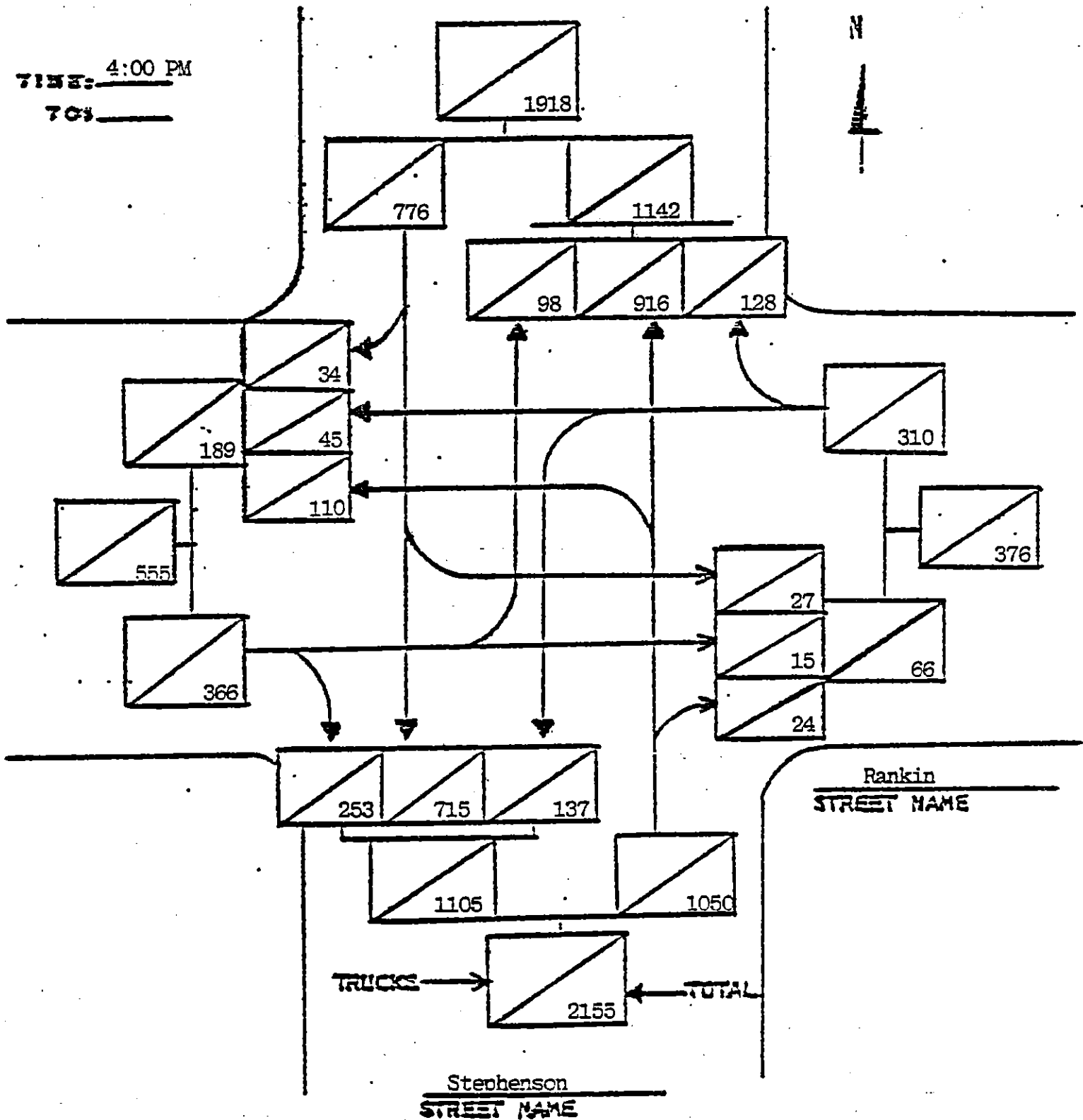
TRAFFIC VOLUME SUMMARY

CITY Troy DATE 3/25/86 DAY Tuesday

INTERSECTION OF Stephenson AND Rankin

TIME: 4:00 PM

TO:



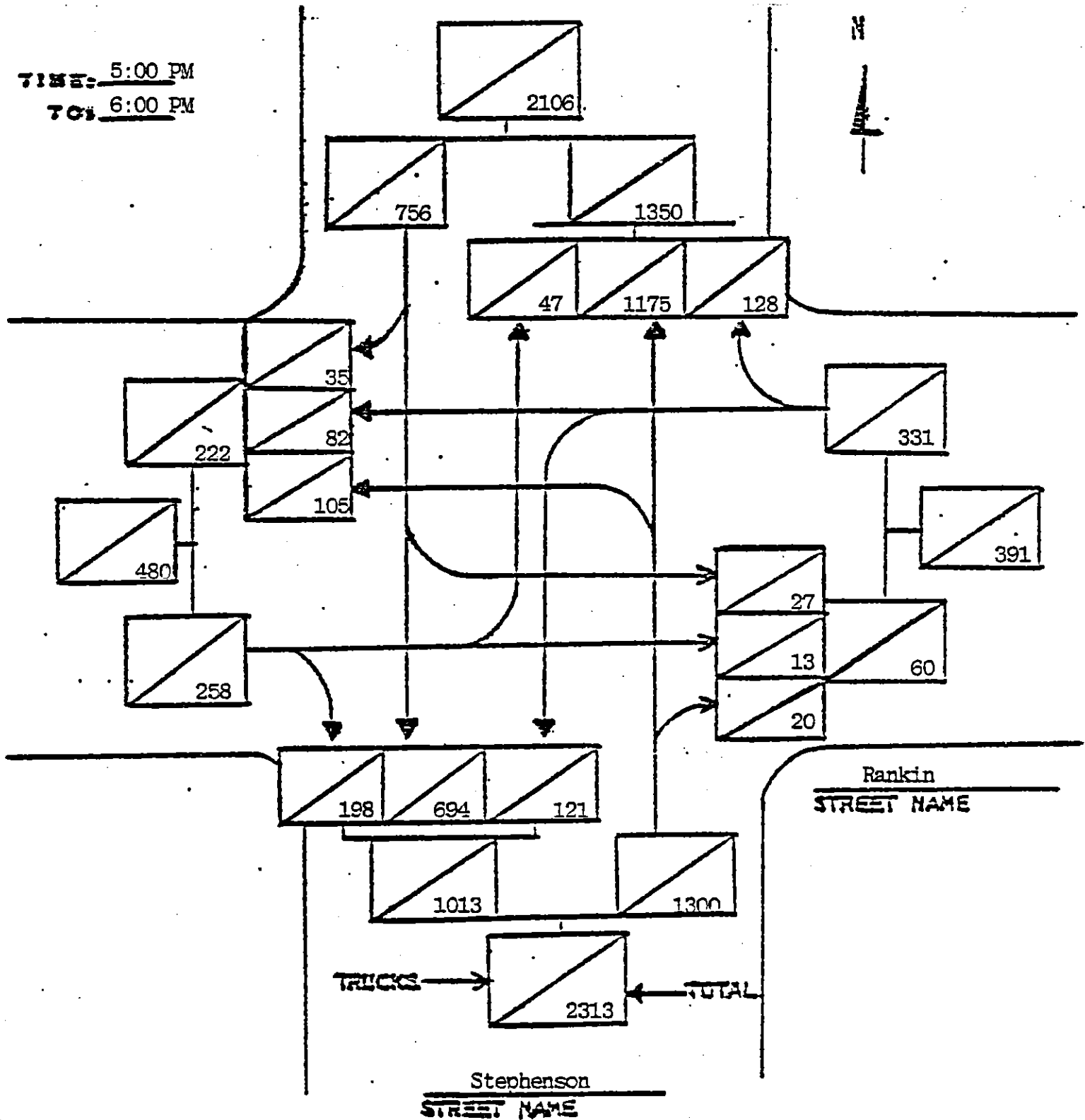
RECORDER M. Lutfi

TRAFFIC VOLUME SUMMARY

CITY Troy DATE 3/25/86 DAY Tuesday

INTERSECTION OF Stephenson AND Rankin

TIME: 5:00 PM
TO: 6:00 PM



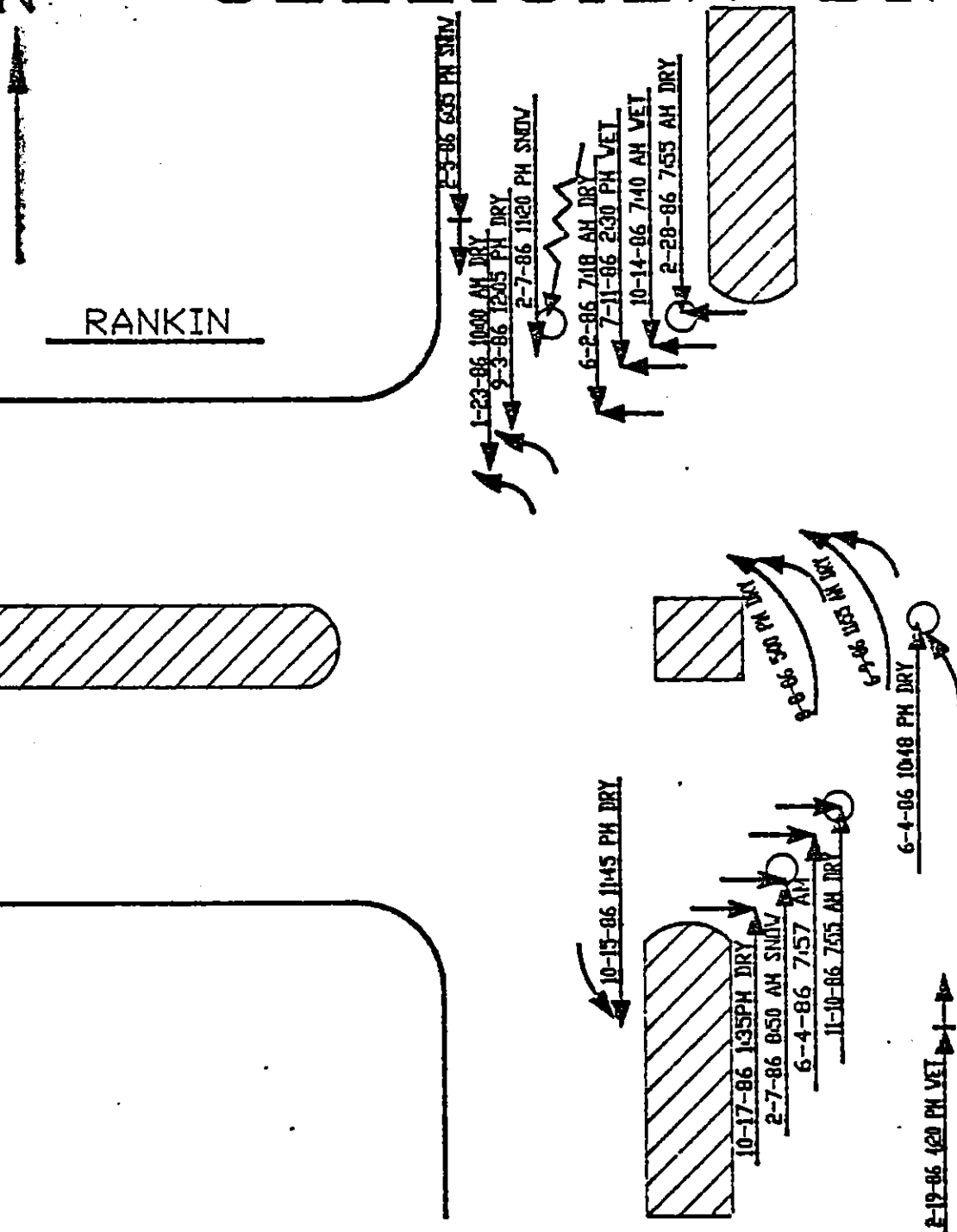
RECORDER M. Lutfi

COLLISION DIAGRAM

PAGE 1 OF 2

RANKIN

STEPHENSON



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

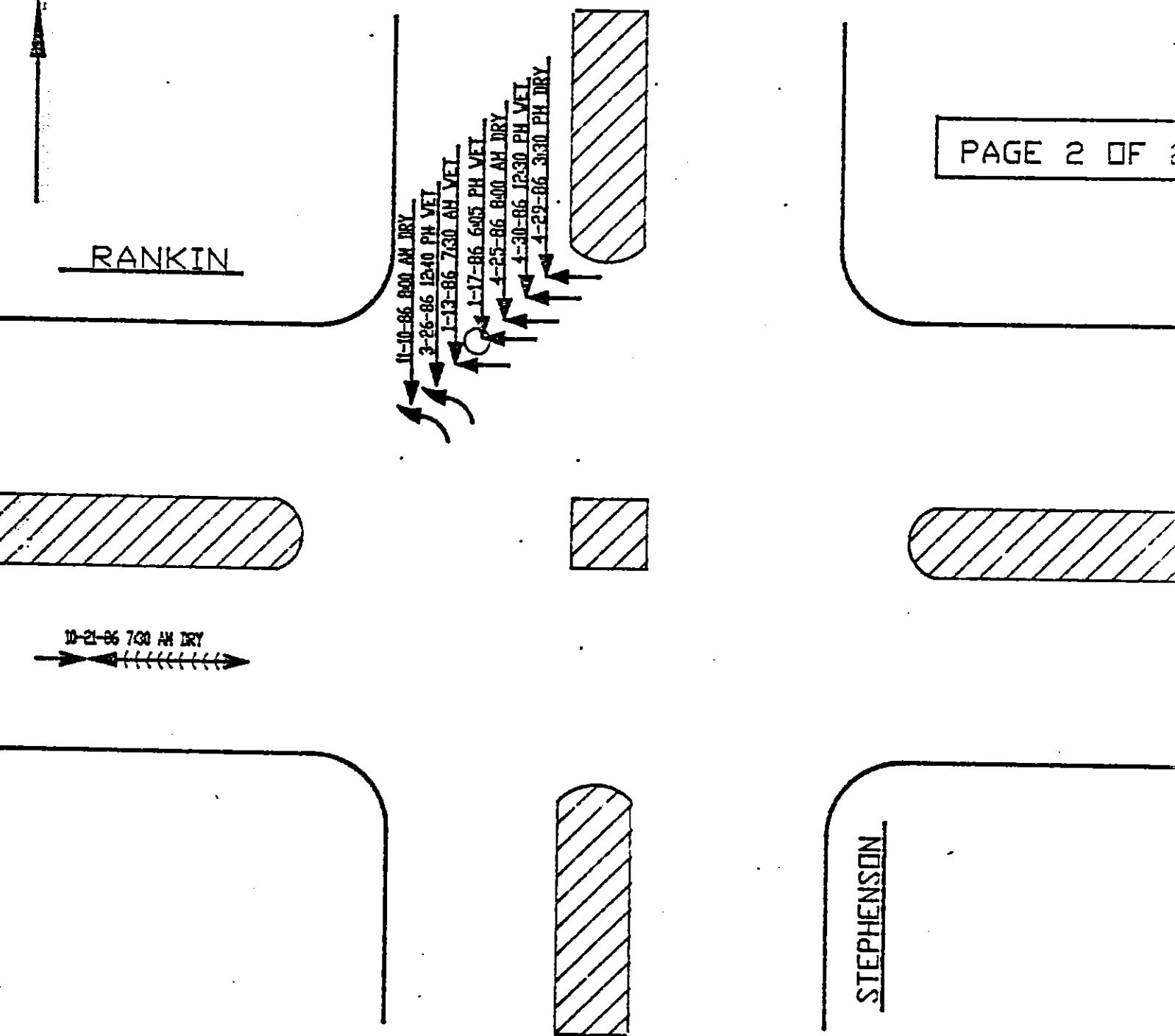
INTERSECTION STEPHENSON AND RANKIN

PERIOD 1 YEAR FROM JAN. 1986 TO DEC. 1986

BY K.BERKSETH DATE 12-22-86

COLLISION DIAGRAM

PAGE 2 OF 2



SYMBOLS

TYPES OF COLLISIONS

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

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

- RIGHT ANGLE
- SHOWN FOR EACH ACCIDENT:
 1. DATE AND TIME
 2. WEATHER CONDITIONS

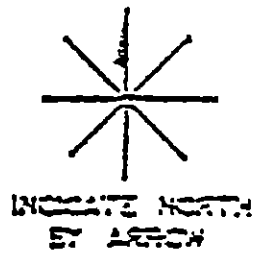
INTERSECTION STEPHENSON AND RANKIN

PERIOD 1 YEAR FROM JAN. 1986 TO DEC. 1986

BY K. BERKSETH DATE 2-10-87

COLLISION DIAGRAM

Rankin
(NAME)



11-6-85 6:45 P.M. Dry

5-6-85 6:00 P.M. Dry

10-24-85 8:00 A.M. Dry
1-11-85 9:00 A.M. 50 MPH
12-30-85 10:00 A.M. Dry
8-23-85 11:16 A.M. Dry
5-10-85 3:45 A.M. Dry

Stephenson
(NAME)

SYMBOLS

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

TYPES OF COLLISIONS

- REAR END
 SIDE
 FRONT
 SIDE SWIPE
 OUT OF CONTROL
 LEFT TURN

RIGHT ANGLE

SHOW FOR EACH ACCIDENT:

- 1 DATE AND TIME
 2 WEATHER AND ROAD
 SURFACE IF UNUSUAL
 CONDITION EXISTED

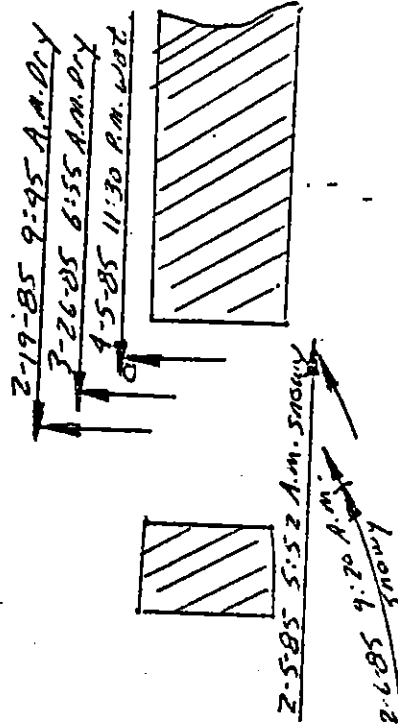
INTERSECTION Rankin and Stephenson

PERIOD 8 months : FROM Nov 1 1985 TO Dec. 31 1985

BY: K.A. DATE: 1-31-86

COLLISION DIAGRAM

Rankin
(NAME)



Stephenson
(NAME)

SYMBOLS		TYPES OF COLLISIONS	
MOVING VEHICLE BACKING VEHICLE PEDESTRIAN PARKED VEHICLE FIXED OBJECT FATAL ACCIDENT INJURY ACCIDENT	REAR END HEAD ON SIDE SWIPE OUT OF CONTROL LEFT TURN	RIGHT ANGLE 	SHOW FOR EACH ACCIDENT: 1 DATE AND TIME 2 WEATHER AND ROAD SURFACE & UNUSUAL CONDITIONS EXISTED
INTERSECTION <u>Rankin</u> ON <u>Stephenson</u>			
PERIOD <u>4 months</u> : FROM <u>Jan. 1 1985</u> TO <u>April 30 1985</u>			
BY: <u>K.B.</u> DATE: <u>1-31-86</u>			

LEFT TURN COMPARISON

7-9 AM

JOHN R/WHITCOMB (1985)

<u>DIRECTION OF TRAVEL</u>	<u>% LEFT TURNS</u>
NB	11
SB	12
EB	4
WB	57

STEPHENSON/RANKIN (1986)

<u>DIRECTION OF TRAVEL</u>	<u>% LEFT TURNS</u>
NB	35
SB	5
EB	7
WB	24

4-6 PM

JOHN R/WHITCOMB (1985)

<u>DIRECTION OF TRAVEL</u>	<u>% LEFT TURNS</u>
NB	15
SB	5
EB	6
WB	41

STEPHENSON/RANKIN (1986)

<u>DIRECTION OF TRAVEL</u>	<u>% LEFT TURNS</u>
NB	9
SB	4
EB	40
WB	23

February 18, 1987

TO: Richard Beaubien, Transportation Engineer
FROM: James L. Halsey, Fire Chief
SUBJECT: Stephenson/Rankin Intersection Redesign

A review of the alternates provided in the agenda packet for the meeting of February 18, 1987, leads us to support Alternate "B". This design, similar to Big Beaver and Troy Center, would prohibit direct left turns on all four legs of the intersection but would allow for emergency vehicle left turns from Stephenson onto Rankin and also from Rankin onto Stephenson.

Due to conflict in training schedules and meeting schedules, there will not be a Fire Department representative at the meeting.



James L. Halsey
Fire Chief

JLH/cz

ROBERT F. HANNA
5529 SHALE DRIVE
TROY, MICHIGAN 48098

February 18, 1987

TO: TRAFFIC COMMITTEE

FROM: R.F. HANNA

RE: AGENDA ITEM 6 - Review Design Modification for
Stephenson/Rankin Intersection.

I apologize for my absence from the February 18th meeting of the Traffic Committee, as I will be out of town. I would like, however, the opportunity to enter into the minutes, my comments and observations regarding subject item, Agenda Item 6.

This particular item has been before this Committee on several occasions and has received a favorable recommendation from this committee but did not receive a favorable approval of the Council. Because I actually travel this route on a daily basis during the morning rush hour, I feel that I can give the Committee some positive input.

The traffic movement southbound in the morning, is very heavy from Rochester Road south. During this period, traffic is backed-up from Maple Road and beyond the turn-around north of Maple Road. Because of this traffic congestion, there is a good deal of traffic conflict at the turn-around and drivers seeking to make this turn are at the whims and caprice (or goodwill and courtesy occasionally) of the southbound drivers.

In the past, this committee has recommended that a traffic signal be installed at this location to reduce conflict for those vehicles seeking to go southbound on Stephenson Hwy.

Considerable conflict exists at Rankin during morning rush hours, with traffic seeking to complete their left turns to westbound Rankin. Therefore, some form of indirect left turn movement would be desirable.

Continued -

February 18, 1987

Regarding the three proposals presented by the Traffic Engineer, Proposal A would appear to be the most desirable alternative even though through-traffic must go (North or South) on Stephenson to re-enter Rankin East or West of Stephenson.

Alternative B is not acceptable because it would still allow the foolhardy or daring to make a left turn from Stephenson to Rankin. Such movements would be very dangerous because other drivers would not be expecting such traffic movements.

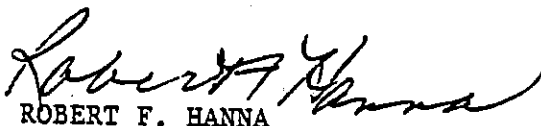
Alternative C has merit but may require additional signalization at Rankin. This would be a question tht only the Traffic Engineer could answer.

Of the three proposals, I would rank Proposal A as the most desirable, Proposal C as the next most desirable, and Proposal B the least desirable.

I would also suggest that the Committee add to any of the three proposals adopted, that a traffic signal be installed at the turnaround on southbound Stepehenson, which would be tied into the signal phasing at Maple Road. The installation of such a signal would provide for sufficient gap in southbound traffic to allow drivers to complete their turn onto southbound Stephenson.

I would greatly appreciate it if one of the Committee would make such recommendation in the form of a motion for committee consideration and a vote.

Sincerely,


ROBERT F. HANNA