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The Traffic Committee Meeting was held in the Lower Level Conference Room of Troy City Hall on September 17, 1986. The meeting was called to order at 7:39 P.M. by Chairman Arthur Cotsonika.

ITEM: 1 ROLL CALL

PRESENT: Sam Coleman
Arthur Cotsonika
Ted Halsey
Peggie Perry

ABSENT: John Diefenbaker (Out of Town)
Robert Hanna (Out of Town)
William Rudell (Out of Town)

Also present were the following:

Kenny & Mary Kay Michaels, 177 Miracle
Elizabeth Rayski, 85 Scottsdale
Karl L. Kleitsch, Reid, Cool & Michalski, Inc.
Carl Borgeesen, 1919 Technology Dr.
Mikael Joki, 380 N. Woodward, Birmingham
James & Carol Mock, 5133 Babbit
Cyndi McDonell, 200 E. Long Lake, Bloomfield Hills
Kathie & Larry Smith, 2396 Niagara
Jeff Campbell, 2401 Niagara
Kathie Maroley, 3482 Pasadena
Robert Chapman, 3476 Pasadena

and Richard F. Beaubien, Transportation Engineer
Don Mouch, Fire Inspector
Lt. Ed Murphy, Traffic Safety Division

ITEM: 2 MINUTES - JULY 24, 1986

Moved by Perry
Supported by Coleman

Recommend that the minutes of the July 24, 1986 Traffic Committee meeting be approved as printed.

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

MOTION PASSED

ITEM: 3 VISITOR'S TIME

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

Moved by Halsey
Supported by Cotsonika

Recommend that Items 5, 7, 8, 9 and 11C be taken out of order.

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

MOTION PASSED

ITEM: 5 REMOVE "NO PARKING SIGNS ON THE WEST SIDE OF ELIZABETH, THE WEST SIDE OF RUTHLAND, AND THE NORTH SIDE OF MIRACLE."

Val MacLeish, 3924 Elizabeth, in her letter of August 6, 1986, pointed out a recent change in the "No Parking" signs on the west sides of Elizabeth and Ruthland and the north side of Miracle in the Troy Meadows Subdivision. The message on these signs prohibits parking on one side of the street between 5:00 AM and 10:00 PM, Monday through Friday, and the posting was apparently an error. These signs are intended to prohibit parking between 10:00 PM and 5:00 AM, Monday through Friday. The Superintendent of Streets indicated that the signs would be changed to reflect the correct message - prohibiting parking during nighttime hours.

Ms. MacLeish's letter indicates that the prohibition of parking on both sides of these streets is no longer appropriate.

Mary Kay Michaels, 177 Miracle Drive, appeared before the Committee to request that the "No Parking" signs be retained and submitted the attached petitions. She noted that parts of the three streets have no sidewalks, so the children must walk in the street.

When Mrs. Perry asked if the signs had been changed to reflect the correct message, she was told that they were.

The attached letter from Joyce Jackson, 3905 Elizabeth, was also received in response to this item, with suggestions for retaining the no parking prohibition.

Moved by Halsey
Supported by Cotsonika

Recommend that the "No Parking" signs on the west side of Elizabeth, the west side of Ruthland, and the north side of Miracle be retained.

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

MOTION PASSED

ITEM: 7 INSTALL TRAFFIC SIGNAL AT JOHN R/TECHNOLOGY DRIVE INTERSECTION.

General Motors Corporation is in the process of occupying several buildings along Technology Drive, adjacent to John R. To facilitate the departure of their employees onto John R during the 3:30-4:30 PM time period, they have suggested the installation of a part-time traffic signal on John R at Technology Drive. The attached correspondence from Reid, Cool and Michalski, Traffic and Transportation Engineers, provides some of the information concerning traffic conditions in this area. This information indicates that Warrant 11, Peak Hour Volume, would be met at this intersection.

However, installation of a traffic signal is not required if warrants are met. Other factors to be considered are traffic signal progression along John R and availability of alternate routes. The information from Reid, Cool and Michalski indicates that Technology Drive is approximately 1100 feet north of the signal at Oakland Mall. A signal at this location would probably interfere with the progressive movement of traffic along John R Road at a 40-45 mph speed.

The gap study conducted on August 5 indicates acceptable gaps of 8 seconds or larger occurring at the rate of approximately 1 per minute during the 3:30-4:30 PM time period, when General Motors employees are exiting on to John R. The number of acceptable gaps decreases significantly during the 5:00-6:00 PM time period.

Technology Drive forms a connection between Chicago Road and John R Road. Thus, employees leaving the General Motors facilities on Technology Drive have the option of exiting either to John R or Chicago. Chicago Road provides a connection to Maple Road, John R Road, and 14 Mile Road (through Oakland Mall). Thus, employees who find it difficult to enter John R Road without a traffic signal have the option of departing the site via Chicago Road. Because of the availability of an alternate route with signalized access to the major mile road entry points, installation of a part-time traffic signal at Technology and John R was not recommended at this time.

Karl Kleitsch of Reid, Cool and Michalski, Inc. appeared before the Committee to say that the traffic volume was sufficient to meet Signal Warrant 11, which is new and developed for situations such as this. Traffic volumes are high during peak periods and warrants are easily met. Gap studies on John R from 3:30 to 4:30 PM indicated 1 gap every minute; from 5:00 to 6:00 PM, 1 gap every minute and a half. The need for a semi-actuated signal with a detector on Technology Drive was pointed out. Although Mr. Kleitsch knows it is an Oakland County Road Commission decision, he would like the City's favorable recommendation. He requested endorsement of a signal at this intersection or ask that the City pass a resolution for the Oakland County Road Commission to do a study after the Technology Park is fully occupied.

Carl Borgesen, GM employee at the Technology Drive site, appeared before the Committee to represent 600 employees who feel that the installation of a traffic signal is a safety item. The 600 will become 1200-1300; it is difficult now - especially to go north on John R - and they are interested in a light during peak hours.

Jim Mock, 5133 Babbit, is employed at the site on Technology Drive and exits onto northbound John R at 5:00 PM. He feels that it takes longer to get out than to get home. He expressed the need for a signal to reduce the likelihood of accidents.

Item 7 Contd.

Mikael Joki, 380 North Woodward, appeared to say that there is trouble now and there will be a real problem if the 600 employees is tripled. Traffic flow in and out of Technology Park will be even more difficult.

Mr. Halsey asked how many buildings there are in Technology Park. He was told that there are three now with a fourth being built. There will be Buildings A, B, C, D & E - four for GM and one which is not GM. Mr. Halsey then asked if times are staggered. The response was that arrivals in the morning are staggered, but departures coincide with peak hour traffic on John R.

Mrs. Perry wondered what a signal at Technology Drive will do to Oakland Mall and Forest City. Mr. Beaubien mentioned that he had received a call from a lady with her mother in the Senior Housing Complex who requested a light at Grand Haven. Mr. Cotsonika remarked on the need for a light somewhere in the area and questioned if it could be positioned some way to help both Technology Drive and Grand Haven.

Mr. Beaubien offered that gaps will help; Grand Haven is in between the Oakland Mall signal and Technology Drive. Mr. Kleitsch noted that the volumes are lower at Grand Haven and Grand Haven will be operating in the shadow of a light at Technology Drive. The signal will dwell on green for John R. Road and change only when needed on Technology Drive.

Mr. Cotsonika questioned northbound traffic being backed up and the City's concurrence with semi-actuation. Mr. Halsey asked if the light will be tied in with signals at the mall and 14 Mile Road. Mr. Beaubien replied that the signal should be semi-actuated and interconnected.

Mr. Borgesen asked how long the green indication would be. Mr. Beaubien told him 20-25 seconds out of an 80 second cycle. He mentioned that some motorists still will not wait and will go out Chicago. Everyone is different, with some less patient than others.

Mr. Cotsonika stated that he would agree with the installation of a signal if it is vehicle actuated and interconnected with other signals.

Mr. Borgeson questioned the difference in cost. Mr. Beaubien said that it is not significant - without a detector, it is a little less expensive. Mr. Borgeson inquired if it would be \$100,000. Mr. Beaubien informed him that a signal could cost that much, but this one would probably be more in the area of \$50,000. Mr. Cotsonika made it known that cost is not considered by the Traffic Committee when making recommendations for traffic controls needed for safety.

Moved by Halsey

Supported by Coleman

Recommend that a traffic signal be installed at John R/Technology Drive; the signal should be semi-actuated and interconnected to other signals along John R.

YEAS: 4 Coleman, Cotsonika, Halsey, Perry

NAYS: 0

ABSENT: 3 Diefenbaker, Hanna, Rudell

MOTION PASSED

ITEM: 8 ESTABLISH FIRE LANES AT 1050 WILSHIRE.

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 1050 Wilshire to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

Cindi McDonell, 200 E. Long Lake, Bloomfield Hills, appeared before the Committee as a representative for Kirco Development. She stated that they will do whatever the Fire Department wants and asked if they must add more signs. Fire Inspector Mouch stated that the signs are already up and are fine as is. He commented that Kirco has been very cooperative.

Moved by Cotsonika
Supported by Perry

Recommend that the fire lanes shown on the attached sketch be established at 1050 Wilshire.

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

MOTION PASSED

ITEM: 9 INSTALL "NO LEFT TURN, 7AM-7PM, MONDAY-FRIDAY" SIGNS ON WILSHIRE DRIVE AT CROOKS.

In June, 1986, a new traffic signal was installed at the intersection of Crooks and Wilshire. In conjunction with this traffic signal installation, "No Left Turn" signs were posted on all four approaches. All left turns were to be made in an indirect manner using median crossovers on Wilshire, east and west of Crooks Road.

Because the traffic signal is needed only during daytime hours, Monday through Friday, we have recommended that this signal be placed on flash operation between 7:00 PM and 7:00 AM on weekdays and all day Saturday and Sunday. The Oakland County Road Commission had indicated that a traffic signal timing change would be made on September 10, 1986 to provide for flash operation during evening hours and on weekends. While the signal operates in the flash mode, we believe that direct left turns from Wilshire onto Crooks and off of Crooks Road onto Wilshire should be permitted. During the evening and weekend hours of flash operation, we do not believe it is reasonable to expect that motorists will cross all five lanes of Crooks Road to make an indirect left turn onto or off of Crooks.

A temporary traffic control order instructing the City forces to post "No Left Turn, 7AM-7PM, Monday-Friday" signs on the Wilshire Drive approaches to Crooks Road has been issued. It was recommended that this control strategy be incorporated into a permanent traffic control order.

Cindi McDonell, 200 E. Long Lake, Bloomfield Hills, appeared before the Committee as a representative of Kirco Development and stated that the management is happy with and supports these signs.

Item 9 Contd.

Moved by Coleman

Supported by Cotsonika

Recommend that "No Left Turn, 7AM-7PM, Monday-Friday" signs be installed on the Wilshire Drive approaches to Crooks Road.

YEAS: 4 Coleman, Cotsonika, Halsey, Perry

NAYS: 0

ABSENT: 3 Diefenbaker, Hanna, Rudell

MOTION PASSED

ITEM: 11C INSTALL 3-WAY STOP CONTROL AT THE NIAGARA/ANVIL
AND PASADENA/TRAVERSE INTERSECTIONS.

Kathie Smith, 2396 Niagara, appeared before the Committee to express concern about the speed of traffic going around the curve at Niagara/Pasadena. She stated that at the corner of Niagara/Pasadena, especially from 3:00-6:00 PM, motorists come through the subdivision at high speeds and have caused property and vehicle damage. Although police have responded and Jeff Campbell tried a year ago to correct the situation, they are still having problems. Athens students come through around 2:30 PM. Teenagers speed at 30-40-50 mph, drag race, and squeal tires going around the curve. Crosswalks are not marked for the elementary school children and the crossing guards are 5th graders.

Larry Smith, Kathie's husband, spoke up to say that a police car and a school bus have even ended up in yards. Their motor home was damaged while parked in the street. Motorists go around the curve on 2 wheels and lose control at high speeds. They have torn up property and trees and many mailboxes have been wiped out. There was also a headon collision - something needs to be done at this corner!

Robert Chapman, 3476 Pasadena, appeared before the Committee and submitted the attached sketch showing a proposal for stop sign locations. He showed that there is 1200 feet of straight away before the curve which motorists go around at 40 mph. He stated that they are trying to get motorists to decelerate and feel that stop signs will have this effect, even if only a rolling stop.

Kathie Maroley, 3482 Pasadena, mentioned that at 2:30 PM one day she went out to get the mail and almost got hit. A teenager saw her and swerved in time to miss her.

Mr. Cotsonika informed the residents that all studies indicate that stop signs do not help in controlling speeds. Kathie Smith commented that if motorists have to stop they would see the curve. Mr. Beaubien said that if motorists do not recognize that there is a curve, warning signs can be provided.

Item 11C Contd.

Larry Smith remarked that if there had been stop signs the two adults who were in the headon collision would have at least slowed down. Robert Chapman noted that they would have had to decelerate twice.

Jeff Campbell, 2401 Niagara, appeared before the Committee to say that he had been here one year ago. He stated that it is not a question of not knowing the curve is there; people coming through know the area. Having to stop and knowing they have to stop again would slow traffic. The corner of Anvil/Niagara was rutted out by motorists cutting the corner and the City cemented it. Kathie Smith added that the whole subdivision crosses at Anvil/Niagara.

Mrs. Perry asked if a sight distance study, etc. was done the last time this problem was brought up. Mr. Beaubien noted that studies had been done, but did not remember all of the results. Mr. Cotsonika said that he understood this matter just came up and he would like background to help the Committee help them.

Moved by Cotsonika
Supported by Halsey

Recommend that the request for 3-way stops at Niagara/Anvil and Pasadena/Traverse be tabled until the October Traffic Committee Meeting to gather information for review.

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

MOTION PASSED

Kathie Smith submitted the attached petitions. She was upset and implored the Committee to decide now. She said that they had tried it all the last time around and wanted action. They did not want put off and did not want to wait another month.

Mr. Cotsonika told them that all the Committee is trying to do is find out what is happening. He asked Lt. Murphy how many accidents had occurred at this location. Lt. Murphy said that he had just been informed out about this item, but could find out the accident experience. He added that there is selective enforcement in the area now and citations are being issued.

Kathie Maroley asked if a child is killed, what happens? Sorry?!? Legal red tape?!?

Mr. Cotsonika asked what had triggered the request for stop signs now and why not last month. Damage to the motor home had angered the Smiths and neighbors.

Mr. Cotsonika added that Mr. Beaubien and he had both noted that the crosswalks are not marked and will be looked into. Information will be gathered for review and consideration at next month's meeting.

ITEM: 4 REVIEW OF MEDIAN DESIGN ON COOLIDGE AT SOMERSET MALL.

At its August 4, 1986 meeting, Troy City Council approved a resolution authorizing the posting of "No U-Turn" signs on Coolidge Highway between Golfview and Big Beaver as recommended by the Traffic Committee. At that time, Troy City Council suggested that the Traffic Committee investigate the median opening on Coolidge Highway at the Somerset Mall drive to determine whether some of the movements at this intersection should be prohibited. At the present time, left turns into Somerset Mall and the Koppy-Nemer complex across the street are permitted. Left turns out of these sites are permitted and the movement from one driveway to the other across Coolidge Highway is permitted.

When motorists are making a left turn into Somerset Mall at the same time that another motorist is turning left out of Somerset Mall, conflicts arise. When a motorist turning left out of Somerset Mall waits in the median of Coolidge Highway to complete his left turn, he blocks the path of a motorist turning left into Somerset Mall and blocks the view of a motorist northbound on Coolidge wishing to make a left turn into the Koppy-Nemer complex. To reduce the number of conflicts in this area, we recommended that left turns out of Somerset Mall and the Koppy-Nemer complex be prohibited. This will reduce the number of conflicting traffic movements at the Coolidge median opening and provide for safer and more convenient left turns into Somerset Mall and into the Koppy-Nemer complex.

No one appeared before the Committee on behalf of this item.

Moved by Perry
Supported by Coleman

Recommend that "No Left Turn" signs be posted at the Somerset Mall and Koppy-Nemer driveways to Coolidge Highway at the median opening north of Golfview.

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

MOTION PASSED

ITEM: 6 INSTALL STOP SIGNS ON ELLIOTT/EXECUTIVE AND ELLIOTT/ROBBINS.

James C. Hinshaw of Northern Wire and Cable, 307 Robbins Drive, has asked that stop signs be posted at the Elliott/Executive and Elliott/Robbins intersections. Elliott Street is currently under construction in the area between John R and Robbins. In November, 1986, it is anticipated that Elliott Street will be opened all the way to John R, so that it will be possible to travel all the way from Oakland Mall to Dequindre without entering 14 Mile Road. To emphasize Elliott Street's importance as a collector route, stop signs should be posted on the streets intersecting with Elliott, rather than on Elliott itself.

The attached sketch shows 1985 and 1986 traffic volumes on Elliott Street in the area of Robbins and Executive Drive. Also attached for information are collision diagrams for these intersections for the past several years.

Item 6 Contd.

Mr. Beaubien noted that Mr. Hinshaw had called and said that he may be late, but no one appeared before the Committee on behalf of this item.

Moved by Coleman

Supported by Cotsonika

Recommend that stop signs be posted on Robbins at Elliott and recommend that the stop signs on Elliott at Executive be replaced with stop signs on Executive at Elliott.

YEAS: 4 Coleman, Cotsonika, Halsey, Perry

NAYS: 0

ABSENT: 3 Diefenbaker, Hanna, Rudell

MOTION PASSED

ITEM: 11A REQUEST TO WAIVE PARKING RESTRICTIONS - DONALDSON STREET.

We have received a request from Smith Middle School to waive parking restrictions on Donaldson Street on September 30, May 27 and June 5. In accordance with the City policy to keep one side of the street clear of parked vehicles at all times, we recommended that parking restrictions be removed on only one side of Donaldson on the requested dates. Since fire hydrants are on the east side of Donaldson, we recommended that parking restrictions be retained on that side of the street during the activities scheduled for Smith Middle School.

Fire Inspector Mouch was opposed and suggested that the school arrange with the church on the corner of Square Lake and Donaldson for extra parking. Mr. Cotsonika stated his opposition to off and on restrictions.

Moved by Coleman

Supported by Cotsonika

Recommend that the the parking restrictions on Donaldson be retained during the events scheduled for Smith Middle School on September 30, May 27 and June 5.

YEAS: 4 Coleman, Cotsonika, Halsey, Perry

NAYS: 0

ABSENT: 3 Diefenbaker, Hanna, Rudell

MOTION PASSED

ITEM: 11B REQUEST TO WAIVE PARKING RESTRICTIONS ON NORTHFIELD PARKWAY.

The City of Troy usually receives a request annually from Hamilton School to allow parking on Northfield Parkway during events scheduled for that school. Since this request is similar to that recently received from Smith Middle School, it was suggested that the Traffic Committee make a recommendation to City Council with respect to an anticipated request from Hamilton School. Because of the City's policy of keeping one side of all City streets clear of parked vehicles at all times, we recommended that parking be permitted only on one side of Northfield Parkway for a distance of 200 feet north and south of Hamilton School.

Item 11B Contd.

Mr. Beaubien indicated that Northfield Parkway is a wider street and the fire hydrants are on the same side of the street as the school.

Mr. Cotsonika expressed his desire to make no temporary changes in parking signs and regulations.

Moved by Cotsonika
Supported by Perry

Recommend that the parking restrictions on both sides of Northfield Parkway be retained during event scheduled for Hamilton School.

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

MOTION PASSED

ITEM: 11D ESTABLISH FIRE LANES AT NORTHFIELD HILTON, 5500 CROOKS ROAD.

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 Northfield Hilton, 5500 Crooks Road, to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

Fire Inspector Mouch reported that the signs are already in place and explained that it is a reconfiguration of the fire lanes in the area of the main entrance canopy.

Moved by Cotsonika
Supported by Halsey

Recommend that the fire lanes shown on the attached sketch be established at Northfield Hilton, 5500 Crooks Road.

YEAS: 4
NAYS: 0
ABSENT: 3

MOTION PASSED

ITEM: 10 TRAFFIC SIGNAL SYSTEMS - VIDEOTAPE.

The Federal Highway Administration has prepared a videotape explaining the traffic signal systems. This videotape was viewed by the Traffic Committee at their September meeting.

ITEM: 11

OTHER BUSINESS.

Mr. Cotsonika asked if complaints had been received about the signal at Coolidge and Square Lake. He commented about the unusual amount of green time for Square Lake. Mr. Beaubien told him that there should be less than a minute wait for green on Coolidge, but Mr. Cotsonika stated that it seemed like more than a minute after he had passed over the detector to activate the light.

Mr. Halsey asked where we stand on Stephenson Highway signals. It was noted that a signal at the crossover north of 14 Mile Road had been approved by City Council. Mention was made of an accident at Stephenson/Rankin. A motorist northbound on Stephenson ran the red light when making a left turn to westbound Rankin.

Mr. Cotsonika inquired about the Big Beaver/Adams intersection. Mr. Beaubien stated that he has been unable to convince the Oakland County Road Commission to take down the "Right Lane Must Turn Right" sign. He is trying again and has conveyed the City's dissatisfaction with this intersection.

ITEM: 12

ADJOURN

Moved by Halsey
Supported by Cotsonika

Recommend that the Traffic Committee meeting of September 17, 1986 be adjourned.

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

MOTION PASSED

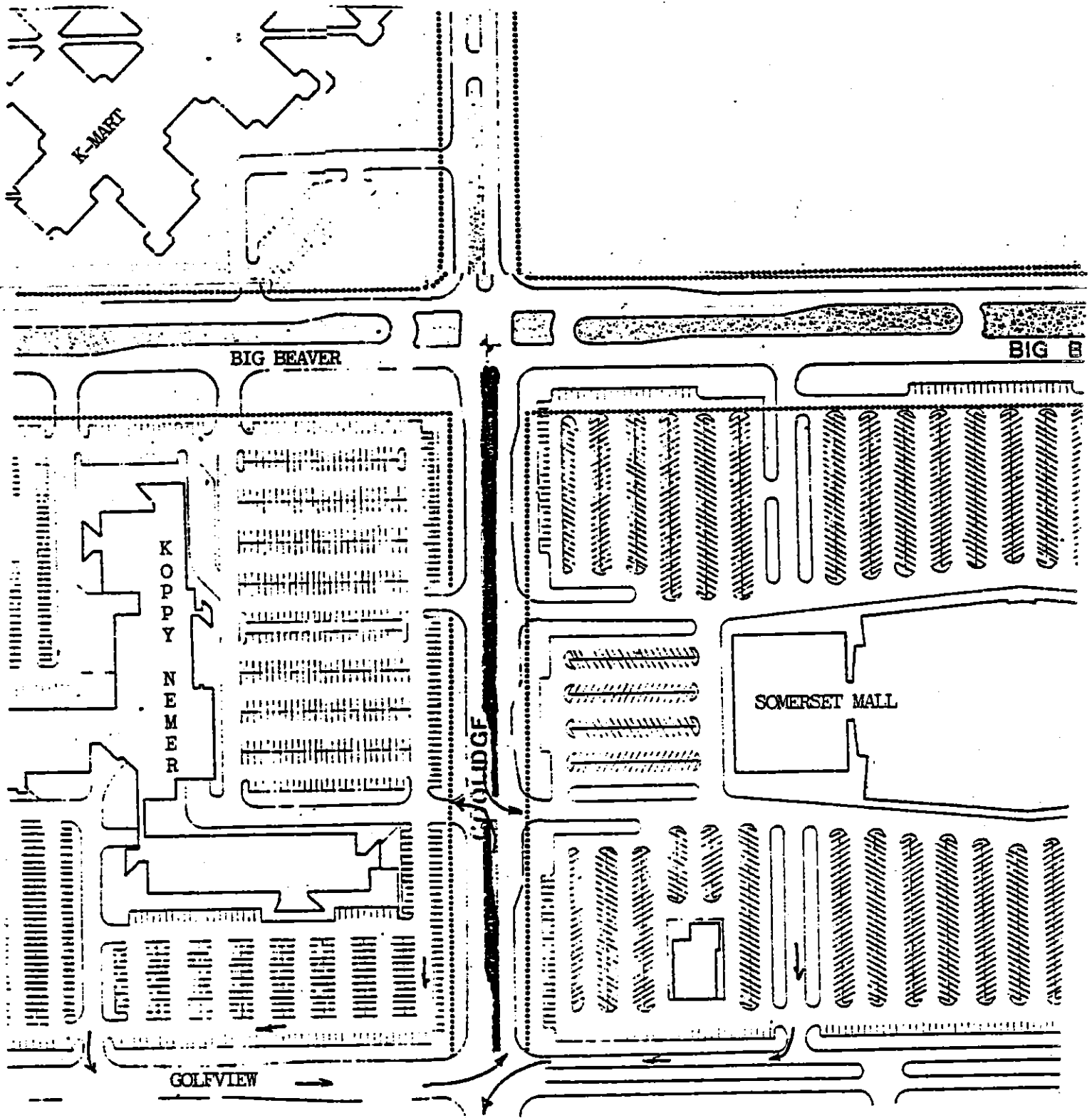
The Traffic Committee meeting of September 17, 1986 adjourned at 9:33 PM.

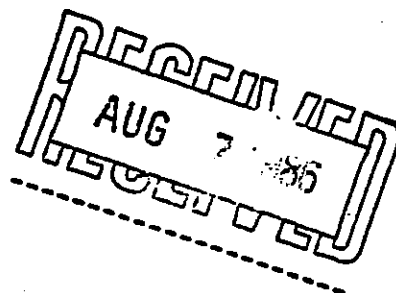
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cc: Traffic Committee Members, Including Ex-officio Members
✓ Frank Gerstenecker, City Manager
W. Robert Semple, Assistant City Manager
Lt. Edward Murphy, Traffic Safety Division

Att.

LEFT TURN PATTERN
COOLIDGE HIGHWAY AT SOMERSET MALL





August 6, 1986

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

Dear Mr. Beaubien,

Recently the "No Parking" signs on the West sides of Elizabeth and Ruthland, and on the North side of Miracle, in the Troy Meadows Subdivision, have been changed. The signs now prohibit any daytime parking on these three streets.

Ten years ago when the residents of this area requested parking restrictions, there was a suspected drug-dealing house on Wattles and the customers were parking in these areas. The problem has been solved by the passage of time if nothing.

I hereby request that these parking restrictions be lifted from these three blocks of the Troy Meadows Subdivision, South of Wattles, West of Livernois.

Thank you very much for your kind consideration.

Sincerely,

Val MacLeish
3924 Elizabeth
Troy, MI 48084
(313) 689-4697

Traffic Control Order 77-16-PLocation Ruthland between Wattles and Scottsdale, Miracle and Elizabeth
between Miracle and Scottsdale

Requirement of Order:

RESOLVED: that Traffic Control Order No. 77-16-P for the installation of "No Parking - 10:00 P.M. to 5:00 A.M." signs on the non-fire hydrant side of Ruthland between Wattles and Scottsdale, Miracle and Elizabeth between Miracle and Scottsdale, is hereby approved.

Date of Council Approval October 10, 1977Work Order Sent to DPW October 11, 1977

2 copies to DPW (this form shall also be work order)

Install signs _____

Note installation date on both copies as soon as complete and return (1) copy to Manager's Office.

City Manager

Manager's Office will forward copies to Police Department and City Clerk after installation.

Date Installed 11-3-77Michael W. [Signature]
Public Works Superintendent-----
Copies to:☐ Police Department_____
Date☐ City Clerk_____
Date

PETITION TO KEEP THE "NO PARKING" SIGNS UP

We the undersigned residents of Miracle would like to keep the no parking signs up and do oppose their removal. We do not want vehicles parked on our street because they would 1) obstruct snow removal; 2) be hazardous to children who would be forced to walk in the middle of the street rather than at the curb because we have no sidewalks; 3) be hazardous to children and adults crossing the street between parked cars; 4) be an inducement to crime because a vehicle not "belonging" in the neighborhood would be less noticeable; and 5) car lined streets are unsightly.

- 1 John Lee 146 Miracle Sep 14 '86
Date
- 2 Betty & Ed Lincoy 161 Miracle Sept 14 '86
Date
- 3 Barb Tracy 141 Miracle 9/14/86
Date
- 4 Wayne Capps 218 Miracle 9/14/86
Date
- 5 Lynn Barnett 129 Miracle 9/14/86
Date
- 6 Paul & W. Maffei 223 Miracle 9/14/86
Date
- 7 Helen F. Sommer 242 Miracle 9/14/86
- 8 Barbara J. Moore 260 Miracle 9/14/86
- 9 Ray Stetson 278 Miracle 9-14-86
- 10 R. Maffei 224 WINDY HILL DR. 9-14-86
- 11 George & Linda
- 12 Barbara & Bill
- 13 Robert & Susan 3995 Rutland 9-17-86

PETITION TO KEEP THE "NO PARKING" SIGNS UP

We the undersigned residents of Rutland, Vt. would like to keep the no parking signs up and do oppose their removal. We do not want vehicles parked on our street because they would 1) obstruct snow removal; 2) be hazardous to children who would be forced to walk in the middle of the street rather than at the curb because we have no sidewalks; 3) be hazardous to children and adults crossing the street between parked cars; 4) be an inducement to crime because a vehicle not "belonging" in the neighborhood would be less noticeable; and 5) car lined streets are unsightly.

Street #

Margaret Jones 3906 9-14-86

David Jones 3906 Date 9/14/86

Yvonne F. Weber 3885 Date 9-14-86

Olga Trojanowski 3884 Date 9-14-86

Pauline McKullin 3951 Date 9-14-86

Would like sign No parking 2:00AM to 5:00AM
just so not over night parking.

Mike Suttie 3928 9-14-86

William M Suttie 3928 9/14/86

Ted L. McFadden 3884 Rutland 9-14-86

Lucille Auger 3907 Rutland 9/16/86

Armand Auger 3907 Rutland 9-16-86

PETITION TO KEEP THE "NO PARKING" SIGNS UP

We the undersigned residents of Troy MEADOWS would like to keep the no parking signs up and do oppose their removal. We do not want vehicles parked on our street because they would 1) obstruct snow removal; 2) be hazardous to children who would be forced to walk in the middle of the street rather than at the curb because we have no sidewalks; 3) be hazardous to children and adults crossing the street between parked cars; 4) be an inducement to crime because a vehicle not "belonging" in the neighborhood would be less noticeable; and 5) car lined streets are unsightly.

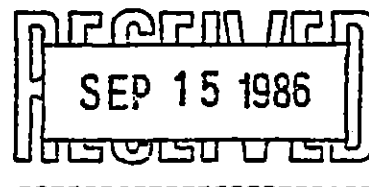
<u>Lawrence J. Orr, 190 Scott St. 6</u>	<u>9-15-86</u>
<u>Elizabeth Ryski 85 Scottdale</u>	<u>9-15-86</u>
	Date
<u>Bob Bunt 51 Scott St. 6</u>	<u>9/15/86</u>
	Date
<u>Judith L. Oliver 67 Scottdale</u>	<u>9-15-86</u>
	Date
<u>Robert J. Johnson</u>	<u>9-15-86</u>
	Date
<u>Kristin C. Ginter</u>	<u>9-15-86</u>
<u>37 Scottdale</u>	<u>Date</u>
<u>Pete Palomitt</u>	<u>9-15-86</u>
<u>Carol Palomitt</u>	<u>9-15-86</u>
<u>Cynthia Roush</u>	<u>9-15-86</u>
<u>Jim Russell</u>	<u>9-15-86</u>
<u>Donald M. Tabor 139 Scottdale</u>	<u>9-15-86</u>
<u>William 157 Scottdale</u>	<u>9-15-86</u>
<u>James Williams 175 Scottdale</u>	<u>9-15-86</u>
<u>Maureen Jackson 193 Scottdale</u>	<u>9/15/86</u>
<u>John H. Stone 311 Scottdale</u>	<u>9/15/86</u>

Carroll J. Langdon	172 Scotland	9-15-86
Betty D. Langdon	154 Scotland	9-15-86
Richard D. Langdon	154 Scotland	9-15-86
Mary J. Harvett	136 Scotland	9-15-86
Marilyn McHughlin	54 Scotland	9/15/86

September 11, 1986

Item 5

Mr. Richard Baubien
Transportation Engineer
City of Troy
500 West Big Beaver
Troy, MI 48084



Dear Mr. Baubien:

The residents of our area recently received a copy of the agenda proposed for the Traffic Committee meeting scheduled for September 17, 1986 in which the "No Parking" signs (Item #5) are to be reviewed and possibly revised.

We would like to recommend and propose some alternatives to the suggestions you may have received:

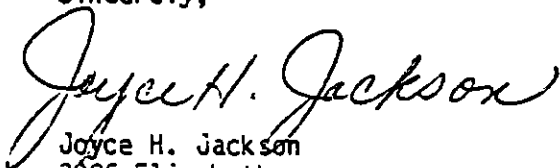
1. "No Parking" signs on the West side of Elizabeth, the West side of Ruthland and the North side of Miracle be retained with no designation of hours posted (no parking at any time).
2. "No Parking" signs on the West side of Elizabeth, the West side of Ruthland and the North side of Miracle be retained, but with a change in hours prohibiting on-street parking from 6:00 p.m. - 6:00 a.m.
3. At the minimum, leave the "No Parking" signs with the stated times of 10:00 p.m. - 5:00 a.m.

Under no circumstances do we want the "No Parking" signs to be totally removed, and listed below are some of the reasons:

1. Safety for the children playing in or around the streets.
2. Security reasons for all of the residents in the subdivision. It would be impossible to know who really belongs in and around our homes.
3. The aesthetic appearance of the neighborhood in general.
4. During the winter months, snow plowing would be very difficult.

In conclusion, we hope you will review and decide in favor of one of our recommendations. Signatures have been obtained from residents that concur with these suggestions.

Sincerely,



Joyce H. Jackson
3905 Elizabeth
Troy, Michigan

**Signatures in concurrence are listed on the back.

Signatures in concurrence with Joyce H. Jackson's suggestions
listed on the previous side are noted below:

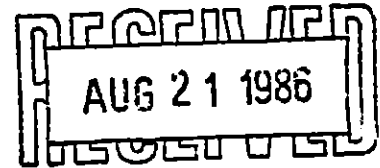
William F. Matthews	3889 ELIZABETH DR.
Samuel J. Matthews	3889 Elizabeth Dr.
William J. Jackson	3905 Elizabeth Dr.
Idolus Bradley	3923 Elizabeth
Robert F. Bradley	3923 ELIZABETH.
G. Kaporché	3941 Elizabeth
Raymond	3941 ELIZABETH.



307 ROBBINS DRIVE • P.O. BOX #1026 • TROY, MICHIGAN 48099

Out-State Call TOLL FREE 1-800-521-2758
MICHIGAN TOLL FREE (800) 482-2170
1-313-589-0510

August 19, 1986



Mr. Richard Beaubien
Traffic Manager
City of Troy
500 W. Big Beaver Rd.
Troy, MI 48084

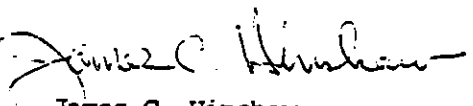
Subject: Stop Signs
Elliott & Executive Dr. (should be 4-way stop)
Elliott & Robbins (there are no signs)

Dear Mr. Beaubien:

I would like to bring to your attention numerous accidents on subject corners that do not have sufficient stop signs or no stop signs at all. I have been working in Troy on Robbins since 1973. I have witnessed numerous accidents on subject corners. I have also seen many close instances where accidents almost occurred. I think it is about time the City of Troy take care of this situation before someone is seriously injured or possibly killed.

I feel as a tax payer, it is the city's obligation to take action. Northern Wire & Cable has three buildings located on Robbins Drive and the tax money generated from this alone should surely justify the cost of adding stop signs.

I would appreciate a written response as to what your intentions are to correct this problem.

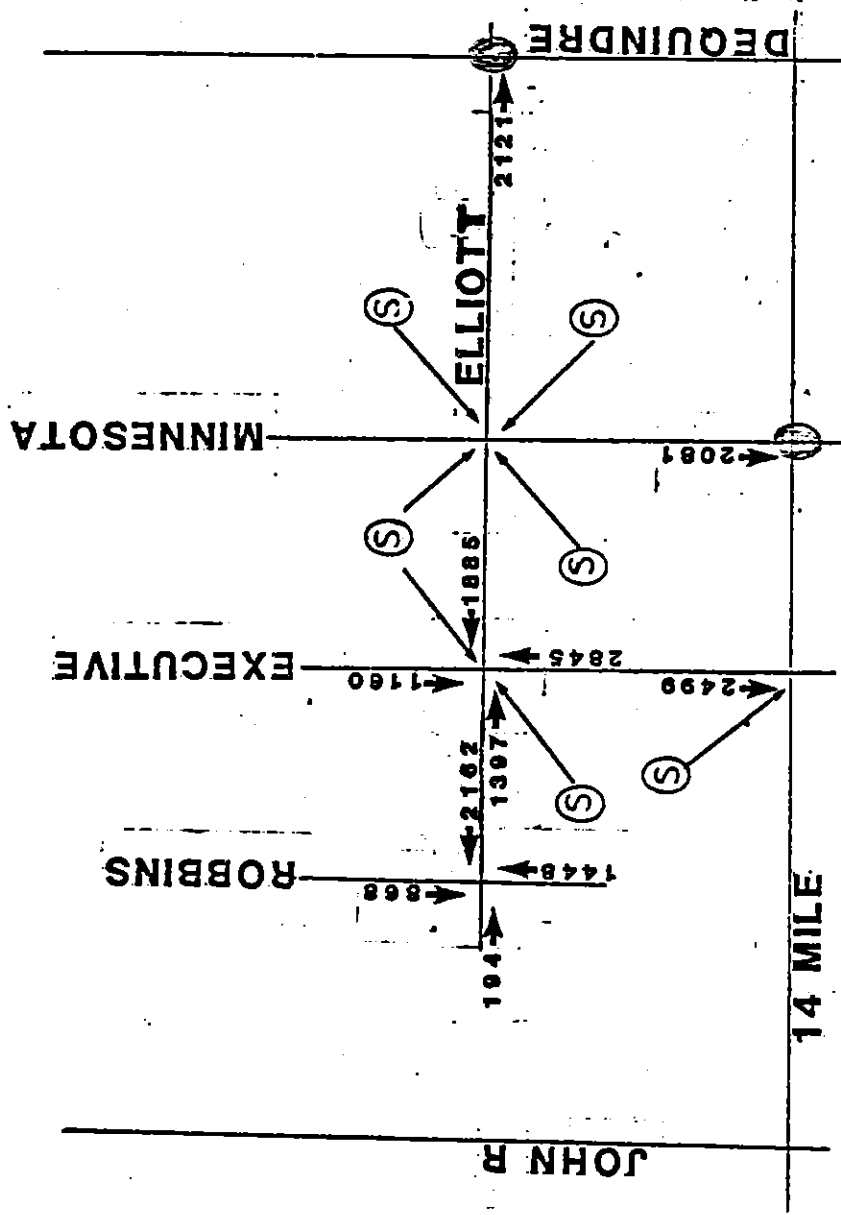

James C. Hinshaw
Chief Executive Officer

td

cc: Mayor Richard Doyle
Frank Gerstenecker, City Manager

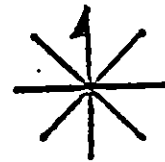
CITY OF TROY

1985-86 DAILY TRAFFIC (SECTION 36)



INDICATES TRAFFIC SIGNAL
 INDICATES STOP SIGN LOCATION

COLLISION DIAGRAM

INDICATE NORTH
BY ARROWElliott
(NAME)

4-30-86 12:00 P.M. Dry

3-3-86 3:35 P.M. Wet

5-13-86 5:00 P.M. Dry

Executive
(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 IF UNUSUAL CONDITION EXISTED.	
INTERSECTION <u>Executive</u> and <u>Elliott</u>			
PERIOD <u>5 months</u> : FROM <u>Jan. 1, 1986</u> to <u>May 31, 1986</u>			
BY: <u>K.B.</u> date: <u>9-2-86</u>			

COLLISION DIAGRAM

Elliott
(NAME)



10-15-85 11:04 A.M. Dry

2-13-85 3:00 P.M. Snowy
11-5-85 12:38 P.M. Dry
12-30-85 12:00 P.M. Snowy
1-25-85 10:50 A.M. Snowy

Executive
(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 IF UNUSUAL CONDITION EXISTED	
INTERSECTION <u>Executive</u> and <u>Elliott</u> PERIOD <u>1 year</u> : FROM <u>Jan. 1, 1985</u> to <u>Dec. 31, 1985</u> BY: <u>K.B.</u> date: <u>9-2-86</u>			

FIGURE 3

COLLISION DIAGRAM

Elliott
(NAME)



3-29-84 3:10 P.M. Dry
1-12-84 4:35 P.M. Dry

Executive
(NAME)

SYMBOLS		TYPES OF COLLISIONS	
	MOVING VEHICLE		REAR END
	BACKING VEHICLE		HEAD ON
	PEDESTRIAN		SIDE SWIPE
	PARKED VEHICLE		OUT OF CONTROL
	FIXED OBJECT		LEFT TURN
	FATAL ACCIDENT		
	INJURY ACCIDENT		

RIGHT ANGLE

SHOW FOR EACH ACCIDENT:

1 DATE AND TIME

2 WEATHER AND ROAD SURFACE IF UNUSUAL CONDITION EXISTED

INTERSECTION Executive and Elliott

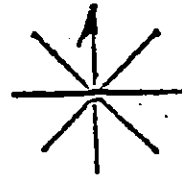
PERIOD 1 year : FROM Jan. 1, 1984 to Dec. 31, 1984

BY: K.A. date: 9-2-86

FIGURE 3

COLLISION DIAGRAM

Elliott
(NAME)



INDICATE NORTH
BY ARROW

2-3-83 6:00 P.M. SNOWY

4-7-83 3:11 P.M. DRY

7-12-83 12:22 P.M. DRY

4-1-83 12:25 P.M. DRY

Executive
(NAME)

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

SHOW FOR EACH ACCIDENT:

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

INTERSECTION Executive and Elliott

PERIOD 1 year : FROM Jan. 1, 1983 to Dec. 31, 1983

BY: K.O. date: 9-2-86

FIGURE 3

COLLISION DIAGRAM

ITEM 6

Elliott
(NAME)



2-11-81 12:40 P.m. Dry

Note: No Accidents for
1985 & 1986 to date

Robbins
(NAME)

SYMBOLS		TYPES OF COLLISIONS	
<ul style="list-style-type: none"> ← MOVING VEHICLE ↔ BACKING VEHICLE --- PEDESTRIAN ▣ PARKED VEHICLE □ FIXED OBJECT ● FATAL ACCIDENT ○ INJURY ACCIDENT 	<ul style="list-style-type: none"> ←← REAR END →→ HEAD ON ←→ SIDE SWIPE ↘ OUT OF CONTROL ↙ LEFT TURN 	<ul style="list-style-type: none"> ↗ RIGHT ANGLE 	<p>SHOW FOR EACH ACCIDENT:</p> <ol style="list-style-type: none"> 1. DATE AND TIME. 2. WEATHER AND ROAD SURFACE IF UNUSUAL CONDITION EXISTED.
<p>INTERSECTION <u>Robbins</u> and <u>Elliott</u></p> <p>PERIOD <u>1 year</u>: FROM <u>Jan. 1, 1984</u> to <u>Dec. 31, 1984</u></p> <p>BY: <u>K.D</u> date: <u>9-2-86</u></p>			

FIGURE 3.

COLLISION DIAGRAM

Elliott
(NAME)

12-16-83 5:12 P.M. Snowy



Robbins
(NAME)

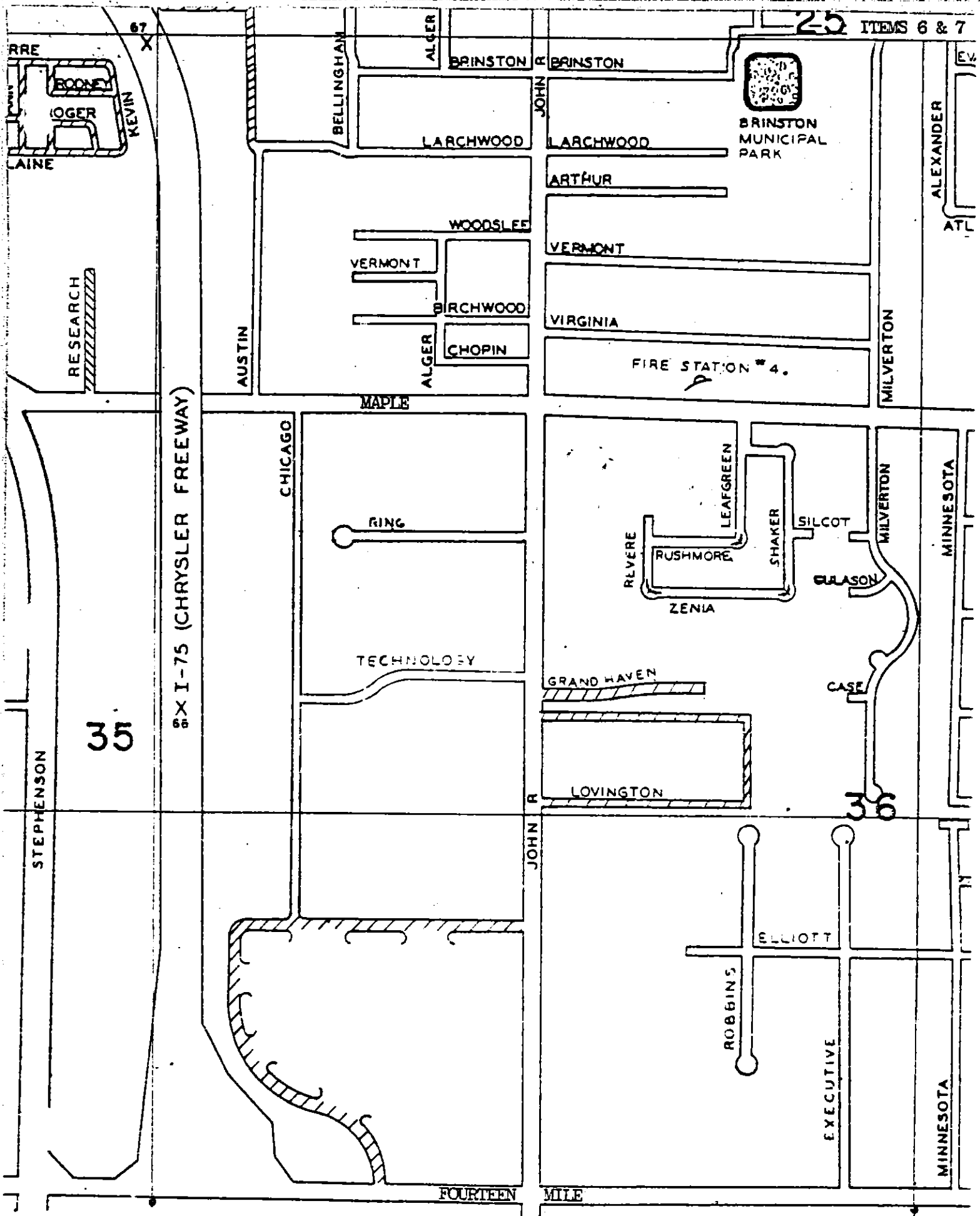
SYMBOLS		TYPES OF COLLISIONS	
MOVING VEHICLE	REAR END	RIGHT ANGLE	
BACKING VEHICLE	HEAD ON	SHOW FOR EACH ACCIDENT: 1. DATE AND TIME 2. WEATHER AND ROAD SURFACE IF UNUSUAL CONDITION EXISTED	
PEDESTRIAN	SIDE SWIPE		
PARKED VEHICLE	OUT OF CONTROL		
FIXED OBJECT	LEFT TURN		
FATAL ACCIDENT			
INJURY ACCIDENT			

INTERSECTION Robbins and Elliott

PERIOD 1 year : FROM Jan. 2, 1983 TO Dec. 31, 1983

BY: K.B. DATE: 9-2-86

FIGURE 3



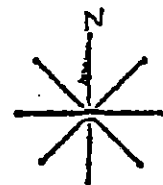
25 ITEMS 6 & 7

35

36

COLLISION DIAGRAM

Technology
(NAME)



INDICATE NORTH
BY ARROW

NONE

GRAND HAVEN

Technology
(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 IF UNUSUAL CONDITION EXISTED	
INTERSECTION <u>Technology</u> and <u>Technology</u> PERIOD <u>11:00 AM</u> : FROM <u>Tan-1</u> to <u>11:00 AM</u> BY: <u>M. J. - T. L.</u> DATE: <u>Sept-2-86</u>			

COLLISION DIAGRAM

Technology
(NAME)

WEST HADLEY ST - 05-10-85



9-2-85 6:50 AM

GRAND HAVEN

John R
(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 CONDITION EXISTED	
INTERSECTION <u>John R / Technology</u> and _____ PERIOD <u>1 Year</u> : FROM <u>Jan - 1</u> to <u>Dec - 31 - 85</u> BY: <u>M. L.</u> date <u>Sept - 2 - 86</u>			

City of Troy

LOCATION WB Grand Haven

East of John R

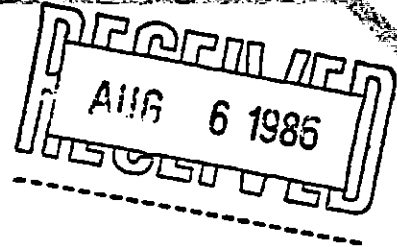
DATE 8/27-29/86

HOURLY TRAFFIC VOLUMES

DATE	MON 86/08/25	TUE 26	WED 27	THU 28	FRI 29	SAT 30	SUN 31
START HOUR							
0	-	-	-	0	0	-	-
1	-	-	-	1	1	-	-
2	-	-	-	1	0	-	-
3	-	-	-	0	0	-	-
4	-	-	-	1	3	-	-
5	-	-	-	3	1	-	-
6	-	-	-	11	6	-	-
7	-	-	-	2	10	-	-
8	-	-	-	28	23	-	-
9	-	-	-	50	56	-	-
10	-	-	-	74	-	-	-
11	-	-	42	81	-	-	-
12	-	-	66	73	-	-	-
13	-	-	58	63	-	-	-
14	-	-	42	56	-	-	-
15	-	-	35	47	-	-	-
16	-	-	33	35	-	-	-
17	-	-	34	27	-	-	-
18	-	-	29	36	-	-	-
19	-	-	18	17	-	-	-
20	-	-	16	14	-	-	-
21	-	-	13	15	-	-	-
22	-	-	5	4	-	-	-
23	-	-	4	4	-	-	-

TOTALS

12HR 7-19	-	-	-	572	-	-	-
16HR 6-22	-	-	-	629	-	-	-
18HR 6-24	-	-	-	637	-	-	-
24HR 0-24	-	-	-	643	-	-	-



TROY TECHNOLOGY PARK

August 4, 1986

Mr. Dick Beaubien
City of Troy
Dept. of Transportation
500 W. Big Beaver
Troy, MI 48084

Dear Dick:

Enclosed is Chuck Teschker's business card. He is in charge of coordinating construction projects for BOC. He will be responsible for coordinating GM's effort to acquire a traffic light.

If you need anything from me, please feel free to call.

Sincerely,

Mikael Joki
Project Manager



Chuck Teschker
Sr. Facilities Engineer
Construction & Building Maint.

Buick-Oldsmobile-Cadillac Group
General Motors Corporation
2860 Clark Street
Detroit, Michigan 48232
313 554-6213
GM 6-284-6213



REID, COOL & MICHALSKI, INC.

Traffic & Transportation Engineers

29623 Northwestern Hwy.
Southfield, Michigan 48034
Telephone: 313/356-3515

STANLEY D. COOL, P.E.
CHARLES S. MICHALSKI, P.E.

LLOYD B. REID, P.E.
(1901-1980)

August 7, 1986

Mr. Richard F. Beaubien, P.E.
Director, Traffic Engineering and Right of Way
City of Troy
500 West Big Beaver Road
Troy, MI. 48084

Dear Mr. Beaubien,

As we discussed, we are pleased to provide your office with traffic information related to the new Troy Technology Park development. As you are aware, occupancy of some of the buildings has already begun with more to occur in the coming months. In particular, we are providing the following information for use by yourself and the Troy Transportation Advisory Committee:

- 1) Machine counts showing outbound (one-way) traffic for a seven hour afternoon period for Tuesday (August 5, 1986). The count locations were both on Technology Drive, one at John R. and one at Chicago Road. These volumes can be expected to be substantially higher in future months.
- 2) Data showing available gaps on John R. The tabulation shows available gaps in excess of 3.0 seconds which occurred simultaneously for both directions of traffic at the Technology Drive intersection. Field data was gathered manually on Tuesday August 5, 1986 for the period 3:00-6:00 PM.



REID, COOL & MICHALSKI, INC.

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29623 Northwestern Hwy.
Southfield, Michigan 48034
Telephone: 313/356-3515

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CHARLES S. MICHALSKI, P.E.

LLOYD B. REID, P.E.
(1901-1980)

- 3) Field measurements showing distances south from Technology to Grand Haven and to the signal at Oakland Mall.

If other information is desired please feel free to contact us.

Cordially,
Reid, Cool & Michalski, Inc.

Karl L. Kleitsch, P.E.

cc: Mikael Joki
file

TECHNICAL DRIVE
JOHN R.
EASTBOUND

HOUR OF DAY	- - 1ST	QUARTER 2ND	HOUR 3RD	- - 4TH	HOUR TOTAL	EACH * REPRESENTS 9 VEHICLES A DASH MEANS HOUR VOLUME < 5
12 AM	0	0	0	0	0	-
1 AM	0	0	0	0	0	-
2 AM	0	0	0	0	0	-
3 AM	0	0	0	0	0	-
4 AM	0	0	0	0	0	-
5 AM	0	0	0	0	0	-
6 AM	0	0	0	0	0	-
7 AM	0	0	0	0	0	-
8 AM	0	0	0	0	0	-
9 AM	0	0	0	0	0	-
10 AM	33	39	35	110	217	*****
11 AM	72	21	50	29	172	*****
12 PM	22	5	14	30	71	*****
1 PM	17	22	22	11	72	*****
2 PM	29	13	22	56	120	*****
3 PM	87	41	48	37	213	*****
4 PM	52	31	20	19	122	*****
5 PM	11	19	9	13	52	*****
6 PM	0	0	0	0	0	-
7 PM	0	0	0	0	0	-
8 PM	0	0	0	0	0	-
9 PM	0	0	0	0	0	-
10 PM	0	0	0	0	0	-
11 PM	0	0	0	0	0	-

TOTAL VOLUME IS 1,039 VEHICLES.

PEAK HOURS:

MORNING PEAK HOUR VOLUME OF 256 BEGINS AT 10:15 AM (24%)

EVENING PEAK HOUR VOLUME OF 232 BEGINS AT 2:45 PM (22%)

DATA COLLECTION BEGAN AT 10AM ON TUESDAY, AUGUST 5, 1986.

TECHNICAL DRIVE
CHICAGO
WESTBOUND

HOUR OF DAY	- - 1ST	QUARTER 2ND	HOUR 3RD	- - 4TH	HOUR TOTAL	EACH * REPRESENTS 4 VEHICLES A DASH MEANS HOUR VOLUME < 2
12 AM	0	0	0	0	0	-
1 AM	0	0	0	0	0	-
2 AM	0	0	0	0	0	-
3 AM	0	0	0	0	0	-
4 AM	0	0	0	0	0	-
5 AM	0	0	0	0	0	-
6 AM	0	0	0	0	0	-
7 AM	0	0	0	0	0	-
8 AM	0	0	0	0	0	-
9 AM	0	0	0	0	0	-
10 AM	0	0	0	0	0	-
11 AM	17	10	9	8	44	*****
12 PM	8	8	10	9	35	*****
1 PM	11	5	5	0	21	*****
2 PM	0	0	0	0	0	-
3 PM	0	0	0	0	0	-
4 PM	0	10	8	14	32	*****
5 PM	4	8	11	4	27	*****
6 PM	0	0	0	0	0	-
7 PM	0	0	0	0	0	-
8 PM	0	0	0	0	0	-
9 PM	0	0	0	0	0	-
10 PM	0	0	0	0	0	-
11 PM	0	0	0	0	0	-

HOSE PULLED

TOTAL VOLUME IS 159 VEHICLES.

PEAK HOURS:

MORNING PEAK HOUR VOLUME OF 44 BEGINS AT 11:00 AM (27%)

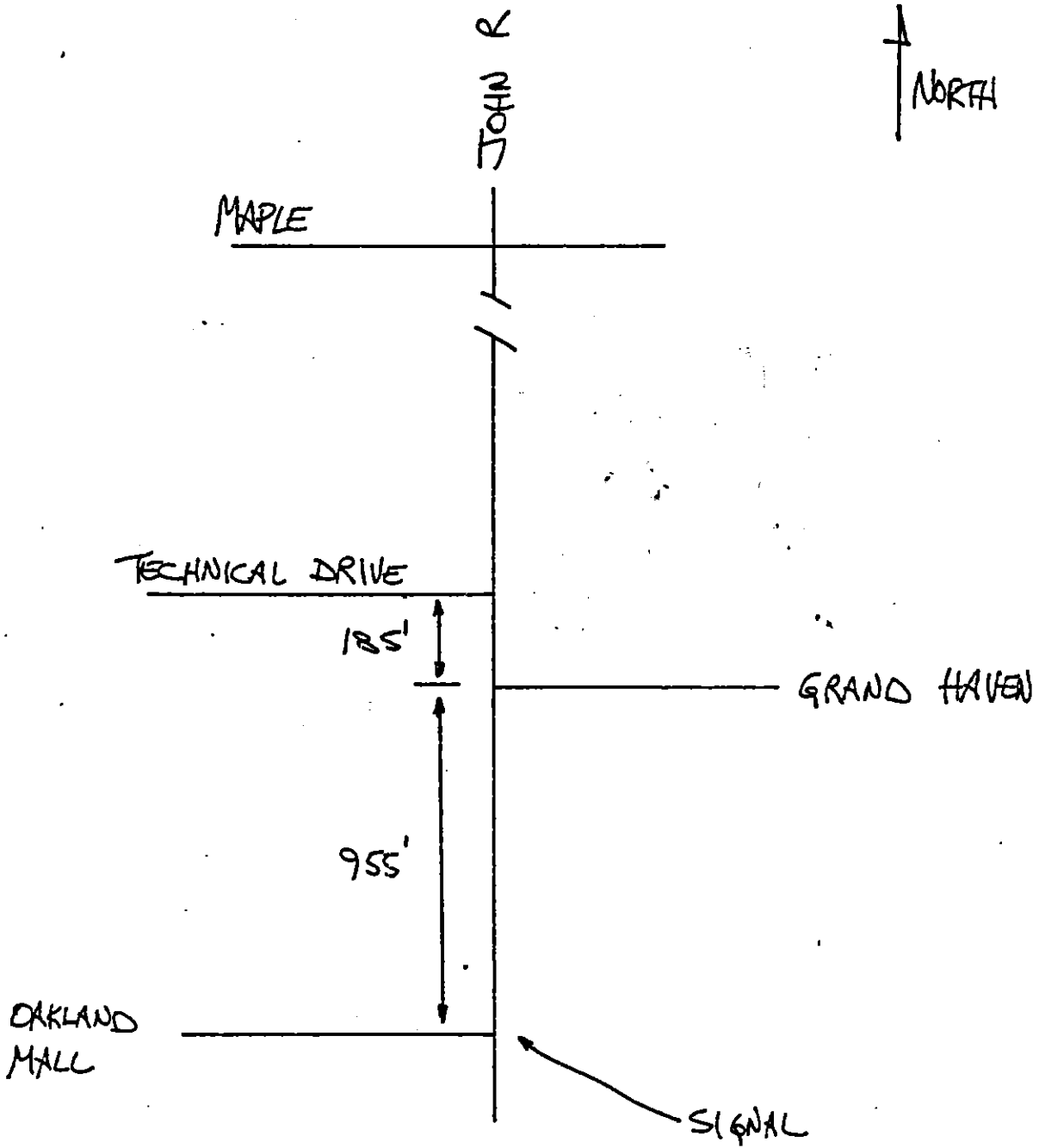
EVENING PEAK HOUR VOLUME OF 38 BEGINS AT 12:15 PM (23%)

DATA COLLECTION BEGAN AT 11AM ON TUESDAY, AUGUST 5, 1986.

VEHICLE GAP STUDY
JOHN R. AT TECHNOLOGY DRIVE
TUESDAY, AUGUST 5, 1986

Number of Gaps Equal to or Larger Than Size (in Seconds) Shown

GAP SIZE	Fifteen Minute Period Ending											
	3:15	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	6:00
3.5	52	50	50	40	48	40	47	37	34	41	34	38
4.0	49	41	46	37	42	38	40	34	28	36	30	34
4.5	42	36	37	30	37	36	34	30	21	33	28	28
5.0	36	33	33	25	31	35	29	26	20	27	26	26
5.5	33	27	29	21	27	31	25	21	15	22	24	24
6.0	33	22	24	20	24	29	25	20	14	21	23	20
6.5	31	20	20	20	22	24	24	19	12	16	18	17
7.0	27	19	18	19	20	22	20	18	9	16	16	15
7.5	24	16	15	16	15	21	14	17	8	11	11	13
8.0	21	14	12	15	12	20	11	16	8	10	7	11
8.5	18	12	11	14	11	16	8	14	4	9	5	8
9.0	16	12	10	13	10	15	8	13	4	8	4	8
9.5	11	11	7	12	10	13	8	13	3	6	4	7
10.0	9	10	6	10	10	13	8	12	3	5	3	6
10.5	6	6	6	10	8	9	8	11	1	4	1	5
11.0	6	5	6	10	8	8	7	11	1	4	1	4
11.5	6	4	5	9	8	7	7	11	0	4	1	3
12.0	6	4	4	8	7	6	7	10	0	4	1	3
12.5	6	4	3	8	7	5	7	7	0	4	1	2
13.0	6	3	1	8	6	4	4	5	0	4	1	2
13.5	4	3	0	8	4	3	3	4	0	4	1	1
14.0	3	3	0	7	3	2	3	4	0	3	1	1
14.5	3	3	0	6	3	2	3	3	0	2	1	1
15.0	2	3	0	5	2	2	3	3	0	1	1	1
15.5	0	2	0	4	2	1	3	3	0	1	1	1
16.0	0	1	0	4	2	1	2	2	0	0	1	1
16.5	0	1	0	4	2	1	2	2	0	0	0	1
17.0	0	1	0	4	2	1	2	1	0	0	0	1
17.5	0	1	0	4	2	1	2	0	0	0	0	0
18.0	0	1	0	4	2	1	2	0	0	0	0	0
18.5	0	1	0	4	2	1	2	0	0	0	0	0
19.0	0	1	0	3	2	1	1	0	0	0	0	0
19.5	0	1	0	3	2	0	1	0	0	0	0	0
20.0	0	0	0	2	0	0	1	0	0	0	0	0




REID, COOL & MICHALSKI, INC.
Traffic & Transportation Engineers

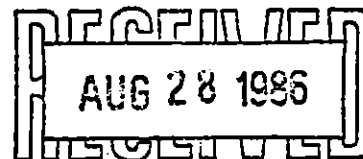
 29623 Northwestern Hwy.
 Southfield, Michigan 48034
 Telephone: 313/356-3515

STANLEY D. COOL, P.E.

CHARLES S. MICHALSKI, P.E.

 LLOYD B. REID, P.E.
 (1901-1980)

August 26, 1986



Mr. Richard F. Beaubien, P.E.
 Director, Traffic Engineering and Right of Way
 City of Troy
 500 West Big Beaver Road
 Troy, MI. 48084

Dear Mr. Beaubien:

At your request, I am pleased to forward additional information related to the new Troy Technology Park development located at John R south of Maple Road. I have attached information and data regarding traffic signal Warrant 11, Peak Hour Volume. You'll note that this warrant is easily met with John R volume being so high that it falls well off the graph. Use of an estimated volume of 231 for eastbound Technical Drive appears to be conservative since our actual August 5, 1986 machine count showed an afternoon high of 213 vehicles with only partial occupancy of the development.

Concerning the gap study the following observations can be made. If a required minimum 8.0 second John R gap is assumed, we can see that (for the 5:00-6:00 PM period) only 36 gaps are available. This represents one every 100 seconds which will certainly translate into delays for eastbound exiting traffic.

If other information is desired please feel free to contact us.

Cordially,

Reid, Cool & Michalski, Inc.

Karl L. Kleitsch, P.E.

cc: Mikael Joki
 file

NEW SIGNAL WARRANTS 9, 10, 11

4C-10.1 Warrant 9 - Four Hour Volumes

The Four Hour Volume Warrant is satisfied when each of any four hours of an average day the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher volume minor street approach (one direction only) all fall above the curve in Figure 4-2a for the existing combination of approach lanes.

When the 85th percentile speed of the major street traffic exceeds 40 miles per hour or when the intersection lies within a built-up area of an isolated community having a population less than 10,000, the four hour volume requirement is satisfied when the plotted points referred to fall above the curve in Figure 4-2b for the existing combination of approach lanes.

4C-10.2 Warrant 10, Peak Hour Delay

The peak hour delay warrant is intended for application where traffic conditions are such that for one hour of the day minor street traffic suffers undue delay in entering or crossing the main street. The peak hour delay warrant is satisfied when the conditions given below exist for 1 hour (any four consecutive 15-minute periods of an average weekday.)

The peak hour delay warrant is met when:

1. The total delay experienced by the traffic on a side street controlled by STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach.
2. The volume on the side street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes, and
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four (or more) approaches or 650 for intersection with three approaches.

4C-10.3 ~~Warrant 11, Peak Hour Volume~~

The peak hour volume warrant is also intended for application when traffic conditions are such that for 1 hour of the day minor street traffic suffers undue traffic delay in entering or crossing the main street.

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicle per hour of the higher volume minor street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-2c for the existing combination of approach lanes.

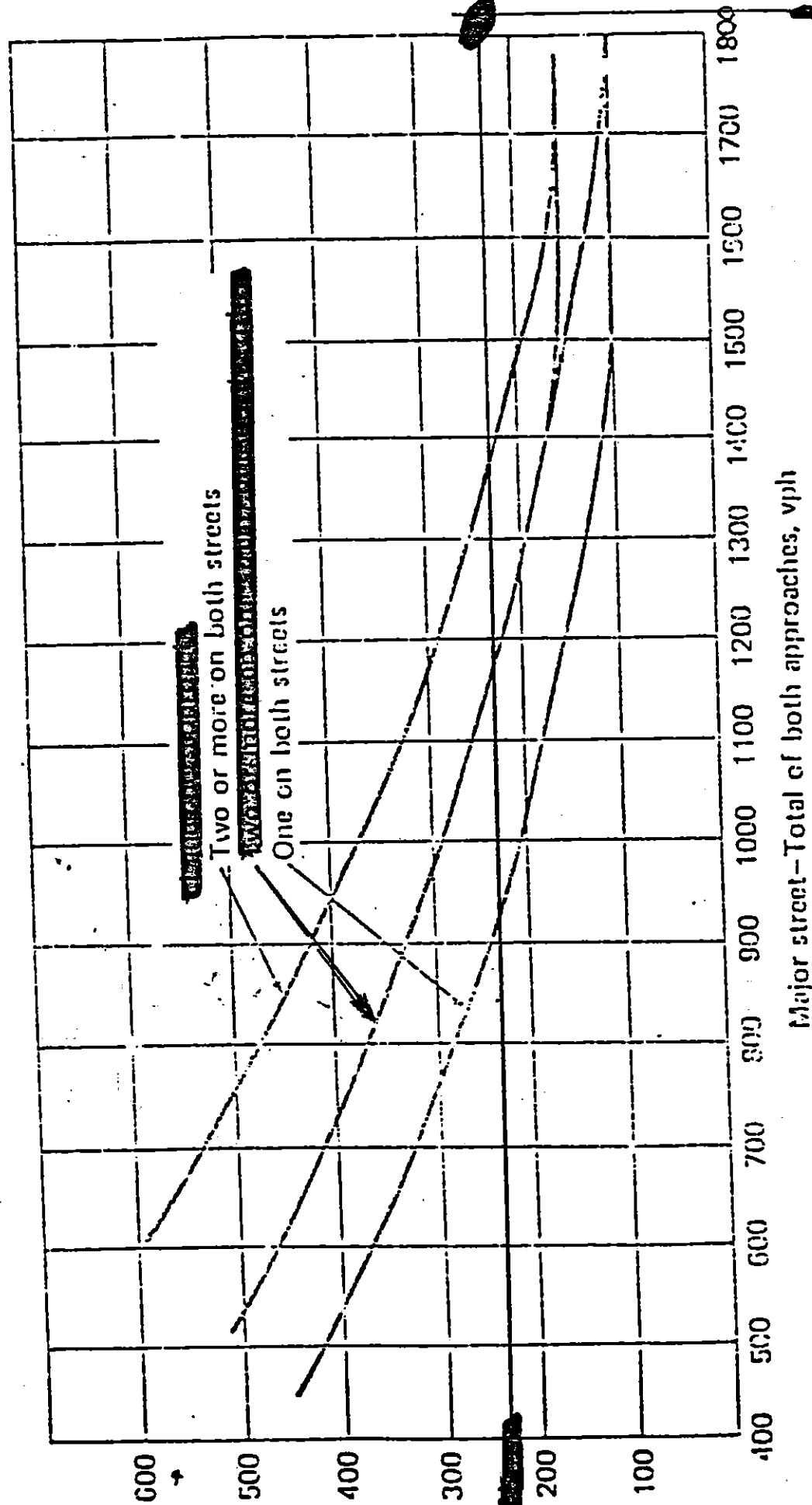
When the 85 percentile speed of major street traffic exceeds 40 miles per hour or when the intersection lies within a built-up area of an isolated community having a population less than 10,000, the peak hour volume requirement is satisfied when the plotted point referred to above falls above the curve in Figure 4-2d for the existing combination of approach lanes.

10-7-85

WFS:bjh(ESU-2-36)-1

Electronic Systems Unit

FIGURE 4-2c -- PEAK HOUR VOLUME



WARRANT SATISFIED

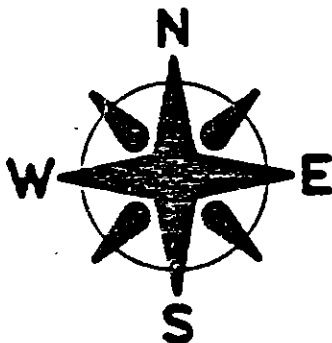
MAPLE ROAD

CHICAGO ST.

JOHN R RD

SITE

IN 101
OUT 355



PROJECT
PROJECTED TRAFFIC VOLUMES
5:00-6:00pm
PROJECT
TROY TECHNOLOGICAL PARK



Reid, Cool & Michalski, Inc.
Traffic & Transportation Engineers

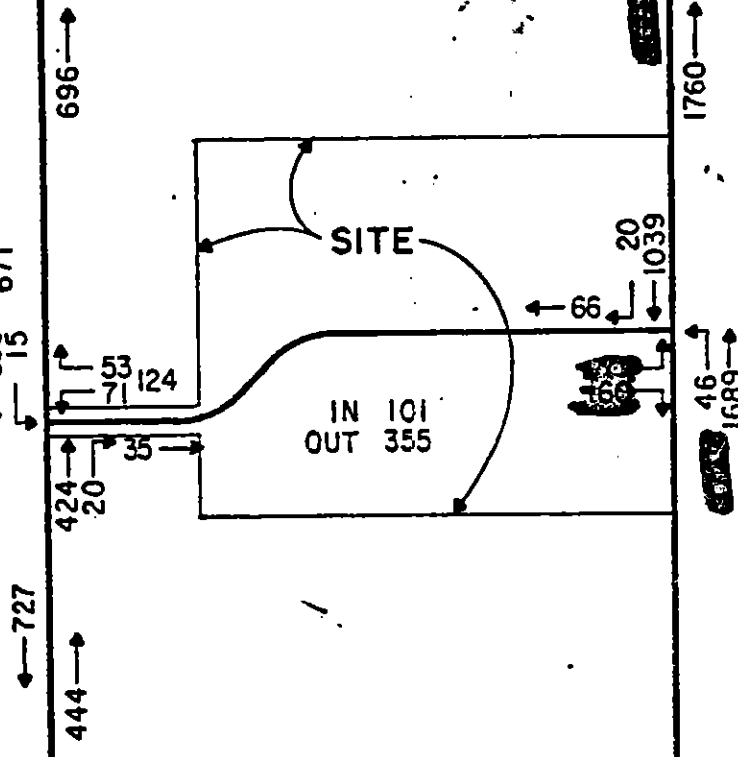
DATE
6/14/85

BY
PFS

APPROVED

PROJECT
70343

PAGE
4

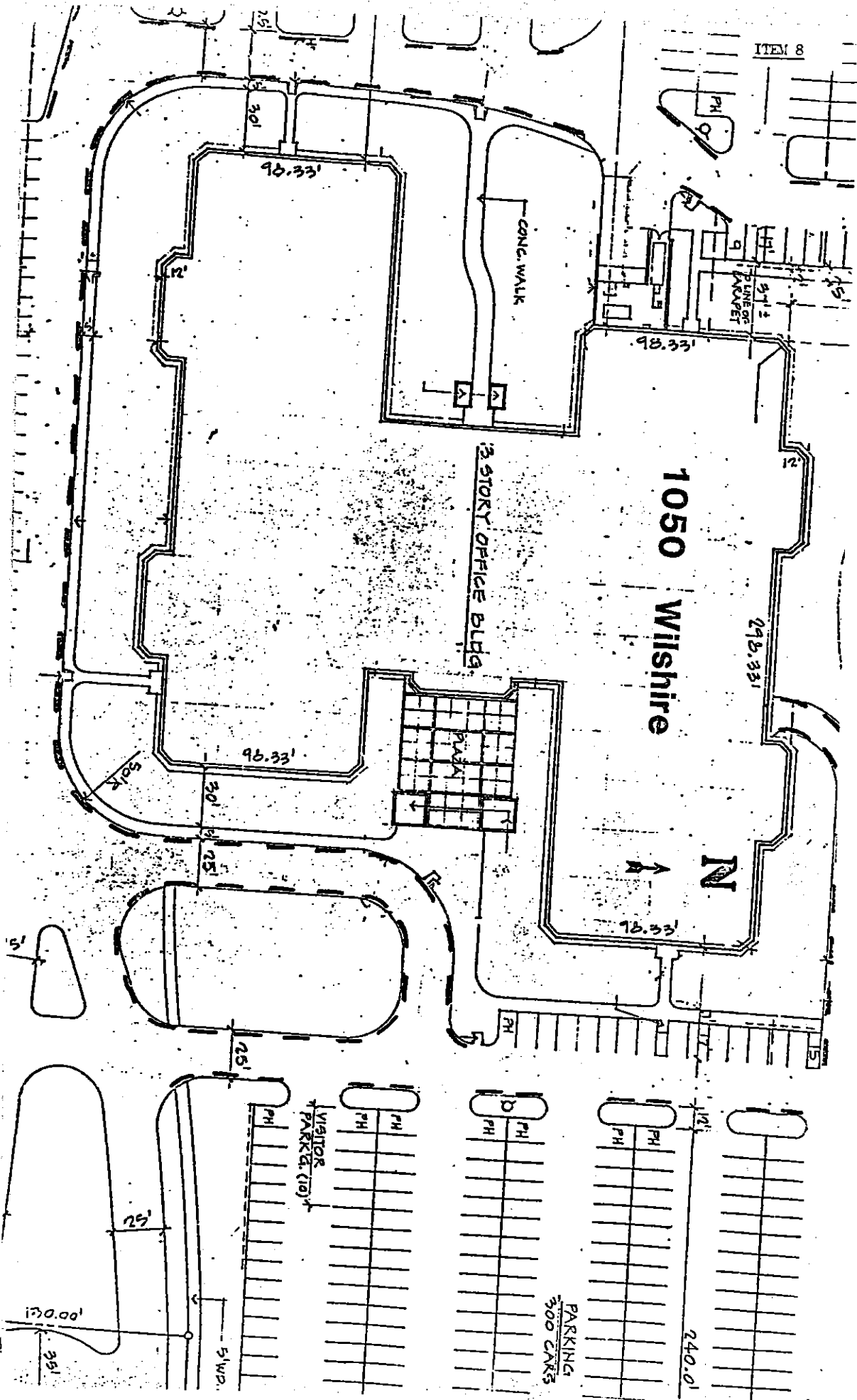


VEHICLE GAP STUDY
JOHN R. AT TECHNOLOGY DRIVE
TUESDAY, AUGUST 5, 1986

Number of Gaps Equal to or Larger Than Size (in Seconds) Shown

<u>GAP</u> <u>SIZE</u>	<u>3:15</u>	<u>3:30</u>	<u>3:45</u>	<u>4:00</u>	<u>4:15</u>	<u>4:30</u>	<u>4:45</u>	<u>5:00</u>	<u>5:15</u>	<u>5:30</u>	<u>5:45</u>	<u>6:00</u>
3.5	52	50	50	40	48	40	47	37	34	41	34	38
4.0	49	41	46	37	42	38	40	34	28	36	30	34
4.5	42	36	37	30	37	36	34	30	21	33	28	28
5.0	36	33	33	25	31	35	29	26	20	27	26	26
5.5	33	27	29	21	27	31	25	21	15	22	24	24
6.0	33	22	24	20	24	29	25	20	14	21	23	20
6.5	31	20	20	20	22	24	24	19	12	16	18	17
7.0	27	19	18	19	20	22	20	18	9	16	16	15
7.5	24	16	15	16	15	21	14	17	8	11	11	13
8.0	21	14	12	15	12	20	11	16	4	9	5	8
8.5	18	12	11	14	11	16	8	14	4	9	5	8
9.0	16	12	10	13	10	15	8	13	4	8	4	8
9.5	11	11	7	12	10	13	8	13	3	6	4	7
10.0	9	10	6	10	10	13	8	12	3	5	3	6
10.5	6	6	6	10	8	9	8	11	1	4	1	5
11.0	6	5	6	10	8	8	7	11	1	4	1	4
11.5	6	4	5	9	8	7	7	11	0	4	1	3
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15.5	0	2	0	4	2	1	3	3	0	1	1	1
16.0	0	1	0	4	2	1	2	2	0	0	1	1
16.5	0	1	0	4	2	1	2	2	0	0	0	1
17.0	0	1	0	4	2	1	2	1	0	0	0	1
17.5	0	1	0	4	2	1	2	0	0	0	0	0
18.0	0	1	0	4	2	1	2	0	0	0	0	0
18.5	0	1	0	4	2	1	2	0	0	0	0	0
19.0	0	1	0	3	2	1	1	0	0	0	0	0
19.5	0	1	0	3	2	0	1	0	0	0	0	0
20.0	0	0	0	2	0	0	1	0	0	0	0	0

ITEM 8



SMITH MIDDLE SCHOOL

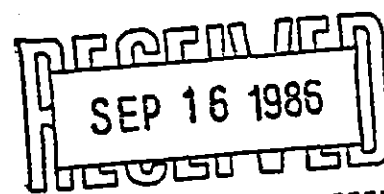
5835 DONALDSON

• TROY, MICHIGAN 48068 •

879-0500

Larry W. Boehms-Principal
RoseAnn Fallon-Assistant Principal

RECEIVED SEP 11 1986
Chris Summersell-Counselor
Mary Hester-Counselor



September 11, 1986

Frank Gerstenecker
500 West Big Beaver
Troy, Michigan 48084

Dear Frank,

I am requesting that parking restrictions on Donaldson be removed on the following dates due to activities at Smith Middle School:


Tuesday, September 30, 1986 - 7:00 p.m. - 10:00 p.m.

Wednesday, May 27, 1987 - 6:30 p.m. - 10:00 p.m.

Friday, June 5, 1987 - 12:00 noon - 4:00 p.m.

Thank you for your consideration in this matter.

Sincerely,


Larry W. Boehms
Principal

LWB:ma

July 7, 1986

TO: Frank Gerstenecker, City Manager

FROM: Lawrence Carey, Police Chief
James Halsey, Fire Chief
Richard F. Beaubien, Transportation Engineer

SUBJECT: Waiver of Parking Restrictions

Troy City Council is occasionally asked to waive parking restrictions on public streets. These requests are usually made in conjunction with social events which are expected to generate large crowds and extraordinary parking demands.

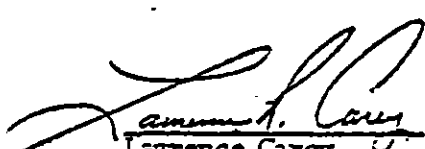
When these requests are made, we recommend that it be the practice of the City of Troy to keep one side of the street clear of parked cars. This practice is safer for pedestrians and provides faster response time for emergency vehicles (police, fire, and medical).

Parked cars tend to restrict the driver's view of pedestrians - particularly children. Thus, having one side of the street clear of parked cars reduces the potential for traffic accidents involving pedestrians.

Rapid access to, and visibility of, fire hydrants is of paramount concern to the Fire Department. To allow parked vehicles to obstruct that access and/or visibility could delay the Fire Department's response during a fire emergency. Pavement widths vary from approximately 22 feet to 26 feet in most residential areas of the City. If we reduce the available pavement width by 12-14 feet by allowing parking on both sides of the street, you have approximately 8-10 feet left for travel lanes on a street with 22 feet of pavement and 12-14 feet for travel on a street with 26 feet of pavement. A typical fire engine is 8 feet wide and requires a minimum of 2-3 feet of working space on each side. This adds up to 12-14 feet of minimum space required to operate. A typical Troy Fire Department ladder truck requires 17 feet of free space to set up (3 feet for the truck and 4½ feet on each side for stabilizers) and would require another 2 feet on each side to allow for operations and circulation around the truck.

Emergency response for police and ambulance vehicles is also facilitated by keeping one side of the street clear of parked vehicles. In summary, it is the recommendation of the Police, Fire, and Traffic Engineering Departments that one side of each public street be kept clear of parked vehicles at all times. This can be particularly important during social events when the potential need for emergency vehicle access increases.

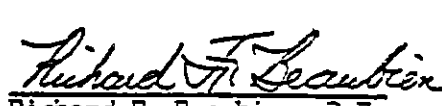
Respectfully submitted,



Lawrence Carey
Police Chief

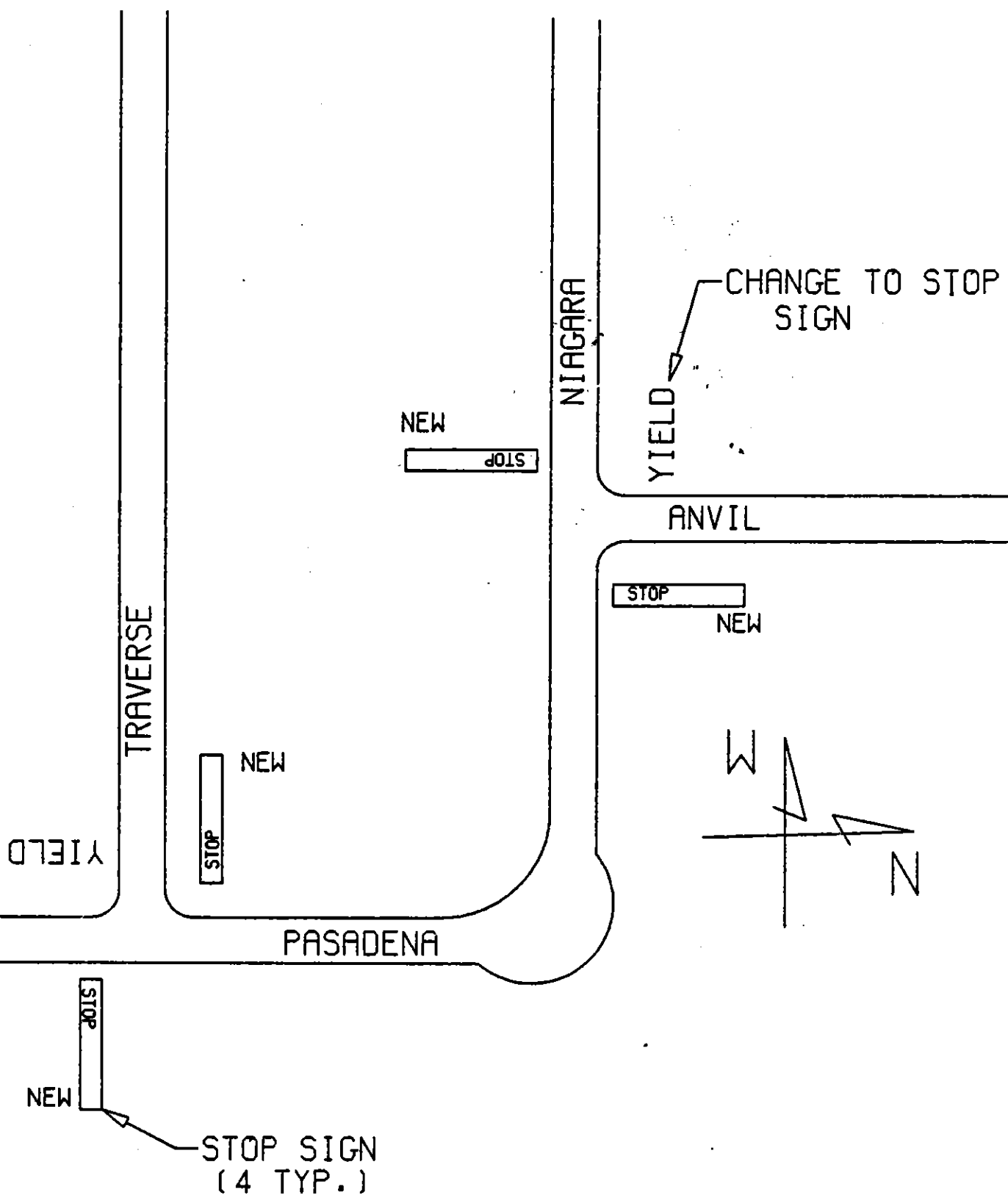


James Halsey
Fire Chief



Richard F. Beaubien, P.E.
Transportation Engineer

PROPOSAL FOR STOP SIGN LOCATIONS



Sept 16. 36

This petition is due to the fact of careless driving, and hopes to slow traffic down on these streets. Pasadena and Travers, Niagara and Anvil. We would like stop signs and crosswalks.

Name	Address
1. Esthyn Wang	3454 Pasadena Trwy
2. Donna Robertson	3452 Pasadena Trwy
3. Suzanne Strands	3434 Pasadena Trwy
4. Sara Wegner	3422 Pasadena Trwy
5. John Heind	3402 Pasadena Trwy
6. Charles Phipps	3401 Pasadena Trwy
7. Deborah Phipps	3401 Pasadena Trwy
8. Sue Brady	3409 Pasadena Trwy
9. Mary Brady	3409 Pasadena Trwy
10. David Phillips	3415 Pasadena Trwy
11. Karen Phillips	3415 Pasadena Trwy
12. Mary Lou Stroup	3421 Pasadena Trwy
13. Jean Stroup	3421 Pasadena Trwy
14. Chasley Della	3433 Pasadena Trwy
15. Shirley Della	3433 Pasadena Trwy
16. Susan J. Kim	3439 Pasadena Trwy
17. Robert L. Chapman	3476 Pasadena Trwy
18. Sharon L. Chapman	3476 Pasadena Trwy
19. Kathy Marlow	3482 Pasadena Trwy

	Name	Address
20.	Carmen Tamin	3470 Pasadena, Troy
21.	Sylvan Tamin	3470 Pasadena, Troy
22.	Gladys Mayles	3446 Pasadena, Troy
23.	Penela Mayles	" "
24.	Kyall's Kurok	3440 Pasadena, Troy
25.	Randall C. Kurok	3440 Pasadena, Troy
26.	Ted Mazur	3428 PASADENA, TROY
27.	Bob Warner	3428 Pasadena, Troy
28.	W. L. Tamin	3428 Pasadena, Troy
29.	Harvey Laurent	3488 Pasadena, Troy
30.		

Traffic meeting Weds. 7:30

ITEM 11C

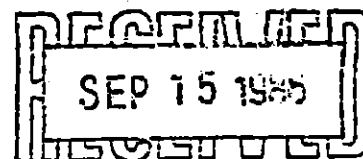
Sept. 1986

This is a petition to place Stop Signs
in at Niagara + Anvil and Pasadena &
Traverse.

	Name	Address	Phone
1.	Kittie Smith	2396 Niagara	689-3281
2.	Jeannette Gie	2387 Niagara	689-2998
3.	Theri A. Edoff	2384 Niagara	689-1767
4.	John M. Moken	2360 Niagara	689-1995
5.	Ray R. Nyun	2336 Niagara	528-1166
6.	John Lesul	2324 Niagara	689-5355
7.	Cornie Raro	2292 Niagara	524-1731
8.	Deborah Lesko	2280 Niagara	524-2767
9.	Lynn Rush	2256 Niagara	528-0028
10.	Lynne Gregory	2244 Niagara	689-2623
11.	Frank Falst	2245 "	689-7063
12.	Joyce Burton	2257 Niagara	528-3156
	Marie Thompson	2269 Niagara	528-3102
	Ruth Augustine	2293 Niagara	528-1433
15.	John Augustine	"	
16.	Vera Anette	2305 Niagara	524-1107
17.	John Anette Jr.	" " "	" " "
18.	Shirley K. Kozar	2317 Niagara	689-9463
19.	Barbara Kozar	2329 Niagara	528-1206
20.	Christine Martin	2341 Niagara	524-1655
21.	Pauline Duckett	2368 "	
22.	Lynnea Campbell	2401 Niagara	524-2905
23.	Richard Barnett	2413 NIAGARA	689-3604
24.	Larry Smith	2396 Niagara	689-3251
25.	Jeffrey M. Campbell	2401 NIAGARA	524-2905
26.			
27.			
28.			
29.			
30.			
32.			
33.			

City of Troy

September 15, 1986



Northfield Hilton
ATTN: George Remmers, General Mgr.
5500 Crooks Rd.
Troy, MI 48098

RE: Reconfiguration of Fire Lanes at Northfield Hilton, 5500 Crooks Rd.

Dear Mr. Remmers:

This letter is in regards to the reconfiguration of the fire lanes, at the above location in the area of the main entrance canopy. As previously discussed, the signage in the vicinity of the main entrance canopy has caused some confusion in the past as it appears that the fire lane extends under the canopy. Due to the fact that fire apparatus can not pass under the canopy and the drive increases in width in this area, the need to have the south curb between the main entrance canopy and the entrance to Charlie's Crab is unnecessary. The signage in this area should be changed as discussed to reduce the possibility of any confusion in the future.

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

Protectively,

TROY FIRE DEPARTMENT

Donald R. Mouch

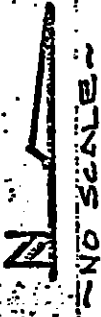
Donald R. Mouch
Fire Inspector

DRM/cz

cc: Richard Beaubien, Transportation Engineer ✓

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		



NORTHFIELD PLAZA I 5700

NORTHFIELD PLAZA II 5600

NORTHFIELD HILTON 5500

CROOKS ROAD

I-75

