

The Traffic Committee Meeting was held in the Lower Level Conference Room, Troy City Hall, on January 22, 1986. The meeting was called to order at 7:32 P.M. by Chairman Robert Hanna.

ITEM: 1

ROLL CALL

PRESENT:

Sam Coleman
John Diefenbaker
Ted Halsey
Robert Hanna
Margaret Perry
William Rudell

ABSENT:

Arthur Cotsonika (Out of town on business)

Also present were the following:

Al Tibble, 783 Kirts
Gordon Miller, 785 Kirts
Bill Kulpa, 1760 Van Courtland
Charles Liles, 2068 Van Courtland
Jack Klibbe, 2100 Van Courtland

Don Smith, 100 S. Main
Marci Fielding, 1971 Larchwood
Sue Ann Berbenchuk, 1971 Larchwood
Julius Lowry, 3431 Talbot

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

ITEM: 2

MINUTES - DECEMBER 18, 1985

Moved by Diefenbaker
Supported by Rudell

Recommend that the minutes of the December 18, 1985 Traffic Committee meeting be approved as printed.

YEAS: 6 Coleman, Diefenbaker, Halsey, Hanna, Perry, Rudell
NAYS: 0
ABSENT: 1 Cotsonika

MOTION PASSED

ITEM: 3

VISITOR'S TIME

Gordon Miller and Al Tibble of the Capitol Hill Condominiums on Kirts Road appeared before the Committee to express their concerns about the volume and speed of business traffic on Kirts Road between Livernois and Crooks. The residents have difficulty getting out into traffic, especially from 8:30 to 9:30 AM and 3:30 to 5:30 PM, and mention was made of a recent accident. The 35 mph speed limit is not being observed and they fear for the safety of children standing on the curb waiting for the school bus. They asked what could be done temporarily until the widening project is completed, and suggested a temporary stop sign on Kirts at Troy Center. They also questioned the possibility of a traffic signal at Troy Center, or anywhere between Livernois and Crooks, in the future.

Item 3 Contd.

Mr. Hanna informed them that their concerns would be an item for consideration at the next meeting on February 19, 1986. This would allow time for traffic counts, gap and speed studies, and accident experience information to be gathered which would indicate if warrants are met for any traffic control devices in this area.

Lt. Hay noted that the recent accident involving a resident was the fault of that resident as a result of not cleaning the car windows well enough.

Moved by Halsey
Supported by Perry

Recommend that Items 4, 6, and 8 be taken out of order.

YEAS: 6 Coleman, Diefenbaker, Halsey, Hanna, Perry, Rudell
NAYS: 0
ABSENT: 1 Cotsonika

MOTION PASSED

ITEM: 4 INSTALL "NO PARKING" SIGNS ON BOTH SIDES OF VAN COURTLAND.

Jack Klibbe, 2100 Van Courtland, appeared at the December Traffic Committee Meeting to express his concern about vehicles parked in front of his house. His experience has been that these vehicles tear up the grass adjacent to the edge of the roadway and make it difficult for him to maintain attractive landscaping in front of his home.

"No Parking" signs are currently posted on the west or fire hydrant side of Van Courtland only. Mailboxes are located on both sides of the street. Adoption of a parking ordinance which affects only one residence has a tendency to move any parking problem to an adjacent residence. Therefore, when a parking problem on a residential street needs to be addressed, it is usually more appropriate to establish a no parking zone of sufficient length so that the problem is not merely relocated to an adjacent residence.

After considerable discussion of this problem at the December Traffic Committee Meeting, this item was tabled for one month to see whether Mr. Klibbe's problem could be solved administratively. Section 8.1 of Chapter 106, Troy City Code, states that, "A person shall not stand or park a vehicle in a roadway other than parallel to the edge of the roadway headed in the direction of lawful traffic movement and with the right hand wheels of the vehicle within twelve inches of the curb or edge of roadway . . ."

This means that motorists parking their vehicles on Van Courtland should be parking them on the pavement instead of off the edge of the pavement near the roadside ditch. This ordinance does not prevent vehicles from parking in front of Mr. Klibbe's home, but it does prevent them from parking on the grassy portion of the public right-of-way in front of Mr. Klibbe's home. Because the current ordinance prohibits vehicles from parking in the grass adjacent to the edge of the roadway, it appears that the problem described by Mr. Klibbe can be resolved without enacting additional parking regulations.

Item 4 Contd.

Although Mr. Klibbe had signed in for the meeting, he talked with Lt. Hay before the meeting and then left. Lt. Hay reported that he had explained the ordinance to Mr. Klibbe at this time because when he had gone out to see Mr. Klibbe about 15 times in the last month, he had not found Mr. Klibbe at home. He noted that there were no violations observed by the afternoon officers when making their regular patrol. Mr. Klibbe was satisfied with the explanation and will call if there are any violators. The police will then send a car for citing. Mr. Klibbe will also be contacting the Streets Department to request that his ditch be redug.

Charles Liles, 2068 Van Courtland, appeared before the Committee to express opposition to any change.

Moved by Halsey
Supported by Diefenbaker

Recommend that no change be made to existing parking regulations on Van Courtland.

YEAS: 6 Coleman, Diefenbaker, Halsey, Hanna, Perry, Rudell
NAYS: 0
ABSENT: 1 Cotsonika

MOTION PASSED

Bill Kulpa, 1760 Van Courtland, arrived late for the meeting after Item 4 had already been considered and a recommendation made. He waited until the end of the meeting to say that he supported no change in the existing parking regulations on Van Courtland.

ITEM: 6 ESTABLISH 35 MPH SPEED LIMIT FOR LARCHWOOD, WEST OF JOHN R.

Larchwood, west of John R, is a concrete street in the industrial area north of Maple. It forms part of a connection between Maple and John R and serves an area which is zoned industrial and, for the most part, contains industrial development.

For industrial streets which serve a secondary thoroughfare function such as Larchwood, west of John R, it has generally been the practice to recommend a 35 mph speed limit. This street is currently posted for a 25 mph speed limit. This speed limit now appears to be unrealistically low.

Some citizens believe that the mere posting of lower speed limits within their corporate boundaries will improve safety. Actually, competent surveys show that it is the driving environment which mainly influences speed. Realistic speed zones are of the utmost public importance for safe highways, if for no other reason than that they give enforcement officers a handle for the control of hazardous drivers without infringing upon normally safe drivers. Realistic speed zones have the following benefits:

1. They invite public compliance by conforming to behavior of the great majority and by giving a clear reminder to non-conforming violators.

Item 6 Contd.

2. They offer an effective enforcement tool to police by clearly separating the flagrant violator from the reasonable majority.
3. They tend to minimize public antagonism toward police enforcement of unreasonable regulations.
4. They contribute substantially to the smooth orderly flow of traffic which is a major factor in preventing highway accidents.

The foremost criteria for determination of realistic speed limits are:

1. The 85th percentile speed of those actually driving upon the highway segment in question.
2. The accident history of the area including analysis of the type and apparent causes of accidents as well as location.
3. Traffic volumes.
4. Roadside and adjacent area development.
5. Design speed of a particular highway segment.
6. Determination of hidden hazards which might not be readily apparent to even the normally "careful and prudent driver".

Speed studies conducted on Larchwood, west of John R, on December 5, 1985 indicated an average speed of 34 mph and an 85th percentile speed of 40 mph. The attached sketch indicates that there are very few accidents reported on Austin, Larchwood, and Brinston during a typical year.

Because the observed speeds are at great variance with the current posted speed limit and because it has been a practice to establish 35 mph speed zones for secondary thoroughfares -particularly in industrial areas- we recommended that a 35 mph speed limit be established for Larchwood, west of John R.

The attached letters were submitted to the Traffic Committee for their review - one in favor of and two opposing an increase in the speed limit to 35 mph on Larchwood, west of John R.

Sue Berbenchuk and Marci Fielding of 1971 Larchwood appeared before the Committee to oppose a change in the speed limit because Larchwood is not all industry. There are 9 houses and approximately 12 children on Larchwood, which is a short street. They reported that traffic is heavy and fast, and they felt that raising the speed limit to 35 mph would cause motorists to go even faster. They requested a sign which would warn motorists of the residential area and/or children at play. When coming off of Austin onto Larchwood where there are all businesses, motorists do not realize that there are houses further on, closer to John R.

Mr. Beaubien indicated that there is not any change in speed observed when such signs are posted. However, when speed studies are made, it has been observed that the one thing that slows traffic is the presence of children.

Item 6 Contd.

The attached petition was submitted with 32 signatures from both businesses and residents recommending that no change be made in the existing speed limit on Larchwood, west of John R.

Moved by Rudell
Supported by Perry

Recommend that no change be made in the existing speed zoning on Larchwood, west of John R.

YEAS: 6 Coleman, Diefenbaker, Halsey, Hanna, Perry, Rudell
NAYS: 0
ABSENT: 1 Cotsonika

MOTION PASSED

ITEM: 8 INSTALL 4-WAY STOP AT HARTLAND AND TALBOT.

Mrs. Lowry, 3431 Talbot, called in November to express her concern about the number of accidents occurring at the Hartland/Talbot intersection and the amount of traffic using streets like Hartland and Talbot to avoid the Rochester Road/Big Beaver intersection. She suggested the installation of a 4-way stop at Hartland and Talbot, installation of signs to prohibit through traffic, and the installation of additional speed limit signs.

The Traffic Committee discussed concerns similar to those discussed by Mrs. Lowry at its November, 1985 meeting and concluded that this item should be placed on the January, 1986 Traffic Committee Meeting Agenda. The Committee further directed that traffic counts of streets adjoining the Big Beaver/Rochester intersection be made after the construction project was complete to determine the impact on daily traffic volume levels.

The Big Beaver/Rochester intersection was opened to traffic on December 9, 1985. The completion of this road construction project has significantly reduced traffic congestion in the area. The table below compares traffic counts made at three key locations adjacent to the Big Beaver/Rochester intersection before and after the opening of the Big Beaver/Rochester intersection. This comparison indicates a noticeable reduction in daily traffic volumes on adjacent streets after the opening of the Big Beaver/Rochester intersection project.

<u>LOCATION</u>	<u>DAILY TRAFFIC VOLUMES</u>	
	<u>Nov. 26, 1985</u>	<u>Jan. 7, 1986</u>
Hartland, West of Rochester	772	646
Kilmer, North of Big Beaver	1,078	875
Colebrook, West of Rochester	1,632	1,260

During 1985 there were 3 accidents at the Talbot/Hartland intersection. All 3 accidents involved a vehicle which failed to stop for the stop sign on Hartland resulting in a right angle collision. The accident on February 19,

Item 8 Contd.

1985 can be partially attributed to slippery pavement. The accident on October 11, 1985 involved a fatality. The driver of the vehicle traveling eastbound on Hartland failed to stop for the stop sign and was struck by a northbound vehicle. After impact the first vehicle rolled over as it went into the ditch on the northeast corner. Secondary collisions between the driver and objects within this vehicle resulted in the fatality. A collision diagram for accidents at this intersection during 1985 is attached. There were no reported accidents at this intersection during 1984 or 1983.

In response to a suggestion by Mrs. Lowry, an additional speed limit sign was posted on eastbound Hartland, west of Talbot. Installation of a 4-way stop at this intersection was not recommended. Installation of a multi-way stop is warranted only when one of the following conditions exist:

1. When traffic signals are warranted or urgently needed, the multi-way stop is an interim measure that can be quickly installed to control traffic while arrangements are being made for the signal installation.
2. An accident problem as indicated by 5 or more reported accidents of the types susceptible of correction by a multi-way stop in a 12 month period. Such accidents include right and left turn collisions as well as right angle collisions.
3. Minimum traffic volumes.
 - a. The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any 8 hours of an average day, and
 - b. The combined vehicular and pedestrian volume from the minor street or highway must average at least 200 units per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour, but
 - c. When the 85th percentile approach speed of the major street traffic exceeds 40 mph, the minimum vehicular volume warrant is 70% of the above requirements.

Although Julius Lowry, 3431 Talbot, had mailed the attached letter, he appeared before the Committee to express his concerns. His wife and 5 year old son were in an accident recently at Hartland and Talbot which totaled their car and two weeks prior a girl was killed in an accident at this intersection because motorists missed the stop sign.

Mr. Lowry stated that he can accept the accident and volume counts but in his 12-13 years of living there he has seen motorists zip by through the stop sign at least 10 times. One person has been killed and two cars totaled. There has also been a tremendous number of misses. He cannot understand why people constantly miss the stop sign. A "No Parking" sign was in the way of the stop sign but has been moved, and people still miss the stop sign. He suggested a "Stop Ahead" sign because of the volume going through without seeing the stop sign.

Item 8 Contd.

Mr. Lowry requested a 4-way stop at Hartland and Talbot, and if a 4-way stop is installed, he suggested a "Stop Ahead" sign on Talbot also to warn people of the newly installed stop sign.

Mr. Lowry said that there are often 4-5 cars together speeding on Talbot during rush hours, both ways. It helped after opening the Big Beaver/Rochester intersection and after police enforcement, but has picked up again. There are no stop signs on Talbot or Trombley from Big Beaver to Rochester. Another stop sign at the intersection of Hartland and Ellenboro would help to protect the children going to Wattles School and stop traffic twice, which will cause more caution and/or decrease of non-local traffic. He questioned the possibility of Local Traffic Only signs.

Mr. Hanna explained that for stop signs to be effective, the driver must perceive that the traffic device is there for his protection, and must be self policing. If there is no opposing traffic, motorists only come to a rolling stop or ignore the stop sign completely. Also, drivers tend to speed up to make up for the time spent slowing down or stopping.

Mr. Halsey mentioned a possible reason for people avoiding the stop signs which were put in all along Hartland when the old Big Beaver Road was put in. Stop signs are posted on Hartland at Louis which is a dead end street and on Hartland 2 blocks east of that (Frankton), which is also a dead end street. Over the years, people have become complacent.

Mr. Lowry stated that a house and hedges obstruct vision at Hartland/Talbot. The question was asked about a stop sign being enough, suggesting a hanging blinking light to cause people to notice.

Mr. Beaubien indicated that a "Stop Ahead" sign is more appropriate than an electric signal. He commented on the fact that there has been accident experience only in 1985 and not in the previous two years. The Committee attributed this to the streets being paved.

Mr. Lowry again noted the effectiveness when the police were there - scores of tickets were issued, and motorists were timid for awhile. Mr. Halsey added that the snow slowed down motorists for awhile, but when he was driving in the area after the snow melted, he was passed while doing the speed limit. He felt that maybe the best solution for the subdivision would be similar to the signs posted on Wattles and John R - No Left Turn, 4-7 PM off Big Beaver and No Through Traffic, 7-9 AM on Rochester

Mr. Beaubien mentioned a left turn preventor (island) will soon be installed with the widening of Big Beaver to 4 lanes with a center median from Livernois to Rochester and stated that No Through Traffic signs just advertise the way to get through and are difficult to enforce.

Mr. Hanna wondered if people just got in the habit of cutting through. Lt. Hay said that since the last meeting an officer has been in the area as service will allow during rush periods. Before the holidays, 7-8 tickets and 5-6 warnings were issued. Since the holidays, traffic is down with only 2 tickets and 3 warnings issued. Different officers are now saying that there is no problem, both ways, through the subdivision and the volume is down tremendously. Maybe people are getting out of the habit.

Item 8 Contd.

Mr. Lowry again stated that the police were a better deterrent than opening the intersection. Vision is blocked and people don't stop for the stop sign on Hartland at Talbot. He would prefer a school crossing rather than a speed limit sign on Hartland at Ellenboro.

Mr. Diefenbaker agreed that Trombley-Talbot is a long stretch, the school is not visible and people are not aware that it is there. He requested a school crossing sign at the intersection of Trombley and Ellenboro and a school advance sign. He expressed the need for some way to break up the long haul between Rochester and Big Beaver on Trombley-Talbot and to slow traffic.

Mr. Lowry feels that it is the most dangerous at the school crossing and recommended a stop sign. Mr. Hanna commented that too many stop signs defeat the purpose. A School Crossing sign and a School Advance sign, however, could be installed.

A motion was moved by Halsey and supported by Coleman to recommend that a 4-way stop be installed at Hartland and Talbot.

Mr. Hanna asked if it might help to have a stop ahead sign on Talbot on the north side of Hartland. Mr. Halsey did not see the need because he felt that visibility was good on all 4 directions. Mr. Lowry was still concerned about the house and hedges on the corner causing the stop sign to be missed.

Mr. Beaubien offered another consideration - posting stop signs on Talbot and taking them off of Hartland. He indicated having difficulty with a 4-way stop because of the low volume and not meeting warrants for multiway stop.

Mr. Halsey said that he was happy with the motion he made. Mr. Diefenbaker added that it was worth a try. Fire Inspector Mouch gave his personal observation. He said that those traveling east on Hartland stop at one dead end street, then 2 blocks another, and by the third stop sign, they figure there is no traffic. Mr. Lowry said the stop signs could be taken down on Hartland at the intersections of the dead end streets but not on Hartland at Talbot.

Mr. Hanna advised the Committee to consider the 4-way stop at Hartland/Talbot now and next month consider the other stop signs along Hartland.

Mr. Halsey felt that the stop signs may also have been put there to control speed from the high school, but 1 or possibly 2 could go. Mr. Hanna suggested that Hartland be included on next month's agenda to review the signing along the rest of the street.

Moved by Halsey
Supported by Coleman

Recommend that a 4-way stop be installed at Hartland and Talbot.

YEAS:	6	Coleman, Diefenbaker, Halsey, Hanna, Perry, Rudell
NAYS:	0	
ABSENT:	1	Cotsonika

MOTION PASSED

ITEM: 5 ESTABLISH 35 MPH SPEED LIMIT FOR AUSTIN.

Austin is a concrete street in the industrial area north of Maple and west of John R. It forms part of a connection between Maple and John R and serves an area which is zoned industrial and, for the most part, contains industrial development.

For industrial streets which serve a secondary thoroughfare function such as Austin, it has generally been the practice to recommend a 35 mph speed limit. This street is currently posted for a 25 mph speed limit. This speed limit now appears to be unrealistically low.

Some citizens believe that the mere posting of lower speed limits within their corporate boundaries will improve safety. Actually, competent surveys show that it is the driving environment which mainly influences speed. Realistic speed zones are of the utmost public importance for safe highways, if for no other reason than that they give enforcement officers a handle for the control of hazardous drivers without infringing upon normally safe drivers. Realistic speed zones have the following benefits:

1. They invite public compliance by conforming to behavior of the great majority and by giving a clear reminder to non-conforming violators.
2. They offer an effective enforcement tool to police by clearly separating the flagrant violator from the reasonable majority.
3. They tend to minimize public antagonism toward police enforcement of unreasonable regulations.
4. They contribute substantially to the smooth orderly flow of traffic which is a major factor in preventing highway accidents.

The foremost criteria for determination of realistic speed limits are:

1. The 85th percentile speed of those actually driving upon the highway segment in question.
2. The accident history of the area including analysis of the type and apparent causes of accidents as well as location.
3. Traffic volumes.
4. Roadside and adjacent area development.
5. Design speed of a particular highway segment.
6. Determination of hidden hazards which might not be readily apparent to even the normally "careful and prudent driver".

Speed studies conducted on Austin on December 3, 1985 indicated an average speed of 35 mph and an 85th percentile speed of 41 mph. The attached sketch indicates that there are very few accidents reported on Austin, Larchwood, and Brinston during a typical year.

Item 5 Contd.

Because the observed speeds are at great variance with the current posted speed limit and because it has been a practice to establish 35 mph speed zones for secondary thoroughfares -particularly in industrial areas- we recommended that a 35 mph speed limit be established for Austin.

The attached two notices were received in favor of increasing the speed limit to 35 mph on Austin and submitted to the Committee for their review.

Sue Berbenchuk and Marie Fielding, 1971 Larchwood, expressed their opposition to increasing the speed limit on Austin to 35 mph because of the mixture of industrial and residential in the area.

Moved by Rudell

Supported by Coleman

Recommend that no change be made in the existing speed zoning on Austin.

YEAS: 6 Coleman, Diefenbaker, Halsey, Hanna, Perry, Rudell
NAYS: 0
ABSENT: 1 Cotsonika

MOTION PASSED

ITEM: 7 ESTABLISH 35 MPH SPEED LIMIT FOR BRINSTON, WEST OF JOHN R.

Brinston, west of John R, is a concrete street in the industrial area north of Maple. It forms part of a connection between Maple and John R and serves an area which is zoned industrial and, for the most part, contains industrial development.

For industrial streets which serve a secondary thoroughfare function such as Brinston, west of John R, it has generally been the practice to recommend a 35 mph speed limit. This street is currently posted for a 25 mph speed limit. This speed limit now appears to be unrealistically low.

Some citizens believe that the mere posting of lower speed limits within their corporate boundaries will improve safety. Actually, competent surveys show that it is the driving environment which mainly influences speed.

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2. They offer an effective enforcement tool to police by clearly separating the flagrant violator from the reasonable majority.
3. They tend to minimize public antagonism toward police enforcement of unreasonable regulations.

Item 7 Contd.

4. They contribute substantially to the smooth orderly flow of traffic which is a major factor in preventing highway accidents.

The foremost criteria for determination of realistic speed limits are:

1. The 85th percentile speed of those actually driving upon the highway segment in question.
2. The accident history of the area including analysis of the type and apparent causes of accidents as well as location.
3. Traffic volumes.
4. Roadside and adjacent area development.
5. Design speed of a particular highway segment.
6. Determination of hidden hazards which might not be readily apparent to even the normally "careful and prudent driver".

Speed studies conducted on Brinston, west of John R, on December 3, 1985 indicated an average speed of 32 mph and an 85th percentile speed of 38 mph. The attached sketch indicates that there are very few accidents reported on Austin, Larchwood, and Brinston during a typical year.

Because the observed speeds are at great variance with the current posted speed limit and because it has been a practice to establish 35 mph speed zones for secondary thoroughfares -particularly in industrial areas- we recommended that a 35 mph speed limit be established for Brinston, west of John R.

The attached letter from Stasys Maziliauskas was received urging that no change be made in the existing speed zoning on Brinston, west of John R, and submitted to the Committee for their review.

Sue Berbenchuk and Marie Fielding, 1971 Larchwood, expressed their opposition to increasing the speed limit on Brinston to 35 mph because of the mixture of industrial and residential in the area.

Moved by Rudell

Supported by Coleman

Recommend that no change be made in the existing speed zoning on Brinston, west of John R.

YEAS: 6 Coleman, Dieferbaker, Halsey, Hanna, Perry, Rudell
NAYS: 0
ABSENT: 1 Cotsonika

MOTION PASSED

ITEM: 9

OTHER BUSINESS.

Mr. Halsey brought up the item to be considered at next month's meeting about reviewing the signing along Hartland. He recommended that the residents be notified before removing any signs.

Mr. Halsey asked about the Rochester/Elmwood signal. Mr. Beaubien related that he had spoken with the Clawson Police Chief. Clawson is retaining the signal at Rochester/Goodell and for now is no longer interested in a signal at Rochester/Elmwood.

Mr. Hanna suggested that maybe the Committee should look at the Stephenson/Rankin intersection again. Although the Committee had recommended to reconstruct the intersection, Council turned it down. Mr. Beaubien said a report on the 1985 accidents is being compiled. Next month, a look at the accident experience at this intersection may indicate reconsideration.

Lt. Hay brought up the fatal accident at Rochester/Stephenson which occurred at 5:30 AM. He said that he was not aware of this signal going to flash operation at night. He feels that flashing lights are death traps. A review of the signal timing for this intersection will be put on next month's agenda.

Mr. Hanna asked if the signal at Livernois/Kirts is an actuated light. Mr. Beaubien said that it is, except during morning and afternoon peak hours. Mr. Beaubien indicated that with the new pavement, the light goes through a complete cycle 24 hours per day because the detector has not yet been replaced.

Mr. Hanna questioned if there is enough right-of-way at Long Lake/Rochester for an island. Mr. Beaubien answered that there is not enough and the possibility of acquiring right-of-way for such has been considered but no action taken.

Mr. Hanna wanted to know when the Committee can have a Study Meeting to discuss actuated, semi-actuated, etc. traffic signals again. He said that there is enough new members and he needs a refresher. Although he will be gone February 8-15, and Mr. Halsey indicated "not March", Mr. Hanna expressed that it helps to have study meetings.

ITEM: 10

ADJOURN.

The Traffic Committee meeting of January 22, 1986 adjourned at 8:55 PM.

ct

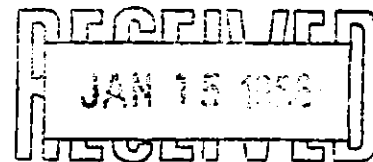
cc: Traffic Committee Members, Including Ex-officio Members
✓ Frank Gerstenecker, City Manager
W. Robert Semple, Assistant City Manager
Lt. Richard Hay, Traffic Safety Division

Att.

AGENDA
TRAFFIC COMMITTEE MEETING

JANUARY 22, 1986 7:30 P.M.

LOWER LEVEL CONFERENCE ROOM
TROY CITY HALL
500 W. BIG BEAVER ROAD



1. Roll Call.
2. Minutes - December 18, 1985.
3. Visitors Time.
4. Install "No Parking" Signs on Both Sides of Van Courtland.
(Requested by Jack Klibbe, 2100 Van Courtland)
5. Establish 35 mph Speed Limit for Austin.
6. Establish 35 mph Speed Limit for Larchwood, West of John R.
7. Establish 35 mph Speed Limit for Brinston, West of John R.
8. Install 4-Way Stop at Hartland and Talbot.
(Requested by Mrs. Lowry, 3431 Talbot)
9. Other Business.
10. Adjourn.

cc: Traffic Committee Members, Including Ex-officio Members
Frank Gerstenecker, City Manager
W. Robert Semple, Assistant City Manager
Lt. Richard Hay, Traffic Safety Division
All Addresses on Van Courtland
✓ All Addresses on Austin
All Addresses on Larchwood, West of John R
All Addresses on Brinston, West of John R
Mrs. Lowry, 3431 Talbot

JS Keith
2011 AUSTIN
TROY

- (b) Recommend that "No Parking" signs be installed on the east side of Van Courtland from Robinwood to a point 500 feet south of Robinwood.
- (c) Recommend that "No Parking" signs be installed on both sides of Van Courtland.
- (d) Recommend that no change be made to existing parking regulations on Van Courtland.

5. Establish 35 mph Speed Limit for Austin.

Austin is a concrete street in the industrial area north of Maple and west of John R. It forms part of a connection between Maple and John R and serves an area which is zoned industrial and, for the most part, contains industrial development.

For industrial streets which serve a secondary thoroughfare function such as Austin, it has generally been the practice to recommend a 35 mph speed limit. This street is currently posted for a 25 mph speed limit. This speed limit now appears to be unrealistically low.

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5. Design speed of a particular highway segment.
6. Determination of hidden hazards which might not be readily apparent to even the normally "careful and prudent driver".

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Because the observed speeds are at great variance with the current posted speed limit and because it has been a practice to establish 35 mph speed zones for secondary thoroughfares - particularly in industrial areas - we recommend that a 35 mph speed limit be established for Austin.

SUGGESTED RESOLUTIONS

- (a) Recommend that a 35 mph speed limit be established for Austin.
- (b) Recommend that no change be made in the existing speed zoning on Austin.

6. Establish 35 mph Speed Limit for Larchwood, West of John R.

Larchwood, west of John R, is a concrete street in the industrial area north of Maple. It forms part of a connection between Maple and John R and serves an area which is zoned industrial and, for the most part, contains industrial development.

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Some citizens believe that the mere posting of lower speed limits within their corporate boundaries will improve safety. Actually, competent surveys show that it is the driving environment which mainly influences speed. Realistic speed zones are of the utmost public importance for safe highways, if for no other reason than that they give enforcement officers a handle for the control of hazardous drivers without infringing upon normally safe drivers. Realistic speed zones have the following benefits:

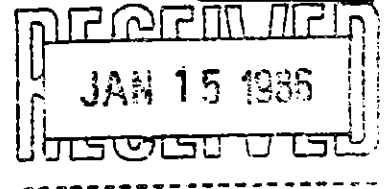
1. They invite public compliance by conforming to behavior of the great majority and by giving a clear reminder to non-conforming violators.
2. They offer an effective enforcement tool to police by clearly separating the flagrant violator from the reasonable majority.
3. They tend to minimize public antagonism toward police enforcement of unreasonable regulations.
4. They contribute substantially to the smooth orderly flow of traffic which is a major factor in preventing highway accidents.



Clarklift of Detroit, inc.

2045 AUSTIN STREET
TROY, MICHIGAN 48083
(313) 528-2100

Items 5 & 6



14 January 1986

City of Troy
Traffic Committee
Troy City Hall
500 W. Big Beaver Road
Troy, Michigan 48084

Reference: Traffic Committee Meeting
January 22, 1986
Agenda Items 5 and 6

Dear Sir/Madam:

I cannot attend the subject meeting, so I thought I would write you with my thoughts on agenda items 5 and 6, being an increase in the speed limit on Larchwood and Austin Streets.

My business is at the corner of Larchwood and Austin, and I strongly favor increasing the speed limit on both streets to 35 mph.

Respectfully,

CLARKLIFT OF DETROIT, INC.

W. A. Taggart
President

WAT/mjh

WE THE UNDERSIGNED, RECOMMEND THAT NO CHANGE
BE MADE IN THE EXISTING SPEED ZONING ON
LARCHWOOD, WEST OF JOHN R.

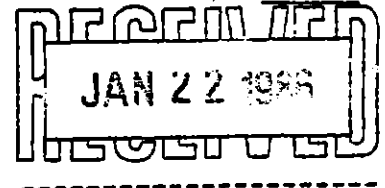
ATTENDING THE MEETING	NAME	ADDRESS	DATE
YES	1. Sue Ann Balenchuk	1971 LARCHWOOD	JAN. 21, 86
NO	2. D J Conley Assoc Inc. Don Conley	1985 Larchwood	1-21-86
	3. Ruby Crown	1970 Larchwood	1-22-86
	Edward Crown	1970 Larchwood	1-22-86
	4. Michael C. Conley	1920 LARCHWOOD	1-22-86
	5. Alice Stephens	1910 Larchwood	1-22-86
	6. Philip Steph	1910 Larchwood	1-22-86
	7. Helen Kuyper	1950 Larchwood	1-22-86
	8. Charles Knapp	1950 Larchwood	1-22-86
	9. Sharon Sutheland (A. Sutheland Prop)	1898 Larchwood	1-22-86
NO	10. Linda Mattinger (Instrument Specialist, Inc.)	1886 Larchwood	1-22-86
NO	11. Mally Gory	L J Electronics Inc	1-22-86
NO	12. Mary Harni	E. I. S. 1886 Larchwood	1-22-86
NO	13. Tony Brady	1886 LARCHWOOD	1-22-86
NO	14. Ann Harris	E. I. S. 1886 Larchwood	1-22-86
	15. Dennis Allen	MBS 1886 Larchwood	1-22-86

- | | | | | |
|----|-------------------|--------|----------------|---------|
| 17 | Michael A. Smith | M.B.S. | 1886 Larchwood | 1-22-86 |
| 18 | Lucia Dumas | M.B.S. | 1886 Larchwood | 1-22-86 |
| 19 | Fry S. Meyer | ISI | 1886 Larchwood | 1-22-86 |
| 20 | R. Escandon | ISI | 1886 Larchwood | 1-22-86 |
| 21 | RD Krenker | ISI | 1886 Larchwood | 1-22-86 |
| 22 | W. H. Edwards | I.S.I | 1886 Larchwood | 1-22-86 |
| 23 | Ralph Bourdieu | 1951 | Larchwood | 1-22-86 |
| 24 | Biro Timoroe | 1931 | LA Larchwood | 1-22-86 |
| 25 | Sue Loney | 1863 | Larchwood | 1-22-86 |
| 26 | Carl Loney | 1849 | Larchwood | 1-22-86 |
| 27 | Carly Ross | 1849 | Larchwood | 1-22-86 |
| 28 | Caroline M. Loney | 1849 | Larchwood | 1-22-86 |
| 29 | Willie J. Loney | 1831 | Larchwood | 1-22-86 |
| 30 | James J. Loney | 1829 | Larchwood | 1-22-86 |
| 31 | Michael Loney | 1876 | Larchwood | 1-22-86 |
| 32 | Marce Felding | 1971 | Larchwood | 1-22-86 |



**Instrument
Specialties
Inc.**

Item 6



January 21, 1986

City of Troy
Traffic Engineering Department
500 W. Big Beaver Road
Troy, MI 48084

Attn: Dick Beaubien

Dear Dick:

Concerning the Traffic Committee Meeting and the suggestion to establish a speed limit of 35 mph for Larchwood, West of John R, I am opposed for the following reasons:

- 1) The area still remains partially residential with small children playing nearby.
- 2) Larchwood is used as a shortcut to avoid the John R and 15 Mile Road intersection and increasing the speed limit could increase the amount of traffic trying to avoid that area.
- 3) The traffic traveling well over the current posted speed limit would most likely travel over the new posted speed limit as well.

With regard to the above reasons, I would recommend that no change be made in the existing speed limit.

Sincerely,

Wm. L. Edwards
President

WLE:lm

To: CITY OF TROY * -Attention of City Manager
For Traffic Committee Meeting on January 22, 1986

Urging that no change be made in the existing speed zoning on
Larchwood, west of John R, and on Brinston, west of John R, because:

1. This Larchwood is kinky, and all adjoining neighbors did voting,
at paving this street, for maintaining its old kinked shape; plus
a crossing street Bellingham, already moving heavy traffic North,
through a bottle-neck of Bellingham, only 25' wide, frequently
interrupting traffic huge trailer-trucks struggling in and out
from too little truck-well at the end of 1805 Larchwood building.
Moreover, this bottlenecking worsened more, when City allowed said
building structurally to connect to next large West of 1805 Larch-
wood, trafficking to Bellingham St., always short of parking spaces,
when already earlier the City granted variances for its parking
spaces.

My property have been many times damaged, and one heavy accident
demolished a section of my building (Police Report 82-25419).
Larchwood is unsuitable to be a secondary thoroughfare because of
described situation and being unlighted street, no traffic lights
at interchange of John R.

2. The Brinston St. is even shorter than Larchwood, and also very
affected by said bottlenecking of Bellingham St., and under those
conditions higher speed is prohibitive.

It is hard to understand, why City allow to overbuild this
1805 Larchwood property so, that not only neighbors are suffering
but thousands of endangered or inconvenient travelers, as well...

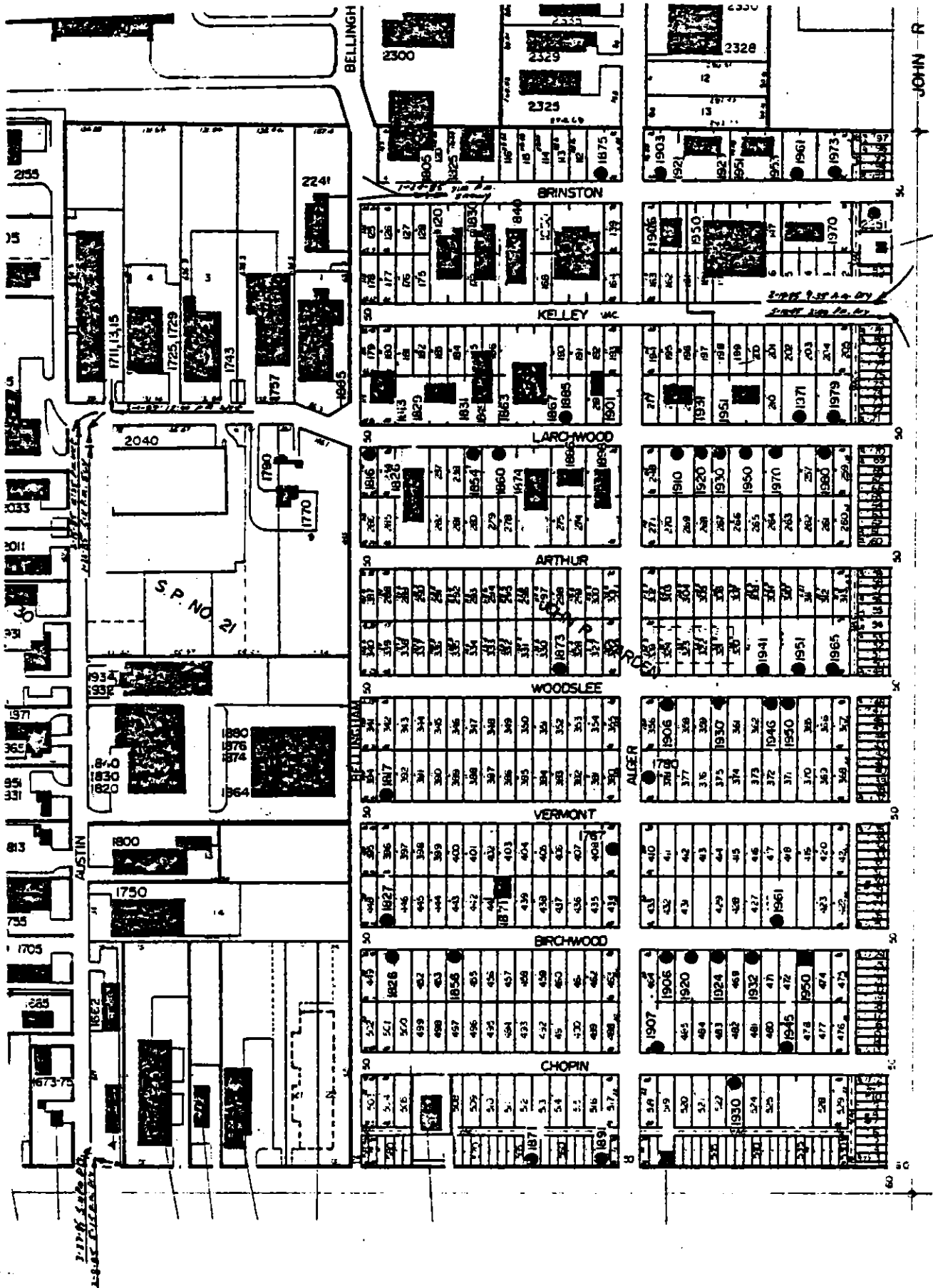
Stasys Kaziliauskas
Stasys Kaziliauskas
1813 Larchwood Ave.
Troy, Michigan 48063

January 17, 1986

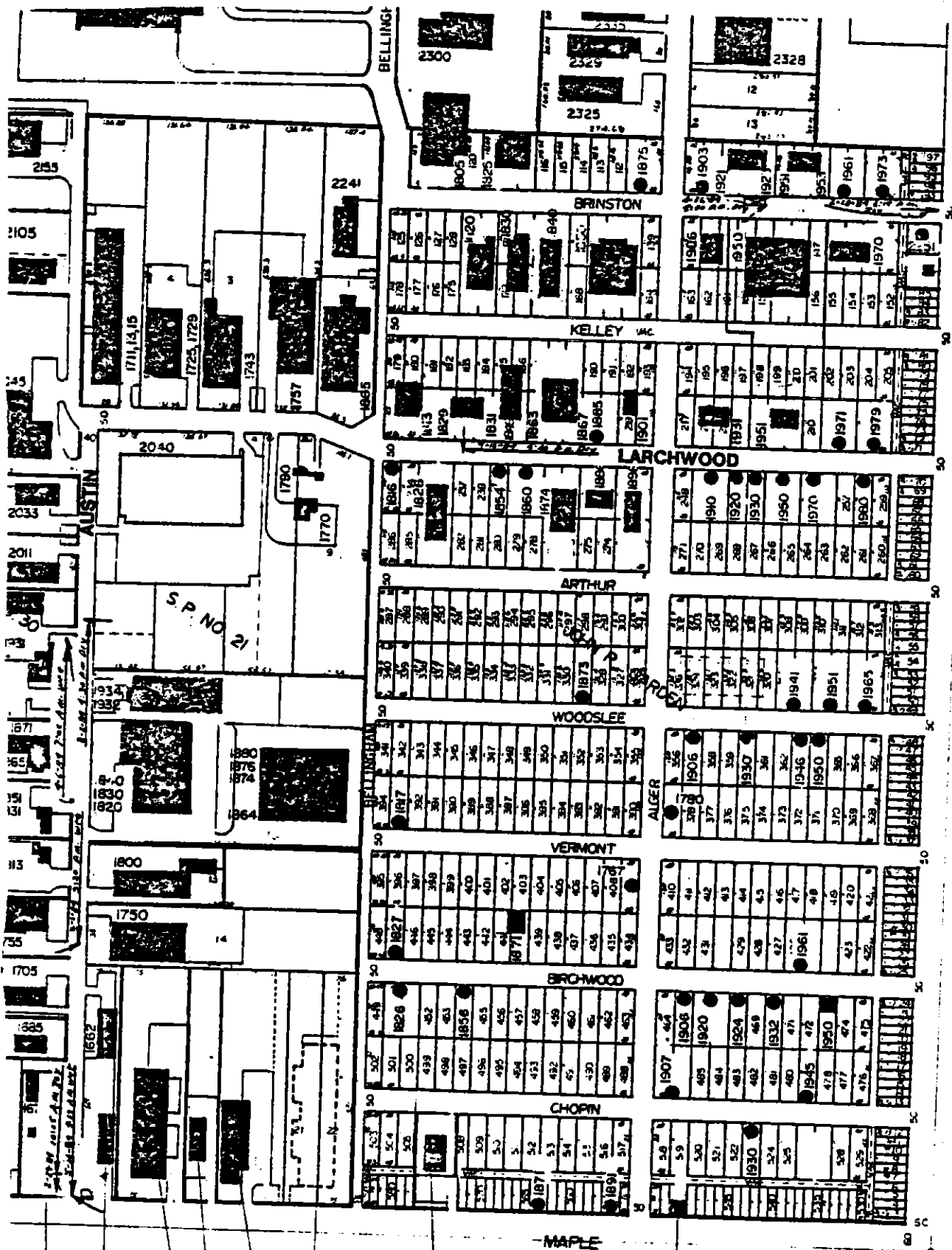
Received by: *J. Allen Davis*
1-17-86

1985 ACCIDENTS- BRINSTON, LARCHWOOD, AUSTIN

Items 5, 6 & 7



JOHN - R



January 20, 1986

Traffic Committee
City of Troy
500 W. Big Beaver Rd.
Troy, Michigan 48083

Gentlemen:

With reference to the January 22, Traffic Committee Meeting: I had thought that this meeting was to be one in which we could present our ideas and requests. Apparently it is a monthly meeting where a vote will be taken on items on the agenda.

Concerning item #8, we had merely mentioned this as one of our concerns when we had called. There are many more concerns.

We have over 1-1/2 miles of unimpeded paved street on Trombley and Talbot. This "thoroughfare" is now treated as a super highway bypass by a tremendous number of motorists.

I am aware of the traffic pattern tests which were run here recently. I do not believe that the conclusions drawn from these tests are valid.

- First: Scores of speeding tickets were issued here before the tests.
- The above tickets and police pressure caused a temporary lull in the traffic volume.
- In any event, it verifies that the majority of the traffic here is not local, and that something should (and can), be done to correct the problem.
- These motorists are exceeding the speed limit, often, by far more than 15 miles per hour. We need stop signs, children playing signs, a school crossing sign, more speed limit signs, four way stops, and stop ahead signs to help discourage and slow down, the non-local traffic.
- It is not uncommon to see 3 or 4 non-local cars, racing in a pack down this 1-1/2 mile "thoroughfare". Unfortunately these are the times when the children are usually on the streets.
- It is not uncommon to be passed by a car far exceeding the limit.

We certainly would like to see the 4 way stop (referred to in item #8 of the agenda) installed. However, much more needs to be done.

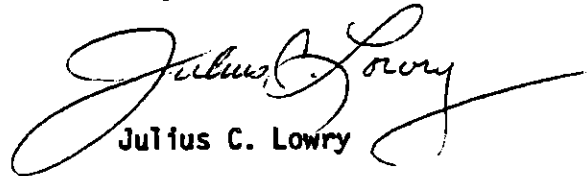
I might mention that the accidents referred to don't even begin to indicate the severity of the problem. I'm sure that everyone on the street has had several near misses at the corner in question. I have had visiting company nearly get clobbered. We personally have had several close calls at that corner. Most of the close calls happened when the traffic volume was even less than at present.

It certainly is not the fault of the homeowner, but at least one house on that corner is too close to the corner (per modern building code), and the hedges alone cut off oncoming vision.

I hope to be able to submit something more comprehensive before the meeting. If I cannot get to it, I would appreciate the opportunity to do so before the next meeting.

We are concerned about the high rates of speed, the unusually high percentage of non-resident traffic, and the danger we all face as a result. It has to be a rare thing to have a 1-1/2 mile section of high density residential side street, with no stop signs (or other signs mentioned). But, also, our situation is worse, since it affords a natural (high speed), bypass around the 1/6 Mile Rochester intersection.

Very truly yours,



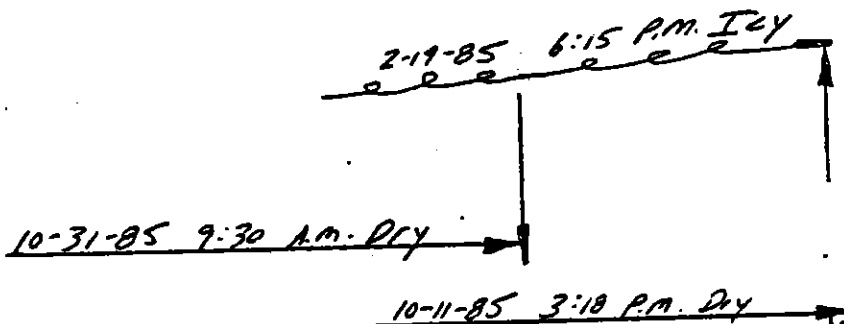
Julius C. Lowry

JCL/k1

3431 Talbot
Troy, Michigan 48083
(313) 524-9459

COLLISION DIAGRAM

Hartland
(NAME)



Talbot
(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>Hartland</u> and <u>Talbot</u>			
PERIOD <u>10-months</u> : FROM <u>Jan. 1985</u> to <u>Oct. 1985</u>			
BY: <u>K.B.</u> date: <u>12-3-85</u>			

No Accidents in 1984