The Traffic Committee Meeting was held in the Lower Level Conference Room, Troy City Hall, on September 18, 1985. The meeting was called to order at 7:30 P.M. by Chairman Robert Hanna.

ITEM: 1 ROLL CALL

PRESENT:	Gerald Blake	
	Arthur Cotsonika	
	John Diefenbaker	
	Robert Hanna	
ABSENT:	Kenneth Muenk	(Resigned)
	Margaret Perry	(Ill)
	William Rudell	(Out of Town)

Also present were the following:

Ben Henson, 6528 Red Oak Lake
Diana & Norman Stansberry, 709 Trombley
Joseph LoDuca, 1960 Golfview Dr. #208
Dan Andrew, Damone/Andrew, Inc., 500 Stephenson Hwy.
Bob Morden, Detroit Art Services, 1699 Stutz
Fred Mallender, Attorney, Detroit Art Services
280 N. Woodward Ave., Ste. 300, Birmingham 48011
James Danto, Design Center, 1700 Stutz

and Richard F. Beaubien, Transportation Engineer
Lt. William Maur, Traffic Safety Division
Keith Lenderman, Fire Inspector

ITEM: 2 MINUTES - AUGUST 22, 1985

Moved by Cotsonika
Supported by Blake

Recommend that the minutes of the August 22, 1985 Traffic Committee Meeting be approved as printed.

YEAS: 4 Blake, Cotsonika, Diefenbaker, Hanna
NAYS: 0
ABSENT: 3 Muenk, Perry, Rudell

MOTION PASSED

ITEM: 3 VISITORS TIME

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

ITEM: 4 INSTALL TRAFFIC SIGNAL AT COOLIDGE AND SQUARE LAKE.

Ben Henson, 6528 Red Oak Lane, on behalf of the Charnwood Hills Park Association, requested the installation of a stop and go traffic signal at Coolidge and Square Lake. The intersection is currently controlled by a flashing beacon which gives right of way to Square Lake Road and compels Coolidge Road to stop before entering the intersection. Machine traffic counts were conducted at this intersection in July of 1984 and in January of 1985 to determine whether the minimum traffic volumes needed to warrant signal installation were present. Because minimum traffic volumes were not present, the Traffic Committee recommended that a traffic signal not be installed and Troy City Council concurred with this recommendation.

Our review of accident experience at this location over the past six years indicated the following results:

1980	11 Accidents
1983	8 Accidents
1984	8 Accidents
1985 (First Half)	11 Accidents

In response to Mr. Henson's request, new traffic counts were conducted at this intersection in July, 1985 to determine whether minimum traffic volumes needed to warrant signal installation were present. Traffic volumes on the major street, Square Lake Road, are not sufficient to warrant traffic signal installation. Mr. Henson also asked that the impact of the new park in Section 5 be considered when evaluating this intersection. The Parks and Recreation Department has estimated that only 20% of the traffic destined for the new park site will travel through the Square Lake/Coolidge intersection. If we assume that this park will generate the same level of traffic as we currently find at Boulan Park, traffic levels on Square Lake would be increased, but not to a point which would warrant installation of a traffic signal. Because the minimum traffic volumes are not met, and are not expected to be met even after the opening of the new park, installation of a traffic signal at Square Lake and Coolidge was not recommended.

This intersection would meet warrants for installing a 4-way stop. However, a 4-way stop should ordinarily be used only where the volume of traffic on intersecting roads is approximately equal. At this intersection, traffic volumes on the intersecting roads vary dramatically throughout the course of the day, so the volume of traffic on the intersecting roads is not always approximately equal.

This item was tabled at the meeting of August 22, 1985 so that the Traffic Committee could receive some additional information. Sight distance on all approaches to the intersection was reviewed, and we found a vision obstruction on the southwest corner which limits the ability of northbound motorists to see eastbound traffic. Foliage and trees on this corner have been trimmed back substantially to provide improved sight distance. Street lighting is available at this intersection - a 400 watt luminaire is in place. Nighttime accidents do not occur in disproportionate numbers at this intersection. Three of the eleven accidents during the first six months of this year occurred during hours of darkness, and only one of the eight accidents at this intersection in 1984 occurred during hours of darkness.

Item 4 Contd.

If a traffic signal were to be installed at this intersection we would attempt to place a signal indication for northbound traffic in a position low enough to be observed by northbound traffic before it reaches the bridge. A "Prepare To Stop When Flashing" warning sign should be placed on northbound Coolidge opposite the fire station driveway to warn motorists of a solid red or flashing red signal indication ahead.

Ben Henson again appeared before the Committee on behalf of his request. He noted that the Charnwood homeowners have expressed concern about this intersection for at least a year, and especially of late. The Homeowners Association will be having their General Meeting in two weeks and the major item is the status of this traffic signal. He said that he had discussed suggested resolution (c), which recommends that a stop and go signal be installed at Square Lake/Coolidge with hours of operation limited to 7-9AM and 4-6PM on weekdays, with the Board of the Homeowners Association and they were in favor of it. He hopes to be able to report that it has been recommended.

When asked about the the review of the sight distance on all approaches to the intersection, Mr. Beaubien reported that a vision obstruction was found on the southwest corner. The foliage and trees have been trimmed to improve the sight distance but we should contact the State to cut down the berm somewhat. If installed, the signal should be on a level to be seen by northbound motorists approaching the underpass. An advance warning should be hooked into the signal controller. Mr. Hanna questioned the overhead clearance. Mr. Beaubien stated that this would be another consideration - if under 14 feet, could have a design problem. Mr. Hanna asked about putting a separate flashing light but Mr. Beaubien felt that a signal both north and south of I-75 would create more confusion. He suggested a diamond shaped "Prepare to Stop When Flashing" warning sign for northbound Coolidge south of Square Lake, as used on Crooks south of Square Lake, which would flash when the signal ahead is flashing red or coming to a solid red.

Mr. Diefenbaker inquired if City Council had turned this down the last time? Mr. Beaubien answered that they had turned down installing a signal but that there had been some discussion about advance warning.

Mr. Cotsonika questioned if the intersection meets the warrants for the installation of a signal. Mr. Beaubien said that it meets the new warrant - Peak Hour Warrant - which has been approved by the State Advisory Committee for use in Michigan. It does not mean you must install a signal but you would have the legal basis for installing.

Mr. Diefenbaker asked if suggested resolution (c) was enough for a motion or should the advance warning be included. Mr. Hanna said to go on record - be specific - don't assume that the advance warning will automatically be placed.

Moved by Diefenbaker
Supported by Hanna

Recommend that a stop and go signal be installed at Square Lake/Coolidge with hours of operation limited to 7-9AM and 4-6PM on weekdays and incorporate a flashing warning sign south of this location to warn motorists of forthcoming signal.

Item 4 Contd.

YEAS: 4 Blake, Cotsonika, Diefenbaker, Hanna
NAYS: 0
ABSENT: 3 Muenk, Perry, Rudell

MOTION PASSED

Mr. Henson thanked the Committee for their time and consideration.

ITEM: 5 PROBLEM OF SPEEDING TRAFFIC AND THROUGH TRAFFIC ON TROMBLEY.

Diana Stansberry, 709 Trombley, has expressed concern about the speed of traffic and the amount of "cut through" traffic using Trombley. To determine the amount of "through" traffic, machine traffic counts were conducted on Trombley and other streets in the immediate vicinity. These traffic counts indicated a daily traffic volume of approximately 1,000 on Trombley. Since the range of daily traffic volumes on Troy residential streets is 500 to 3000, the traffic volume on Trombley indicates that the amount of "through" traffic is relatively small.

Radar speed studies were conducted on Trombley on July 31, 1985 between 4:30 and 5:30 PM. These observations indicated an average speed of 31 mph and an 85th percentile speed of 38 mph. The Police Department has been collecting selective enforcement of the 25 mph speed limit in this area, and our officers report that approximately 60% of these speeding violations are issued to motorists who live outside the immediate area.

Since the speeding problem appears to be a combination of motorists who live within the area and motorists from outside the area, a program to address speeding problems on Trombley should include the involvement of area residents as well as enforcement actions by our Police Department. Area residents can assist our Police Department by reporting the license plate numbers of vehicles seen speeding to our Police Department's Traffic Safety Unit.

This item was tabled at the August 22 Traffic Committee meeting to allow additional information to be gathered. The possibility of switching the yield signs at the Trombley/Ellenboro intersection to force Trombley traffic to yield was examined, but since Ellenboro south of Trombley does not align directly with Ellenboro north of Trombley, retention of the yield signs on Ellenboro is recommended. Ellenboro traffic, in effect, approaches a T intersection at Trombley, and the driver's normal expectancy would be to yield to traffic on Trombley.

The attached article describes the experience with "speed humps" in Thousand Oaks, California. As indicated in the attached illustration, speed humps are approximately 3 inches high and 12 feet in length. A recent meeting of the Institute of Transportation Engineers Committee studying the advisability of using speed humps listed the following benefits and problems with this device:

Item 5 Contd.

Perceived benefits in order of importance -

Speed reduction in vicinity of bumps.
Speed reductions overall.
More effective than stop signs.
Increased safety.
Fewer citizen complaints.
Less through traffic volume.
Safer than using barricades.
Speed reductions midway between bumps.
Less public controversy than other concepts.
Increased property value.
Reduced noise.
Improved air quality.

Perceived problems in order of importance -

Increased liability and legal problems.
Not an official traffic control device.
If used on one street, others will want them.
Potential loss of vehicle control.
Potential vehicle damage.
Diversion of traffic to adjacent streets.
Longer emergency vehicle response times.
Speed variance (accel/decel).
Costs too high to justify.
Gutter running.
Interferes with street cleaning.
Interferes with snow plowing.
Bump crossing speed is less than prima facie speed.
Slow city bus service.
Reduced property values.
Bicycle safety.

There has been little experience with speed humps in climates like Michigan, where snow is a factor during winter months. Troy's Coordinator of Public Works Operations indicates that he believes the speed humps would not cause a problem for snow removal, however. He points out that the humps would be very difficult to remove if we were to conclude later that they were not effective. He estimates the cost of installing a speed hump to be $1,000. Since Trombley is more than 3700 feet in length, 12 speed humps would be required (300 foot spacing) and the estimated cost of installation would be $12,000.

At the suggestion of the Traffic Committee, additional speed limit signs have been installed on Trombley since the August 22 Traffic Committee meeting.

Diana Stansberry again appeared before the Committee on behalf of her concerns. She extended thanks for the two 25 mph speed limit signs put up at her driveway. She does not notice any change. There is still traffic, maybe lighter, but speeds are still up. She would be in favor of speed humps but did not feel they were likely to get them because of the price.

Item 5 Contd.

Mr. Stansberry spoke of the congestion on Rochester because of the signal timing at the Rochester/Big Beaver intersection and on Big Beaver because of the construction and merging from 4 lanes to 2 lanes. Motorists are using Talbot, Trombley etc. to avoid the congestion. Traffic counts were low because the study was done during the paving of the residential streets and will pick up more now that the paving is done.

Mr. Hanna commented that the problem on Trombley is not unique. Major thoroughfares are not adequate. People seek the shortest and quickest way. Trying to find money to widen roads is a major problem. Mr. Stansberry questioned putting more pressure on the County. Mr. Hanna said that he wished he knew what to do about the speeding other than police enforcement, calling in license plate numbers, etc.

Mr. Stansberry asked why the signal timing keeps changing. Mr. Beaubien told him that there are three or four different timing patterns depending on traffic, time of day, etc. When the intersection reconstruction is complete, the left turn signal phase will come out which will allow more through traffic time. It has not been decided yet if signals will be needed for the cross-overs east and west of Rochester. If needed, they will be installed depending on demand.

Diana Stansberry inquired about the widening of Big Beaver to four lanes between Rochester and Livernois. Mr. Beaubien told her that the plans are complete, the right-of-way has been acquired, but construction funds are needed. She feels they will have the same problem of through and speeding traffic again when that portion of Big Beaver is under construction.

Mr. Hanna expressed his opinion that the problem of funds has to be addressed by City Council and the money may have to come from our own pockets for road widening.

Diana Stansberry asked, "Aren't we going to do anything?" Mr. Hanna replied that he does not know what to do or how to control their problems. We do not have a panacea. People have to perceive that a 25 mph speed limit through a subdivision is a safe speed. Not everyone has that perception. It must be a process of education. Mrs. Stansberry mentioned that she did not know an easy solution either.

Mr. Stansberry felt that speed humps were a good idea for their subdivision - 10 should be sufficient, not 12 - and would solve their problems if they continue. Being costly and noisy were mentioned as deterrents to the installation of speed humps. Mr. Stansberry suggested tabling for 6 months and then take another look.

Mr. Hanna said that they could not table the item for that long but could put it in the time file. After the intersection reconstruction is complete, more studies could be made. He told the Stansberrys to be involved - call in, talk to Mr. Beaubien. When the remainder of Big Beaver is again under construction, an attempt must be made to seek control of through traffic. Mr. Cotsonika questioned restricting access to the sub during construction. Mr. Beaubien indicated that there will be access limitations. Mr. & Mrs. Stansberry thanked the Committee.

Item 5 Contd.

It was the consensus of the Committee that speed humps should not be installed and that the problems on Trombley should be restudied in approximately 6 months.

ITEM: 6 ESTABLISH FIRE LANES AT SOMERSET PARK APARTMENTS.

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 Somerset Park Apartments to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

Joe LoDuca, a tenant of Somerset Park Apartments, appeared before the Committee to object to the fire lanes behind the 1960 and 1970 buildings because of personal safety. He stated that his wife had been attacked 10 feet from the door directly in front of their building. It shook her up. The buildings are comprised of mainly women and the lighting is poor. A parking stall is rented which is inconvenient and barely used. They have very active schedules and appreciate security when they come home late. They prefer to park behind the building where the fire lanes are proposed. Mr. LoDuca feels that emergency vehicles can get through with two cars parked there.

Fire Inspector Keith Lenderman noted that he is not familiar with the 1960 and 1970 buildings. He felt that the areas for proposed fire lanes were marked where there was less than the needed clearance for fire trucks when measured. He said that he would be glad to go over and double check or have Fire Inspector Don Mouch do it.

Mr. LoDuca emphasized that there is a greater problem with personal safety. The closest parking would be 50 yards away at the 1950 or 1980 buildings.

Mr. Cotsonika commented that the Fire Department had surveyed and determined clearances. He is familiar with Somerset Apartments and it appears the Fire Inspector went through and selected the areas needed.

Mr. Hanna told Mr. LoDuca that he was sympathetic and that he should suggest to Somerset Apartments the need for more lighting, a closer parking stall, etc. Mr. LoDuca indicated that Somerset Apartments do not seem to be sympathetic. He thanked the Committee and said that he would appreciate if the Fire Department could re-examine.

Moved by Blake
Supported by Cotsonika

Recommend that the fire lanes shown on the attached sketch be established at Somerset Park Apartments.

YEAS: 4 Blake, Cotsonika, Diefenbaker, Hanna
NAYS: 0
ABSENT: 3 Muenk, Perry, Rudell

MOTION PASSED

ITEM: 7 ESTABLISH FIRE LANES AT 500-1400 STEPHENSON HIGHWAY.

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 500-1400 Stephenson Highway to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

Dan Andrew of Damone/Andrew appeared before the Committee to express his concurrence with the fire lanes as recommended by the Fire Department.

Moved by Hanna
Supported by Blake

Recommend that the fire lanes shown on the attached sketch be established at 500-1400 Stephenson Highway.

YEAS: 4 Blake, Cotsonika, Diefenbaker, Hanna
NAYS: 0
ABSENT: 3 Muenk, Perry, Rudell

MOTION PASSED

ITEM: 8 INSTALL TRAFFIC SIGNAL AT LONG LAKE/TOWER DRIVE INTERSECTION.

The attached correspondence from Giffels-Webster Engineers on behalf of Bellemead Development requests the installation of a stop and go traffic signal at the intersection of Long Lake and Tower Drive. Tower Drive is expected to be extended to intersect with Long Lake Road late in the current construction season or early in the 1986 construction season. The traffic volumes forecasted for Tower Drive by Frank J. Koepke would justify the installation of a traffic signal, and it makes sense to plan for this traffic signal during the construction of the Tower/Long Lake intersection and the reconstruction of Long Lake Road. We would expect that Long Lake Road would be reconstructed to a four lane boulevard during the 1986 construction season.

Installation of a stop and go traffic signal to control the eastbound direction of Long Lake Road was recommended.

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

Mr. Beaubien explained the widening of Long Lake Road, 1/2 mile east and west of Crooks, which will be done next year by special assessment. Tower Drive will be offset from White Chapel to prohibit left turns. The traffic signal will initially stop one side of Long Lake and will be activated when Tower Drive is in. The utilities will likely be placed this year and the paving next spring.

Moved by Diefenbaker
Supported by Hanna

Recommend that a traffic signal be installed at the Long Lake/Tower Drive intersection.

Item 8 Contd.

YEAS: 4 Blake, Cotsonika, Diefenbaker, Hanna
NAYS: 0
ABSENT: 3 Muenk, Perry, Rudell

MOTION PASSED

ITEM: 9 ON STREET PARKING FOR DETROIT ART SERVICES, 1699 STUTZ.

On August 6, 1984 Troy City Council approved Resolution #84-762 that "No Parking" signs be removed along the east and north sides of Stutz beginning 250 feet north of Maple for a period of one year. Now that the one year time period has elapsed we need to determine whether the "No Parking" signs should be reinstalled. Twenty cars were parked along the north side of Stutz at noon on September 9, 1985.

Bob Morden of Detroit Art Services and Fred Mallender, their attorney were present for reconsideration of their request for on-street parking.

Jim Danto of Design Center appeared before the Committee to say that he and others on the street (i.e. Thredco and Frankel) are real unhappy with the parking on the street. Design Center gets the brunt of parking because it is on their side, cars park near their driveways making it difficult to see to get out. There is traffic through the sub of new cars being test driven. Land was donated and roads built with eyebrows on the corners for fire trucks. There is parking in the eyebrow on their side. The appearance of the development is degraded by the parking. Having the largest investment and expansion in the area, they want their appearance and image to be top notch. They have stuck with specified setbacks. They are very concerned with appearance for people visiting. They have 275 parking spaces for a 124,000 square foot building as compared to Detroit Art Services which has a 19,000 square foot building with 110 employees on two shifts. Mr. Danto again said that they are very unhappy, want it known they are unhappy, and will fight it. He said, "We have tried to be good sports. Detroit Art Services have been good neighbors and kept up their appearance. We want to get along. However, we no longer have any interest in leasing - that's through. It sounded like we were trying to make money by leasing to fight the on-street parking. There has to be another way."

Mr. Diefenbaker suggested leasing for $1 per year at no profit. Mr. Danto said that Design Center does not want others parking on their lot.

Mr. Mallender remarked that the main traffic problem is the dealerships. He emphasized that Detroit Art Services wants and intends to move. Sales have doubled and with their growth they have to move. They have three written offers pending for property on which to build. It is visitors, not employees, that are using the on-street parking. They need the balance of this year and part of next year and request indulgence to continue the recommendation for another period, after which it could be reviewed. He noted that he has no knowledge of fire trucks not being able to get through and no knowledge of problems with the police.

Item 9 Contd.

Mr. Cotsonika mentioned that the streets are wider than normal and have eyebrows (extra pavement width at turns). Fire Inspector Keith Lendermann noted that he has not been made aware of any problems in the area.

Mr. Danto expressed cooperation by Design Center if Detroit Art Services will be moving in a given time - will tolerate until moved. Mr. Hanna said that he would agree with an extension, but when selling, Detroit Art Services must explain parking was by special permission but will not continue.

Mr. Danto stated that parking on the Detroit Art Services side of Stutz, not the Design Center side, would be a consideration for not fighting the parking.

Mr. Mallender indicated that Detroit Art Services will live with whatever side is chosen. Mr. Cotosnika felt it would be inconsistent if changed from side to side. He suggested the east-west portion of Stutz on the north side where Mr. Beaubien had observed twenty cars parked. Mr. Beaubien agreed with the consistency of no parking on one side of street. He stated that it is desirable to get the parking out of the eyebrow. Although no parking is the best solution, you can get away with parking on one side because of the width of the street.

Moved by Cotsonika
Supported by Diefenbaker

Recommend that the temporary on-street parking be permitted with minor changes which would allow spaces for approximately 20 vehicles on the east-west portion of Stutz on the north side, between the two eyebrows, for nine months.

YEAS:	4	Blake, Cotsonika, Diefenbaker, Hanna
NAYS:	0	
ABSENT:	3	Muenk, Perry, Rudell

MOTION PASSED

Mr. Hanna asked if the nine months was a definite time period. Mr. Cotsonika felt that if plans were made and the ground work done, the parking could be extended another month or so if needed.

The biggest problem was reported to be the car haulers which unload in the streets. Lt. Maur said that it took 2 towing bills (approximately $250 each) to put a stop to unloading in the street. Car haulers cannot obstruct traffic.

ITEM: 10 OTHER BUSINESS.

Mr. Beaubien reported that the Supplemental Item - Proposed Traffic Signal for Crooks/McManus - will be placed on the agenda for next month at the request of the petitioner.

Inquiry was made as to the contractor doing the paving of Crooks Road, north of Long Lake, which was considered a poor job. It was noted to be a maintenance overlay by the County.

Item 10 Contd.

Further discussion of speeding and through traffic in subdivisions indicated that no license plate numbers were received on Trombley. Lt. Maur mentioned that this area has been worked heavily and it is not the people from the subdivision that are cutting through. He noted that motorists are flooding in off Rochester Road and citations were issued alternately at Ellenboro and Hartland. Mr. Beaubien commented that this is due to not getting capacity on major arterial streets. Mr. Hanna added that he would like a meeting with TIA or anybody that can solve speeding in subdivisions.

The opportunity to drive over and inspect speed humps, which are in place at the Sheffield Office Plaza, was offered by Mr. Beaubien.

Mr. Costonika asked if Oakland County had done anything at the Adams/Big Beaver intersection because he had seen 2-3 trucks there. Mr. Beaubien said that he has not heard any indication that they are going to make changes.

A copy of Mr. Muenk's letter of resignation was given to the Traffic Committee members. Mr. Hanna told them if they know of anyone to fill the vacancy, they should recommend that person to the City Council.

ITEM: 11 ADJOURN.

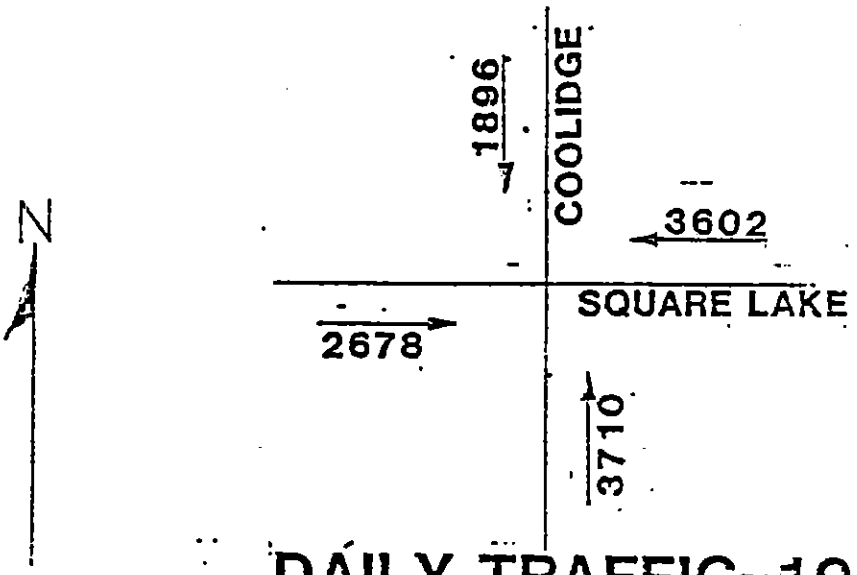
The Traffic Committee meeting of September 18, 1985 adjourned at 9:33 P.M.

/ct

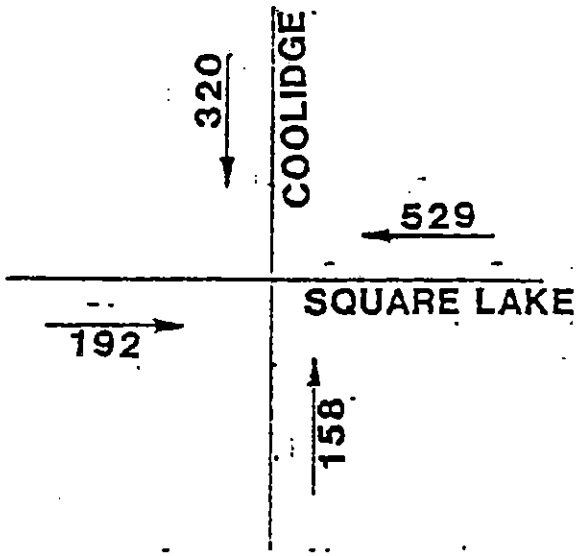
cc: Traffic Committee Members, Including Ex-officio Members
✓Frank Gerstenecker, City Manager
W. Robert Semple, Assistant City Manager
Lt. William Maur, Traffic Safety Division

Att.

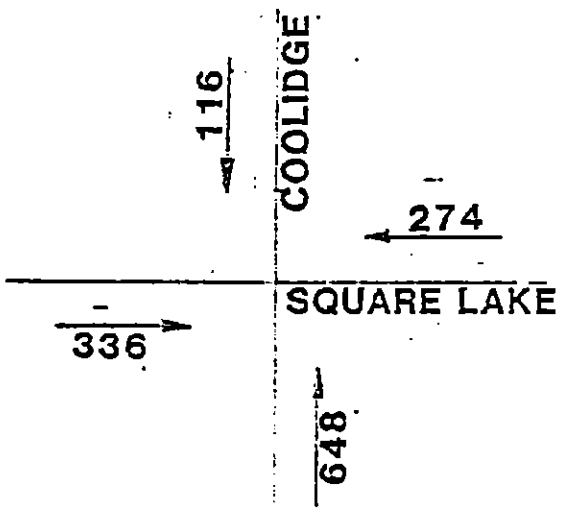
COOLIDGE/SQUARE LAKE TRAFFIC



DAILY TRAFFIC-1985

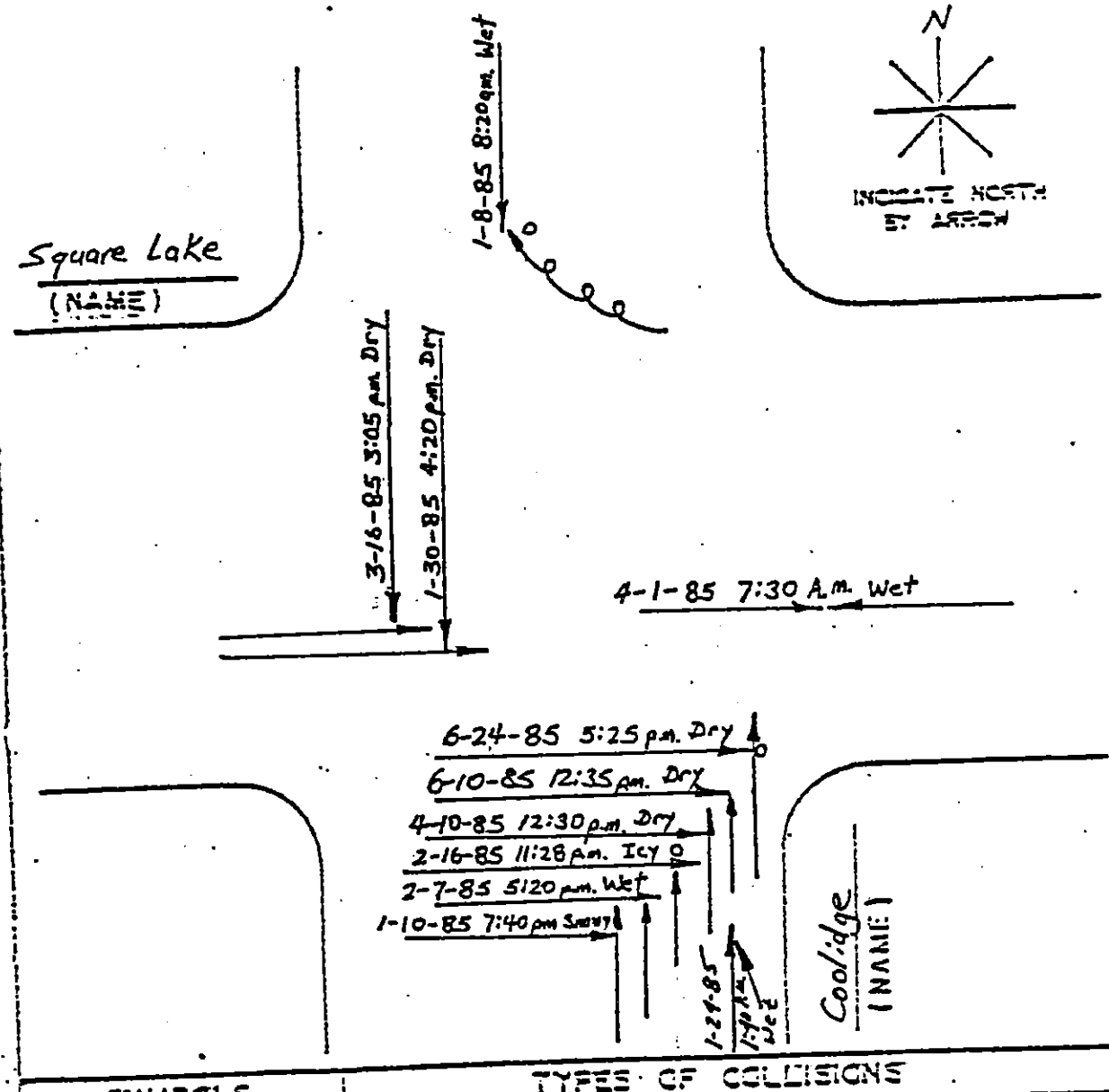


7-8 A.M. TRAFFIC
1985



5-6 P.M. TRAFFIC
1985

COLLISION DIAGRAM



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

SHOW FOR EACH ACCIDENT:
1. DATE AND TIME
2. WEATHER AND ROAD SURFACE IF UNUSUAL CONDITION EXISTED

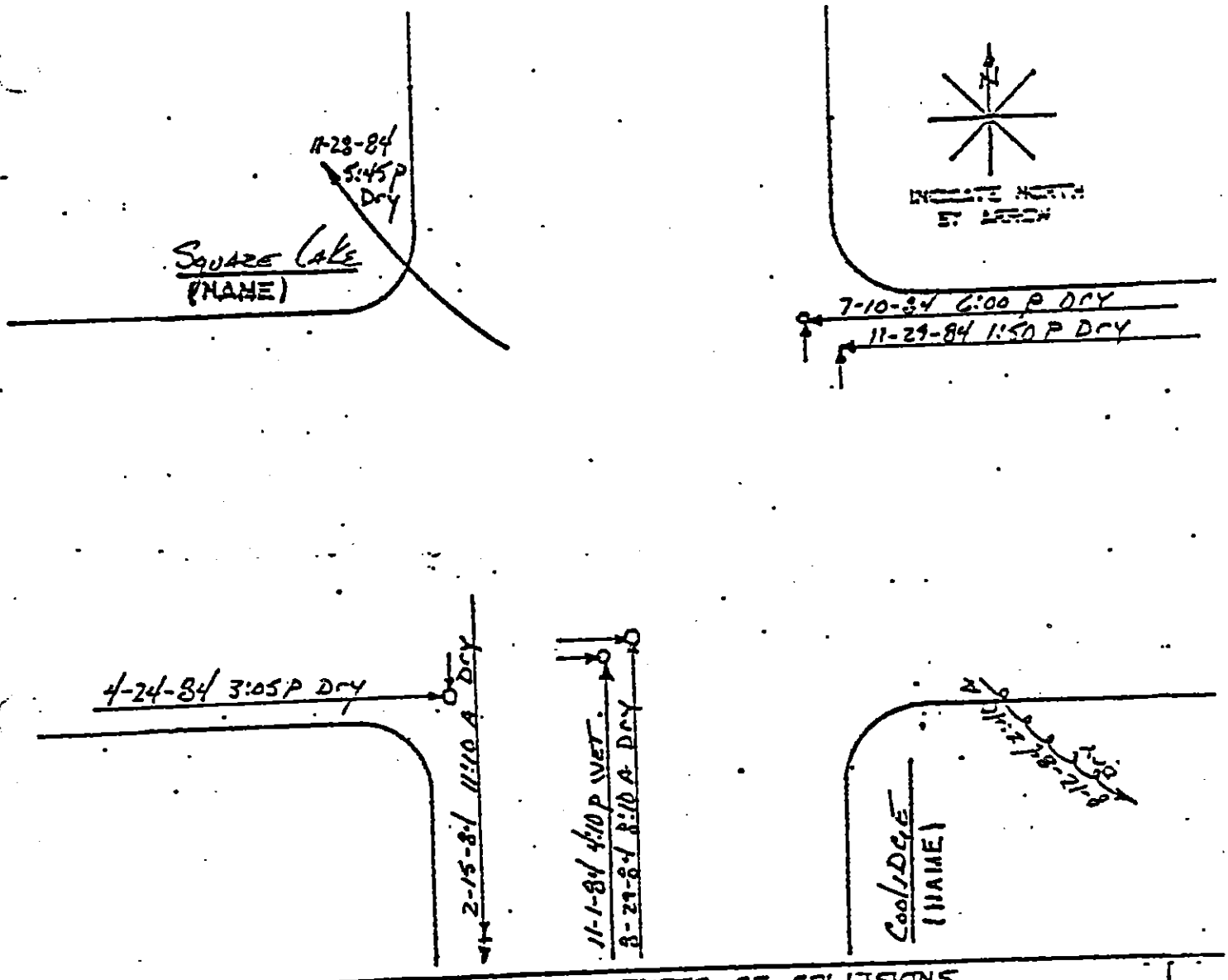
INTERSECTION Squaw Lk. and Coolidge

PERIOD 6 months : FROM Jan. 1985 TO June, 1985

BY: T.W. DATE: 7-29-85

FIGURE 3

COLLISION DIAGRAM



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 Square Lake and Coolidge

PERIOD 1 yr : FROM Jan 1, 1984 TO Dec 31, 1984

BY: A. MACK date: 12-4-84

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

INTERSECTION OF: COOLIDGE AND SQUARE LAKE

DATA COLLECTION BEGAN
DAY : WEDNESDAY
DATE: 07:24:85
TIME: 0000

WEATHER/RD COND: DRY

(COOLIDGE) (SQUARE LAKE)

SPEED LIMIT 40 MPH — SPEED LIMIT 45 MPH

TIME	NORTH BOUND	SOUTH BOUND	NB&SB TOTAL	EAST BOUND	WEST BOUND	EB&WB TOTAL		TOTAL
MACH NO	20	21		22	23			
12- 1 AM	23	16	39	42	18	60		99
1- 2	10	7	17	10	17	27		44
2- 3	9	1	10	6	7	13		23
3- 4	2	2	4	3	2	5		9
4- 5	6	2	8	3	7	10		18
5- 6	6	20	26	11	15	26		52
6- 7	63 +	120 !+	183	55	122	177		360
7- 8	158 !+	308 !+	466	162	491	653	*#	1119
8- 9	152 !+	251 !+	403	210	442	652	*#	1055
9-10	96 +	118 !+	214	122	191	313		527
10-11	121 !+	104 +	225	119	157	276		501
11-12	161 !+	72 +	233	128	136	264		497
12- 1 PM	169 !+	100 +	269	135	182	317		586
1- 2	132 !+	76 +	208	139	167	306		514
2- 3	165 !+	86 +	251	114	184	298		549
3- 4	305 !+	68 +	373	129	188	317		690
4- 5	654 !+	88 +	742	238	216	454	*	1196
5- 6	662 !+	107 !+	769	342	270	612	*#	1381
6- 7	303 !+	96 +	399	228	221	449	*	848

7- 8	149	+ 76	+ 225	156	176	331	556
8- 9	141	+ 60	+ 201	119	131	250	451
9-10	100	+ 52	152	92	134	226	380
10-11	72	+ 40	112	71	75	146	258
11-12	51	26	77	54	50	104	181
TOTL	3710	1896	5606	2687	3581	6268	11874

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

DATA COLLECTION BEGAN
DAY : WEDNESDAY
DATE: 07/24/85
TIME: 0800

INTERSECTION OF: COOLIDGE AND SQUARE LAKE

WEATHER/RD COND: DRY

WARRANT NO. 1: MINIMUM VEHICULAR VOLUME -.
MET FOR 5 HOURS OF REQUIRED 8 HOURS

* MAJOR ROAD - MINIMUM WARRANT VALUE OF 350 VPH EQUALED OR EXCEEDED
! MINOR ROAD - MINIMUM WARRANT VALUE OF 105 VPH EQUALED OR EXCEEDED

WARRANT NO. 2: INTERRUPTION OF CONTINUOUS TRAFFIC -
MET FOR 3 HOURS OF REQUIRED 3 HOURS

* MAJOR ROAD - MINIMUM WARRANT VALUE OF 525 VPH EQUALED OR EXCEEDED
+ MINOR ROAD - MINIMUM WARRANT VALUE OF 53 VPH EQUALED OR EXCEEDED

ACCIDENT EXPERIENCE: FOR 1985

8 TOTAL ACCIDENTS
6 RIGHT ANGLE ACCIDENTS

8 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

END OF TRS RUN

'Sleeping policemen' work without pay

Carefully engineered speed control humps — not bumps — prove a low-cost method for making actual traffic speed match desired speed.

J. P. Clement, P.E.
Principal Engineer, Traffic Division
Thousand Oaks, California

In communities throughout the country, external factors have transformed residential streets into "through routes" that carry higher traffic volumes at higher speeds than neighborhoods are willing to accept. The residents demand solutions: traffic lights, stop signs, and better speed-limit enforcement by the police.

But in California, at least, a cry for strict speed-limit enforcement raises another problem. California has a *prima facie* speed limit on residential streets of 25 miles per hour. California also has a "speed trap law" that requires that speed limits must be posted close to prevailing speeds (with certain restrictions) if radar is to be used to enforce speed laws.

The dilemma that could be caused by these two laws was illustrated when the residents of Kelly Road in Thousand Oaks, California, petitioned the city for help in reducing the volume and speed of the traffic on their street. Previous studies had revealed that the prevailing speed on Kelly Road was 43 MPH. To satisfy state law, the city would be required to post and enforce 45 MPH speed limit. The traffic division could not justify this high speed limit on a residential street.

The Kelly Road problem is by no means an isolated one within Thousand Oaks. A recent city study checked 3874 motorists traveling on 45 local two-lane residential streets. Eighty-seven percent of these motorists were exceeding the 25-MPH limit. The mean speed was 31 MPH, and the 85th percentile speed was 37 MPH.

Blindly adhering to the concept of speed zoning at the 85th percentile would mean posting many residential streets for 40 or even 45 MPH. The stopping distance for a car traveling at 40 MPH is more than twice the distance required to stop the same car traveling at 25 MPH. Such high speeds would unnecessarily increase the risk of catastrophic collisions at residents' door steps.

In an effort to respond positively to valid citizen concerns, the traffic division resurrected and refined an old device, and has found it to be phenomenally successful at maintaining traffic speed at an appropriate level and also at minimizing unnecessary through traffic. Furthermore, it accomplishes both these tasks without heavy and costly police enforcement and without restricting the free use of public roads to all citizens and to emergency service vehicles.

The device has been called a "sleeping policeman," "pavement undulation," or "speed hump." It is similar to the speed bump that is common in shopping-center parking lots, but with an important difference. A speed bump is an abrupt pavement feature, three to four inches high and only one to three feet in length at its base (measured in the direction of travel). A speed hump, on the other hand, is also three to four inches in height, but much gentler in configuration, with a length of at least 12 feet at its base.

Several countries have been experimenting with speed humps, but the most extensive research probably has been done by the United Kingdom's Transport and Road Research Laboratory. This organization evaluated 15 different sizes of speed humps and speed bumps on a closed site, using various types of vehicles. Bump sizes ranges from 0.5 inches high and 2 inches long to six inches high and 12 feet long.

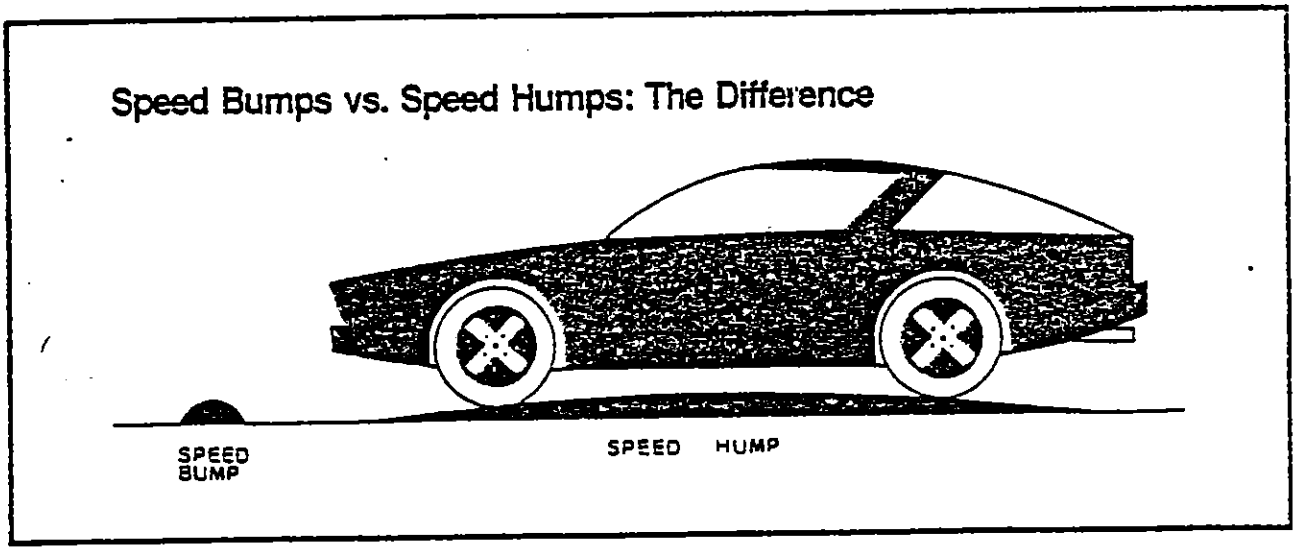
The British found that the ideal shape was a hump four inches high by 12 feet long. This size offered a number of important advantages when compared to shorter speed bumps:

- At or below the design speed, drivers suffer no discomfort;
- Above the design speed, driver discomfort increases as speeds increase;
- Motorists deliberately driving over the hump at excessive speeds are able to retain directional control of their vehicles.

The next logical step was the installation of some of these speed humps on British public roadways to determine their real-world effectiveness. Since 1975, 63 speed humps have been installed on ten residential streets in nine communities in the United Kingdom.

The results have been extremely successful. With the 4-inch by 12-foot humps installed at spacings of from 160 to 510 feet, maximum prevailing speeds were cut by an average of 30 percent, from 32 MPH to 22 MPH. Actual prevailing speeds across the humps averaged about 15 MPH for cars and light vans and about 12 MPH for trucks.

The speed humps also proved highly successful in reducing traffic volumes, as motorists seeking short-cuts looked else-



where. Sixteen-hour traffic counts taken between 0600 and 2200 hours found traffic reductions ranging as high as 64 percent. The average reduction was 30 percent. The overwhelming majority of residents (79 percent) and even non-resident motorists (60 percent) favored the humps.

Perhaps most important was the analysis of collision statistics. The British concluded that "on the whole, humps do reduce accident frequencies, and this reduction is statistically significant at the 0.1 percent level."

Based upon Britain's success with speed humps, the U.S. Federal Highway Administration sponsored the installation of speed humps on public roads in Boston, Massachusetts, and Brea, California. When these installations proved worthwhile, other U.S. cities, including Sacramento, California, and Washington, D.C., installed speed humps on their public roads.

When the Kelly Road residents in Thousand Oaks petitioned for stop signs and/or barricades to control traffic on their street, the city council held several neighborhood meetings and public hearings. It decided to install speed humps, and, in September 1981, six four-inch by 12-foot speed humps were installed on Kelly Road at intervals of from 440 to 570 feet.

The speed humps cost about $500 each, only 20 percent of which was for materials. Hot asphalt was placed and rolled atop a tack coat, and a 14-foot long 2-inch-by-12-inch board was used as a template to ensure shape uniformity. On one hump, final shape and height were verified by transit readings; on the others, a stringline was used.

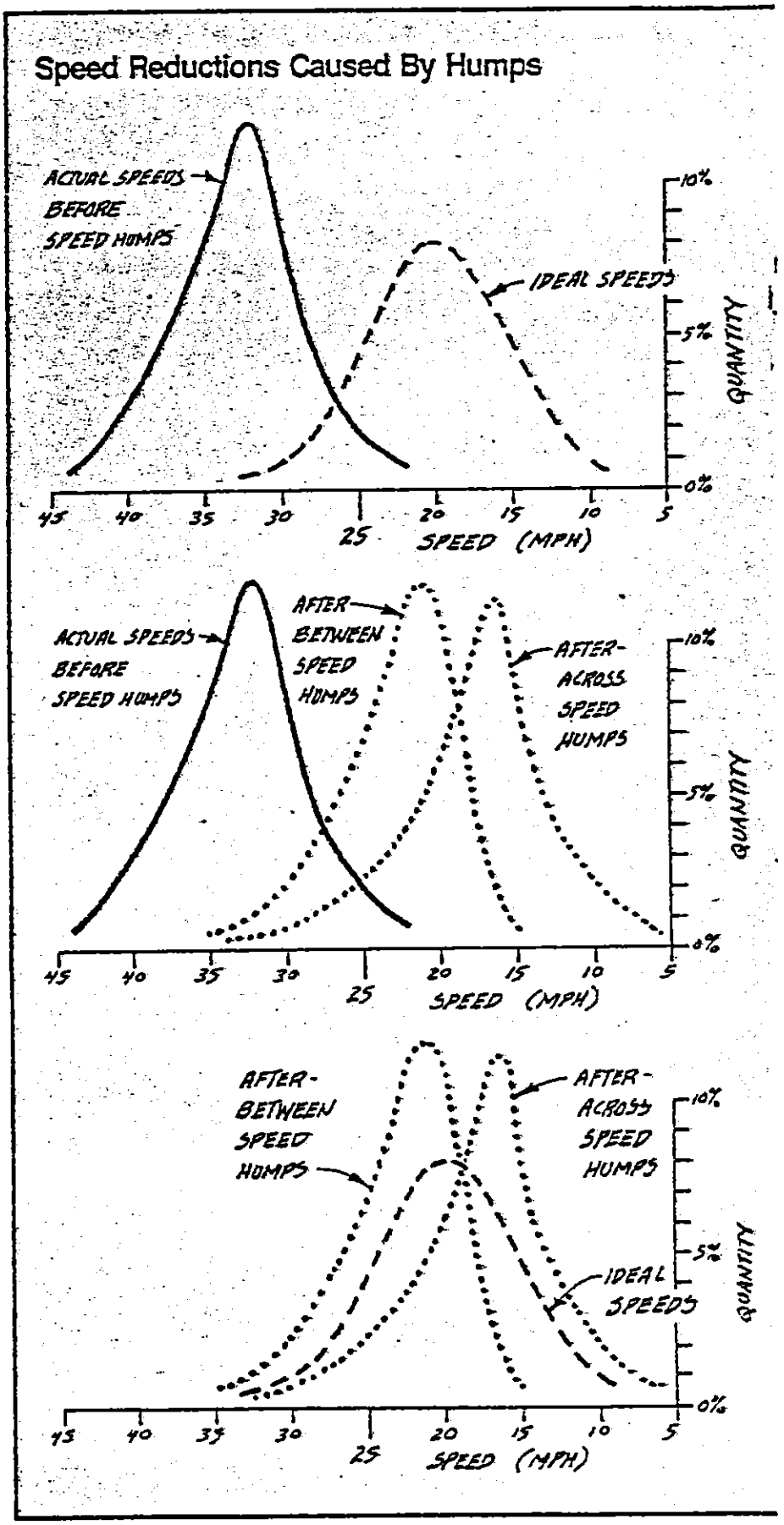
The project showed that if a speed hump is constructed with care and in two lifts, its final shape and height can easily be maintained within ± ¼-inch tolerances. If, however, a speed hump is installed in a single lift, especially on a steep grade, actual height and shape can vary by as much as 1¼ inches. In such situations, the recommended procedure would be to install the hump in two lifts, using a template for each lift.

The completed humps reduced speeds dramatically on Kelly Road. Overall average speeds went from 43 MPH to 30 MPH. The prevailing speed between humps went to 32 MPH, while the average speed for crossing a hump was 19 MPH.

Although these speed reductions provided a positive improvement in overall safety, the traffic division had some reservations about the four-inch-high humps:

- There was visual evidence that trailer hitches on some vehicles occasionally bottomed out on the humps;
- The roadway surface about five feet downstream of several of the humps be-

Speed Reductions Caused By Humps



came scarred by occasional impacts from front bumpers;

- The highly popular compact pickup trucks tend to become airborne when they are unladen and cross a hump at the legal speed of 25 MPH;
- The prevailing speed for traversing the humps — 19 MPH — was 25 percent below the legal 25 MPH speed limit;
- The prevailing 32 MPH speed between humps was still 7 MPH higher than the legal limit;
- Acceleration and deceleration of vehicles traveling the road produced a speed variance of 13 MPH;
- Preferred hump-crossing speeds for fire apparatus and for buses were 15 MPH and 10 MPH respectively, far below the speed limit.

These concerns could be addressed and the prevailing speed between humps reduced to a rate closer to the 25-MPH limit if the height of the humps were reduced and they were placed closer together. The opportunity to make this change came when the residents of another Thousand Oaks street, Silas Avenue, petitioned for the installation of speed humps.

Ninety-seven percent of the motorists who traveled Silas Avenue, a 40-foot-wide, relatively flat street, exceeded the 25-MPH speed limit. The prevailing speed on the street was 38 MPH.

Initially, three 3-inch-high humps were installed at 690- and 800-foot spacings. The reduced heights had the desired effect, as prevailing speeds across the humps were 24 MPH. The distances between humps, however, were too great. Between-hump speeds were reduced to only 34 MPH.

The installation of three additional humps reduced the spacings to 250 to 400 feet. It also reduced prevailing between-hump speeds to 27 MPH. With a hump-crossing speed of 23 MPH, the speed variance along the 2180-foot-long roadway was maintained to within ±2 MPH of the 25-MPH limit.

It seems clear that three-inch-high humps spaced at an average interval of 300 feet are an excellent tool for realistic speed management on residential streets with 25-MPH limits. Still, one final concern had to be investigated before speed-hump installation could be recommended without hesitation.

Some agencies had expressed reservations about the safety aspects of speed humps installed on streets with grades of more than 5 percent. The British installation of a four-inch-high hump on a road with a 12-percent grade indicated that grades should present no problems, but Thousand Oaks had the opportunity to experiment on one of its own streets.

The test came when the residents of Cindy Avenue requested the installation of speed humps. Cindy Avenue is a generally serpentine street with grades that range as high as 14 percent. Although traffic volumes were low and studies did not reveal a significant speeding problem, the roadway provided an ideal situation for evaluating grade vs safety.

The only problem that appeared following the installation of the Cindy Avenue humps involved the effect of the last downhill hump on the operation of bicycles and motorcycles. This hump was located only 210 feet from a stop sign. It was on a horizontal curve with a 372-foot radius and a 14.5% downhill grade.

When crossing this hump at a speed of 30 MPH — a speed easily attained by the bicyclist after only 300 feet of downhill coasting — both bicyclist and motorcyclist experienced minor loss of directional stability. This problem appeared to be caused more by the horizontal curve and the proximity of the stop sign than by the grade. Still, the situation might present a real hazard if the pavement were wet or scattered with loose material. Within a year, this hump was removed.

Both motorcyclist and bicyclist agreed that if the hump were on a tangent and farther from the stop sign, they probably would have had no difficulty with it, even on this steep grade.

A copy of Mr. Clement's 150-page report on speed humps is available free by writing the author. Address requests to Traffic Division, City of Thousand Oaks, 401 W. Hillcrest Drive, Thousand Oaks, CA 91360.

Are speed humps a panacea for traffic problems in residential areas? Of course not! They are merely another valuable tool for concerned professionals to use in managing residential traffic.

Speed humps will continue to be refined and new concepts developed. For example, 12-foot-long speed humps have been successful largely because their length exceeds the length of the typical passenger-car wheelbase. It may be preferable to lengthen humps to 16 or 20 feet to make it easier for longer vehicles, such as fire apparatus, to cross them. Short reverse parabolic curves may be preferable where the humps meet the original roadway.

Until these issues are resolved, it appears, on the basis of the Thousand Oaks experience, that 3-inch-high by 12-foot-long speed humps are ideally suited for residential roads with 25-MPH speed limits. Research may determine that some other configuration is appropriate for roads with other speed limits.

As the public becomes aware of the advantages of speed humps, demand for their installation will increase. After the three installations in Thousand Oaks, the traffic division promptly received requests or petitions for hump installations on ten other streets — and the list is still growing!

ACC

ITEM 6

City of Troy

August 15, 1985

William Jack
2365 Somerset
Troy, MI 48084

Dear Sir:

In accordance with Chapter 106 of the Troy City Code, your property, known as Somerset Park Apartments, 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 Wednesday, September 18, 1985, 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 L. Mouch

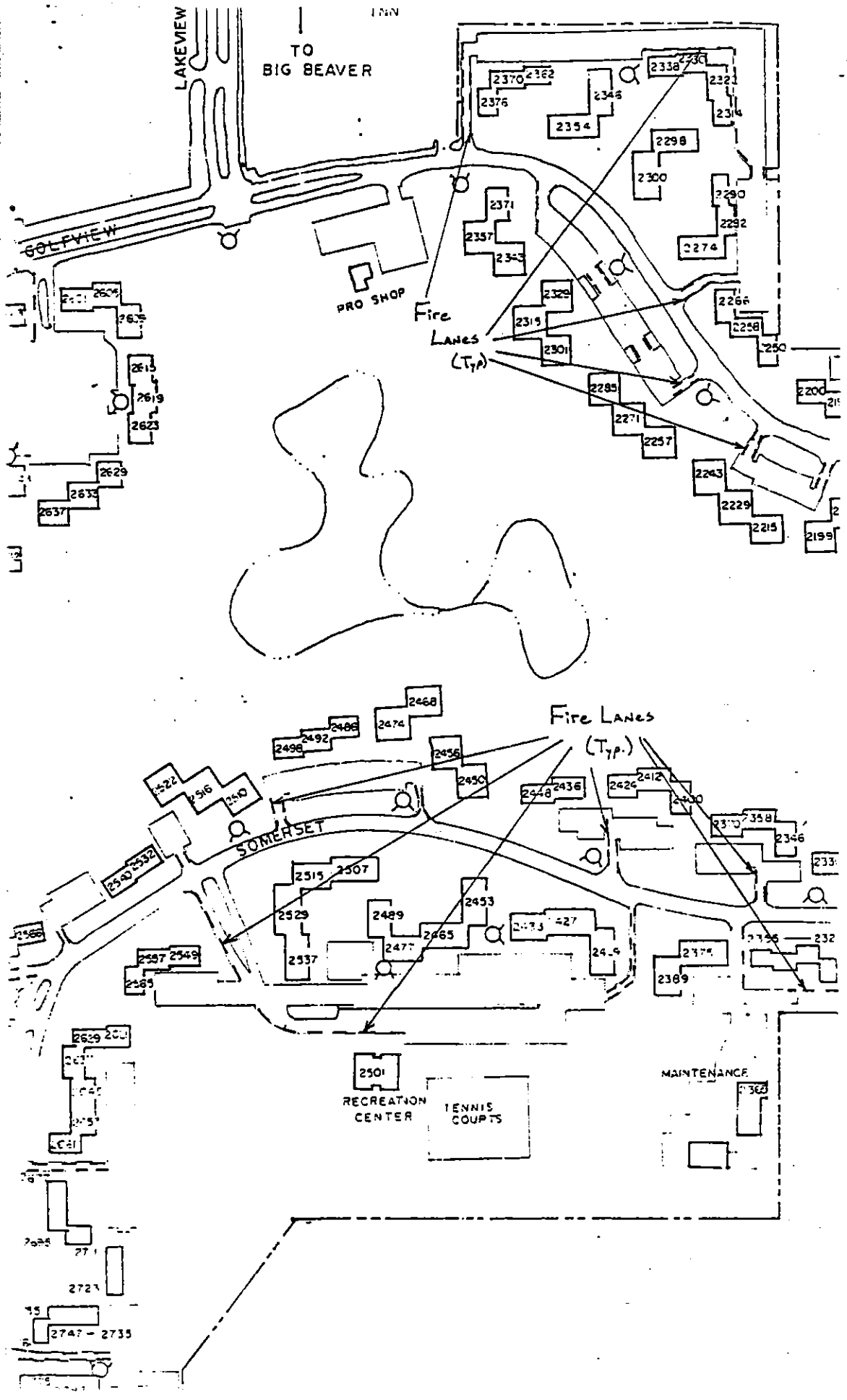
Donald R. Mouch
Fire Inspector

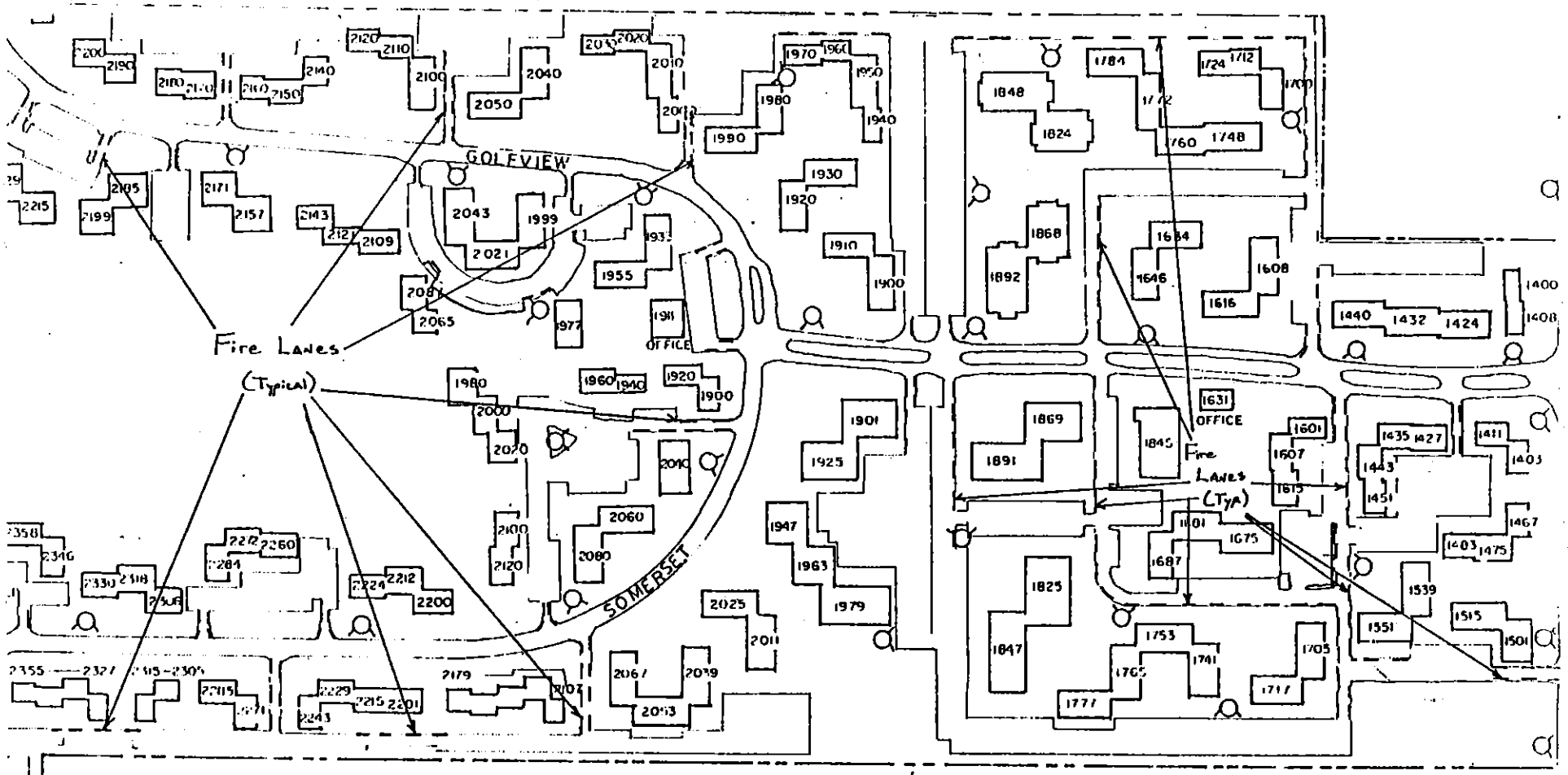
DRM/cz

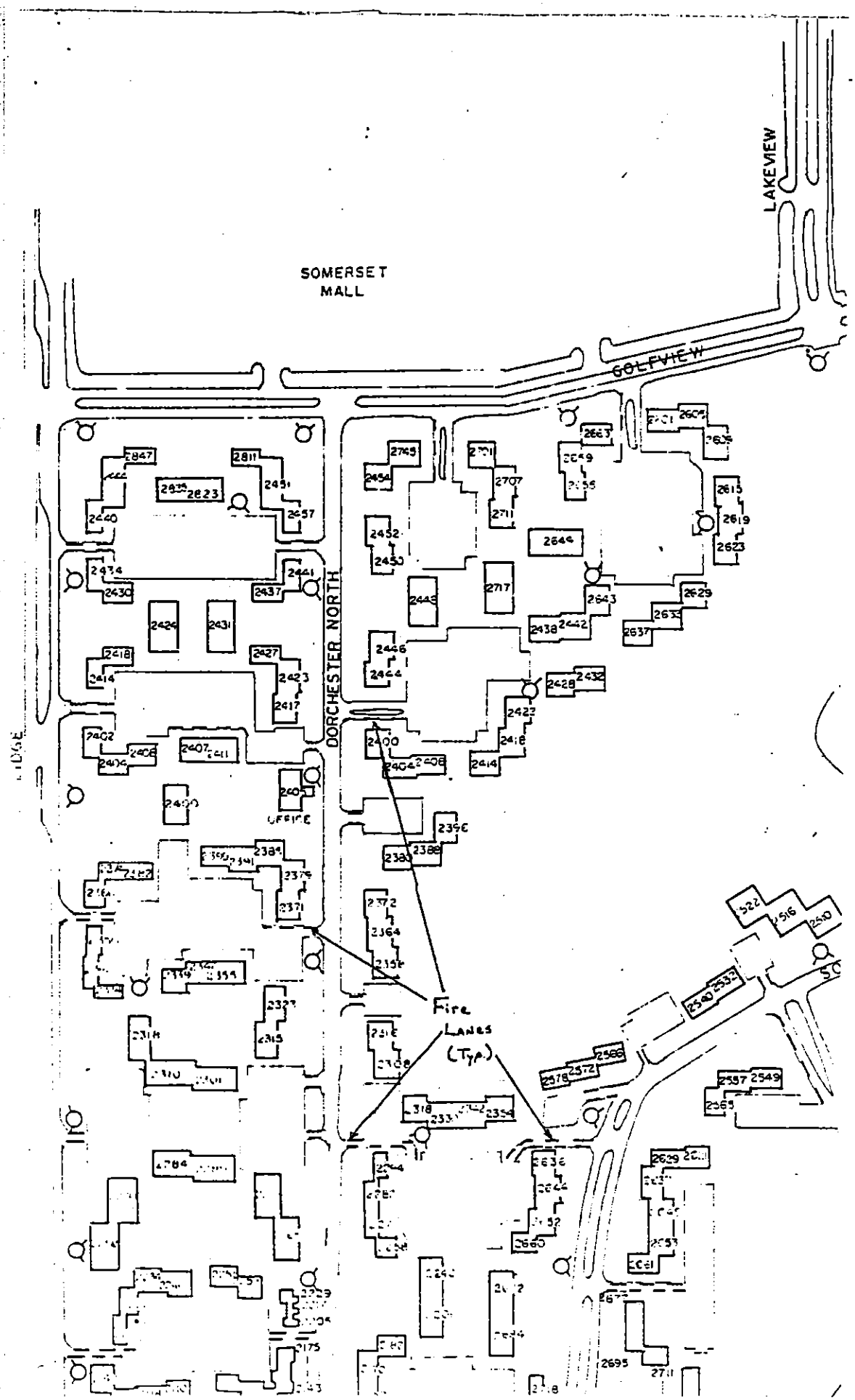
attch.

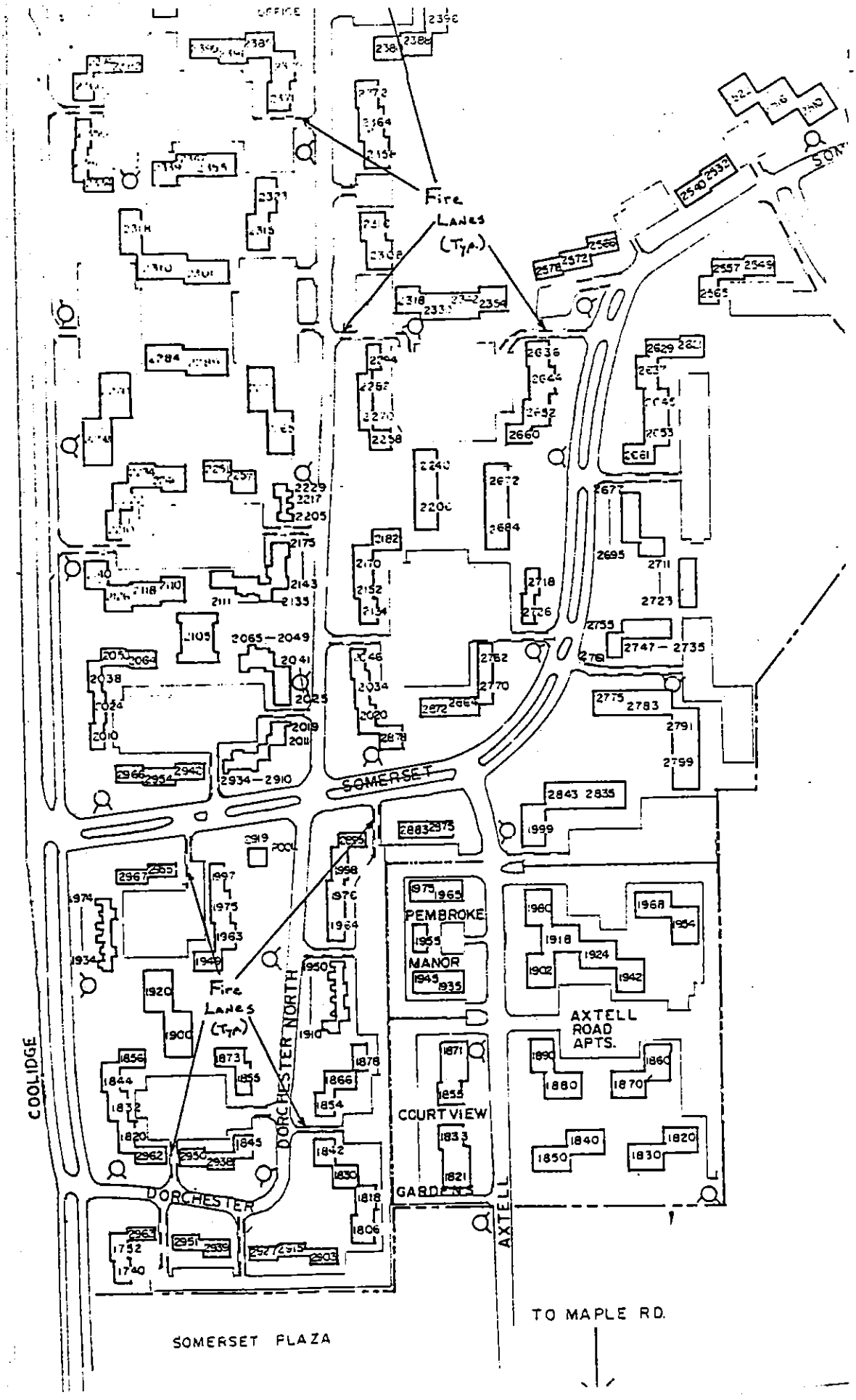
500 W. BIG BEAVER ROAD TROY, MICHIGAN 48084

Bldg. Inspections	524-3344	Dept. of Public Works	524-3370	Library	524-3538	Purchasing	524-3338
City Assessor	524-3311	Engineering	524-3383	Museum	524-3570	Recreation (Parks)	524-3484
City Attorney	524-3320	Finance	524-3411	Personnel	524-3339	Traffic Engineer	524-3379
City Clerk	524-3316	Fire	524-3419	Planning	524-3364	Treasurer	524-3334
City Manager	524-3330	Information	524-3300	Police Dept.	524-3443		


LAKEVIEW
TO
BIG BEAVER
GOLFVIEW
PRO SHOP
Fire
Lanes
(Typ)
Fire Lanes
(Typ.)
SOMERSET
RECREATION
CENTER
TENNIS
COURTS
MAINTENANCE


GOLFVIEW
SOMERSET
Fire Lanes
(Typical)
Fire
Lanes
(Typ.)
OFFICE
OFFICE


SOMERSET
MALL
LAKEVIEW
GOLFVIEW
DORCHESTER NORTH
OFFICE
Fire
LANES
(Typ.)


Fire Lanes (Typ.)
Fire Lanes (Typ.)
SOMERSET
PEMBROKE MANOR
COURT VIEW GARDENS
AXTELL ROAD APTS.
COOLIDGE
DORCHESTER NORTH
DORCHESTER
AXTELL
TO MAPLE RD.
SOMERSET PLAZA

ITEM 7

RECEIVED
AUG 16 1985

City of Troy

August 16, 1985

Damone/Andrew Incorporated
ATTN: Daniel R. Andrew
500 Stephenson Hwy.
Troy, MI 48083

RE: 500-1400 Stephenson Hwy.

Dear Mr. Andrew:

In acc ordance with Chapter 106 of the Troy City Code the above captioned property 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 Wednesday, September 18, 1985, 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,

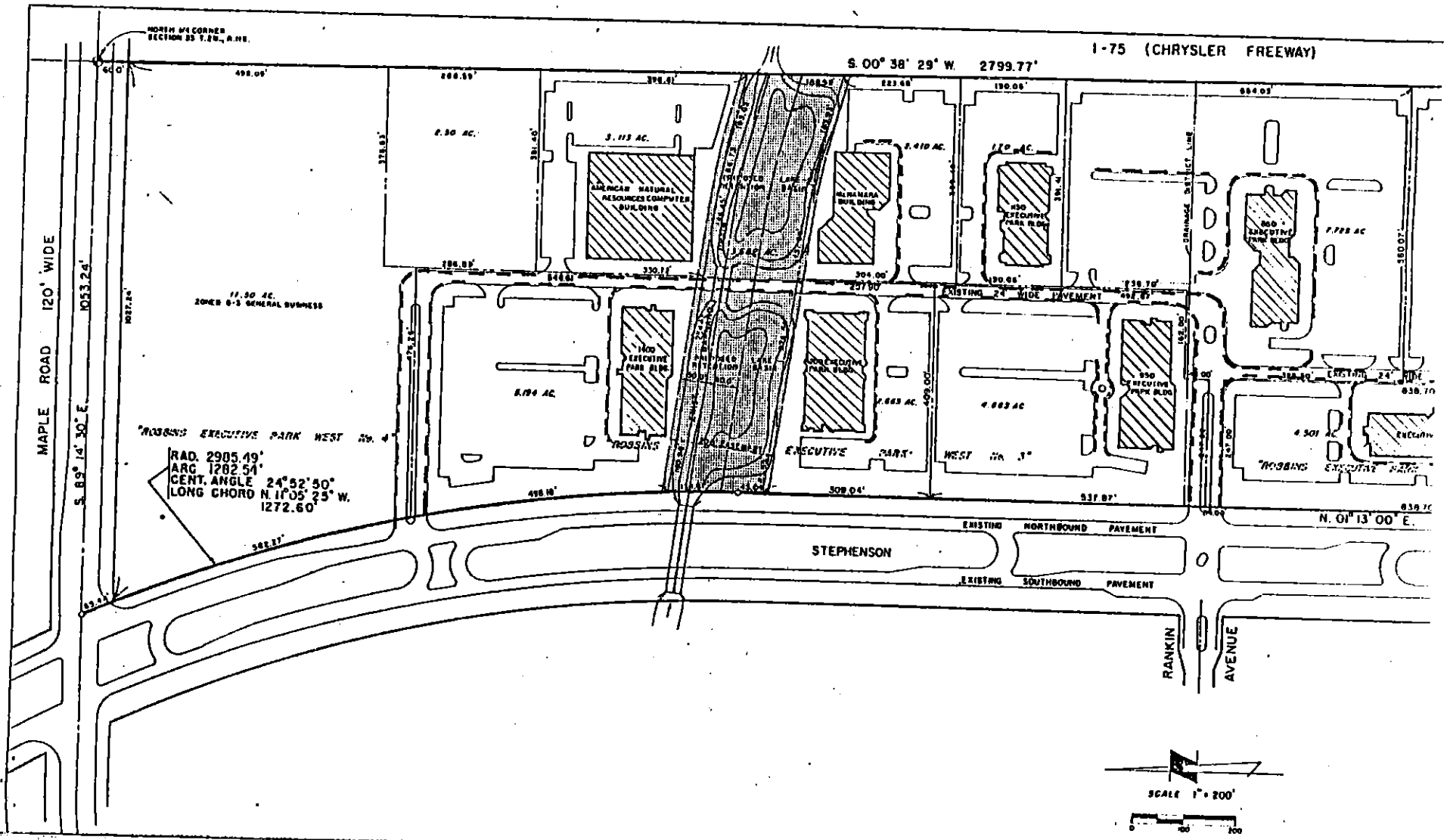
TROY FIRE DEPARTMENT

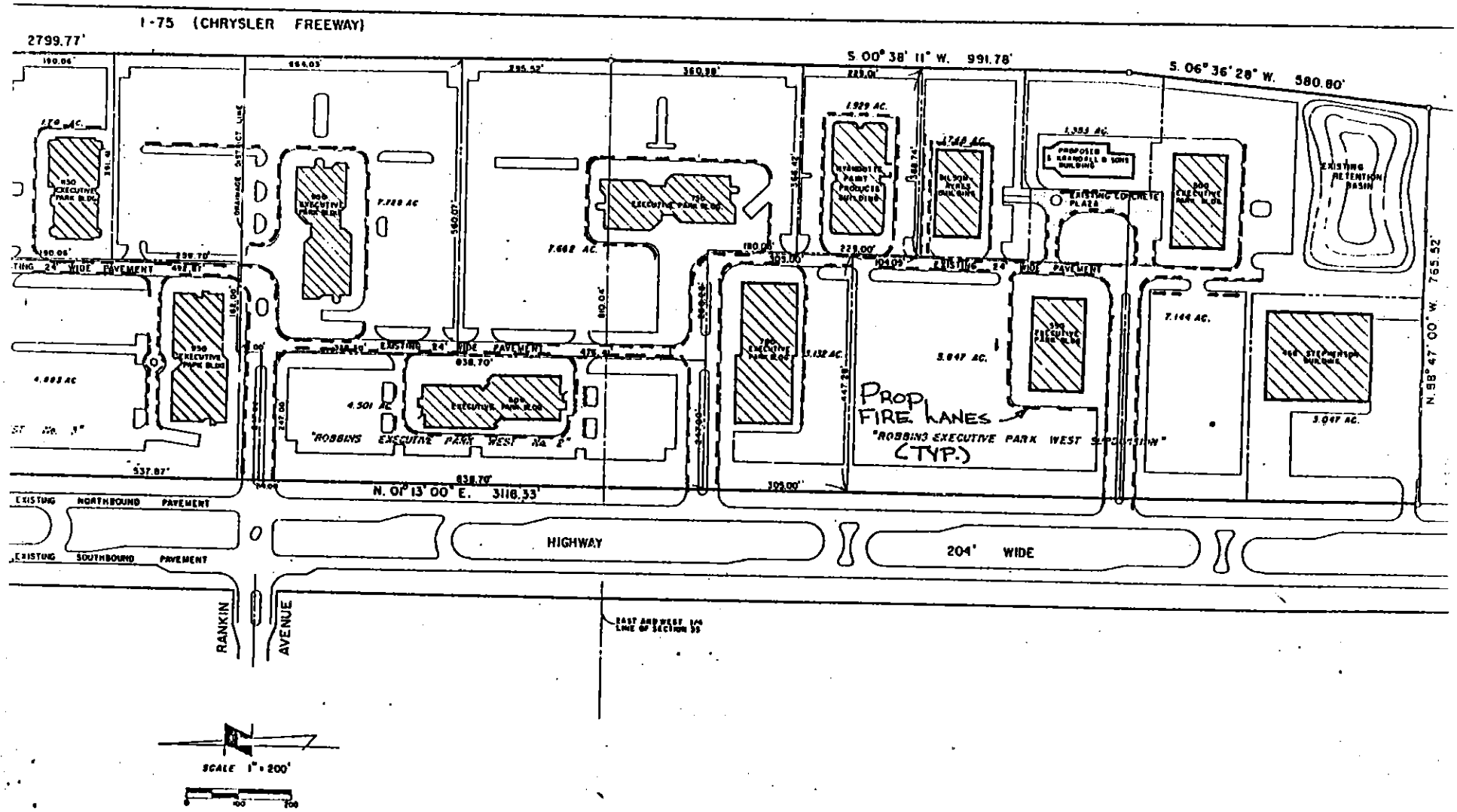
Donald R. Mouch

Donald R. Mouch
Fire Inspector

DRM/cz

attch.


I-75 (CHRYSLER FREEWAY)
S. 00° 38' 29" W. 2799.77'
MAPLE ROAD 120' WIDE
S. 89° 14' 30" E. 1053.24'
"ROBBINS EXECUTIVE PARK WEST No. 4"
RAD. 2905.49'
ARC 1282.54'
CENT. ANGLE 24°52'50"
LONG CHORD N. 11°05'25" W. 1272.60'
STEPHENSON
EXISTING NORTHBOUND PAVEMENT
EXISTING SOUTHBOUND PAVEMENT
EXISTING 24' WIDE PAVEMENT
RANKIN AVENUE
N. 01° 13' 00" E.
SCALE 1" = 200'


I-75 (CHRYSLER FREEWAY)
2799.77'
S. 00° 38' 11" W. 991.78'
S. 06° 36' 28" W. 580.80'
N. 01° 13' 00" E. 3118.33'
N. 98° 47' 00" W. 755.52'
EXISTING NORTHBOUND PAVEMENT
EXISTING SOUTHBOUND PAVEMENT
HIGHWAY
204' WIDE
RANKIN AVENUE
PROP FIRE LANES (TYP.)
"ROBBINS EXECUTIVE PARK WEST SUBDIVISION"
EXISTING RETENTION BASIN
SCALE 1" = 200'

ITEM 8

RECEIVED
SEP 5 1985

Giffels-Webster Engineers, Inc.

CONSULTING ENGINEERS, LAND SURVEYORS AND PLANNERS

2731 Adams Road • Pontiac, Michigan 48057 • Phone: 313/852-3100 or 313/358-2266

REFERENCE: #9158

September 4, 1985

City of Troy
500 West Big Beaver Road
Troy, Michigan 48084

ATTN: Mr. Richard Beaubien, P.E.

Dear Mr. Beaubien:

Enclosed is a copy of a memorandum sent by Mr. Frank Koepke to Mr. David Allyn of the Oakland County Road Commission regarding the placing of a traffic signal at Tower Drive and Long Lake Road.

It is my understanding that the request for the placing of this signal has to be initiated by the City.

Please review the memorandum and let me know what, if any, action needs to be taken by Bellemead in order for you to proceed with this request.

Sincerely,

GIFFELS-WEBSTER ENGINEERS, INC.

David Pawlaczyk, R.L.S.

DP/klc

Enclosure: copy of memorandum

CC: Mr. Ken Strobel
Mr. Scott Patterson
Mr. Jeff Horn

FRANK J. KOEPKE, P.E. • TRAFFIC ENGINEERING CONSULTANT

August 15, 1985

MEMORANDUM TO: Mr. David Allyn
Oakland County Road Commission

FROM: Frank J. Koepke, P.E.

SUBJECT: Traffic Signal Installation
Northfield Hills Corporate Center
Troy, Michigan

The Northfield Hills area in northwest Troy has become a fast growing office complex with approximately 369 acres of property planned for development by 1996. The 369 acres are planned to contain over 4 million square feet of office space.

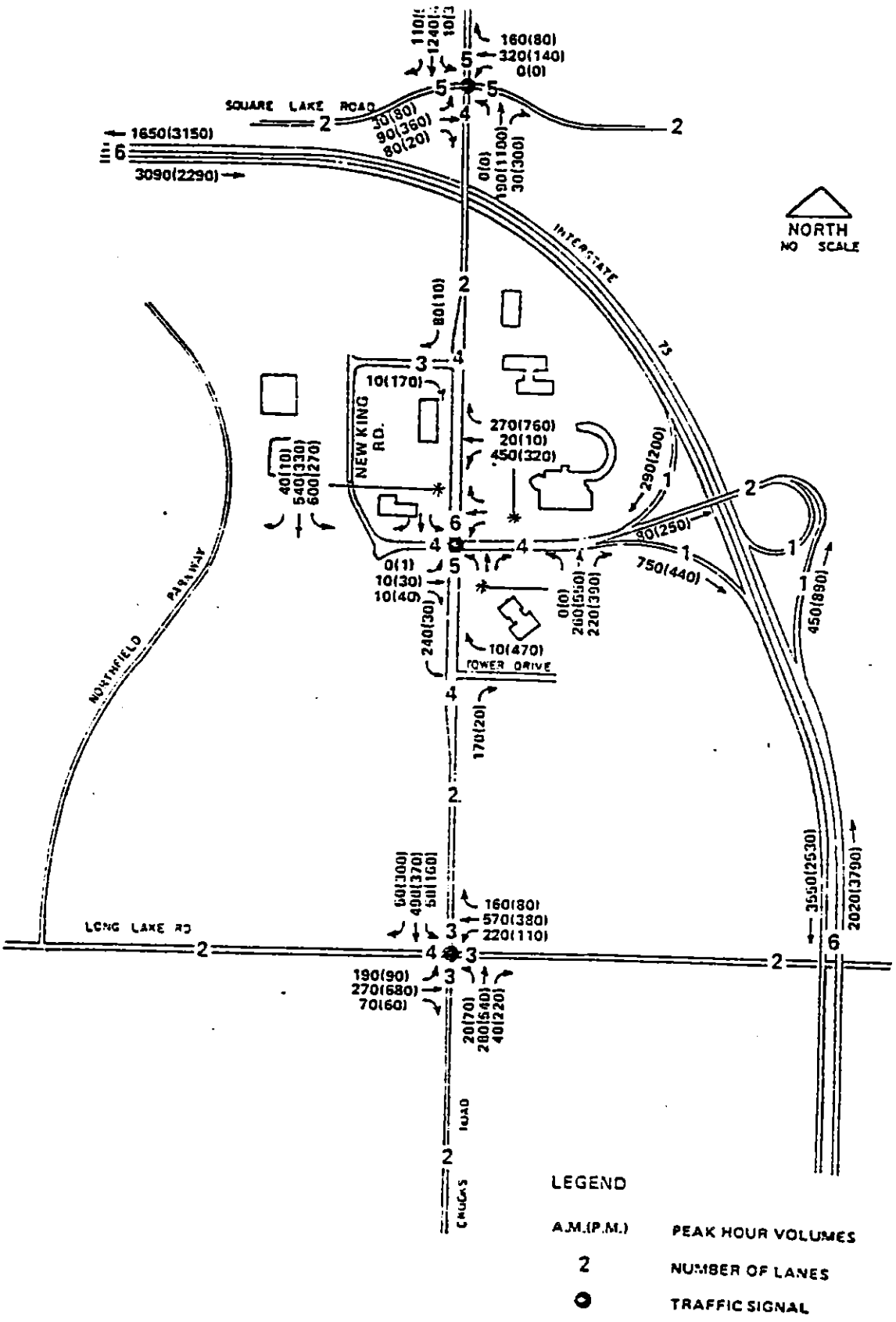
In order to serve this large area, many different services will be required with transportation facilities being a principal element. A safe and efficient roadway system is a necessity for the Northfield Hills area to be successful. This memorandum is directed to the need for a traffic signal at the proposed intersection of Long Lake Road and Tower Drive.

Long Lake Road is a two lane, east-west roadway under the jurisdiction of Oakland County. The roadway currently accommodates approximately 1300 and 1600 vehicles respectively during the morning and evening peak traffic hours in the section between Crooks Road and Interstate Route 75. Approaches to the intersection of Long Lake and Crooks Road have been widened to provide one traffic lane in each direction plus a separate left turn lane on each approach. This intersection operates under control of a traffic signal.

Tower Drive currently exists as a short section of roadway east from Crooks Road. The intersection of Tower Drive and Crooks Road is located approximately 1900 feet north of Long Lake and 800 feet south of the Crooks Road/Interstate 75 Connector intersection. This latter intersection also is controlled by a traffic signal. Existing traffic conditions are indicated on Figure 1.

The southerly extension of Tower Drive from the existing stub to Long Lake Road is planned for construction during late 1985. In addition to serving adjacent developments, the City of Troy expects the completed Tower Drive to function as a by-pass route for vehicles interchanging between Long Lake and Crooks Road. This by-pass will decrease the traffic load at the Long Lake-Crooks Road intersection.

9 HATLEN AVENUE • MT. PROSPECT, ILL. 60056 TELEPHONE (312) 439-5234



EXISTING TRAFFIC CONDITIONS

Tower Drive is to be constructed as a four-lane divided roadway. At it's intersection with Long Lake Road the four lanes will be divided by a barrier median. Between Long Lake Road and Crooks Road the center area will be paved and function as a left turn storage lane. The section of Tower Drive between Long Lake and Crooks is expected to serve 1,268,000 square feet of office development and a 251 suite hotel.

Traffic volumes generated by this adjacent development plus traffic using Tower Drive as a by-pass route must be served by access to the area roadnet that provides safe and efficient intersection operation.

As mentioned earlier, the Northfield Hills area is expected to be developed over a period of ten years and thereby roadway improvements can be staged to meet the growing traffic demand. It is planned that Long Lake Road be developed in three stages.

Stage 1 will include the construction of Tower Drive and a temporary improvement of the Tower Drive-Long Lake intersection. Figure 2 indicates Stage 1 improvements.

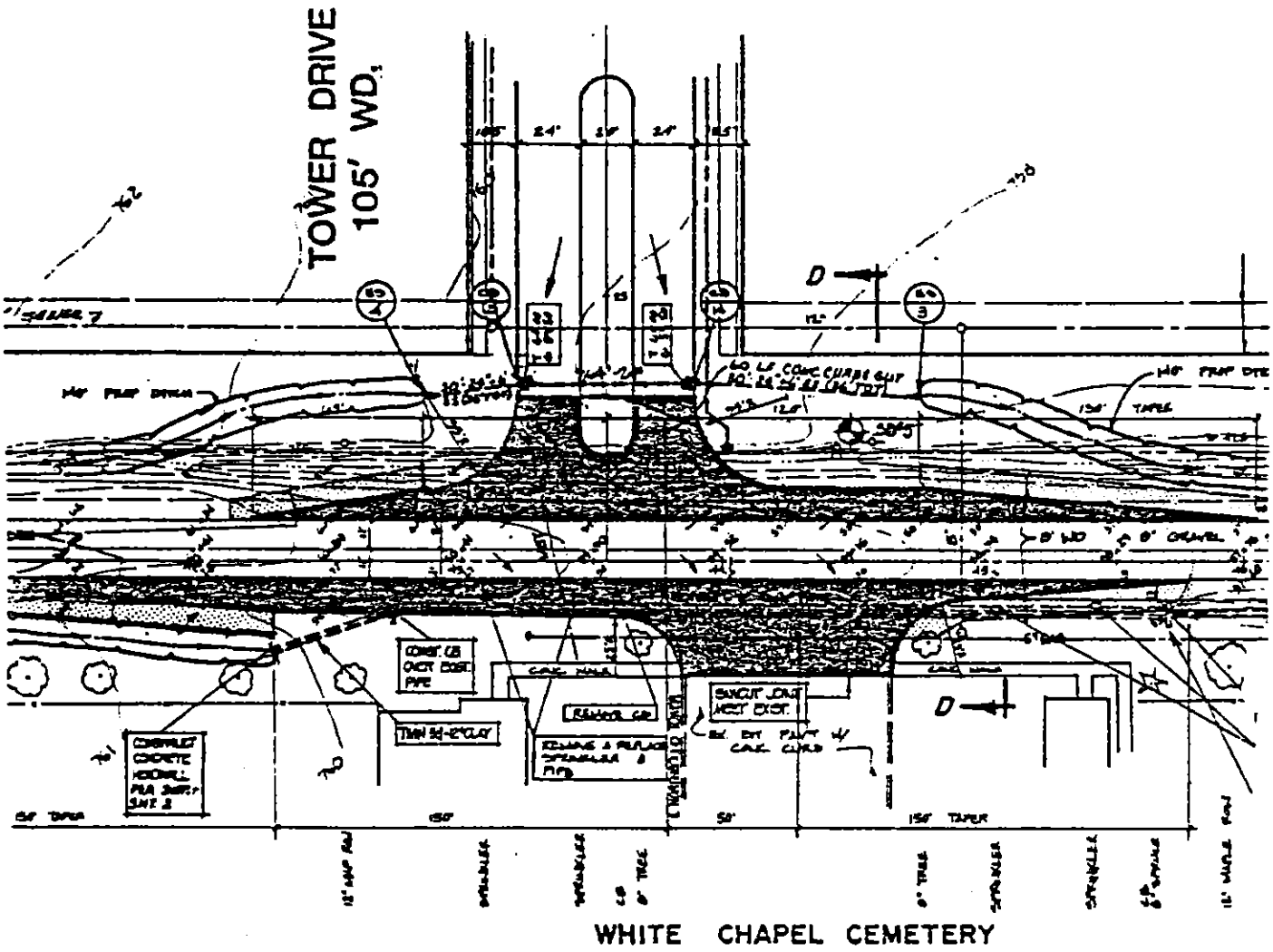
Stage 2 will include the widening of Long Lake to a four-lane boulevard section. The boulevard section recommended by the City of Troy provides a 44 feet wide median that can accommodate a U-turn maneuver.

Stage 3 will only be necessary if ramps are constructed between I-75 and Long Lake Road. It will include adding an additional traffic lane in each direction from I-75 through the Crooks Road intersection.

Work has begun on the request to the Michigan Department of Transportation for a split-diamond interchange that will serve Long Lake Road to and from the south.

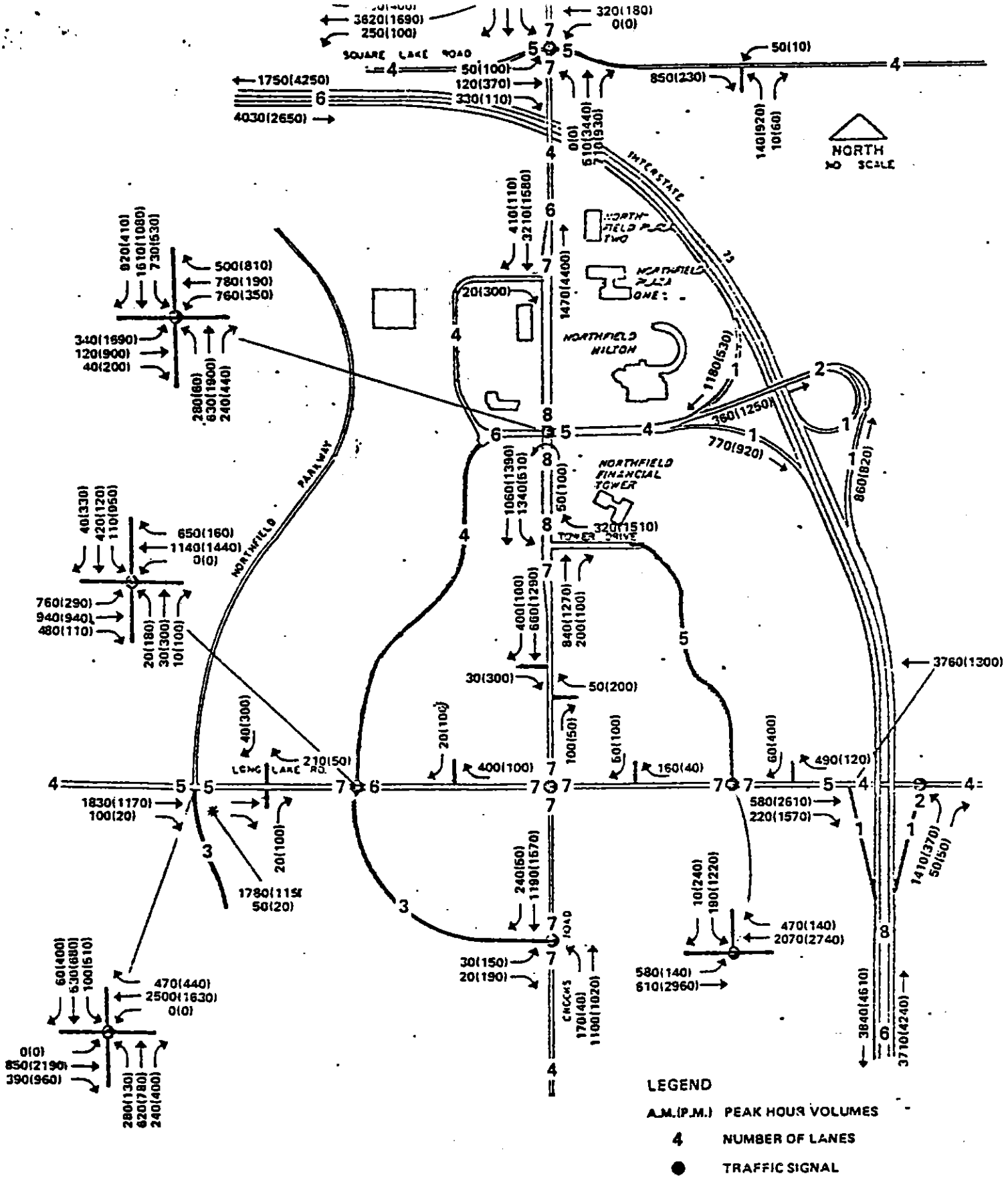
Other areawide roadway improvements are also planned for the Northfield Hills area. Improvements range from constructing an internal roadway system to the construction of a new Crooks Road Bridge over I-75 and adding additional lanes to Crooks Road. All major intersections in the area are recommended for signalization. Figure 3 indicates the extent of the Northfield Hills area plus anticipated traffic volumes and recommended roadway conditions after the proposed developments are occupied.

It is intended that this memorandum serve as the formal application for the installation of a traffic signal at the intersection of Long Lake Road and proposed Tower Drive. The traffic volumes indicated



LONG LAKE ROAD

INTERMEDIATE INTERSECTION DESIGN



FUTURE TRAFFIC CONDITIONS

in Figure 3, although listed for only the morning and evening peak traffic hours, give evidence of meeting several of the signal warrants included in the Federal Highway Administration's Manual on Uniform Traffic Control Devices.

Due to the fact that intersection geometrics will change at the time Long Lake Road is widened and divided, it is recommended that a temporary signal installation be initially constructed. However, conduit, hand holes, and other appurtanances should be located to comply with the cross-section recommended for Stage 2 development. The provision for future interconnection of signals along Long Lake Road should also be included.

The traffic signal will be needed as soon as Tower Drive is extended south to Long Lake Road and development occurs along the Drive. It is requested that installation be a part of initial construction and, in order to minimize disruption of traffic in the future, be made adaptable to future roadway conditions.

ITEM: 16 ALLOW ON-STREET PARKING FOR DETROIT ART SERVICES, 1699 STUTZ.

The attached letter from Attorney Fred Mallender, representing Detroit Art Services, 1699 Stutz, requests that the Traffic Committee reconsider on-street parking for Maxwell and Stutz. This request was considered by the Traffic Committee in October and November of 1983 and by the Troy City Council in December, 1983 and in January, 1984. At the November, 1983 Traffic Committee Meeting, the Traffic Committee recommended that "No Parking" signs on the outer ring of Stutz and Maxwell be removed except for the first 100 feet directly off Maple on both Maxwell and Stutz. The Committee further recommended that "No Parking" signs be posted on the inner circle.

At the meeting of January 9, 1984, Troy City Council decided that no changes should be made in the existing parking regulations on Maxwell and Stutz. This action retained the "No Parking" signs on both sides of Stutz in the area immediately adjacent to Detroit Art Services.

Based on input received in the recent past, we know that some property owners in the area immediately adjacent to Detroit Art Services object to on-street parking.

Fred Mallender, attorney for Detroit Art Services, and Fred A. Osmon and Bob Morden of Detroit Art Services, 1699 Stutz, appeared before the Committee on behalf of their request. Mr. Mallender stressed how Detroit Art Services has tried to obtain additional off-street parking, as detailed in his letter. He suggested that the previous recommendation made by the Traffic Committee should be recommended to City Council again.

Mr. Beaubien suggested spending the money it would cost for additional parking to buy vans for a van pool. It was felt that a van pool would not work because of scheduling problems with staggered hours and overtime.

The attached letter was received from James Danto, President of Design Center, which indicated opposition to the on-street parking. Mr. Mallendar pointed out the unrealistic terms offered to Detroit Art Services from the Design Center for additional parking.

It was noted that Detroit Art Services was zoned industrial use; if it had been zoned office use, more parking would have been required. Mr. Mallender again stressed the need for on-street parking because of the growth and success of Detroit Art Services and asked the Committee to reaffirm their previous recommendation and go back to City Council for reconsideration.

Moved by Rogers
Supported by Cotsonika

Recommend that "No Parking" signs be removed along the east and north sides of Stutz beginning 250 feet north of Maple.

YEAS: 4 Blake, Cotsonika, Hanna, Rogers
NAYS: 0
ABSENT: 3 Muenk, Rudell, Taube

MOTION PASSED

DAHLBERG, MALLENDER & GAWNE
ATTORNEYS AND COUNSELORS AT LAW
280 NORTH WOODWARD AVENUE, SUITE 300
BIRMINGHAM, MICHIGAN 48011
(313) 642-6232

LEROY W. DAHLBERG
MILTON F. MALLENDER
BENJAMIN W. JAYNE
SAMUEL E. GAWNE
CLARENCE J. SOLDT, JR.
WILLIAM W. PAGE
J. DONALD MCLEOD
FRED MALLENDER III
SAM DUBOIS
ROBERT W. APPLEFORD
DAVID M. GAGAIN
JOHN J. ISEMAN
CHARLES C. LILLIE
HOWARD A. SERLIN
THOMAS E. CALLOW

OF COUNSEL
GEORGE R. SNIDER

RECEIVED
JUL 2 1984

June 29, 1984

Traffic Committee
City of Troy
500 West Big Beaver Road
Troy, Michigan 48084

Re: Detroit Art Services, Incorporated - Request for On-Street Parking

Gentlemen:

We are again writing to you as attorneys for Detroit Art Services, Incorporated to renew the request originally filed on October 6, 1983 that the Troy parking ordinance be changed with respect to on-street parking on Stutz and on the connecting lane between Stutz and Maxwell. For reference purposes, we attach copies of our letter to you of October 6, 1983, and our letter to the City Manager dated January 5, 1984.

Since the initial hearing on this matter, the following has occurred:

(1) The number of employees of Detroit Art Services, Incorporated has increased to 110.

(2) Negotiations were conducted to obtain five additional parking spaces with the owner of the property located at 1697 Stutz, directly to the south of the Detroit Art Services location. Unfortunately, a successful conclusion to such negotiations was not realized as the building was leased to a new tenant who has not yet moved in and to the best of our information, will need all the parking space available.

(3) Discussions were conducted with Mr. Ganto, the owner of the Design Center which is directly to the east of Detroit Art Services, Incorporated, and who is also the owner of the vacant property directly to the north of Detroit Art Services. Mr. Ganto is willing to lease the property for parking lot purposes on a month-to-month lease if Detroit Art Services will pay for all improvements, pay the taxes and pay $1,000.00 a month. These terms are in no way economically feasible, but we are sure are

made because of the fact that Mr. Ganto has very definite plans to develop his property and does not wish to enter into any long-term arrangements.

(4) The Ford dealership was approached about buying or leasing a portion of the north end of its parking lot, but we were informed that there is no interest in such a transaction.

(5) An approach was made to the owner of vacant property located on Maxwell within walking distance of Detroit Art Services, Incorporated. The owner was not interested in any form of offers being made as he had plans for the property.

The corporation continues in its attempts to find ways to alleviate the parking situation, but recognizes that anything that it could do would be, at best, temporary. It is our client's opinion and ours that the on-street parking which is permitted for the automobile dealers to the south of the Detroit Art Services location would be of great benefit to Detroit Art Services and would in no way be detrimental to the city or the other users of the commercial properties on Stutz and Maxwell. The eight to ten spaces gained would be used mainly by transients, i.e. customers and suppliers of the corporation.

We have been informed by your engineer that there will be a meeting of the Troy Traffic Committee on Wednesday, July 18, 1984, at 7:30 P.M. We would appreciate this request being placed on the docket for hearing on that evening and that a representative, or representatives, from the corporation and this firm be allowed to answer any questions that the committee may have. If there are any issues you would like addressed, or answers that you want prior to the date of such meeting, please contact the undersigned.

Yours very truly,

DAHLBERG, MALLENDER & GAWNE

By Fred Mallender II
Fred Mallender II

FM:dp
Encl.

July 17, 1984

Traffic Committee
City of Troy
500 West Big Beaver
Troy, Michigan 48084

DESIGN CENTER
1700 Stutz Drive No. 25
Troy, Michigan 48084
(313) 649-4770

Gentlemen:

We are in receipt of your agenda for your July 18 meeting and have an interest in item #16, which is the request from Detroit Art Services for parking on Stutz Drive.

We are not in favor of parking on Stutz Drive, and particularly for Detroit Art Services people to be parking on the east and north sides of Stutz, which is our side of the street. When we platted this subdivision and installed the streets, it was our understanding that there would be no parking on Stutz Drive in front of our Design Center.

We understand Detroit Art Services has a parking problem and have offered to lease them a portion of our unused property for that purpose, although allowing parking on our property is not very desirable to us.

We would like to be good neighbors and would like to do what we can to alleviate Detroit Art Services' problems, however we would not agree to parking on Stutz Drive, particularly on the north and east sides. Thank you.

Very truly yours,

James Danto
President

JD/jc