

The Traffic Committee Meeting was held in the Lower Level Conference Room of Troy City Hall on June 12, 1986. The meeting was called to order at 7:34 P.M. by Chairman Arthur Cotsonika.

ITEM: 1 ROLL CALL

PRESENT: Arthur Cotsonika
John Diefenbaker
Ted Halsey
Robert Hanna
Peggie Perry

ABSENT: Sam Coleman
William Rudell (Excused - Out of Town)

Also present were the following:

Geraldine L. Dillon, 2202 Cook Ct.
Eugenia M. Osowski, 6938 Vermoor

and Richard F. Beaubien, Transportation Engineer
Keith Lenderman, Fire Inspector

ITEM: 2 MINUTES - MAY 21, 1986

Moved by Perry
Supported by Diefenbaker

Recommend that the minutes of the May 21, 1986 Traffic Committee meeting be approved as printed.

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

MOTION PASSED

ITEM: 3 VISITOR'S TIME

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

Moved by Diefenbaker
Supported by Cotsonika

Recommend that Item 5 be taken out of order.

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

MOTION PASSED

ITEM: 5 ALLOW PARKING ON BOTH SIDES OF COOK COURT

Cheryl Morris, 2210 Cook Court, has requested that parking be permitted on both sides of Cook Court. "No Parking" signs are currently posted on the east side of the street in accordance with our Fire Department's policy of prohibiting parking on the fire hydrant side of City streets. Prohibiting parking on one side of City streets assists our emergency vehicles (police, fire, medical) in providing rapid response in the event of an emergency. It also assists our snow plow operators during snow removal operations in winter months.

Cheryl Morris did not appear before the Committee on behalf of her request. Geraldine Dillon, 2202 Cook Court, who lives next door to Cheryl Morris, appeared before the Committee to express her opposition to parking on both sides of Cook Court. She stated that there are 4 homes on Cook Court, 2 on each side. Cook Court is a short dead end street which has parking on one side. Teenagers sometimes park at the dead end to party but will leave when it is pointed out that there is no parking allowed.

Eugenia Osowski, 6938 Vermoor, lives next door to Geraldine Dillon. She also expressed opposition to parking on both sides of Cook Court and concurred that the dead end does attract teenagers for partying.

Fire Inspector Lenderman noted that the street is less than 28 feet wide. Mr. Halsey inquired if there are enough no parking signs and suggested one at the start of the dead end street to notify that there is no parking. Mr. Beaubien stated that the signs are posted approximately 250-300 feet apart and should be enough to get the message across. Ms. Dillon did not feel this was a problem. She just did not want any changes in the parking regulations on Cook Court.

Moved by Perry

Supported by Diefenbaker

Recommend that no change be made in the parking regulations on Cook Court.

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

MOTION PASSED

ITEM: 4 ESTABLISH FIRE LANES AT 300, 320 AND 340 E. BIG BEAVER

Section 8.28, Chapter 106, Troy City Code provides for the establishment of fire lanes on private property. The Fire Department recommended that the fire lanes shown on the attached sketch be provided at 300, 320 and 340 E. Big Beaver to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

Although no one appeared before the Committee on behalf of this item, Fire Inspector Lenderman stated that the owner wants the signs and they are already installed.

Item 4 Contd.

Moved by Hanna
Supported by Perry

Recommend that the fire lanes shown on the attached sketch be established at 300, 320 and 340 E. Big Beaver.

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

MOTION PASSED

ITEM: 6 SPEEDING PROBLEMS ON BRIDGE PARK

Steve Walmsley, 697 Bridge Park, has expressed concern about the speed of traffic using Bridge Park. The Traffic Committee addressed similar concerns at its meeting of November 28, 1984. In October, 1984 the daily traffic volume on Bridge Park was found to be 1194 vehicles. Radar speed studies conducted on Bridge Park, between Newton and Granger, yielded the following results:

<u>Date</u>	<u>Time</u>	<u>Average Speed</u>	<u>85th Percentile Speed</u>
October 2, 1984	2:30-3:30 PM	28 mph	32 mph
October 7, 1984	4:30-5:30 PM	25 mph	32 mph
June 2, 1986	10:00-11:00 AM	25 mph	32 mph
June 2, 1986	4:30-5:30 PM	27 mph	34 mph

The 85th percentile speed is the speed that 85% of motorists are traveling at or below. In other words, only 15% of motorists exceed this speed. Both the daily traffic volume and the observed speeds are typical for residential streets in the City of Troy.

During our radar speed studies on June 2, 1986, we recorded the license plate numbers of all vehicles exceeding 25 mph. When these license plate numbers were checked against the Secretary of State's files, we found that a large proportion of the speeding vehicles were registered to an address in the City of Troy. Troy addresses involved with speeding vehicles were on Granger, Bridge Park, Fredmor, Vermoor, and Granger Court.

We have not found that stop signs are effective in controlling speed on residential streets. The attached article from a City of Troy Newsletter describes our experience in controlling speeds on residential streets. Speeding problems on Bridge Park can best be addressed by neighborhood efforts assisted by our Police Department. Identification of motorists who are speeding can be very effective. The Police Department will write appropriate letters to vehicle owners if a license plate number of a speeding vehicle is called in.

As a result of the Traffic Committee's review of this concern in November, 1984, a "Children Crossing" warning sign was posted on Bridge Park in the area where children cross to enter the subdivision park. Our review of the area led to

Item 6 Contd.

the posting of yield signs on Granger, Glendale, Fulton Court, and Smith Court at Bridge Park. Yield signs were posted on the sidestreets because Bridge Park is the more important street. Bridge Park collects the traffic from these sidestreets and conducts it to Crooks Road. These yield signs were posted because houses at each of these intersections restricted the driver's view of traffic on Bridge Park to a point where the driver must slow to less than 25 mph to approach the intersection safely.

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

Mr. Beaubien stated that summer construction traffic may be part of the problem but studies indicate that Bridge Park looks like a typical residential street in Troy.

Although Lt. Murphy could not attend the meeting, he had notified the Traffic Engineering Department that police surveillance of the area did not reveal a problem on Bridge Park.

Moved by Halsey
Supported by Hanna

Recommend that no change be made to existing traffic control devices on Bridge Park.

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

MOTION PASSED

ITEM: 7

REPORT ON EFFECTIVENESS OF
BIG BEAVER/ROCHESTER INTERSECTION IMPROVEMENT

The Big Beaver/Rochester intersection has been the highest accident location in Troy for several years. During 1985 this intersection was reconstructed to provide a center median on the Big Beaver approaches. Left turns at the intersection were prohibited and redirected to the new Big Beaver U-turn crossovers. The new intersection was opened to traffic early in December, 1985. The table below compares the accident experience during the first four months of operation with a similar period in 1984-85, before the intersection reconstruction.

BIG BEAVER/ROCHESTER INTERSECTION ACCIDENTS

	<u>12/1/84 to 4/1/85</u>	<u>12/1/85 to 4/1/86</u>
Left Turn	15	4
Head On	2	0
Rear End	12	17
Sideswipe	3	3
Right Angle	<u>8</u>	<u>4</u>
Total	40	28

Item 7 Cont.d

During the first 4 months of operation, left turn accidents decreased 73% and total accidents decreased 30% from the comparable period in 1984-85.

Mr. Hanna commented that these are impressive numbers. Mr. Beaubien added that the intersection improvement seems to be working. We will know more when we get the accident experience for 6 months and 1 year. Early results indicate a significant reduction in accident frequency.

Mr. Halsey anticipates that when motorists get used to the intersection, there will be less rear end accidents.

ITEM: 8 INSTALL "NO PARKING" SIGNS ON BOTH SIDES OF KIRTS BOULEVARD

Kirts Boulevard is currently under construction between Heide and Crooks. When this project is complete, parking should be prohibited on both sides of Kirts, Livernois to Crooks, to promote the safe movement of traffic along this boulevard. Parked cars present hazards to moving traffic and restrict the motorists' view of pedestrians. Parked cars also reduce the capacity of the roadway by occupying one of the travel lanes.

Moved by Halsey
Supported by Diefenbaker

Recommend that "No Parking" signs be posted on both sides of Kirts Boulevard, Livernois to Crooks.

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

MOTION PASSED

ITEM: 9 OTHER BUSINESS

NO PARKING REGULATIONS ON KENYON

Troy City Council has been asked to waive parking restrictions on Kenyon, between 520 Kenyon and 727 Kneyon, on June 21, 1986, from 4:00 PM to 6:00 PM.

"No Parking" signs are currently posted on the east (fire hydrant) side of Kenyon, in the area from Key West to Jamaica.

We recommended that parking restrictions be retained on one side of Kenyon during the social event scheduled for June 21. Having one side of the street clear of parked cars is safer for pedestrians and provides faster response time for emergency vehicles (police, fire, and medical).

Mr. Beaubien told the Committee that the Police Chief, Fire Chief, and Transportation Engineer are preparing a recommendation for consideration by City Council of a City policy which would not allow parking on both sides of the street because of concerns about safety.

Item 9 Contd.

Mr. Hanna felt that people can make arrangements for parking by using neighbors' driveways, etc. Mr. Halsey added that there are ample places to park, even if people must walk from a few houses away - the only problem may be where parking is prohibited on both sides of a street.

Moved by Hanna

Supported by Diefenbaker

Recommend that parking restrictions be retained on one side of Kenyon during the social event scheduled for June 21.

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

MOTION PASSED

Mr. Diefenbaker asked when the traffic signal being installed at Square Lake and Cooldige would be completed. Mr. Beaubien responded that it would be within days.

Mr. Hanna asked who takes care of the lines (pavement markings) on Rochester Road because you cannot see them. Mr. Beaubien replied that our streets crew usually do small jobs and contractors are engaged for larger jobs.

Mr. Beaubien mentioned the use of plastic pavement markings, which are more expensive but last longer, rather than paint. With plastic pavement markings, there will still be something there in February and March when the paint is usually worn off. The need for a stop bar at Rochester/Long Lake was noted.

Mr. Hanna asked if no turn on red at Long Lake/Rochester has been looked at. Mr. Beaubien stated that it was looked at within the last few months at the request of City Council. There is no accident experience from this movement. Mr. Hanna mentioned that the right turns on red are inconvenient and bothersome to motorists turning left.

Mr. Halsey questioned where and how many turnarounds there would be on the Big Beaver new construction. Mr. Beaubien replied that there would not be many - they would be no closer than 660 feet apart. It will be more convenient to be on Big Beaver than on Hartland, etc. Access will be more difficult to turn onto Talbot etc.

Mr. Halsey requested a look at the area around Wattles School, with a survey before school starts, because something should be done. The pavement markings (crosswalk) which was recommended and approved has not yet been done. A look at Ellenboro and Trombley for stop signs rather than yield signs and consideration of sidewalks because the kids walk in the street were also proposed.

Item 9 Contd.

Mr. Hanna suggested requesting the School Safety Committee's assistance.

Mr. Beaubien stated that it would be tough to get a study before September.

The presence of any safety patrol was questioned. Mention to someone at school about the need for safety patrol was suggested.

Mr. Halsey stated that he plans to get around to other schools to investigate the safety of children.

Mr. Halsey noted that the dip on Colebrook, west of Rochester, has not yet been repaired and is getting worse.

Mr. Halsey brought up a couple of bad accidents at the Stephenson/Rochester intersection. A semi tipped over in one of the accidents and the other was a motorcycle and car collision. Neither were fatal accidents, but something has to be done with this intersection or it will be the top accident intersection.

Mr. Beaubien stated that it is not one of the top accident intersections, but agreed that it is a problem area. He noted a problem with southbound rear end accidents until motorists get an awareness of the signal.

Mr. Hanna commented that traffic was backed up all week and will get worse with the new buildings opening on Stephenson and Maple. Mention was also made of the recommendation for signals at the crossovers north and south of Maple Road being turned down. Mr. Beaubien indicated that Saturn still wants a light on Maple Road and traffic in that area will be increasing with new development. Mr. Hanna remarked that there is no money for roads, only for a pool.

The Committee talked about the impact of traffic in the Long Lake/I-75 area with 4.7 million square feet of office area to be constructed.

Mr. Hanna inquired about a left turn phase for the traffic signal at Long Lake and John R. Mr. Beaubien indicated that there is not enough time to allocate for a left turn phase.

Mr. Beaubien noted that a request for a pedestrian signal on Long Lake at Jaycee Park will be considered next month. Mr. Hanna stated that there are many rear end accidents at this location.

It was decided that the next meeting of the Traffic Committee will be on Thursday, July 17, 1986. Mr. Halsey will be on vacation.

ITEM: 10

ADJOURN

The Traffic Committee meeting of June 12, 1986 adjourned at 8:20 PM.

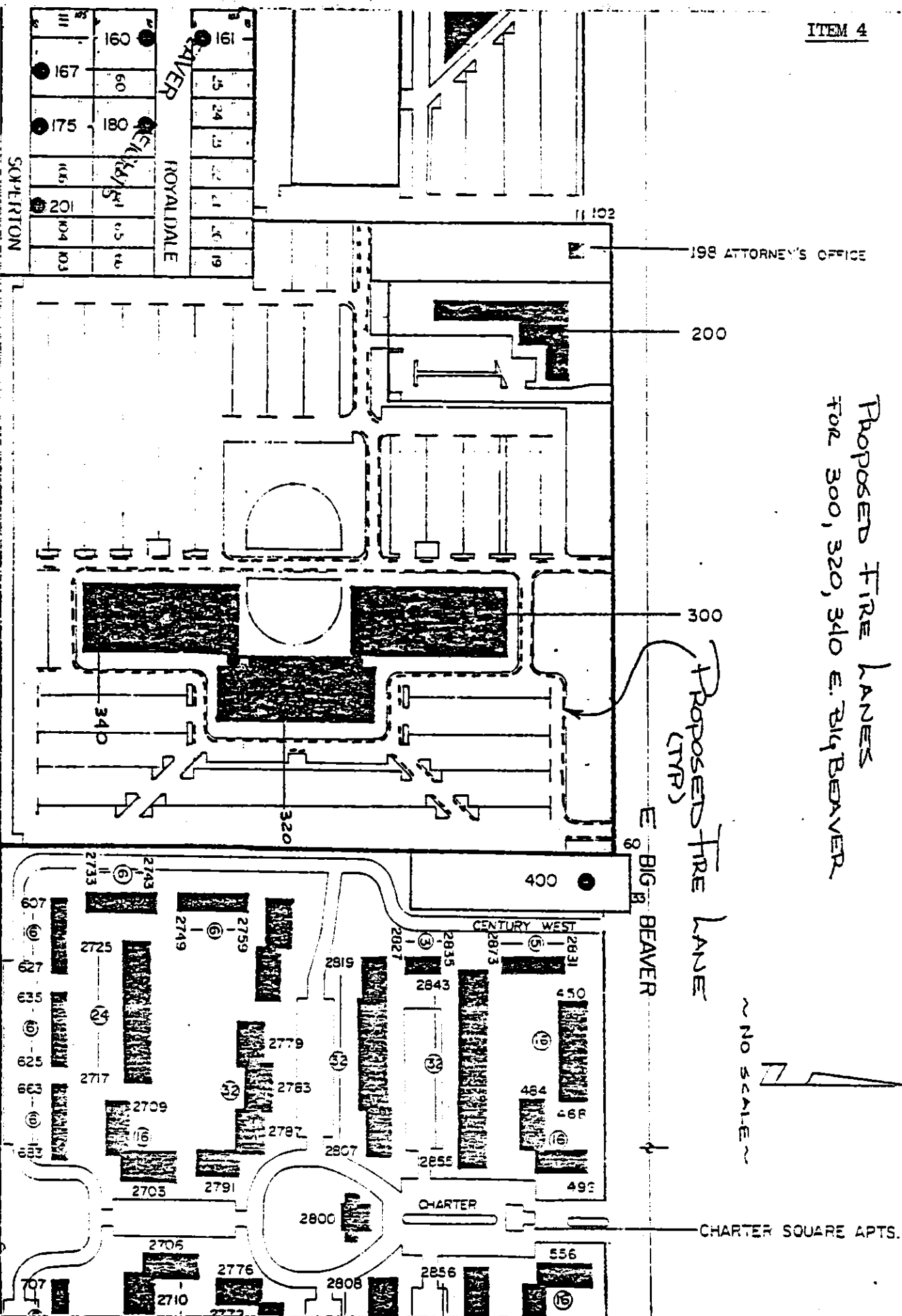
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cc: Traffic Committee Members, Including Ex-officio Members
✓ Frank Gerstenecker, City Manager
W. Robert Semple, Assistant City Manager
Lt. Edward Murphy, Traffic Safety Division

Att.

PROPOSED FIRE LANES
FOR 300, 320, 340 E. BIG BEAVER

~ NO SCALE ~



SPEEDING ON RESIDENTIAL STREETS

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

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

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

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

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

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

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

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

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

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

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

June 11, 1986

TO: Frank Gerstenecker, City Manager
FROM: Richard F. Beaubien, Transportation Engineer
SUBJECT: No Parking Regulations on Kenyon

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"No Parking" signs are currently posted on the east (fire hydrant) side of Kenyon, in the area from Key West to Jamaica.

We recommend that parking restrictions be retained on one side of Kenyon during the social event scheduled for June 21. Having one side of the street clear of parked cars is safer for pedestrians and provides faster response time for emergency vehicles (police, fire, and medical).

Respectfully submitted,

Richard F. Beaubien

Richard F. Beaubien, P.E.
Transportation Engineer

RFB:ct

cc: W. Robert Sample, Assistant City Manager
Lawrence Carey, Police Chief
James Halsey
Traffic Committee

RECEIVED JUN - 9 1986

June 6, 1986

Troy City Manager
City Council of Troy
500 W. Big Beaver
Troy, Michigan 48064

Dear Sir,

I am requesting parking on both sides of Kenyon on Saturday June 21, 1986 from 4PM until 6PM. The reason for this request is that my daughter is getting married in the backyard at 5PM. The reception is at a hall immediately following the ceremony so the street should be clear of cars by 6PM. My name is Mary Ann Scheich I live at 660 Kenyon Troy, MI. The area to be used is approximately from 520 Kenyon to 727 Kenyon. I don't need the entire street from 14 Mile Rd to Key West only the area between the addresses above.

Thanking you in advance for your consideration in this matter.

Sincerely,


Mary Ann Scheich

Home Phone: 588-6934
Work Phone: 524-2211 - 9:30 until 5:00

Scheich
660 Kenyon
Troy, MI 48063