

The Traffic Committee Meeting was held in the Lower Level Conference Room, Troy City Hall, on March 19, 1986. The meeting was called to order at 7:35 P.M. by Chairman Arthur Cotsonika.

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ITEM: 1 ROLL CALL

PRESENT: Arthur Cotsonika  
Ted Halsey  
Robert Hanna  
Margaret Perry  
William Rudell

ABSENT: Sam Coleman  
John Diefenbaker

Also present were the following:

Walt Rensch, E.I. DuPont De Nemours & Co., 945 Stephenson Hwy.	Denise Lance, 3369 Tothill
Ray LeDuc, 1172 Kirts Blvd.	Quentin Biegen, 3473 Tothill
Denise Travers, 21727 E. Valley Wds.	Tom Humann, 2528 Hampton Lane
	Steve Agase, 3421 Wendover

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

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ITEM: 2 MINUTES - FEBRUARY 19, 1986

Moved by Hanna  
Supported by Perry

Recommend that the minutes of the February 19, 1986 Traffic Committee meeting be approved as printed.

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

MOTION PASSED

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ITEM: 3 VISITOR'S TIME

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

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ITEM: 4 REVIEW ACCIDENT PATTERN AT STEPHENSON/RANKIN.

The Traffic Committee tabled this item at their February, 1986 meeting to allow time for preparation of a final sketch showing proposed modifications to the Stephenson/Rankin intersection. A collision diagram showing the pattern of accidents at Stephenson/Rankin during 1985 is attached for information. There were 20 accidents during 1985, and 9 of these were the right angle type.

D-1

## Item 4 Contd.

The Traffic Committee reviewed this intersection at its meeting in November, 1984 and, at that time, recommended that the Stephenson/Rankin intersection be modified to provide for indirect left turns to the Stephenson Highway median and that the Stephenson/Rankin signal be relocated to median openings north and south of Rankin.

The table below shows the accident experience at Stephenson and Rankin for the years 1981 through 1985.

STEPHENSON/RANKIN ACCIDENTS  
Signal Installed November 30, 1981

<u>YEAR</u>	<u>RIGHT ANGLE ACCIDENTS</u>	<u>TOTAL ACCIDENTS</u>
1981	4	11 *
1982	6	14
1983	8	14
1984	13	32
1985	9	20

\* TWO ACCIDENTS OCCURRED AFTER SIGNAL INSTALLATION

Although traffic volumes at this intersection have increased considerably since the traffic signal was installed, the increase in frequency of accidents - particularly the right angle accidents - suggests that some changes should be made at this intersection. Walt Rensch, E. I. Dupont Co. at 945 Stephenson, has suggested that an additional lane be provided on Rankin, west of Stephenson, to provide more capacity to handle turns out of Stephenson during the afternoon peak traffic period.

The increase in accident experience may be attributed to our desire to accommodate left turn movements from all four intersection approaches. By creating new median openings on Stephenson, left turn movements can be moved away from the intersection and this would have a beneficial effect on traffic safety. The attached drawing shows how the traffic signal at Stephenson and Rankin could be relocated to new median openings north and south of Rankin. Revision of this intersection in accordance with the attached drawing was recommended.

The drawing shows the closure of the Stephenson Highway median opening at Rankin, the construction of two new median openings north and south of Rankin, and the extension of the right turn lane for eastbound Rankin at Stephenson.

Walt Rensch of E. I. Dupont Co., 945 Stephenson, again appeared before the Committee and expressed satisfaction with the proposed solution. He noted that there are two Dupont locations, one on each side of Stephenson, and questioned leaving the sidewalk for pedestrian traffic. Mr. Beaubien indicated that safe crossing for pedestrians will be studied. Mr. Cotsonika mentioned that there should be breaks in traffic from the crossover signals.

Moved by Hanna  
Supported by Perry

Recommend that the Stephenson/Rankin intersection be modified to provide for indirect left turns through the Stephenson Highway median and that the Stephenson/Rankin signal be relocated to median openings north and south of Rankin.

## Item 4 Contd.

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

## MOTION PASSED

Mr. Hanna emphasized the importance of obtaining approval and beginning this project as soon as possible because of the accident history, the queuing of traffic in the morning, and other unsafe conditions at this intersection.

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ITEM: 5 INSTALL MEDIAN CROSSOVER SIGNALS ON STEPHENSON  
HIGHWAY, NORTH AND SOUTH OF MAPLE ROAD

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The Traffic Committee discussed this proposal briefly at its February meeting, but tabled consideration to allow for gathering of additional information. The attached traffic counts conducted at the median openings north and south of Maple Road on Stephenson indicate a very high volume of usage. These volumes indicate that installation of crossover signals on Stephenson north and south of Maple would be warranted.

Ray LeDuc, of Saturn Corporation, has expressed concern about access to the adjacent roadway system when Saturn occupies its new building at the corner of Maple and Stephenson. He had suggested installing a signal at the Maple Road driveway of this building, but a signal at this location would be too close to Stephenson Highway to provide progressive traffic movement along Maple Road. However, installation of a median crossover signal on Stephenson Highway, south of Maple, would be directly opposite the Stephenson Highway driveway to this building - thus providing more convenient access from the Saturn Corporation site.

In addition, the Maple Research Center site on the north side of Maple Road will be constructing an access to Stephenson Highway. The use of the Stephenson Highway access will be enhanced if a crossover signal is installed on Stephenson Highway, north of Maple.

Mr. Hanna mentioned that he travels this way and has observed insufficient breaks to get into the traffic flow. He feels that it is reasonable and prudent to install signals at these locations. He asked about timing the lights because of stacking and suggested possibly starting the green at one signal sooner to move traffic out.

Ray LeDuc of Saturn Corporation appeared to say that he feels the numbers for traffic are underestimated to what the Saturn Corporation will be putting out - 800 employees driving out onto Maple and Stephenson. He stated that the crossover signals are acceptable but feels that there will be a lot more traffic on Maple and Stephenson than the City is aware of. Flex time was questioned and Mr. LeDuc commented that they have that option. People arrive between 6:00 and 10:00 AM but leave in the afternoon in a closer knit time period - usually during the peak traffic hours.

Item 5 Contd.

Moved by Halsey  
Supported by Hanna

Recommend that median crossover signals be installed on Stephenson Highway, north and south of Maple Road.

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

MOTION PASSED

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ITEM: 6 INSTALL "NO RIGHT TURN FOR THROUGH TRAFFIC" SIGNS ON  
BIG BEAVER AT CASWELL AND ON BIG BEAVER AT KINGSLEY

Denise Lance, 3369 Tothill, has expressed concern about the amount of traffic on her street during the afternoon peak traffic period. She believes that much of this traffic is cutting through her subdivision to avoid the Big Beaver/Adams intersection. She suggests that "No Right Turn for Through Traffic" signs be installed on westbound Big Beaver at Kingsley and at Caswell.

Traffic counts conducted by Janet Everson, 2509 Wembley, are attached for information. On March 6, 1986, we conducted a license plate survey to determine how many motorists entering Caswell from Big Beaver also exited onto Adams at Palmerston. Out of the 101 vehicles entering Caswell between the hours of 4 and 6 PM, only 1 exited onto Adams at Palmerston. Of the 17 vehicles entering Palmerston from Adams during this 2 hour period, none exited onto Big Beaver at Caswell.

We have not found signs which prohibit through traffic to be effective in reducing the amount of through traffic. Moreover, the police department has found it very difficult to enforce such regulations.

Installation of signs to prohibit through traffic was not recommended because we have found such signs to be ineffective and unenforceable.

The attached traffic surveys for Section 19 were passed out to the Committee members and interested parties.

Quentin Biegen, 3473 Tothill, appeared before the Committee to emphasize the increase of traffic on Caswell, Hampton, and Wendover from 4-6 PM.

Denise Lance, 3369 Tothill, appeared before the Committee on behalf of her request. She stated that motorists make a right turn off of Big Beaver, make of couple of turns and exit onto Adams in order to avoid the Adams/Big Beaver intersection. There are no sidewalks, curved streets, and many children and bikes in their residential area. She feels that "No Right Turn for Through Traffic" signs will help to keep out some of the through traffic.

## Item 6 Contd.

Steve Agase, 3421 Wendover, appeared before the Committee to say that he now lives on Wendover but is moving to Caswell. He works in the Excello building at Big Beaver and Coolidge and turns left from Caswell onto Big Beaver. He cited a couple of examples of their problems with speeding and through traffic. One time he was rammed from behind by a car cutting through. Another time, while traveling at 18 mph, a motorist tried to pass him on Caswell. He questions the percentage of through traffic.

Mr. Biegen indicated that there was a 30% increase on Caswell from 1976 to 1986. He said that 5-6 PM is not peak time; peak time is 4-6 PM when K-Mart people are getting out of work.

Tom Humann, 2523 Hampton Lane, appeared before the Committee to express the problem of excessive speeds from 4-6 PM and later at night. He suggested traffic bumps.

Lt. Hay said that the Police Department sympathizes with them because the Big Beaver/Adams congestion in the afternoon is more than any intersection in Troy. Motorists use the right lane to go through the intersection and hold up the right turns so they go through the subdivision. The police cannot enforce because there is no where to sit. He added that he has received no complaints about speeding in the subdivision, but if the residents want a radar car, they may have one as availability permits. He suggested publishing notice of radar enforcement in their Homeowners newsletter because usually 80% of those caught speeding are the residents themselves.

Mr. Humann again asked about traffic bumps. Mr. Beaubien related some of the problems with speed bumps - they are difficult for maintenance, they are noisy, and they are more comfortable to travel over at a high rate of speed.

Mr. Biegen asked for "No Right Turn" signs and Denise Lance inquired about such signs by Derby in Birmingham where there is not heavy traffic. Discussion of ineffective and unenforceable signing followed. Lt. Hay stated that it is not efficient to have police there to follow through the subdivision and feels that radar is the most effective enforcement program. Traffic is reduced when tickets are written.

When Mr. Biegen brought up the 30% increase in traffic volume, Mr. Hanna asked how many were in the subdivision. He was told that there are 170 homes in the Wendover Woods Homeowners Association. Figuring 10 trips per home, he did not feel they were generating that much traffic. The residents mentioned that when the weather is warmer, traffic will increase even more. Mr. Agase stressed that a lot of traffic is going through their subdivision and something has to be done if signs do not work. He asked what the hang up is about putting up signs because signs will eliminate some.

Mr. Cotsonika said that the Committee has heard similar problems every month and pointed out that signs must be self policing. Mr. Beaubien added that signs are wanted which people pay attention to and a difference in through traffic after "No Through Traffic" signs are installed is not noticeable.

The residents asked how soon they could get radar and were told the next afternoon.

## Item 6 Contd.

Lt. Mouch suggested a "No Left Turn" sign on Caswell at Hampton and mention was made of a "No Left Turn 7-9 AM" sign on Caswell at Big Beaver. This was discussed and concluded that the problem would shift to other streets that were not posted and would be an inconvenience for the residents.

Mr. Halsey spoke next. He said that when the City was formed in 1952, there was a population of 17,000. Now the population is close to 75,000 and the City still has much the same roads. He told the residents that their problem is not unique. The City will have these problems until the roads are improved and at present the only help is radar.

Planning and/or funding for construction of roads was discussed. Extending the taper on the north side of Big Beaver, west of Adams, has been recommended by the Traffic Committee and approved by City Council but not acted upon by the Oakland County Road Commission. Big Beaver, from Adams to Woodward has been identified as a project which needs to be done if funding sources can be identified. It is one of the projects to be done, but not this year. Mr. Agase indicated that their problem is immediate.

Denise Lance said that they have thought of putting up a barricade as a nuisance and asked if that would be breaking the law. She was told it would. Mr. Agase wanted to at least try a sign temporarily as a compromise.

Mrs. Perry told the residents to call and report license plate numbers of those speeding. Lt. Hay offered the non-emergency dispatch number (524-3477) for this purpose.

Mr. Biegen requested time to alert homeowners before police enforcement. Mr. Halsey asked why, if residents are speeding. Mr. Cotsonika commented that if they want to catch speeders, they should not alert them. Mr. Rudell stated that if they are concerned about their children and speeding, and if it comes down to police enforcement which results in the speeders being the residents, it may be a subdivision problem.

Mr. Biegen noted that the traffic volume has increased 30% and their concern is right turns from Big Beaver onto Caswell. Mr. Agase repeated that Adams and Big Beaver is the worst intersection in Troy, and therefore their problem is unique. Mr. Rudell did not agree.

Mr. Cotsonika stated that the real solution is to improve the intersection.

Moved by Perry  
Supported by Hanna

Recommend that no change be made to existing traffic controls at the Big Beaver/Caswell and Big Beaver/Kingsley intersections.

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

MOTION PASSED

## Item 6 Contd.

Mr. Rudell stated that he was supporting the motion because there was not enough representation, and felt that if the signs are put up, they will only be taken down.

Mr. Halsey asked if there could be a longer green time for Big Beaver at Adams. Mr. Beaubien said that it could not be changed more than 5% in order to allow traffic to move on Adams. It was noted that this would not help the problem because southbound Adams is backed up in the morning.

Mrs. Perry stated that she can sympathize with their problem but enforceability is difficult. Lt. Murphy noted that police enforcement of stop signs is much easier than following a vehicle through a subdivision to enforce no through traffic signs.

Denise Lance asked if she got a group to do a license plate survey, would the Committee consider their request again. Mr. Beaubien told her that he will give her the forms for the license plate survey and help set up the study.

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ITEM: 7 ESTABLISH FIRE LANES AT HENRY FORD HOSPITAL

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 Henry Ford Hospital to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

Moved by Rudell  
Supported by Hanna

Recommend that the fire lanes shown on the attached sketch be established at Henry Ford Hospital.

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

MOTION PASSED

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ITEM: 8 INSTALL "NO PARKING" SIGNS ON BOTH SIDES  
OF CATTERMOLLE, SOUTH OF LINDA

The Fire Department has reviewed the need for parking restrictions in the vicinity of the Henry Ford Hospital and recommends that both sides of Cattermole be posted for no parking. The Fire Department considers the width of Cattermole to be inadequate to permit parking and still provide good access for emergency vehicles. Henry Ford Hospital will be establishing fire lanes in the near future, and the restriction to parking on Cattermole will assist in providing good access for emergency vehicles to this site.

Mr. Halsey asked if there are any residents on Cattermole in this area. He was told that there are not.

Item 8 Contd.

Moved by Hanna  
Supported by Perry

Install "No Parking" signs on both sides of Cattemole, south of Linda.

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

MOTION PASSED

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ITEM: 9 INSTALL TRAFFIC SIGNAL AT ROCHESTER/RANKIN

Several businesses on Rankin have asked that the City of Troy install a traffic signal at the Rochester/Rankin intersection to provide improved access to Rochester Road, particularly during afternoon peak traffic periods. Traffic counts conducted at this intersection in 1985 indicated the traffic signal was warranted, but during the latter part of 1985 the City of Troy was discussing with the City of Clawson the possibility of installing a traffic signal at Rochester and Elmwood. At that time the City of Clawson had expected to relocate their signal at the Rochester/Goodale intersection north to Rochester/Elmwood. Since a Rochester/Elmwood traffic signal would be too close to Rochester/Rankin to provide good traffic signal progression along Rochester, the Traffic Committee recommended that a traffic signal be installed at Rochester/Elmwood as soon as the City of Clawson removed the Rochester/Goodale signal. Subsequently, the City of Clawson decided not to relocate the Rochester/Goodale signal.

Traffic counts were conducted again at Rochester/Rankin in February, 1986. These counts indicated that traffic signal warrants were met. Rankin is approximately 2,150 feet south of Maple Road and Goodale is approximately three-tenths of a mile south of Rankin. Since a Rankin traffic signal would be approximately one-half mile south of Maple and approximately one-quarter mile from Goodale, we could expect that this signal spacing would provide reasonably good traffic progression along Rochester Road.

Mr. Beaubien reported that although he had received several requests for this signal, he could not pinpoint exactly who had requested it. He continued by saying that we will be getting more traffic on Rankin, but installation of the signal can wait for possibly a year.

Mr. Halsey asked if closing the intersection at Stephenson/Rankin would have an effect on Rankin/Rochester. Mr. Beaubien said "not much". He added that there is industrial development on Rankin, Souter, and Allen, but there is not a big hurry as yet for the signal.

Mr. Halsey inquired about the accident pattern at this intersection. Accidents do not suggest the need, but warrants are met for the installation of a signal. Mr. Hanna said that if warrants are met, a signal should be installed and so motioned. Mrs. Perry asked about minimizing the hours of operation. Mr. Beaubien indicated that the signal would probably operate during working hours - from 7AM to 6 or 7 PM. Mrs. Perry then said that she would support Mr. Hanna's motion if he added "with limited operation from 6AM-7PM", which he did.



## Item 9 Contd.

Mr. Rudell stated that he would be more comfortable with someone appearing to request the installation of a signal at Rochester/Rankin. He made a motion to table this item for 30 days to notify interested parties. He did not receive support for his motion.

Moved by Hanna

Supported by Perry

Recommend that a traffic signal be installed at the Rochester/Rankin intersection with limited operation from 6AM-7PM.

YEAS: 4 Cotsonika, Halsey, Hanna, Perry  
NAYS: 1 Rudell  
ABSENT: 2 Coleman, Diefenbaker

## MOTION PASSED

Mr. Rudell was opposed because he would like to see the people who want the light.

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ITEM: 10 INSTALL MEDIAN CROSSOVER SIGNAL ON  
STEPHENSON HIGHWAY, NORTH OF 14 MILE ROAD

At the February, 1986 Traffic Committee meeting, there was some discussion of the desirability of installing a median crossover signal on Stephenson Highway, north of 14 Mile Road. A crossover signal has been installed on Stephenson Highway south of 14 Mile Road in the City of Madison Heights.

Traffic counts were conducted at this crossover on March 4-5, 1986 and the traffic volumes were found to be reasonably high, although not quite as high as found at the crossovers north and south of Maple Road.

Installation of a traffic signal at this location would stop only southbound traffic, providing gaps for motorists making the U-turn north of 14 Mile Road. The signal would be interconnected with the controller at 14 Mile/Stephenson to provide for coordinated operation.

Mr. Halsey expressed that this signal is desperately needed. Mr. Hanna indicated that he is strongly in support of this signal and feels that the modifications to the Stephenson/Rankin intersection and the crossover signals will aid in moving traffic on Stephenson Highway.

Moved by Halsey

Supported by Hanna

Recommend that a median crossover signal be installed on Stephenson Highway, north of 14 Mile Road.

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

MOTION PASSED

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ITEM: 11 OTHER BUSINESS

Mr. Hanna asked Mr. Beaubien if he knew of any proposed improvements for Stephenson Highway, south of 13 Mile Road. The need for resurfacing and a turnaround south of 13 Mile Road was noted. Mr. Beaubien stated that he has not discussed with anyone nor heard of any improvements in this area.

Mr. Hanna reported that the green arrow for westbound Long Lake at Rochester was out this morning.

Mr. Cotsonika reported that people run the red light at Big Beaver and Adams.

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ITEM: 12 ADJOURN

The Traffic Committee meeting of March 19, 1986 adjourned at 8:50 PM.

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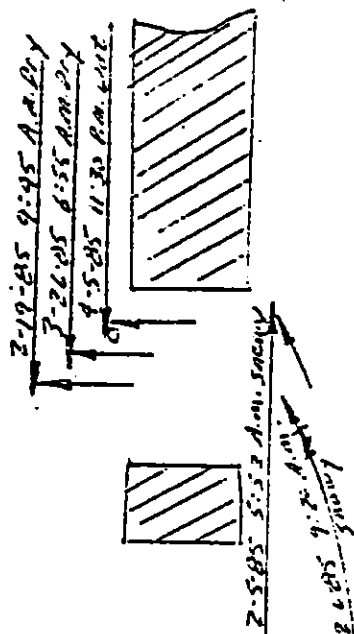
ct

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

Att.

## COLLISION DIAGRAM

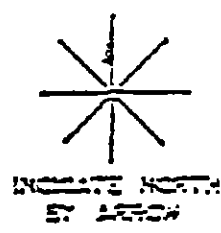
Rankin  
(NAME)



Stephens  
(NAME)

SYMBOLS		TYPES OF COLLISIONS	
	MOVING VEHICLE		REAR END
	MOVING VEHICLE		REAR IN
	PEDESTRIAN		REAR CHASE
	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			
3 POSITION OF VEHICLE			
4 OTHER FACTS			
INTERSECTION <u>Rankin</u> <u>St</u>		<u>Stephens St</u>	
PERIOD <u>4 months</u> : FROM <u>1-1-1925</u> = <u>April 30 1925</u>			
BY <u>K.H.</u> DATE <u>1-31-25</u>			

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[illegible]

# City of Wray

CORPORATE K. Berksath/A. Mack



LOCATION Stephenson/Rankin

TRAFFIC COUNT SUMMARY RANKIN

DATE 8-22-84 WEATHER Cloudy

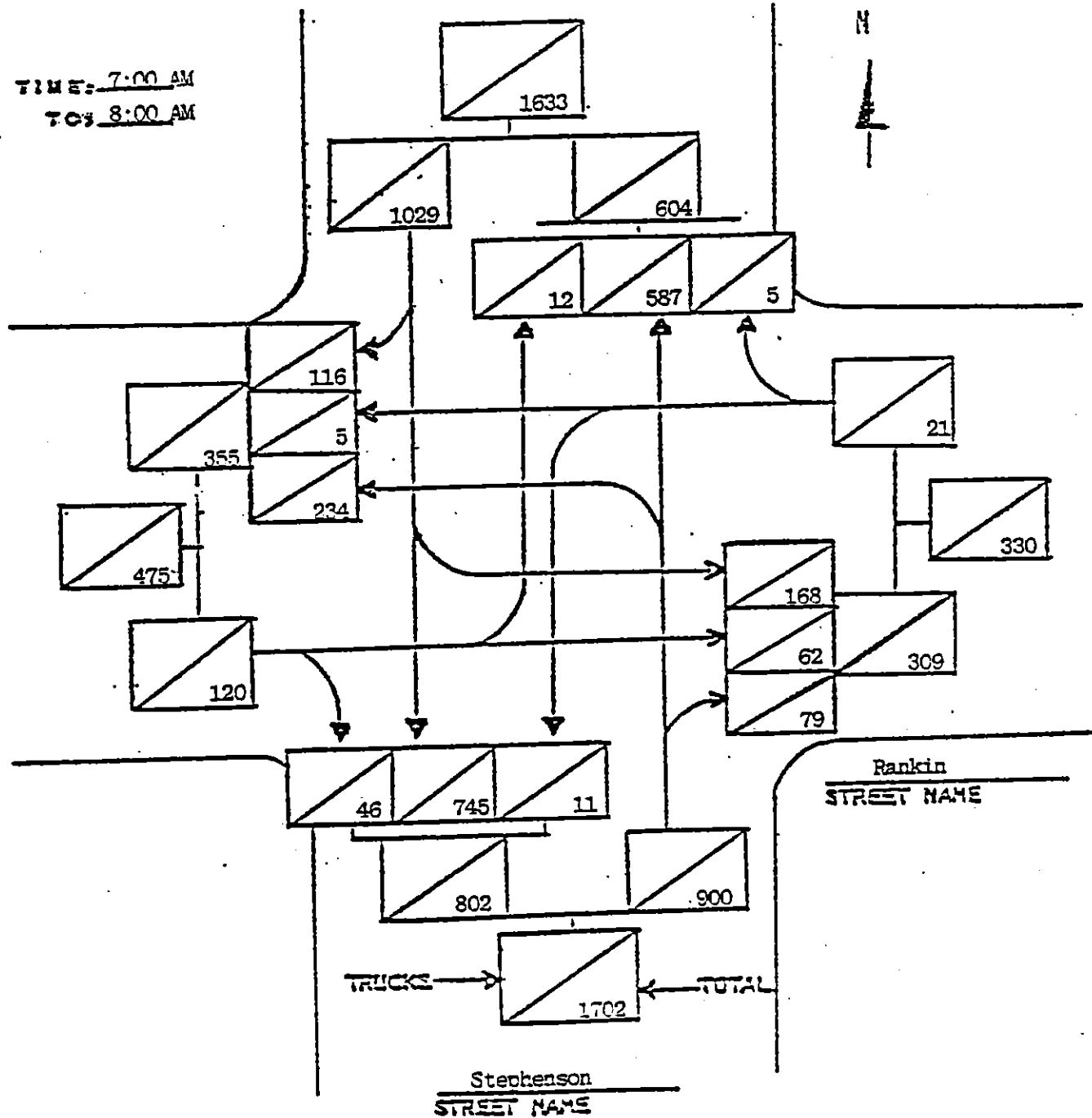
TIME	NB Stephenson			WB Rankin			SB Stephenson			EB Rankin		
	Left	Thru	Night Total	Left	Thru	Night Total	Left	Thru	Night Total	Left	Thru	Night Total
7:00 - 7:15 AM	44	136	8	3	0	1	29	145	31	6	14	12
7:15 - 7:30	58	125	16	2	0	0	32	171	54	3	12	16
7:30 - 7:45	62	165	15	1	3	1	47	212	18	2	19	7
7:45 - 8:00	70	161	40	5	2	3	60	217	13	1	17	11
7-8 AM Total	234	587	79	11	5	5	168	745	116	12	62	46
8:00 - 8:15 AM	89	173	25	6	1	3	52	238	30	4	26	11
8:15 - 8:30	56	109	8	4	0	2	22	147	15	3	7	11
8:30 - 8:45	58	116	10	8	1	1	16	171	14	7	6	11
8:45 - 9:00	30	106	10	4	1	3	24	168	10	3	4	10
9-10 AM Total	233	504	53	22	3	9	114	724	69	17	43	43
2 HOUR TOTAL	467	1091	132	33	8	14	282	1469	185	29	105	89
TOTAL	1690			55			1936			223		

# TRAFFIC VOLUME SUMMARY

CITY Troy DATE 8-22-84 DAY Wednesday

INTERSECTION OF Stephenson AND Rankin

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



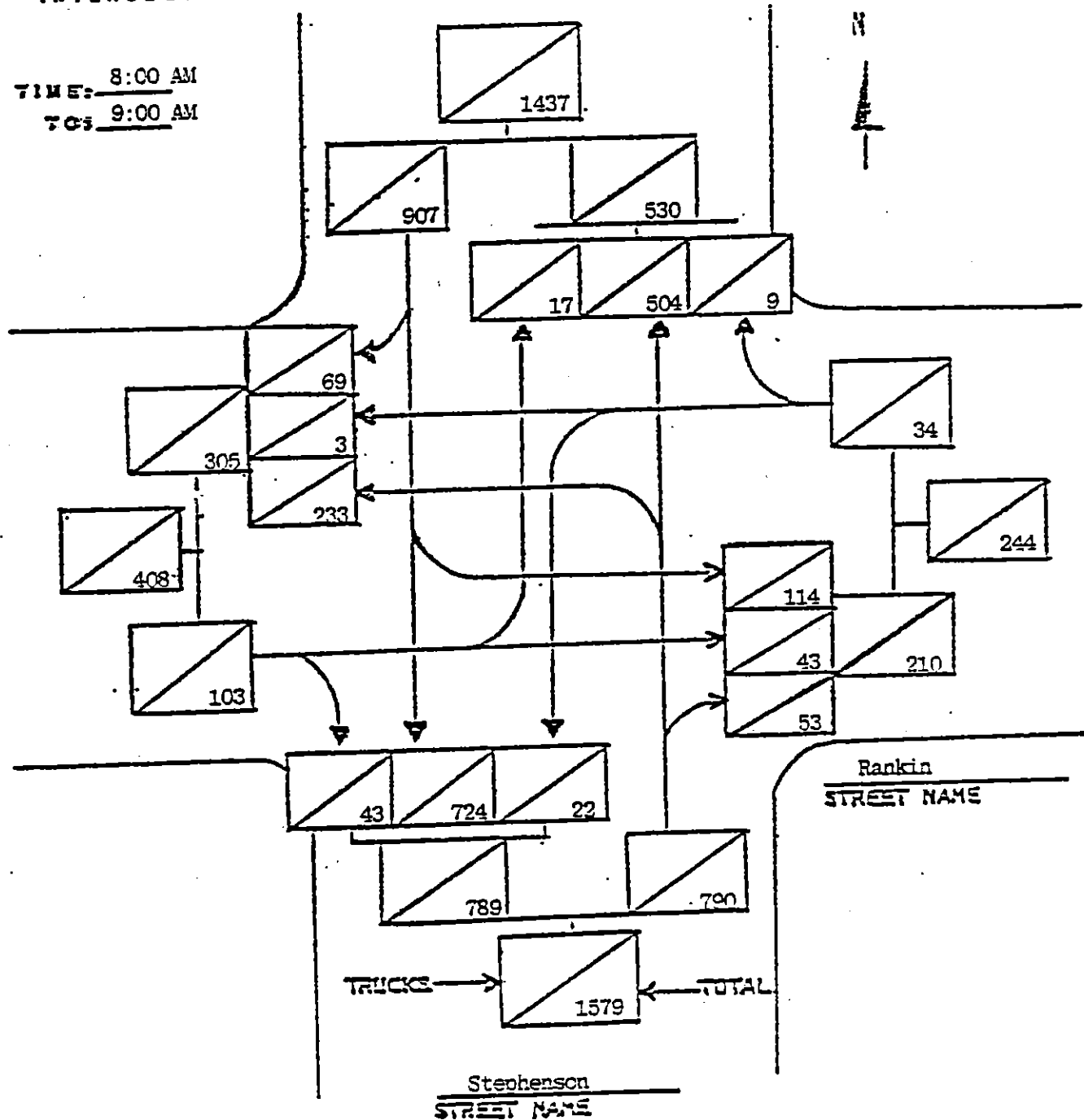
RECORDER K. Berkseth

# TRAFFIC VOLUME SUMMARY

CITY Troy DATE 8-22-84 DAY Wednesday

INTERSECTION OF Stephenson AND Rankin

TIME: 8:00 AM  
TO: 9:00 AM



RECORDED K. Berksech

# City of Drop

## TRAFFIC COUNT SUMMARY SHEET

Location: Stephenson/Rankin

DATE: 8-22-84

TIME: 8-22-84

WEATHER:

OFFICER: K. Berkseth/A. Mack

TIME	NB Stephenson			WB Rankin			SB Stephenson			EB Rankin		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
11:00 - 11:15 AM	36	135	4	4	3	9	10	127	11	4	5	15
11:15 - 11:30	23	143	5	11	19	15	11	149	15	8	3	36
11:30 - 11:45	34	158	6	9	16	28	19	159	21	13	1	40
11:45 - 12:00	44	178	11	15	8	20	15	160	26	9	5	20
11-12 AM Total	137	614	26	39	46	72	55	595	73	34	14	111
12:00 - 12:15 PM	29	171	9	32	23	39	15	159	8	21	8	44
12:15 - 12:30	31	142	18	13	12	10	17	148	18	15	8	36
12:30 - 12:45	35	143	18	11	3	8	27	177	12	10	7	30
12:45 - 1:00	47	147	15	11	4	18	32	158	7	3	16	24
12-1 PM Total	142	603	60	67	42	75	91	642	45	49	39	134
2 HOUR TOTAL	279	1217	86	106	88	147	146	1237	118	83	53	245
TOTAL	1582			341			1501			381		

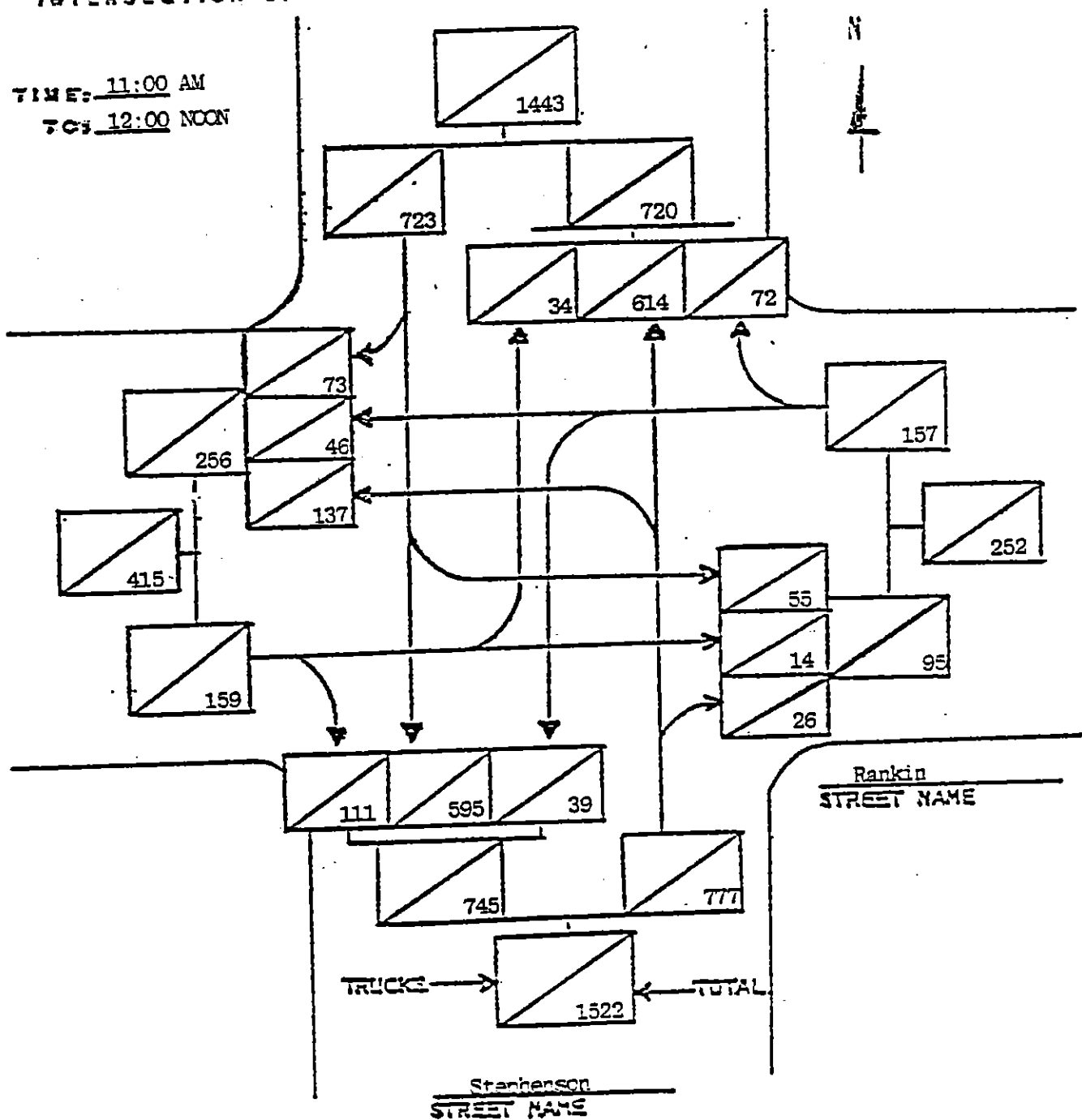


# TRAFFIC VOLUME SUMMARY

CITY Troy DATE 8-22-84 DAY Wednesday

INTERSECTION OF Stephenson AND Rankin

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



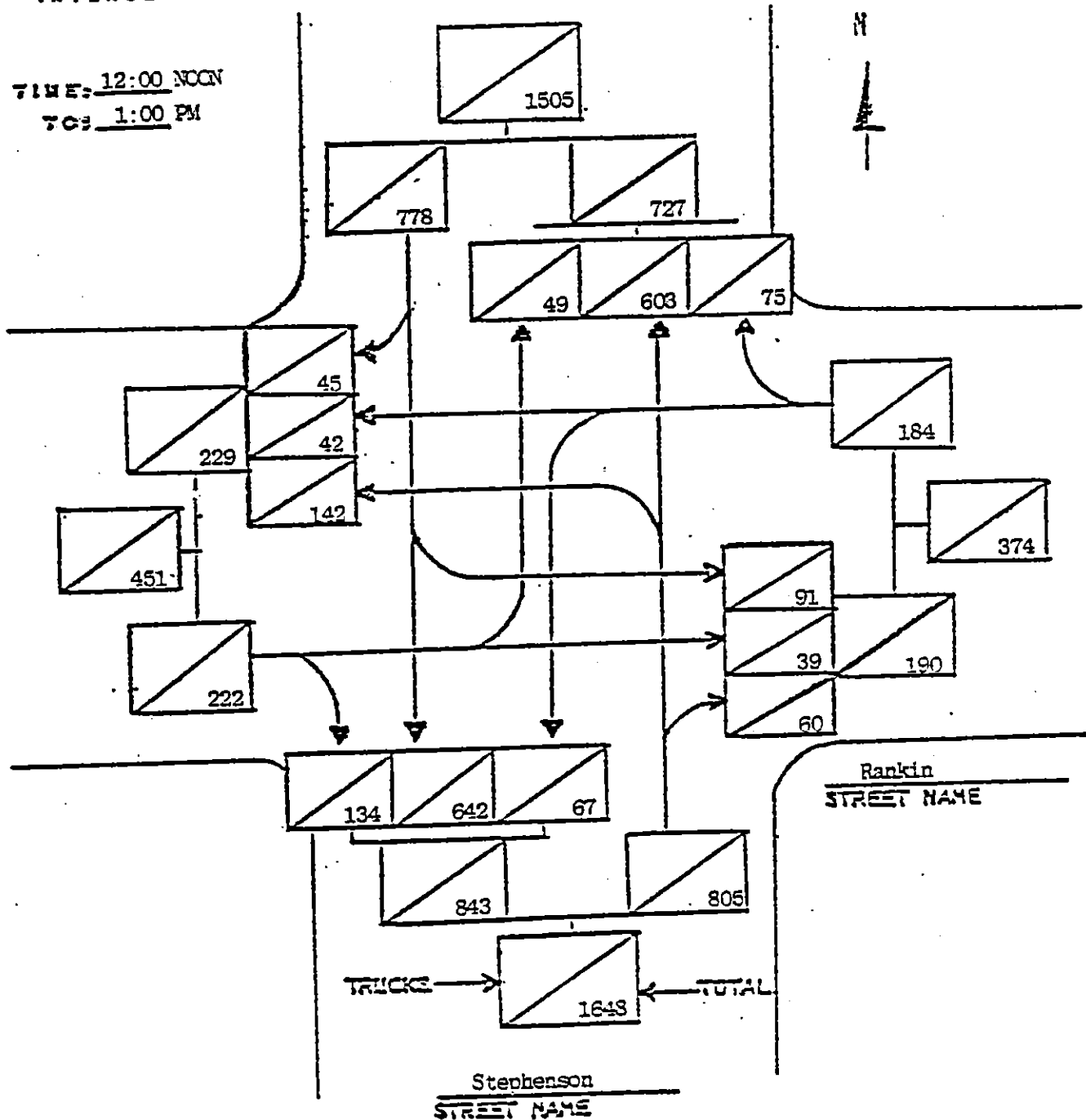
RECORDER K. Berkseth

# TRAFFIC VOLUME SUMMARY

CITY Troy DATE 8-22-84 DAY Wednesday

INTERSECTION OF Stephenson AND Rankin

TIME: 12:00 NOON  
TO: 1:00 PM



RECORDED K. Berkseth

# City of Wray



## TRAFFIC CENSUS SUMMARY REPORT

LOCATION Stephenson/Rankin

DATE 8-22-84

WEDNESDAY

CENSUSMAN K. Berkseth/A. Mack

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	26	207	8	17	6	16	2	168	7	59	4	67
4:15 - 4:30	32	234	3	24	7	32	4	129	7	24	4	36
4:30 - 4:45	21	223	4	28	7	35	6	208	15	20	3	65
4:45 - 5:00	29	254	4	38	14	50	7	212	14	16	5	25
4-5 PM Total	108	918	19	107	34	133	19	717	43	119	16	193
5:00 - 5:15	39	312	3	24	44	69	3	171	11	20	1	83
5:15 - 5:30	35	258	4	14	7	36	5	172	3	12	0	21
5:30 - 5:45	25	297	3	18	7	42	1	219	10	11	2	42
5:45 - 6:00	23	252	3	13	7	31	1	183	3	12	2	22
6-6 PM Total	122	1119	13	69	65	178	10	745	27	55	5	168
2 HOUR TOTAL	230	2037	32	176	99	311	29	1462	70	174	21	361
TOTAL	2209			586			1561			556		

# TRAFFIC VOLUME SUMMARY

CITY Troy

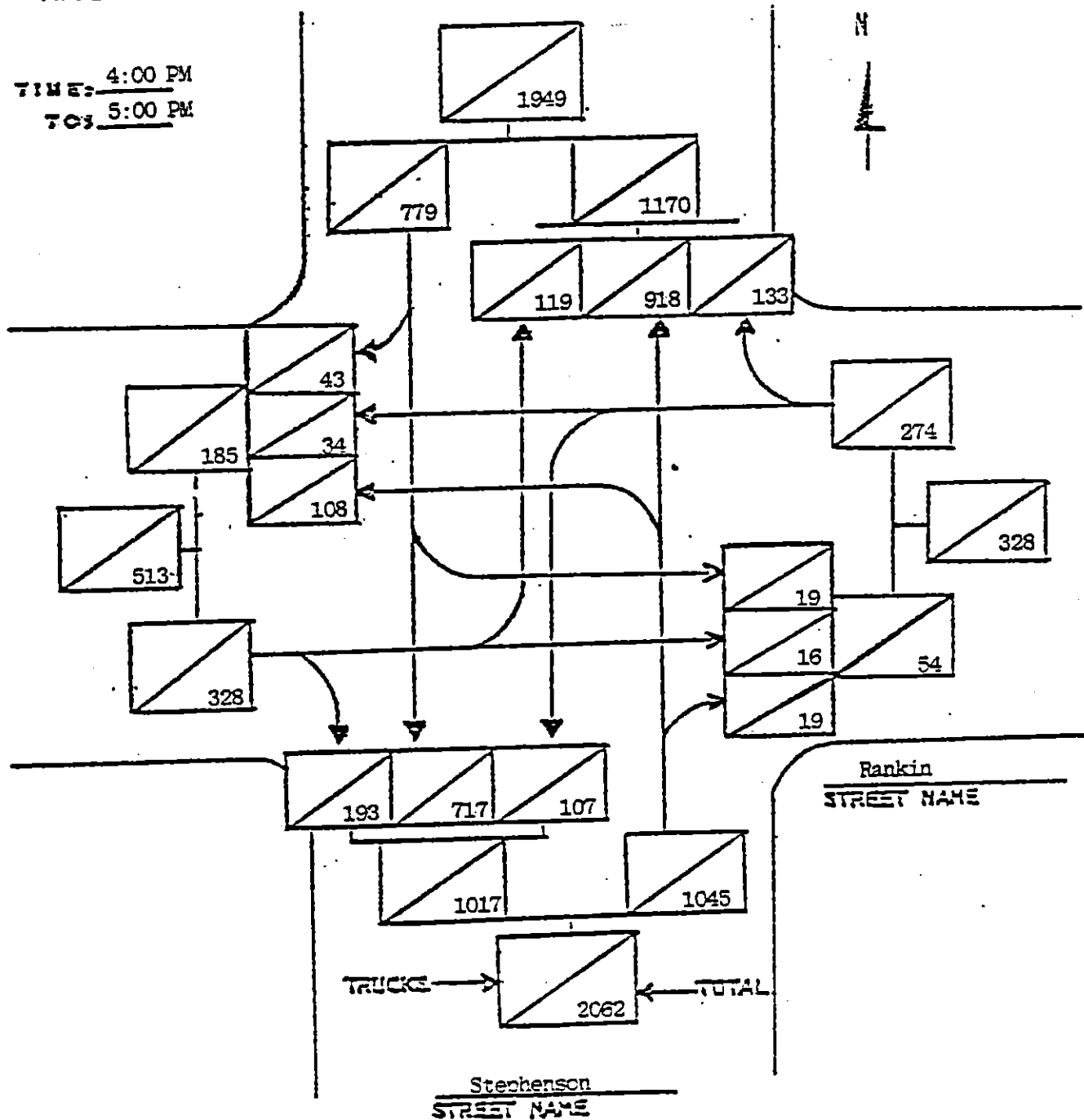
DATE 8-22-84

DAY Wednesday

INTERSECTION OF Stephenson

AND Rankin

TIME: 4:00 PM  
TO: 5:00 PM



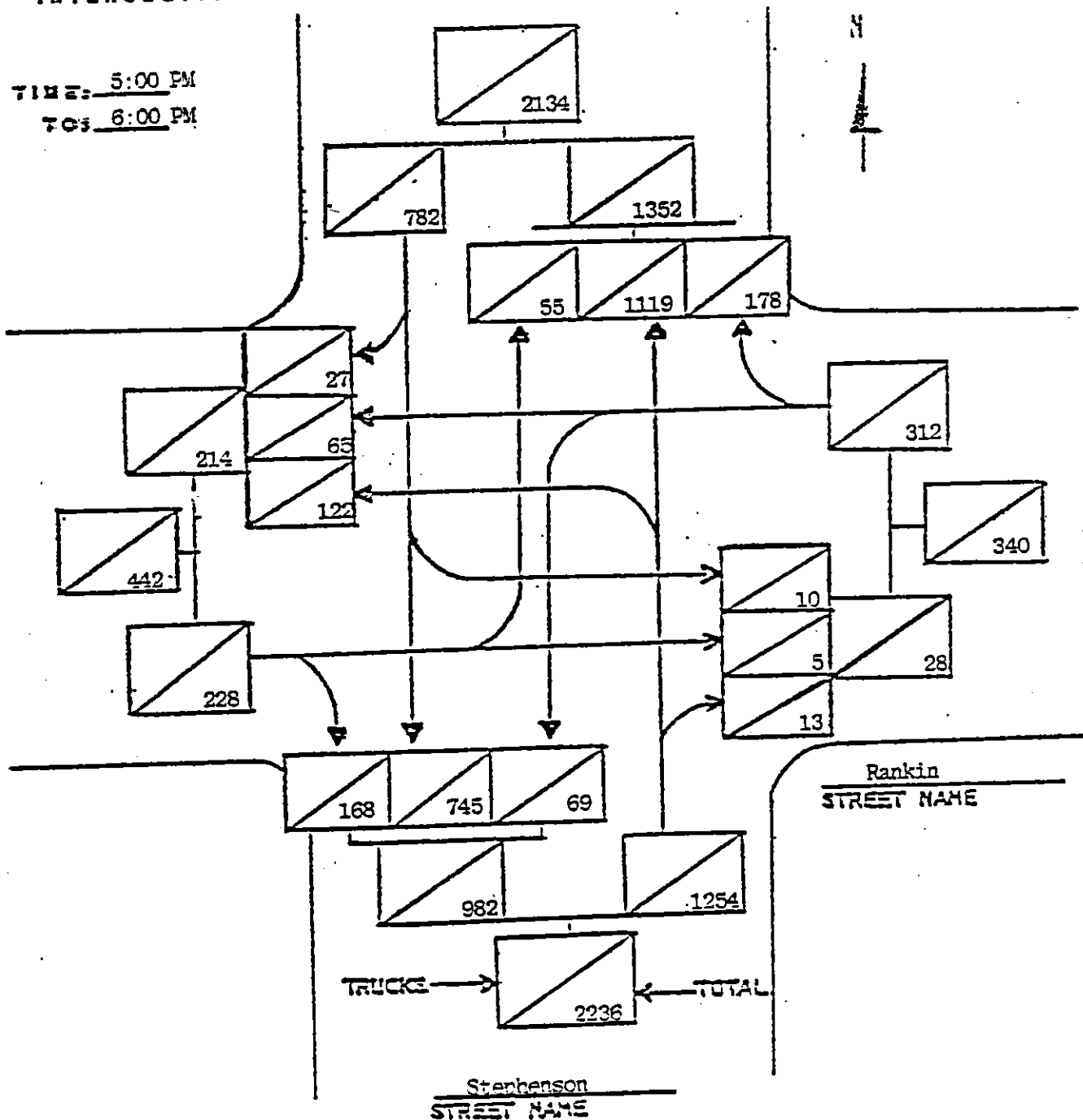
RECORDED K. Berkseth

# TRAFFIC VOLUME SUMMARY

CITY Troy DATE 8-22-84 DAY Wednesday

INTERSECTION OF Stephenson AND Rankin

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



RECORDED K. Berkseth

## City of Troy

LOCATION: Stephenson Median Opening

South of Maple

DAILY TRAFFIC VOLUMES

DATE 8/21-22/85

DATE	MON 85/08/19	TUE 20	WED 21	THU 22	FRI 23	SAT 24	SUN 25
START HOUR							
0	-	-	-	37	-	-	-
1	-	-	-	16	-	-	-
2	-	-	-	16	-	-	-
3	-	-	-	9	-	-	-
4	-	-	-	12	-	-	-
5	-	-	-	60	-	-	-
6	-	-	-	232	-	-	-
7	-	-	-	509	-	-	-
8	-	-	-	317	-	-	-
9	-	-	-	294	-	-	-
10	-	-	-	283	-	-	-
11	-	-	-	371	-	-	-
12	-	-	-	420	-	-	-
13	-	-	360	-	-	-	-
14	-	-	350	-	-	-	-
15	-	-	349	-	-	-	-
16	-	-	285	-	-	-	-
17	-	-	214	-	-	-	-
18	-	-	251	-	-	-	-
19	-	-	171	-	-	-	-
20	-	-	141	-	-	-	-
21	-	-	119	-	-	-	-
22	-	-	80	-	-	-	-
23	-	-	70	-	-	-	-

TOTAL

4966

Sta. No.	Direction	
25	EB	Stephenson Median Opening, South of Maple

500 W. BIG BEAVER ROAD - TROY, MICHIGAN 48064 - PHONE: (AREA 313) 804-8879

# City of Troy

LOCATION Stephenson Median Opening

North of Maple

HOURLY TRAFFIC VOLUMES

DATE 8/21-22/85

DATE	MON 85/08/19	TUE 20	WED 21	THU 22	FRI 23	SAT 24	SUN 25
START HOUR							
0	-	-	-	45	-	-	-
1	-	-	-	19	-	-	-
2	-	-	-	16	-	-	-
3	-	-	-	4	-	-	-
4	-	-	-	12	-	-	-
5	-	-	-	53	-	-	-
6	-	-	-	251	-	-	-
7	-	-	-	456	-	-	-
8	-	-	-	398	-	-	-
9	-	-	-	273	-	-	-
10	-	-	-	265	-	-	-
11	-	-	-	383	-	-	-
12	-	-	-	462	-	-	-
13	-	-	351	-	-	-	-
14	-	-	370	-	-	-	-
15	-	-	395	-	-	-	-
16	-	-	414	-	-	-	-
17	-	-	402	-	-	-	-
18	-	-	245	-	-	-	-
19	-	-	155	-	-	-	-
20	-	-	131	-	-	-	-
21	-	-	116	-	-	-	-
22	-	-	64	-	-	-	-
23	-	-	50	-	-	-	-
TOTAL				5330			

Sta. No.	Direction	
26	WB	Stephenson Median Opening, North of Maple

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

# City of Troy

LOCATION WB Drive at 1400 Stephenson  
North of Maple

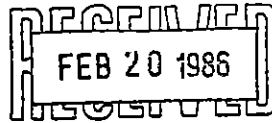
DATE 3/4-6/86

## EARLY TRAFFIC VOLUMES

DATE	MON 26/03/03	TUE 04	WED 05	THU 06	FRI 07	SAT 08	SUN 09
START HOUR							
0	-	-	1	4	-	-	-
1	-	-	6	4	-	-	-
2	-	-	0	4	-	-	-
3	-	-	0	0	-	-	-
4	-	-	0	3	-	-	-
5	-	-	3	2	-	-	-
6	-	-	7	6	-	-	-
7	-	-	13	17	-	-	-
8	-	-	14	-	-	-	-
9	-	-	25	-	-	-	-
10	-	-	22	-	-	-	-
11	-	21	23	-	-	-	-
12	-	32	35	-	-	-	-
13	-	18	40	-	-	-	-
14	-	32	29	-	-	-	-
15	-	31	27	-	-	-	-
16	-	43	58	-	-	-	-
17	-	32	20	-	-	-	-
18	-	22	14	-	-	-	-
19	-	3	4	-	-	-	-
20	-	7	7	-	-	-	-
21	-	6	10	-	-	-	-
22	-	3	3	-	-	-	-
23	-	6	3	-	-	-	-
TOTALS							
12HR 7-19	-	-	320	-	-	-	-
16HR 6-22	-	-	348	-	-	-	-
18HR 4-24	-	-	356	-	-	-	-
24HR 0-24	-	-	366	-	-	-	-



City of Troy  
Traffic Engineer



ITEM 6

Thursday  
Feb. 20, 1986

Dear Mr. Beaubien,

At last night's board of directors meeting of the Wendover Woods Assoc.

Mrs. Denise Lance requested I forward to you a copy of a 1-day traffic count I did in the fall of 1985. Our neighborhood has become an apparent cut-through for traffic seeking to avoid the traffic bottle-neck at the west-end Big Beaver & Adams intersection. My concern was & still is for the safety of the children who live & ride bikes in the neighborhood.

Mrs. Lance is hoping to have another count completed before the March 19th meeting.

If you have any questions regarding the enclosure, please feel free to call me.

Yours truly,

Janet L. Emerson

642-1619  
2509 Wembley

# TRAFFIC SURVEY CORNER OF CASWELL AND HAMPTON LANE

TIME	TRAFFIC EAST								TRAFFIC WEST								TOTALS			
	Beach Rd.				Cul-de-sac				Wendover								IN		OUT	
	IN		OUT		IN		OUT		IN		OUT		IN		OUT		IN		OUT	
	Cars	Trucks	Cars	Trucks	Cars	Trucks	Cars	Trucks	Cars	Trucks	Cars	Trucks	Cars	Trucks	Cars	Trucks	Cars	Trucks	Cars	Trucks
1:33-1:48	3	2	3	0	1	0	0	0	1	0	1	0	5	2	4	0				
1:48-2:03	5	0	7	1	1	0	0	0	2	0	4	1	8	2	12	2				
2:03-2:18	1	0	3	2	3	0	0	0	1	0	8	0	5	0	11	2				
3:45-4:00	4	0	9	3	1	0	0	0	4	Sc81	2	1	9	Sc81	11	4				
1 HOUR																				
TOTALS	13	2	22	3	6	0	0	0	8	Sc81	15	1	27	5	38	8				
4:00-4:15	10	0	3	0	3	0	0	0	9	0	3	0	22	0	6	0				
4:15-4:30	13	0	3	0	3	0	0	0	9	0	3	0	25	0	6	0				
4:30-4:45	2	1	3	0	4	0	0	0	8	Post1	1	0	14	2	7	0				
4:45-5:00	6	0	1	0	0	0	1	0	5	0	1	0	11	0	3	0				
1 HOUR																				
TOTALS	21	1	10	0	10	4	4	0	32	Post1	22	0	72	2	22	0				
5:00-5:15	11	0	4	1	2	0	2	0	18	0	0	0	31	0	7	1				
5:15-5:30	7	0	3	0	3	0	3	0	35	0	3	0	45	0	9	0				
5:30-5:45	7	0	2	0	2	0	0	0	12	0	0	0	24	0	4	0				
5:45-6:00	5	0	0	0	4	0	3	0	7	0	3	0	16	0	6	0				
1 HOUR																				
TOTALS	30	0	9	1	11	0	8	0	72	0	6	0	116	0	26	1				

The half-hour immediately after 4 and 5 shows a very large increase:

% Increase

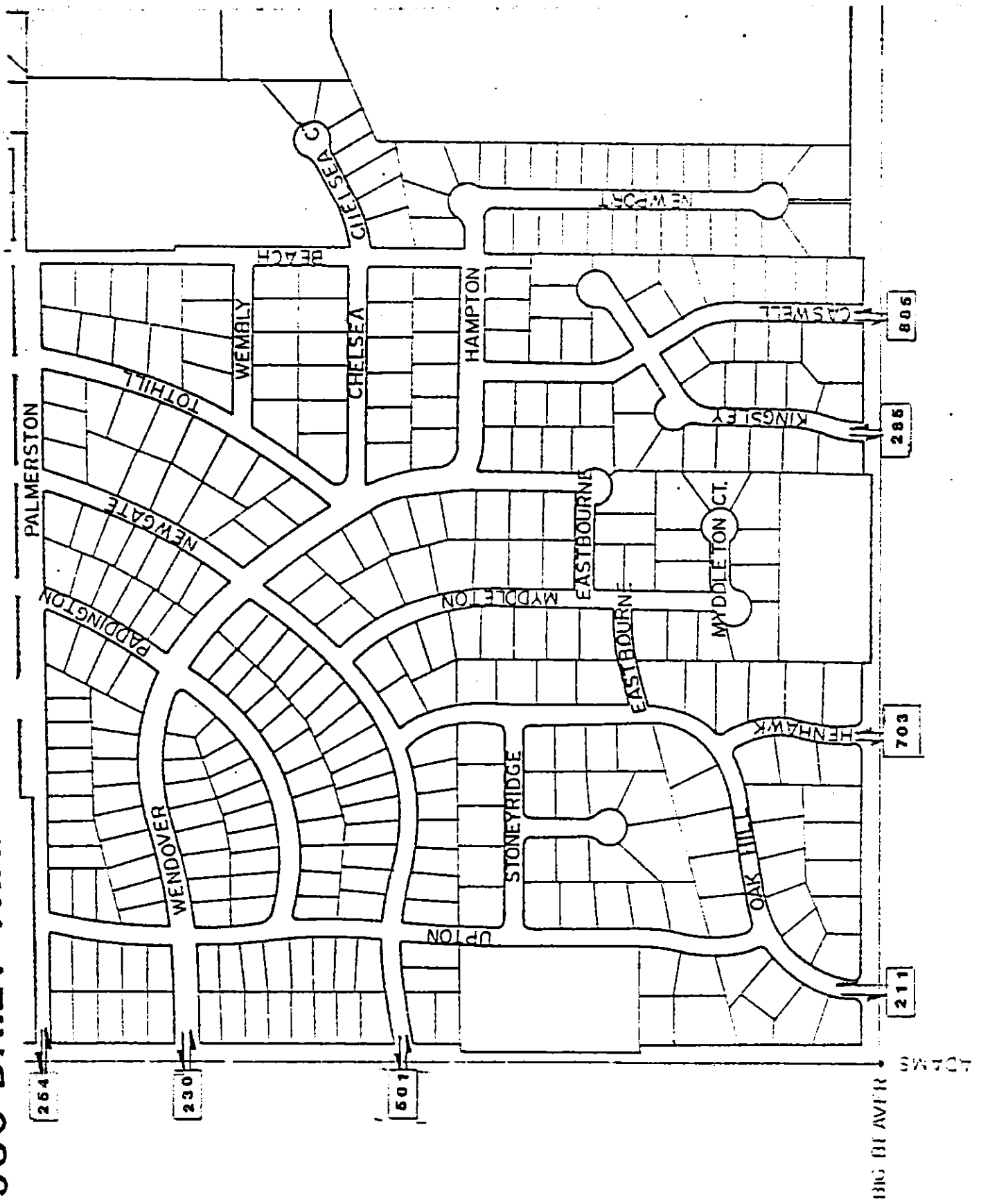
Half-hour mid-day average	Cars coming in Caswell	12.5	Cars leaving by Caswell	19
4:00-4:30		47		12
5:00-5:30		76		16

More data is needed to reach any conclusion, however, the increase in traffic immediately after 4 and 5 seems to indicate a large number of cars are using the neighborhood instead of Big Beaver. Data on a street not affected by Big Beaver would give us a base line increase for residents coming home from work.

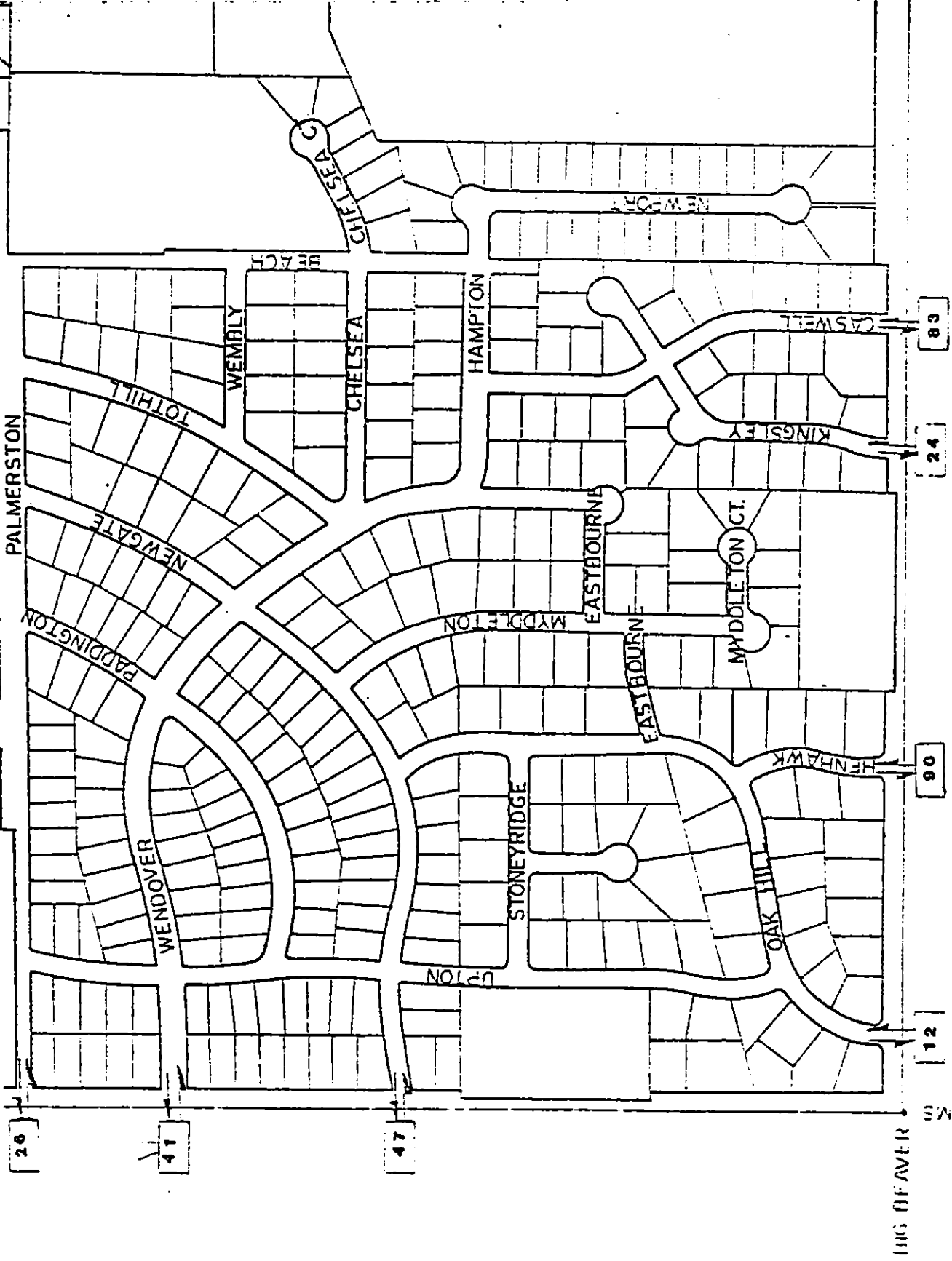
TRAFFIC VOLUMES - SECTION 19

	1976 <u>24 HR.</u>	February, 1986 <u>24 HR.</u>	<u>5-6 PM</u>
Wendover, E. of Adams	354	230	41
Newgate, E. of Adams	594	501	47
Oakhill, N. of Big Beaver	504	211	12
Herhawk, N. of Big Beaver	817	703	90
Kingsley, N. of Big Beaver	305	285	24
Caswell, N. of Big Beaver	680	885	83

## 1986 DAILY TRAFFIC VOLUMES SECTION 19



1986 PEAK HOUR \ LUMES (5-6P.M) SECT' N 19



1986

March 19, 1986

TO: Richard F. Beaubien, Transportation Engineer  
FROM: Muhammed T. Lutfi, Traffic Engineering Technician  
SUBJECT: Traffic Survey

On March 18, 1986, we conducted a survey to determine vehicles which use a route from Caswell to Wendover to avoid the intersection at Adams and Big Beaver. Out of 125 vehicles entering Caswell, 9 vehicles, or 7% of the vehicles, exited Wendover. Out of 24 vehicles entering Wendover, 1 vehicle, or 4% of the vehicles exited Caswell.

Respect fully submitted,

*Muhammed T. Lutfi*

Muhammed T. Lutfi  
Traffic Engineering Technician

MIL:ct

# City of Troy

February 25, 1986

Henry Ford Hospital  
ATTN: Diane Kauffman, Clinical Nurse Supervisor  
2849 Cattermole  
Troy, MI 48084

Dear Ms. Kauffman:

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

It is requested that you or your representative attend the Traffic Committee meeting on March 19, 1986, at 7:30 p.m., which is held at the Troy Civic Center, 500 W. Big Beaver, Troy.

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

Sincerely,

TROY FIRE DEPARTMENT

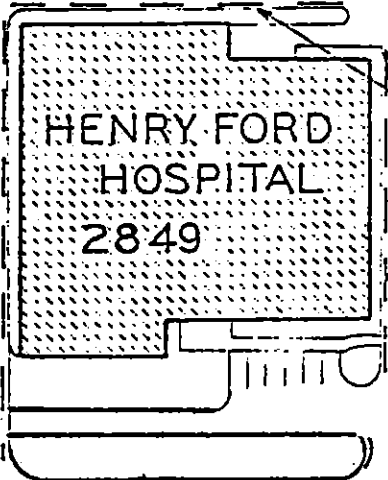
*Donald R. Mouch*

Donald R. Mouch  
Fire Inspector

DRM/cz

500 W. BIG BEAVER ROAD TROY, MICHIGAN 48084

Bldg. Inspections .....	524-3344	Dept. of Public Works .....	524-3370	Library .....	524-3338	Purchasing .....	524-3338
City Assessor .....	524-3311	Engineering .....	524-3383	Museum .....	524-3370	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		

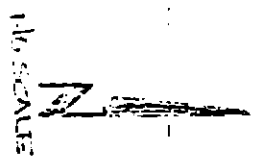


HENRY FORD  
HOSPITAL  
2849

Proposed  
Fire Lane  
(Typ)

CATTERMOLE

LINDA



LIVERNOIS



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

INTERSECTION OF: ROCHESTER AND RANKIN

DATA COLLECTION BEGAN  
DAY : TUESDAY  
DATE: 02:25:86  
TIME: 0000

\*  
WEATHER/RO COND: DRY

( ROCHESTER )				( RANKIN )			
-----				-----			
SPEED LIMIT 45 MPH				SPEED LIMIT 25 MPH			
TIME	NORTH BOUND	SOUTH BOUND	NBSSE TOTAL	EAST BOUND	WEST BOUND	EBSSB TOTAL	TOTAL
MACH NO 1	2			3	4		
=====							
12- 1 AM	71	139	210	0	14	14	224
1- 2	26	39	65	0	5	5	70
2- 3	29	24	53	0	2	2	55
3- 4	22	23	45	0	7	7	52
4- 5	46	32	78	0	2	2	80
5- 6	173	74	247	0	15	15	262
6- 7	598	290	888 **	0	70 +	70	958
7- 8	820	587	1407 **	0	74 +	74	1481
8- 9	721	552	1273 **	0	124 !+	124	1397
9-10	454	493	947 **	0	96 +	96	1043
10-11	453	418	871 **	0	123 !+	123	994
11-12	463	539	1002 **	0	199 !+	199	1201
12- 1 PM	652	617	1269 **	0	206 !+	206	1475
1- 2	535	484	1019 **	0	143 !+	143	1162
2- 3	560	507	1167 **	0	134 !+	134	1301
3- 4	660	795	1455 **	0	220 !+	220	1675
4- 5	632	829	1461 **	0	297 !+	297	1758
5- 6	640	973	1613 **	0	287 !+	287	1900

6- 7	498	612	1110 **	0	93 +	93	1203
7- 8	389	415	805 **	0	48	48	853
8- 9	302	323	625 *	0	32	32	657
9-10	232	250	482 *	0	23	23	515
10-11	196	177	373	0	25	25	401
11-12	145	152	297	0	43	43	340
	-----	-----	-----	-----	-----	-----	-----
TOTL	9317	9455	18772	0	2285	2265	21057

PAGE 1 OF 2

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

INTERSECTION OF: ROCHESTER AND RANKIN

DATA COLLECTION BEGAN  
DAY : TUESDAY  
DATE: 02:25:86  
TIME: 0000

WEATHER/RO COND: DRY

WARRANT NO. 1: MINIMUM VEHICULAR VOLUME -  
MET FOR 9 HOURS OF REQUIRED 8 HOURS

\* MAJOR ROAD - MINIMUM WARRANT VALUE OF 420 VPH EQUALED OR EXCEEDED  
! MINOR ROAD - MINIMUM WARRANT VALUE OF 105 VPH EQUALED OR EXCEEDED

WARRANT NO. 2: INTERRUPTION OF CONTINUOUS TRAFFIC -  
MET FOR 13 HOURS OF REQUIRED 8 HOURS

\* MAJOR ROAD - MINIMUM WARRANT VALUE OF 630 VPH EQUALED OR EXCEEDED  
+ MINOR ROAD - MINIMUM WARRANT VALUE OF 53 VPH EQUALED OR EXCEEDED

ACCIDENT EXPERIENCE: FOR PERIOD FROM 01/85 TO 12/85

7 TOTAL ACCIDENTS  
3 RIGHT ANGLE ACCIDENTS .91 ACCIDENTS PER MILLION VEHICLES  
0 LEFT TURNING ACCIDENTS

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

# City of Troy

ITEM 10

SB Stephenson  
Turnaround to  
NB Stephenson

North of 14 Mile

DATE 3/4-5/86

## DAILY TRAFFIC VOLUMES

DATE	MON 85/03/03	TUE 04	WED 05	THU 06	FRI 07	SAT 08	SUN 09
START HOUR							
0	-	-	1	-	-	-	-
1	-	-	2	-	-	-	-
2	-	-	0	-	-	-	-
3	-	-	0	-	-	-	-
4	-	-	0	-	-	-	-
5	-	-	3	-	-	-	-
6	-	-	13	-	-	-	-
7	-	-	41	-	-	-	-
8	-	-	31	-	-	-	-
9	-	-	56	-	-	-	-
10	-	-	72	-	-	-	-
11	-	170	133	-	-	-	-
12	-	173	141	-	-	-	-
13	-	67	87	-	-	-	-
14	-	76	59	-	-	-	-
15	-	102	108	-	-	-	-
16	-	215	214	-	-	-	-
17	-	204	219	-	-	-	-
18	-	99	116	-	-	-	-
19	-	33	29	-	-	-	-
20	-	10	19	-	-	-	-
21	-	7	6	-	-	-	-
22	-	10	5	-	-	-	-
23	-	7	6	-	-	-	-
TOTALS							
12HR 7-19	-	-	1279	-	-	-	-
12HR 6-23	-	-	1347	-	-	-	-
12HR 8-24	-	-	1336	-	-	-	-
24HR 0-24	-	-	1342	-	-	-	-