

7/18/85 ✓

The Traffic Committee Meeting was held in the Lower Level Conference Room, Troy City Hall, on July 17, 1985. The meeting was called to order at 7:35 P.M. by Chairman Robert Hanna.

ITEM: 1 ROLL CALL

PRESENT: Gerald Blake
Arthur Cotsonika
Robert Hanna
Margaret Perry
William Rudell

ABSENT: John Diefenbaker
Kenneth Muenk

Also present were the following:

Mark Petty, 2696 English	Louis Ruggirello, 5596 Martell
M/M George Chukalas, 164 Chopin	M/M R. Armstrong, 5628 Martell
Andrew R. Aird, 165 Chopin	Robyn Tassio, 5637 Martell
Norman H. Beck, 2056 Highbury	Todd Woods, 5637 Martell
Jerry Boerner, 2064 Highbury	Bill Claypool, 5637 Martell
John Tosch, 2072 Highbury	Christine Miniuk, 5660 Martell
William J. Roman, Jr., 2080 Highbury	Walt & Sharon Storrs, 5676 Martell
John Weyhrauch, 2088 Highbury	Lawrence J. Berch, 5708 Martell
David Anderson, 2096 Highbury	Alphonse Abbate, 5724 Martell
Richard & Pat Goetz, 2117 Highbury	Timothy J. Schafer, 5741 Folkstone
Dr. A. Shahideh, 4792 Rochester Road	Dr. M. Ghaemi, 4792 Rochester Road

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

ITEM: 2 MINUTES - JUNE 19, 1985

Moved by Blake
Supported by Cotsonika

Recommend that the minutes of the June 19, 1985 Traffic Committee Meeting be approved as printed.

YEAS: 5 Blake, Cotsonika, Hanna, Perry, Rudell
NAYS: 0
ABSENT: 2 Diefenbaker, Muenk

MOTION PASSED

ITEM: 3 VISITORS TIME

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

Moved by Blake

Supported by Perry

Recommend that Items 4, 5, 7, 8, 9, and 10 be taken out of order.

YEAS: 5 Blake, Cotsonika, Hanna, Perry, Rudell

NAYS: 0

ABSENT: 2 Diefenbaker, Muenk

MOTION PASSED

ITEM: 4 REPLACE YIELD SIGN ON BLAIR AT ENGLISH WITH A STOP SIGN.

Mark Petty, 2696 English, attended the Traffic Committee meeting of June, 1985 and suggested that the yield sign on Blair at English be replaced with a stop sign. Our field investigation of sight restriction problems at this intersection indicated that northbound motorists on Blair have a good view of traffic on English as they approach the intersection. The most severe sight restriction is on the southeast corner where the motorist's view is partially restricted by the house on that corner. Because the safe approach speed - the maximum speed at which a vehicle can approach an intersection and still be able to stop in time to avoid a collision with a vehicle approaching on the intersecting street - is less than 25 mph, but greater than 10 mph, we recommended that the yield sign on Blair at English be retained.

Mark Petty appeared before the Committee on behalf of his request. He showed a drawing of this area and told his reasons for wanting a stop sign on Blair at English. He stated that motorists turn the corner at an unsafe speed and felt that a stop sign would slow traffic and reduce the hazard. Lt. Maur indicated that he had allocated 60% of his manpower during the last month in this area and that 95% of the violators of the speed limit were neighbors.

Mr. Hanna commented that the angle of the turn would cause motorists to slow down. Mr. Beaubien agreed that the angle dictates speed and the driver's speed has to drop. He also noted difficulty in getting compliance with a stop sign at this intersection without 24-hour police enforcement because warrants are not met.

John Weyhrauch, 2088 Highbury, present for another item on the agenda, stated that he has driven in this area and feels it is a dangerous corner because motorists leave their lane going around the corner at high speeds.

Moved by Perry

Supported by Cotsonika

Recommend that the yield sign on Blair at English be retained.

YEAS: 5 Blake, Cotsonika, Hanna, Perry, Rudell

NAYS: 0

ABSENT: 2 Diefenbaker, Muenk

MOTION PASSED

ITEM: 5 REPLACE YIELD SIGN ON PATTERSON AT ENGLISH WITH A STOP SIGN.

Mark Petty, 2696 English, attended the June, 1985 Traffic Committee meeting and suggested that the yield sign on Patterson at English be replaced with a stop sign because of sight distance limitations. Our field investigation indicated that a large tree in the northwest corner of this intersection restricts the motorist's view of traffic on English. Because the safe approach speed for motorists on Patterson at English is less than 10 mph, we recommended that the yield sign be replaced with a stop sign.

Mark Petty appeared before the Committee and expressed his concurrence with the recommendation.

Moved by Perry
Supported by Cotsonika

Recommend that the yield sign on Patterson at English be replaced with a stop sign.

YEAS: 5 Blake, Cotsonika, Hanna, Perry, Rudell
NAYS: 0
ABSENT: 2 Diefenbaker, Muenk

MOTION PASSED

ITEM: 7 SPEEDING PROBLEM ON CHOPIN.

Sharon Chukalas, 164 Chopin, appeared before the Traffic Committee in September, 1984 to discuss the problems of speeding and through traffic on Chopin. The Traffic Committee recommended that "No Through Traffic" signs be posted on Chopin, but Troy City Council did not agree that such signs would be effective in reducing through traffic. Ms. Chukalas asked that the Traffic Committee reconsider the traffic problems she has found on Chopin.

Sharon Chukalas appeared before the Committee to again request "No Through Traffic" signs because of drivers bypassing the signal at Maple and Livernois. She mentioned that there are 24 small children and noted that the survey done last year was at the wrong time. She said that the most traffic is after work and during the summer evening hours. She also added that she did not receive notice of the City Council meeting where the final decision was made or she would have been there.

Lt. Maur commented that during the lunch hour, the time of most complaints, police observed a resident speeding at 36 mph. He indicated that the problem is with the residents and the number of parents who allow their children to play near the road. He felt that the problem should be addressed with the residents.

Andrew R. Aird, 165 Chopin, said that since the paving of streets cars speed through, with the worst time from 4:30-6:00 PM. He noted that people request no parking signs and receive them with no problem and felt that they should be able to have "No Through Traffic" signs.

Item 7 Contd.

Mr. Hanna mentioned that "No Through Traffic" signs are difficult to enforce. Mr. Rudell added that if signs are put up on every street, people won't notice or will ignore if there are so many.

Mr. Aird asked if "No Through Traffic" or "No Left Turn" signs are the only options. Mr. Beaubien answered that to be honest, it is difficult for signs to make speeding or traffic go away. Studies indicate that there are limitations as to what you can expect from signs.

George Chukalas, 164 Chopin, suggested trying signs for two months and then take them down if they don't work.

Mr. Aird asked about no left turns for certain times. Mr. Beaubien told him that they are enforceable but restrict the neighbors. He asked him if he could live with them to which Mr. Aird answered he could. Mr. Aird emphasized that there is a problem and something is needed, so take a gamble at putting up something. He again mentioned from 4:30-6:00 PM as the worst time and suggested having an unmarked car for police surveillance.

Fire Inspector Mouch commented that there is a safety problem in that there is a minimal shoulder and people parallel park behind the signs. This obstructs the view of the many children in the neighborhood.

Mrs. Perry made a motion to recommend that signs for no through traffic during peak traffic hours be installed. Mr. Hanna stated that he would support her motion if no time was included. Mrs. Perry amended her motion.

Moved by Perry
Supported by Hanna

Recommend that "No Through Traffic" signs be posted on Chopin, Birchwood, Vermont, Woodslee, Mastin and Hartshorn.

YEAS: 3 Hanna, Perry, Rudell
NAYS: 2 Blake, Cotsonika
ABSENT: 2 Diefenbaker, Muenk

MOTION PASSED

Mr. Cotsonika was opposed because he does not feel that the signs are effective.

Mr. Blake was opposed because "No Through Traffic" signs were put up for the Washington Square Subdivision where he lives and they have had no effect whatsoever.

ITEM: 8

SPEEDING PROBLEM ON HIGHBURY.

Dave Anderson, 2096 Highbury, has complained about the speed of traffic on his street. Traffic counts were conducted on Highbury at John R and Rosebrook to determine the traffic volume and traffic pattern on Highbury. Daily traffic at John R was approximately 2,400 vehicles per day, and at Rosebrook was approximately 1,000 vehicles per day. These volume levels are within the range usually found on residential streets in Troy.

Radar speed studies were conducted on Highbury between Endicott and Cliffside between 4 and 5 PM on June 27, 1985. The average speed was found to be 27 mph and the 85th percentile speed was found to be 32 mph. The attached article from a City of Troy newsletter describes our experience in controlling speeding on residential streets.

Dave Anderson, a former president of the Homeowners Association, appeared before the Committee on behalf of this item. He said that he had been selected to speak about their problems on Highbury, the collector street which connects to John R. He mentioned the curve between Endicott and Cliffside, that motorists travel at too great of speed, knock down mailboxes, hit trees, squeal their wheels, and that there are numerous children in the area and they have had many close calls. He stated that they have an active homeowners group which has taken every step they can and have exhausted all remedies. He asked for the Traffic Committee to help and requested a 3-way stop at Endicott and Highbury and a 4-way stop at Cliffside and Highbury. He added that the 3-way and 4-way stops will not control all speeding but would help.

Mr. Cotsonika suggested listing license plate numbers of speeders in their newsletter as an interesting approach.

Bill Roman, 2080 Highbury, also a former president, spoke of the safety aspect because there is no safe way for the children to get across the street to play in the park.

Mr. Beaubien noted that there is no sight problem at Cliffside and Highbury or at Endicott and Highbury.

Richard Goetz, 2117 Highbury, another former president, added that the two intersections also happen to be major stop points for school buses.

Jerry Boerner, 2064 Highbury, "not a former president", mentioned the apex of speed at Endicott and Highbury. He does not feel stop signs will stop drunks or those hitting trees, but that the residents will stop for them. Many may not realize they are going so fast after getting off the main road.

Although stop signs were requested for pedestrian right-of-way and to get license plate numbers, the Committee indicated that motorists will eventually ignore the signs and they worry about children relying on stop signs.

Norm Beck, 2056 Highbury, spoke of stop signs and reactions. He said that if he knows there is a stop sign, he stops for it, and thinks that most people do - they get back to reality.

Item 8 Contd.

John Weyhrauch, 2088 Highbury, who "lives between two former presidents", commented about the close calls, downed mailboxes, tightening curve at the west entrance to Highbury. He also mentioned the bad sight corner when traveling west on Highbury and look north on Cliffside.

Mr. Hanna asked Mr. Beaubien if Cliffside and Highbury meet the warrants for 4-way stop signs. Mr. Beaubien said they do not. He would have to look at Endicott and Highbury, but did not expect to meet warrants for a 3-way stop unless the warrant for accident experience could be met.

Mr. Boerner suggested taking speed studies between Cliffside and John R rather than just between Cliffside and Endicott. Lt. Maur reported that he had just made a study of his own at this location from 5:20-6:30 PM and observed 75 vehicles westbound with an average speed of 24 mph and fewer vehicles eastbound with a lower speed. He mentioned that on the curve the speed is faster by vision only. He suggested homeowner involvement and mentioned that if they review violations, it would be found to be neighbors.

Mr. Anderson again stated that they have done everything in their power and need help. It was again mentioned that the violators are residents who travel the same route day in and day out. Mr. Rudell said that the subdivision is at fault with the largest percentage of violations - comes back to us all the time.

Mr. Anderson stated that the City could be liable if something happens and the signs have not been installed. The Committee mentioned the liability for stop signs which do not meet warrants being installed.

The license plate program was discussed and suggested.

Mr. Goetz mentioned that conditions were created to build up speed on the long stretch of road and that there should be a policy where stop signs should be there to slow speed. Mr. Beaubien remarked that we do not use stop signs to control speeds. Curves have a reducing impact on speeds and the road design of Highbury includes two curves to slow speeding.

Moved by Cotsonika
Supported by Blake

Recommend that stop signs be installed on Highbury ONLY, at Cliffside, with crosswalks.

YEAS:	5	Blake, Cotsonika, Hanna, Perry, Rudell
NAYS:	0	
ABSENT:	2	Diefenbaker, Muenk

MOTION PASSED

Mr. Cotsonika said that definition is needed to cross to the park.

ITEM: 9 CROSS-ACCESS EASEMENT, 4792 ROCHESTER ROAD.

Dr. A. Shahideh, 4792 Rochester Road, has asked the Traffic Committee to review the cross-access easement provided between his property and the property to the north on Rochester Road (the Century 21 Office). Dr. Shahideh would prefer that access between the two properties be provided behind his building. Our review of this cross-access point indicates that it should be closer to Rochester Road to facilitate traffic circulation and to cause less interference with the internal parking and traffic movements in Dr. Shahideh's parking lot. The attached letter from Assistant City Manager/Services W. Robert Semple provides additional details.

Dr. Shahideh appeared before the Committee on behalf of his request. He said that it is not safe to have the access between his property and the property to the north and the item was brought before the Committee because of safety. He mentioned that the Planning Department wanted to combine the driveway but noted that the cross-access had previously been agreed upon for the rear of the building.

Mr. Beaubien added that it would benefit citizens and those who use Rochester Road by having one less curb cut.

Dr. Ghaemi, 4792 Rochester Road, also appeared before the Committee to oppose the cross-access close to Rochester Road for the protection of his patients. He wants to protect the drivers and does not feel it is safe at the driveway off Rochester because he questioned if drivers can control their speed turning from Rochester. He does not object to cross-access behind the building.

Mr. Rudell stated that pedestrians would be aware of the access cut in the parking lot and that the Century 21 Office could come in their own driveway.

Moved by Cotsonika
Supported by Rudell

Recommend that cross-access between 4792 Rochester Road and the building to the north be provided at the rear of the building.

YEAS: 4 Blake, Cotsonika, Hanna, Rudell
NAYS: 1 Perry
ABSENT: 2 Diefenbaker, Muenk

MOTION PASSED

Mrs. Perry was opposed because she feels this item is a problem for the Planning Commission and not in the jurisdiction of the Traffic Committee.

ITEM: 10 REMOVE "NO PARKING, 5-8PM" SIGNS FROM MARTELL STREET.

In June, 1981 Troy City Council approved an ordinance directing the installation of "No Parking, 5PM-8PM, Monday-Friday" signs on Martell Street from the east side of the driveway of 5637 Martell north to Cotswold. Residents of the area had requested the installation of these signs to discourage on-street parking by motorists attending baseball or softball games at Martell School. Area residents at that time felt that these particular time restrictions would eliminate the possibility of parking by baseball players while leaving the street available for parking during the latter part of the evening and on weekends.

Mr. & Mrs. R. C. Armstrong, 5628 Martell, have asked that this parking restriction be eliminated. Because they have a higher than average number of motor vehicles at their residence, they have asked that on-street parking be made available. The need for this on-street parking is particularly acute during the time period immediately after working hours - 5-6PM.

Mr. & Mrs. Armstrong appeared before the Committee on behalf of their request. Mrs. Armstrong spoke of the many cars and number of children at home. She said that they have received 6 tickets so far for violations so they have been parking on their grass. They have been there two years, are sympathetic with the residents on Martell and do not want traffic problems, but need relief for parking their cars. They feel there is an inconsistency of handing out tickets. She gave an example of having come home, parked in front of her home and gone in to ask that a car be moved so that she could put hers in the garage. Within five minutes she had received a ticket. Yet, when 20 cars were parked illegally on July 4 and the police were called, they drove by and did not ticket anyone. She did not think it was fair because the signs say Monday-Friday and nothing about holidays being an exception.

Lt. Maur commented that he hopes they do not feel they are being singled out, and that Captain Dunn has taken care of the problem of not ticketing on the holiday when they should have. He added that these signs are not unusual near a school and that the alternative can be terrible.

Al Abbate, 5724 Martell, told the Armstrongs that they would have the same problem without the signs because people would be parked there for activities at the school. He mentioned that he had also gotten a ticket on July 2 because he forgot to move his car. He is soon going to have excess drivers and cars but is willing to live with the signs because of the original problems. He noted a local agreement about not calling the police for parking violations when there is a party or some special event in the neighborhood.

Mrs. Armstrong, however, said that she was having a shower and someone called the police about her guests parking. Although she does not know many neighbors, one neighbor noticed her problem and offered his driveway for their use. Mrs. Armstrong noted that they do not know what to do and that it may not necessarily be to remove the signs. She suggested the possibility of permits for residents to park on the street with a list for the police.

Lt. Maur noted that there are approximately 50 zones in the City with similar problems and there would have to be weekly updates of the lists which would be impractical and difficult to enforce.

Item 10 Contd.

Mr. Armstrong mentioned the use of stickers in other cities. He added that he does not like to park on the grass and let the property deteriorate.

Walt Storrs, 5676 Martell, indicated his support for keeping the signs because they do not want to recreate the problems previously experienced.

The attached letters from residents of Martell were received expressing their opinions of this item. The majority requested that the existing parking regulations on Martell be retained.

Moved by Cotsonika

Supported by Blake

Recommend that the existing parking regulations on Martell be retained.

YEAS: 5 Blake, Cotsonika, Hanna, Perry, Rudell

NAYS: 0

ABSENT: 2 Diefenbaker, Muenk

MOTION PASSED

ITEM: 6 REPLACE YIELD SIGNS ON WOODINGHAM AT COLONIAL WITH STOP SIGNS.

Stephanie McCain, 4215 Cambridge, has asked that the yield signs currently posted on Woodingham at Colonial be replaced with stop signs. She believes that this change would reduce the possibility of traffic accidents at the intersection.

Our review of the accident experience at this intersection showed one accident in 1983 (run off the road under wet pavement conditions) and one accident to date in 1985 (right angle). Collision diagrams for these accidents are attached. Because traffic accidents at this intersection are a relatively rare event, a change in traffic control devices based on accident experience alone could not be justified.

However, a review of the sight distance available on the intersection approaches indicates that the safe approach speed for motorists eastbound on Woodingham is restricted by a tree on the southwest corner. The tree is in such a position that it is outside the limits of control under our existing ordinances. Because this sight restriction reduces the safe approach speed - the maximum speed at which a vehicle can approach an intersection and still be able to stop in time to avoid a collision with a vehicle approaching on the intersecting street - to less than 10 mph, replacement of existing yield signs with stop signs was recommended.

Stephanie McCain did not appear before the Committee on behalf of her request.

Item 6 Contd.

Moved by Rudell
Supported by Blake

Recommend that no change be made in existing traffic regulations at Woodingham and Colonial.

YEAS: 4 Blake, Cotsonika, Hanna, Rudell
NAYS: 1 Perry
ABSENT: 2 Diefenbaker, Muenk

MOTION PASSED

Mrs. Perry was opposed because she thinks the yield signs should be replaced with stop signs.

ITEM: 11 ACCIDENT PROBLEM AT ROCHESTER ROAD AND TROY COMMONS DRIVE.

At the June 19, 1985 Traffic Committee meeting, there was considerable discussion about the accident problem being observed on Rochester Road in the vicinity of the Troy Commons drive. The Traffic Committee decided to table discussion of this item until the July meeting so that additional information could be gathered. Most of the accidents in this area of Rochester Road involve left turns into or out of the driveway to the Troy Commons Shopping Center. The attached collision diagrams illustrate the accident pattern in this area. The table below shows that during 1984 there were 22 accidents involving left turns in or out of this driveway. During the first 6 months of 1985, that total has been equaled. Since these type of accidents appear to be occurring at a rate which is twice as frequent as last year's rate, it is an accident problem which should command our attention.

<u>1984 ACCIDENTS</u>		<u>1985 ACCIDENTS (6 Mo.)</u>	
<u>INVOLVING LEFT TURN IN</u>	<u>INVOLVING LEFT TURN OUT</u>	<u>INVOLVING LEFT TURN IN</u>	<u>INVOLVING LEFT TURN OUT</u>
10	12	13	9

The most certain way to address this particular accident problem is to prohibit the left turns into and out of this driveway either with a physical barrier or with a traffic regulation. In the absence of a complete reconstruction of Rochester Road north of Big Beaver to provide a generous center median for indirect left turns, the most effective physical barrier would be a 12-foot wide curbed median which would occupy the same space now used for a center left turn lane. Such a curbed median could be constructed from Big Beaver north to Hartland. After the reconstruction of the Big Beaver approaches to the Big Beaver/Rochester intersection, all left turns will be made through median openings on Big Beaver Road. Direct left turns from Rochester onto Big Beaver will have to be prohibited.

Item 11 Contd.

An interim approach which might be considered to address this problem would be the enactment of a traffic regulation to prohibit left turns into and out of this driveway. The sign posted to prohibit left turns out of this driveway onto Rochester Road should be clearly visible and easily understood by motorists. The sign to prohibit left turns into the shopping center from Rochester Road could not be easily seen by motorists unless it were placed overhead.

The attached reports about the accidents on Rochester Road at the Troy Commons drive and through traffic at the Troy Commons Shopping Center were submitted to the Traffic Committee for review. When the Committee asked about Stuart Frankel, Mr. Beaubien indicated that he had not heard from him. The Committee agreed that with the increase in accidents something needs to be done.

Mr. Beaubien said that the quickest way would be to prohibit left turns into and out of the driveway if they want to address the problem NOW. Lt. Maur questioned if prohibiting left turns into the driveway would be effective. He cited the left turns prohibited into the bank from northbound Livernois at Maple and the no left turn into the shopping center at Long Lake and Rochester as examples where both are not effective. He felt that signs to prohibit left turns posted on heavily traveled Rochester Road would not be seen by motorists and the only way to be noticed would be by an overhead sign.

Moved by Hanna
Supported by Rudell

Recommend that left turns into and out of the Troy Commons Shopping Center driveway to Rochester Road be prohibited.

YEAS: 5 Blake, Cotsonika, Hanna, Perry, Rudell
NAYS: 0
ABSENT: 2 Diefenbaker, Muenk

MOTION PASSED

ITEM: 12 INSTALL YIELD SIGN ON PINEVIEW AT STREAMVIEW.

Gerry Detterman, 472 Eckford, has requested that yield signs be provided for her subdivision. Because the safe approach speed for motorists approaching the intersection on Pineview is less than 25 mph, installation of a yield sign was recommended. The attached sketch shows the location of each of the proposed yield signs in this area.

Moved by Hanna
Supported by Perry

Recommend that a yield sign be installed on Pineview at Streamview.

Item 12 Contd.

YEAS: 4 Blake, Cotsonika, Hanna, Perry
NAYS: 1 Rudell
ABSENT: 2 Diefenbaker, Muenk

MOTION PASSED

Mr. Rudell was opposed because he does not think that subdivisions have to have all these yield signs before they have any problems.

ITEM: 13 INSTALL YIELD SIGNS ON STREAMVIEW AT COLLING.

Gerry Detteman, 472 Eckford, has requested that yield signs be provided for her subdivision. Because Streamview ends just east of Colling and because the safe approach speed for motorists approaching the intersection on Streamview is less than 25 mph, installation of yield signs is recommended. The attached sketch shows the location of each of the proposed yield signs in this area.

Moved by Hanna
Supported by Perry

Recommend that a yield sign be installed on Streamview at Colling.

YEAS: 4 Blake, Cotsonika, Hanna, Perry
NAYS: 1 Rudell
ABSENT: 2 Diefenbaker, Muenk

MOTION PASSED

Mr. Rudell was opposed because he does not think that subdivisions have to have all these yield signs before they have any problems.

ITEM: 14 INSTALL YIELD SIGN ON COLLING AT ECKFORD.

Gerry Detteman, 472 Eckford, has requested that yield signs be provided for her subdivision. Because the safe approach speed for motorists approaching the intersection on Colling is less than 25 mph, installation of a yield sign was recommended. The attached sketch shows the location of each of the proposed yield signs in this area.

Moved by Hanna
Supported by Perry

Recommend that a yield sign be installed on Colling at Eckford.

YEAS: 4 Blake, Cotsonika, Hanna, Perry
NAYS: 1 Rudell
ABSENT: 2 Diefenbaker, Muenk

MOTION PASSED

Item 14 Contd.

Mr. Rudell was opposed because he does not think that subdivisions have to have all these yield signs before they have any problems.

ITEM: 15 INSTALL YIELD SIGN ON ECKFORD CT. AT ECKFORD.

Gerry Detterman, 472 Eckford, has requested that yield signs be provided for her subdivision. Because the safe approach speed for motorists approaching the intersection on Eckford Ct. is less than 25 mph, installation of a yield sign was recommended. The attached sketch shows the location of each of the proposed yield signs in this area.

Moved by Hanna
Supported by Perry

Recommend that a yield sign be installed on Eckford Ct. at Eckford.

YEAS: 4 Blake, Cotsonika, Hanna, Perry
NAYS: 1 Rudell
ABSENT: 2 Diefenbaker, Muenk

MOTION PASSED

Mr. Rudell was opposed because he does not think that subdivisions have to have all these yield signs before they have any problems.

ITEM: 16 CANCEL AUGUST MEETING.

Several Traffic Committee members may be out of town on vacation during the time when the August meeting would normally be held. However, discussion indicated that there would be enough Committee members available for a meeting on August 22, 1985.

ITEM: 17 OTHER BUSINESS.

Lt. Maur brought up the right turn only sign for the right lane on westbound Big Beaver at Adams. He feels the sign should be removed or prior warning of the sign provided. The intent of the sign was for safety but has created problems with backups on Big Beaver. He noted that the Oakland County Road Commission is reviewing intersections. Big Beaver and Adams is a shared intersection with Bloomfield Township. He discussed this intersection with a representative from Bloomfield Township who did not seem to have a problem on the west side of Adams where traffic merges.

Mr. Hanna suggested that this item be placed on the agenda for the August Traffic Committee meeting and a representative from the Oakland County Road Commission requested to attend the meeting to discuss the right turn only regulation.

Item 17 Contd.

Committee members noted the following safety hazards:

- a hole caused by cement falling around the drain on the west side of Coolidge, north of Big Beaver.
- the cement is up higher than the asphalt on Long Lake at the bridge.
- a hole on eastbound Long Lake just before Dequindre at the Shell Station.
- a hole at the curb of Long Lake and Dequindre on the westbound side.

The Traffic Committee requested new City maps.

ITEM: 18

ADJOURN.

Moved by Blake

Supported by Cotsonika

Recommend that the Traffic Committee Meeting of July 19, 1985 be adjourned.

YEAS: 5 Blake, Cotsonika, Hanna, Perry, Rudell

NAYS: 0

ABSENT: 2 Diefenbaker, Muenk

MOTION PASSED

The Traffic Committee meeting of July 19, 1985 adjourned at 10:20 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.

TRAFFIC PROBLEM
ENGLISH BETWEEN BLAIR AND PATTERSON

The traffic problem on English between Blair and Patterson results from the direct route through the subdivision. Blair is the only through access to and from Long Lake and gets a high amount of traffic. The only turns for that through traffic are at the two "T" intersections at English. These two "T" intersections have Yield signs which, legally, do not require at stop.

My concerns are in two areas; first, children's safety and second, the engine and tire noise pollution around the two corners. I am aware that a radar study was done during late afternoon. I submit that the prime time for offenders is evening before dark and especially later evening on Friday and Saturday nights.

I am proposing that the Yield signs be replaced by Stop signs for three reasons:

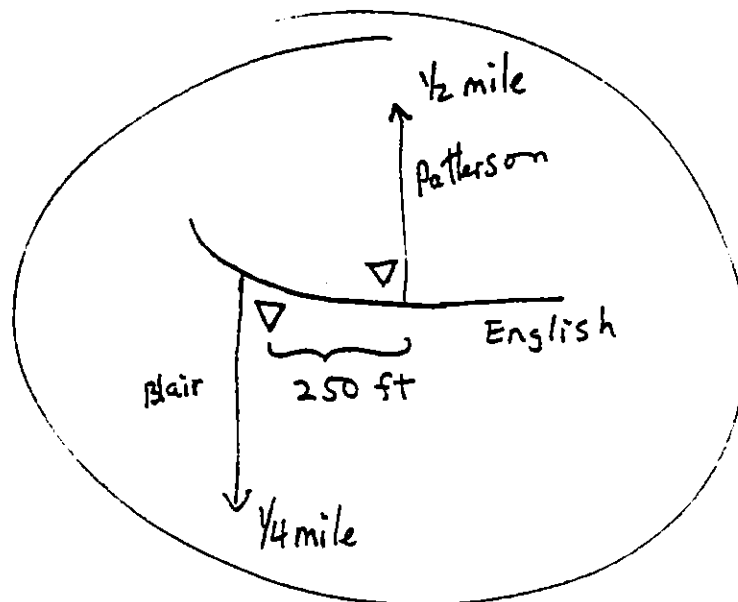
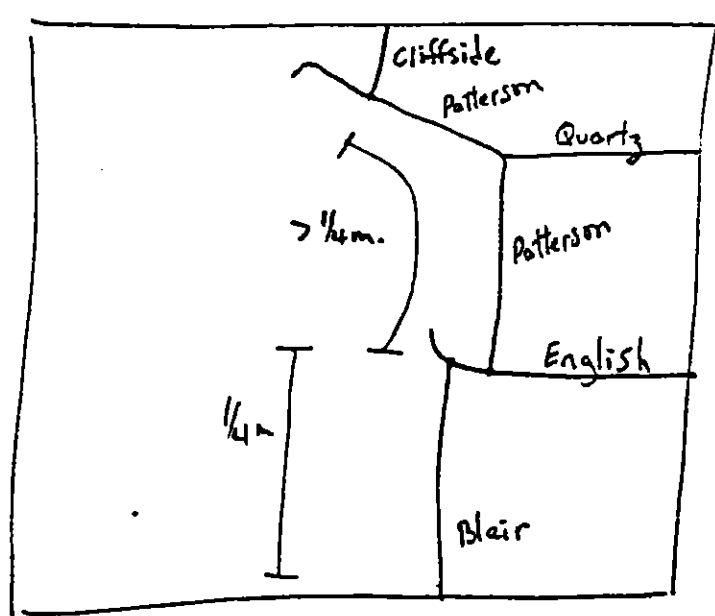
1. The route in question is a main route through the subdivision is interrupted only by the two intersections in question.
2. English is a main travel route to Wass Elementary School.
3. The intersection at Patterson and English is obstructed by a low cluster of Birch trees.

I understand that Stop signs are not recommended for speeding control. However, since some traffic completely ignores the Yield signs on a direct route through the subdivision, I feel that Stop signs would reduce the fast turns at the two intersections in question.

One additional point: the Yield sign at Patterson and English is completely obstructed until 30 feet ahead of the sign by the tree in the berm .

Respectfully submitted,
Mark Petty
2696 English

Traffic Problem - English btw Blair & Patterson





Birch clump
obstructing
intersection



Obscured yield
sign beyond
30 feet.

COLLISION DIAGRAM

Woodingham
(NAME) DR

6-30-83
4:00 P.M.
Wet

INDICATE NORTH
BY ARROW

Colonial
(NAME)

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

RIGHT ANGLE

SHOW FOR EACH ACCIDENT:

1. DATE AND TIME

2. WEATHER AND ROAD SURFACE & VISION CONDITION EXISTED

INTERSECTION Colonial and Woodingham

PERIOD 1 Year : FROM Jan, 1983 TO Dec, 1983

BY: K.B. DATE: 6-28-85

FIGURE 3

COLLISION DIAGRAM

Woodingham
(NAME)



No Accidents

Colonial
(NAME)

SYMBOLS		TYPES OF COLLISIONS	
MOVING VEHICLE BACKING VEHICLE PEDESTRIAN PARKED VEHICLE FIXED OBJECT FATAL ACCIDENT INJURY ACCIDENT	REAR END REAR 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>Colonial</u> and <u>Woodingham</u> PERIOD <u>1 year</u> : FROM <u>Jan., 1989</u> TO <u>Dec., 1989</u> BY <u>K.B.</u> DATE: <u>6-28-85</u>			

FIGURE 3

COLLISION DIAGRAM

Woodingham
(NAME)



6-10-85 5:35 P.M.

Colonial
(NAME)

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

SHOW FOR EACH ACCIDENT:

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

INTERSECTION Colonial and Woodingham

PERIOD 6 months: FROM Jan. 1985 TO June 1985

BY K.B. DATE: 6-28-85

FIGURE 3

TRAFFIC COMMITTEE MEETING OF SEPTEMBER 19, 1984

p. 3

Item 6 Contd.

When asked for his recommendation, Mr. Beaubien stated that he is reluctant to place signs at every handicap residence because he is not sure the handicapped person is well served. In this case, the activity of Marinelli is the root of the problem and could be addressed by enforcement. By extending the parking prohibition for 100-150 feet off Rochester, the problem may be shifted down the street.

Mrs. Butler did not agree with the idea to ban parking because she said that it would hurt Mr. Evans and she just wants the signs. She noted that she sees such signs all over the City, even where there are sidewalks, and questioned double standards.

Other residents in attendance at the meeting indicated support for Mrs. Butler to have the signs if she felt they would serve a good purpose.

Discussion of the parking problems by the Committee led to the recommendations for Mrs. Butler to call for enforcement and for the Traffic Engineer to place consideration of no parking on both sides of Glaser on the agenda for a future Traffic Committee meeting.

Moved by Taube
Supported by Hanna

Recommend that "Handicap Person in Area" signs be installed on Glaser.

YEAS: 5 Cotsonika, Harma, Muenk, Rudell, Taube
NAYS: 0
ABSENT: 2 Blake, Rogers

MOTION PASSED

ITEM: 8

SPEEDING PROBLEM ON CHOPIN.

Sharon Czekalas, 164 Chopin, has expressed concern about the speed of traffic using Chopin and adjacent streets. A traffic count conducted on Chopin on May 11, 1984 indicated a daily traffic volume of 538. A license plate survey conducted on Chopin on August 3, 1984 between the hours of 8:00 and 9:00 a.m. indicated that 2 of the vehicles entering Chopin from Livernois during this hour also exited onto Maple from Hartshorn. The results of these studies indicate that there is very little "through" traffic on Chopin.

The attached article from a City of Troy Newsletter describes our experience in controlling speeds on residential streets. Speeding problems on Chopin can best be addressed by neighborhood efforts assisted by our Police Department. Identification of motorists who are speeding can be very effective. The Police Department will write appropriate letters to vehicle owners if the license plate number of a speeding vehicle is called in.

Item 8 Contd.

Mr. & Mrs. Chukalas appeared before the Committee on behalf of this item. Mrs. Chukalas explained that since the recent paving of Chopin, it is being used as a cut thru to avoid the Maple and Livernois intersection. She complained of the amount of traffic and speeding and expressed concern for the safety of small children, noting that she had a list of license plate numbers which she had recorded. "No Thru Traffic" signs were requested. Mr. Hanna told her of the difficulty in enforcing such signs and Officer Samuilow concurred. Mrs. Chukalas then mentioned that she would also like "Caution - Children at Play" signs at each end of Chopin.

Mr. Beaubien stated that most residential streets in Troy have 1000-1500 vehicles per day, some as high as 3,000 vehicles per day. He suggested that Mrs. Chukalas give her list of license plate numbers to the police department.

Mr. Chukalas expressed his opinion that he could not see what it would hurt to post the signs. Mr. Muenk mentioned that such signs were posted on Garry, Isabell, Brinston, Vermont and Virginia at John R and the people seemed to think they did some good. Mr. Beaubien stated that there has been no difference in traffic volumes.

Fire Inspector Mouch indicated that the problem was caused by the backup for left turns at the Maple/Livernois intersection and suggested a look at a directional signal arrow for these left turns which would help relieve the problem and be more effective than signs.

Moved by Muenk
Supported by Rudell

Recommend that "No Thru Traffic" signs be posted on Chopin, Birchwood, Vermont, Woodslee, Mastin and Hartshorn and recommend increased police enforcement of speeding.

YEAS:	3	Hanna, Muenk, Rudell
NAYS:	2	Cotsonika, Taube
ABSENT:	2	Blake, Rogers

MOTION PASSED

Mr. Cotsonika was opposed because he does not think that the signs will do any good. Mr. Taube was opposed because he does not think that the signs are enforceable and they teach people to break laws. He requested an evaluation of a left turn phase at Livernois/Maple be placed on the agenda for the next meeting. Accident experience at this intersection, Maple and Livernois traffic counts, turning movement counts, and the possible prohibition of right turn on red were suggested to be included for discussion of the evaluation.

Mrs. Chukalas asked about the "Caution - Children at Play" signs. Mr. Taube noted that all residential streets have children and the Committee did not feel the signs were necessary.

SPEEDING ON RESIDENTIAL STREETS

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

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

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

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

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

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

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

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

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

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

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

City of Troy

July 3, 1985

Dr. A. Shahideh
4792 Rochester Road
Troy, Michigan 48098

Dear Dr. Shahideh:

Reference is made to your recent calls indicating your opposition to the Century 21 office building north of your property making its joint access drive connection to your driveway at a point west of your building rather than at the location which you earlier provided for such joint access connection further to the east.

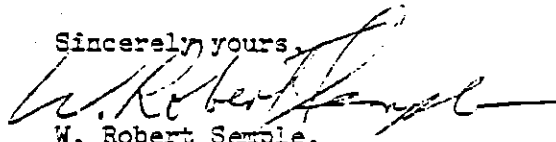
Review of the cross access easement document executed by you and recorded with the Oakland County Recorder of Deeds shows it to describe a 24 foot wide easement upon which your neighbors to the north and to the south are granted the right of entry for access to their properties which extends along your north property line from Rochester Road for a distance of some 165 feet, with a 24 foot wide north-south easement at the north end of the east-west one, running from your north to your south property line (see attached drawing).

From this it would appear that Century 21 would have the right to extend its cross access drive to yours at any point where their property abuts this easement and to use this easement for their ingress and egress. You in turn have the same right to use their cross access easement for ingress or egress to and from your property.

The City's Traffic Engineer feels that having this cross access point closer to Rochester will facilitate traffic circulation and cause less interference with your and their internal parking and traffic movements than to have it farther to the east.

I believe, Doctor, that you will find after the above plan is implemented that it will function in a satisfactory manner and will benefit your property as well as that of your neighbor.

Sincerely yours,



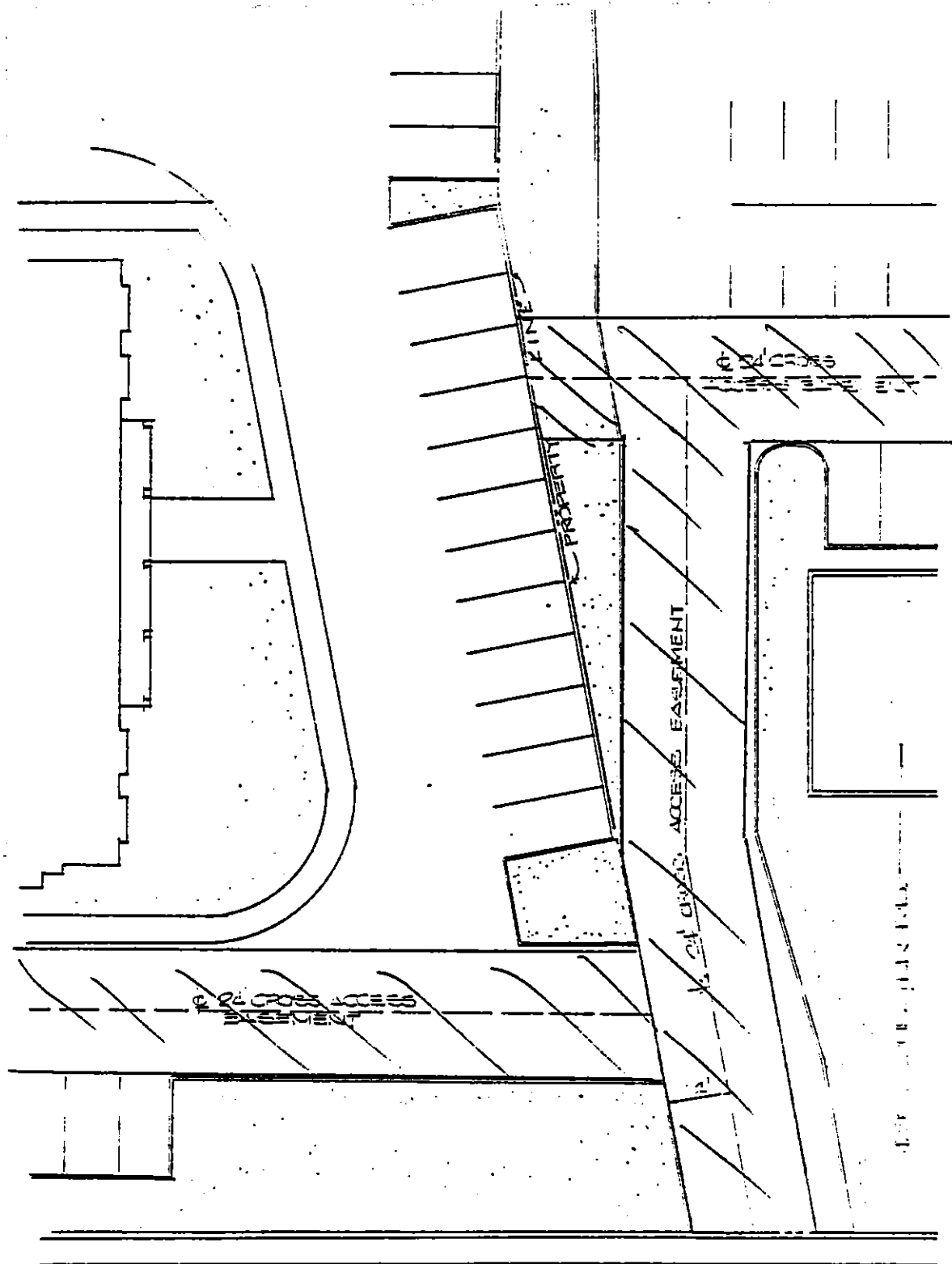
W. Robert Semple,
Assistant City Manager/Services

WRS:hd

cc: Laurence Keisling, Planning Director
Richard F. Beaubien, Transportation Engineer
Gerald VandenBussche, Chief Building Inspector

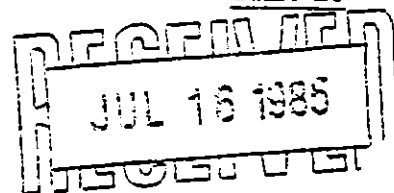
500 W. BIG BEAVER ROAD TROY, MICHIGAN 48084 PHONE: (AREA 313) 524-3300

Bldg. Inspections	524-3344	Dept. of Public Works ...	524-3370	Personnel/Purchasing ...	524-3339
City Assessor	524-3311	Engineering	524-3383	Planning	524-3384
City Attorney	524-3320	Finance	524-3411	Police Dept.	524-3443
City Clerk	524-3318	Fire	524-3419	Recreation (Parks) ..	524-3484
City Manager	524-3330	Library	524-3538	Treasurer	524-3334



GLoucester, MA

2013. 1. 10



July 16, 1985

TO WHOM IT MAY CONCERN:

RE: Removal of No Parking 5-8 Signs
Martell Street, July 17, 1985

This letter will serve as our opinion on the above matter as we will not be able to be in attendance.

When the original petition was put through for the No Parking signs, there was a tremendous amount of traffic dropping off, picking up and staying for the various sports activities on the Martell playground. There was a legitimate concern for the welfare of the children on Martell regarding this traffic problem. When the signs were put up, there was still some traffic drop-off and pick-up but it became very minimal. Should these signs be removed and parking become legal on the street, this problem will again exist from early Spring until late in the Fall.

Our street is somewhat different from the other streets in Sylvan Glen because we back to a grade school and a middle school and additional traffic restrictions are needed.

If cars are allowed to park there from 5-8, the chances of an accident will be much greater because cars will have to pull around parked cars and as Martell is a dead-end there will be reduced visibility.

We are opposed to the removal of these signs. We have had good success with the signs and would like to feel there will not be added worry regarding the traffic.

We are sympathetic to the parking problem of our neighbor but excess cars in a family is a personal decision.

Very truly yours,

Attilio Zanni
Ella J. Zanni
5653 Martell

Traffic Committee
Troy City Hall
500 W. Big Beaver

Subject: Traffic Committee Meeting July 17
Reference: Agenda Item #10 to Remove "No
Parking Signs from Martell Street"

I am not able to be present to "cast my
vote" but my opinion is, yes, the sign
should be removed. I've never had anyone
block my driveway, even before. But I do
have people who come to my home for
meetings and must contend with the
parking ban. Again for your consideration,
I favor removing the sign.

Sincerely
D. R. Shurtz
5687 Martell
Troy 48648

SUBJECT: "No Parking, 5-8 PM" Signs on Martell Street

TO: Mr. Richard Beaubein
Troy Traffic Engineer

In June, 1981 the Troy City Council approved an ordinance to install "No Parking, 5PM-8PM. Monday-Friday" signs on Martell Street. Residents of this area requested the signs to address the traffic safety problem caused by people parking on Martell Street to attend baseball or softball games at Martell School.

After these signs were installed the amount of traffic on Martell Street decreased dramatically and the goal of increased safety was realized. We believe that to remove these signs would cause the traffic safety problem to return. We request that the existing parking regulations on Martell Street be retained.

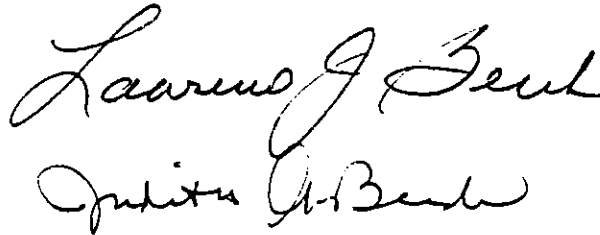
Alphonse Abbate
Edmonna Abbate
5724 Martell
Troy, Mi. 48098

SUBJECT: "No Parking, 5-8 PM" Signs on Martell Street

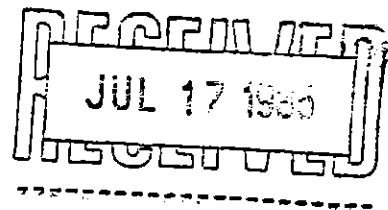
TO: Mr. Richard Beaubein
Troy Traffic Engineer

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After these signs were installed the amount of traffic on Martell Street decreased dramatically and the goal of increased safety was realized. We believe that to remove these signs would cause the traffic safety problem to return. We request that the existing parking regulations on Martell Street be retained.

The block contains two handwritten signatures in cursive. The top signature is "Lawrence J. Berch" and the bottom signature is "Judith A. Berch".

Lawrence J & Judith A Berch
5708 Martell Street
Troy, MI 48098



City Traffic Committee
Mr. Richard Deaubien
Lower Level Conference Room
Troy City Hall
500 W. Big Beaver Rd.

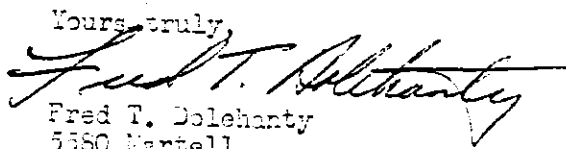
July 17, 1985

Dear Mr. Deaubien,

In June, 1981, I appeared before the city commission requesting that no parking signs be placed on both sides of Martell's southern end in front of my home, and that limited parking signs during the week be placed on the west side of Martell. The east side of Martell is the fire hydrant side and already has posted no parking. The purpose of this request was: 1) To allow me to enter and exit my driveway which had been prevented on numerous occasions by parking at the dead end, and 2) To discourage nonresidential traffic from speeding to the southern end of Martell, dropping off childrens league participants, turning around in driveways, and speeding down Martell to locate a parking space. Martell Street is unique in the fact that two school activity fields border the street. This unique feature encourages nonresidential traffic to use Martell as a service road for these fields. The increased traffic flow and the obstructed view caused by on street parking definitely endangers the safety of our children. I can not emphasize enough the hazard caused when excessive amounts of traffic utilize a primary residential street. The present signage has provided the answer to all of these problems. I am now able to enter and exit my driveway freely, the amount of traffic has greatly decreased during the various league activities and safety of our children has been enhanced by the unobstructed view of drivers that use Martells southern end as a drop off point. I am sure that the traffic committee would not want to return Martell Street to the dangerous condition that existed before the present signage. I urge you to maintain the existing signage.

Thank you.

Yours truly,


Fred T. Dolchanty
5380 Martell
Troy, Michigan 48066

16 July 85

City of Troy
Traffic Committee

Reference July 17, 1985 Agenda
Item # 10.

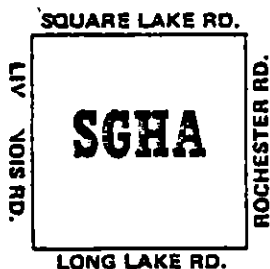
In June 1981 the Troy City Council provided no parking, 5-8 PM, "Mon-Fri" signs on the west side of Martell Drive. This was in response to the attached petition submitted by the Martell Dr residents. The purpose was to control a safety condition created by non-Martell Dr. residents using the street to service the baseball diamonds and soccer fields. For the most part this safety concern of high volume and high speed traffic has been controlled by the current parking restriction. While I understand the inconvenience that the parking restriction may cause the Armstrongs, I strongly object to allowing the previous safety hazard

to the Martell Drive children
to be re-created. If any
change is permitted, the city
of Troy must control this
safety hazard.

Sincerely

Walter A. Skene
5276 Martell Dr
Troy, Mich
48098

Ken Cline



SYLVAN GLEN HOMEOWNERS ASSOCIATION

INCORPORATED 1967

Mayor Richard E. Doyle
City of Troy
500 West Big Beaver
Troy, Michigan 48084

June 5, 1981

Dear Sir:

Attached you will find copies of a letter which outlines a proposal for revised parking regulations on Martell Drive which is located in the Sylvan Glen Subdivision. A copy of this letter was circulated to the residents of Martell Drive and their signatures and comments are noted on the attached copies.

The consensus of the residents is summarized on the last page of this package. Unfortunately, I cannot attend the Council meeting on June 8, 1981 to represent the Sylvan Glen Homeowners Association in this matter. However, please be advised that the Association supports the position of the Martell residents. We urge your favorable consideration of their consensus proposal.

Sincerely,

A handwritten signature in cursive script that reads 'Philip M. Goy'.

Philip M. Goy,
President

Troy, Michigan 48098
May 30, 1981

Mayor Richard E. Doyle
City of Troy
500 W. Big Beaver
Troy, Michigan 48084

Dear Mayor Doyle:

On May 27, 1981 the Troy Traffic Committee considered as Item 9 of their agenda a request to install "no parking" signs on Martell Drive from Martell School to a point North of 5637 Martell. As you are aware, the recommendation to the Troy City Council was not favorable to this request. We the undersigned residents of Martell Drive see the problem as being larger than the original request by Mr. Simpson and request your consideration of the subsequent points of this letter.

Our concerns are generated by the use of Martell Drive as a more ready access (than the school parking lots) to the ball diamonds and soccer fields at Martell School. We believe the following changes should be made to reduce the parking inconveniences and traffic hazards by encouraging increased use of the school driveways and parking lots.

- a. Install "no parking" signs on both sides of Martell to the north lot line of 5637 Martell Drive. This is Mr. Simpson's original request. This would:
 1. Allow free use of Mr. Simpson's Driveway at 5637 Martell.
 2. Allow free use of Mr. Dolehanty's Driveway at 5580 Martell.
 3. Prohibit parking congestion at the point the cross-subdivision walkway crosses Martell Drive.
- b. Install "no parking 5 P.M. to 8 P.M." signs on the remainder of the west side of Martell Drive. This would:
 1. Encourage the use of the provided school parking lots by people using the playfields during peak useage hours.
 2. Provide for reasonable use of on-street parking by Martell Drive residents.
 3. Significantly reduce congestion on the street during peak playfield use periods and thus the opportunities for children "darting unseen" into the street from between parked cars.
- c. Provide for the periodic presence of a marked radar patrol car on Martell Drive during peak hours of playfield use. Lt. Dunn indicated he would take action to do this within the limits of availability of manpower and equipment. This will serve as a

reminder to non-residents user's of the street that it is a residential street and residential speed laws should be followed. The non-resident users have a tendency to use excessive speed on the street.

Signature	Martell Drive Street Number	Yes or No	Comment
Walter A. Stross	5676	yes	
Charles L. Simpson	5637	yes	
Nancy J. Dolchanty	5580	yes	
Jeanette Pruiett	5612	yes -	{ no parking from 5 P.M. to 8 P.M. instead of item a
Bruce Yorkin	5628	yes -	{ no parking from 5 P.M. to 8 P.M. on west side of Martell
Joe Menick	5660	YES	
Joseph E. Cusack	5669	yes -	no parking 5-8
Lois E. Cusack	5669		
Neal J. Janni	5653	yes.	No parking 5 to 8 from Mon thru Fri only, Weekends open
Thomas B. Bledsoe	5596	yes -	suggest no parking 5 to 8 Mon-Fri for entire west side of Martell

5644

Mr. J. Mayo was
contacted 4 times
and declined to
provide an opinion.

Walter Stross
4 June 81

reminder to non-residents user's of the street that it is a residential street and residential speed laws should be followed. The non-resident users have a tendency to use excessive speed on the street.

Signature	Martell Drive Street Number	Yes or No	Comment
Mary Ellen Shelton	5707 Martell		See attached: proposed parking restriction sign.
DR. Mary	5687 Martell	No.	The parking doesn't bother me but I don't like the speeding. I'm inclined to believe once limited hours parking is established not even residents will be able to gain exemptions for parties.

PT. Bowman.

5723 Martell

- Would prefer to maintain status quo on parking (with the exception of granting the Simpson request as there is a problem there) inasmuch as the possible inconvenience may well exceed the benefits. Am in favor of intensified surveillance of speeding and other traffic/parking violations, especially during sporting events at Martell.

reminder to non-residents user's of the street that it is a residential street and residential speed laws should be followed. The non-resident users have a tendency to use excessive speed on the street.

Signature

Martell Drive
Street Number

☒ Yes or No

Comment

Alphonse Abate

5724

PROPOSED SIGN

NO PARKING
THIS SIDE OF STREET
5:00pm TO 7:30pm

Mon thru Fri

MAY 15
TO

JULY 15

EXCEPT HOLIDAYS

reminder to non-residents user's of the street that it is a residential street and residential speed laws should be followed. The non-resident users have a tendency to use excessive speed on the street.

Signature

Martell Drive
Street Number

Yes or No

Comment

Kamiro Bucheli 5755 MARTELL

YES

reminder to non-residents user's of the street that it is a residential street and residential speed laws should be followed. The non-resident users have a tendency to use excessive speed on the street.

Signature

Martell Drive
Street Number

Yes or No

Comment

Robert J. Heiser 5771

yes

reminder to non-residents user's of the street that it is a residential street and residential speed laws should be followed. The non-resident users have a tendency to use excessive speed on the street.

Signature	Martell Drive Street Number	<input checked="" type="radio"/> Yes or No	Comment
-----------	--------------------------------	--	---------

<i>Lauren J. Best</i>	5708 Martell		
-----------------------	--------------	--	--

reminder to non-residents user's of the street that it is a residential street and residential speed laws should be followed. The non-resident users have a tendency to use excessive speed on the street.

Signature

Martell Drive
Street Number

☒ Yes or No

Comment



5739

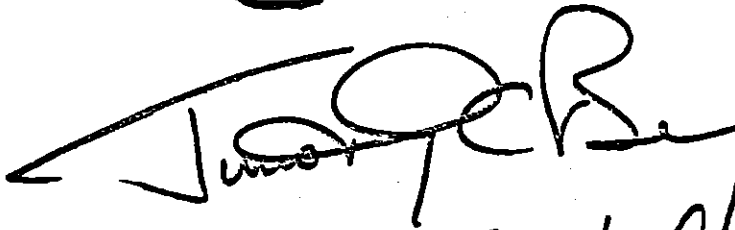
reminder to non-residents user's of the street that it is a residential street and residential speed laws should be followed. The non-resident users have a tendency to use excessive speed on the street.

Signature

Martell Drive
Street Number

☒ Yes or No

Comment


5740 Martell
Troig

reminder to non-resident users of the street that it is a residential street and residential speed laws should be followed. The non-resident users have a tendency to use excessive speed on the street.

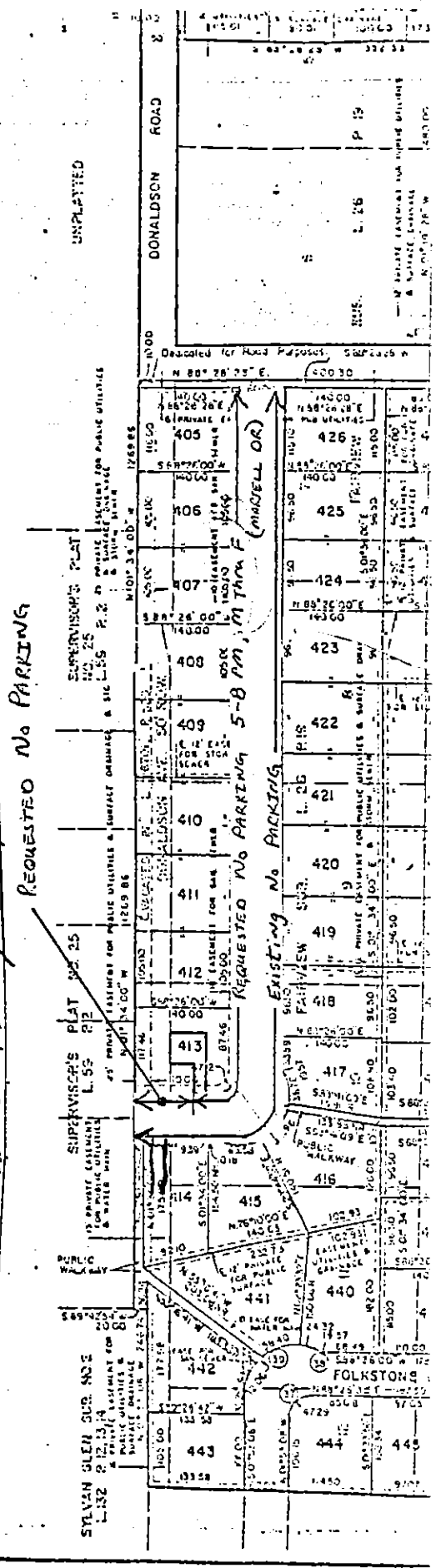
Signature	Bartoll Drive Street Number	Yes or No	Comment
<i>Lawrence Grant</i>	5756	<i>YES</i>	
<i>Marion Smith</i>	5756	<i>yes</i>	

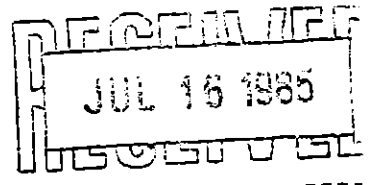
WHAT OKKS

1. The request of the Tray City Council is to:

- a. prohibit parking from the driveway of 5637 Martell. On (Simpson Residence) to the West End of Martell Drive.
- b. prohibit parking from the driveway of 5637 Martell. On to the North End of Martell Dr. between the hours of 5-8 P.M., Mondays through Fridays.
- c. make no change to the existing "no parking" on Martell Drive.
- d. increase the provision of a marked patrol car during peak hours of playfield use.

2. This request will be considered by the Tray City Council on Monday 8 June 81, at a public meeting which convenes at 7:30 P.M. If you have an opinion on this matter you would like to express, you should be present at the Tray City Hall.





July 16, 1985

Mr. Richard Beaubien
City Transportation Engineer
500 West Big Beaver
Troy, Mi. 48084

Dear Mr. Beaubien,

It is without reservation that I state my complete opposition to the removal of the "no parking 5-8 p.m." signs on Martell. This position is based primarily on the fact that traffic on Martell would be adversely affected with the removal of these signs and in turn the safety of our children would be jeopardized.

Prior to the installation of these signs in 1981, there was a tremendous influx of traffic on Martell. This resulted in speeding and trespassing on private property by those who decided to use Martell instead of the school parking lots.

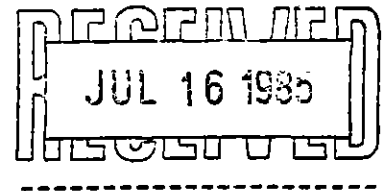
This problem would be aggravated in my case since I reside at the end of the dead end and cars would constantly use my driveway to back-up and exit in order to find a parking space on Martell. This concerns me from a safety standpoint since many of these people have little regard for personal property. Both my neighbors and myself have had to replace mailboxes and repair lawn that was driven on by individuals who would rather use Martell than the other parking facilities. I shudder at the thought of a young child becoming the victim of an irresponsible driver who held no regard for the safety of others.

It must be recognized that Martell is unique from the other streets in the subdivision for at least two reasons. The first differentiating factor is that it is the only street that has direct access to the ball fields and secondly it happens to be a dead end. Many motorists are unaware of this fact. Without the existing parking restrictions, because of its direct access, Martell will become a parking haven for all the athletic events on the Martell fields and my home in particular will be the turn around point for many of these automobiles.

I would strongly urge this committee and the city council to recognize the legal ramifications that would certainly be involved if these signs were removed. A helpless child could become victim of a speeding motorist who parked on Martell instead of the ample parking available to them on safe school property.

Sincerely,
Louis Ruggirello
Mary Ruggirello
Mr. & Mrs. L. Ruggirello

cc. Traffic Committee members



TO WHOM IT MAY CONCERN:

THERE HAS BEEN A NOTICEABLE REDUCTION IN PARKING AND STREET TRAFFIC SINCE THE ~~RECENT~~ ERECTION OF THE 5 TO 8 PM. "NO" PARKING SIGNS. ALTHOUGH THIS RESTRICTION HAS MADE THE STREET A LOT SAFER FOR CHILDREN IT HAS ALSO ~~MADE~~ CAUSED INCONVENIENCE FOR RESIDENTS. I WOULD NOT WANT OPEN UNRESTRICTED PARKING TO BE PERMITTED BUT WOULD LIKE TO SEE ~~THE~~ ~~THE~~ ~~THE~~ STREET PARKING FOR RESIDENTS ONLY. THIS CAN BE ACCOMPLISHED BY ISSUING "STICKERS" FOR RESIDENTS TO ENABLE PATROL OFFICERS TO IDENTIFY ILLEGALLY PARKED VEHICLES. THIS I FEEL WOULD KEEP THE STREETS SAFE AND ALSO ALLOW DESERVED PRIVILEGES FOR HOMEOWNERS.

Joseph M. Mayo
Joseph M. Mayo
5644 MARTELL
TROY, MI. 48098

N ←

BIG BEAVER

1-19-84 10:21A.M. DRY

1-26-84 9:15A.M. DRY

5-8-84 7:15A.M. WET

6-9-84 8:10A.M. WET

2-21-84 7:15A.M. DRY

3-24-84 1:30P.M. DRY

4-6-84 6:36A.M. WET

2-26-84 1:50P.M. DRY

2-10-84 12:40P.M. DRY

1-12-84 1:50P.M. DRY

4-14-84 8:50A.M. DRY

2-24-84 1:30P.M. DRY

2-20-84 1:00P.M. DRY

2-20-84 3:50P.M. DRY

3-16-84 3:28P.M. DRY

3-10-84 4:48P.M. DRY

2-17-84 9:20A.M. WET

3-8-84 11:25A.M. DRY

2-22-84 4:38P.M. DRY

3-20-84 6:15P.M. WET

ROCHESTER

TROY COMMONS DRIVE

MICHIGAN NATIONAL DRIVE

SHELL DRIVE

LINK Rochester, North of Big Beaver

PERIOD 4 Months FROM January, 1984 TO April, 1984

BY: K. Berkseth DATE: 5-6-84

N

2

BIG BEAVER

5-17-84 5:45P.M. DRY

6-14-84 5:26P.M. DRY

9-17-84 12:20P.M. DRY

7-30-84 8:23A.M. DRY

6-3-84 1:36P.M. DRY

8-16-84 12:40P.M. DRY

8-10-84 10:26P.M. DRY

6-7-84 1:05P.M. DRY

11-2-84 5:50P.M. DRY

9-13-84 6:50P.M. WET

11-2-84 12:24P.M. DRY

9-15-84 12:54A.M. WET

7-8-84 7:56A.M. WET

11-10-84 12:15P.M. WET

11-9-84 6:45A.M. WET

6-15-84 4:00P.M. DRY

9-23-84 12:10P.M. WET

10-15-84 8:45A.M. WET

9-22-84 6:30A.M. DRY

11-1-84 1:50P.M. WET

8-31-84 2:35P.M. DRY

10-28-84 4:20P.M. DRY

ROCHESTER

TROY COMMONS DRIVE

MICHIGAN NATIONAL DRIVE

SHILL DRIVE

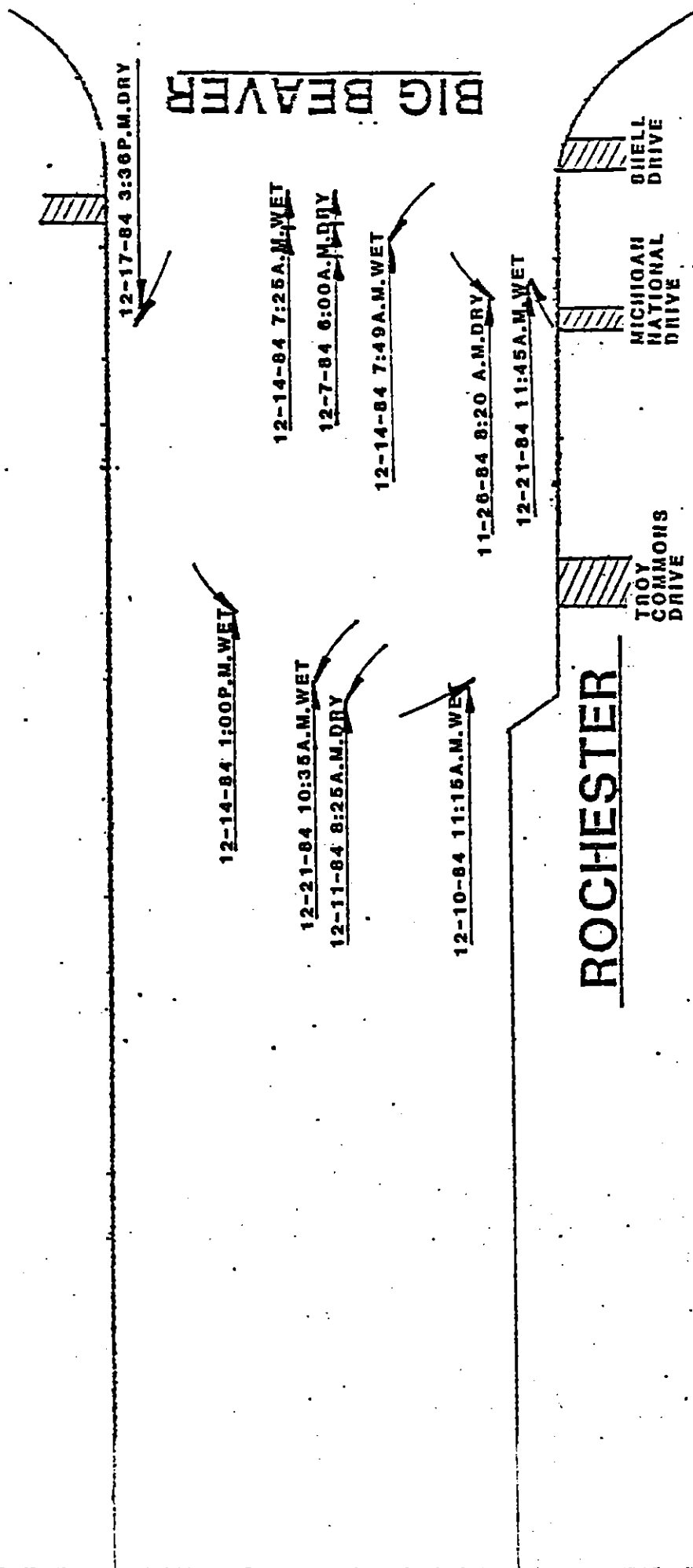
LINK Rochester, North of Big Beaver

PERIOD 6 1/2 Months FROM May, 1984 TO November 1984

BY: K. Berkseth DATE: 11-28-84

N ←

3.



100K Rochester, North of Big Beaver

PERIOD 1 1/2 Months FROM November, 1984 TO December, 1984

BY K. Berkseth DATE 7-5-85

N ←

1.

2-5-85 9:00A.M.SNOWY
3-8-85 12:40P.M.DRY
3-8-85 11:25A.M.DRY
3-15-85 12:45P.M.DRY
2-11-85 11:54P.M.ICY
3-9-85 12:15P.M.DRY
1-18-85 1:20P.M.SNOW
2-23-85 12:24P.M.WET
3-12-85 10:40A.M.WET
2-13-85 6:00P.M.SNOWY
2-5-85 9:00A.M.SNOWY
1-23-85 6:06P.M.DRY
2-21-85 5:20P.M.WET
2-4-85 12:47P.M.DRY
2-2-85 9:00A.M.DRY
2-8-85 1:31A.M.DRY
2-1-85 3:00P.M.DRY
2-12-85 1:08P.M.SNOWY
1-4-85 12:55P.M.DRY
1-23-85 9:24P.M.SNOWY
1-31-85 9:33P.M.DRY
1-4-85 8:55P.M.SNOWY
2-8-85 7:02 P.M.DRY
2-1-85 7:35A.M.DRY
3-27-85 5:28P.M.WET

BIG BEAVER

ROCHESTER

TROY COMMONS DRIVE

MICHIGAN NATIONAL DRIVE

SHELL DRIVE

110K Rochester, North of Big Beaver
PERIOD 3 Months FROM January, 1985 TO March, 1985
BY K. Berkseth DATE 7-5-85

N ← α

4-18-85 4:20P.M.DR

BIG BEAVER

5-22-85 7:55P.M.DRY

5-23-85 8:25A.M.DRY

5-16-85 11:30A.M.DRY

5-29-85 8:25A.M.DRY

6-5-85 8:30A.M.DRY

6-14-85 3:35P.M.DRY

4-21-85 12:30P.M.DRY

4-18-85 7:15A.M.DRY

5-20-85 12:45P.M.DRY

5-30-85 11:38A.M.WET

5-21-85 12:40P.M.DRY

4-3-85 3:35P.M.DRY

5-17-85 5:27P.M.DRY

5-30-85 1:45P.M.WET

ROCHESTER

TROY
COMMONS
DRIVE

MICHIGAN
NATIONAL
DRIVE

SHELL
DRIVE

LINK Rochester, North of Big Beaver

PERIOD 24 Months FROM April, 1985 TO June, 1985

BY: K. Berksell DATE: 7-5-85

July 16, 1985

TO: Richard F. Beaubien, Transportation Engineer
FROM: Kurt Berkseth, Traffic Engineering Technician
SUBJECT: Accidents on Rochester Road at Troy Commons Drive

Below is a table showing the number of personal injury accidents and property damage accidents which were related to the Troy Commons drive on Rochester Road in 1984. Also shown is the approximate cost, which was a result of these accidents.

	<u>Property Damage</u>	<u>Personal Injury</u>	<u>Total</u>
# Accidents	16	6	22
Cost	\$16,320	\$43,200	\$59,520

Respect fully submitted,



Kurt Berkseth
Traffic Engineering Technician

KB:ct

July 12, 1985

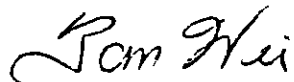
TO: Richard F. Beaubien, Transportation Engineer
FROM: Tom Wei, Traffic Engineering Technician
SUBJECT: Through Traffic - Troy Commons Shopping Center

On Friday, July 12, 1985, from 7:00-8:30 AM, we observed traffic northbound on Rochester, north of Big Beaver, turning left into the Troy Commons drive. We watched to see how many cars entered Big Beaver after they went thru the parking lot without stopping for any reason. Here are the results of our observations:

	<u>Into Lot</u>	<u>Thru Lot</u>
7:00 - 7:15 AM	2	0
7:15 - 7:30 AM	7	2
7:30 - 7:45 AM	7	0
7:45 - 8:00 AM	16	2
8:00 - 8:15 AM	12	0
8:15 - 8:30 AM	<u>16</u>	<u>0</u>
Total	60	4

The ratio of vehicles exiting onto Big Beaver to the total number of vehicles entering Troy Commons from northbound Rochester is 7%.

Respectfully submitted,



Tom Wei
Traffic Engineering Technician

TW:ct

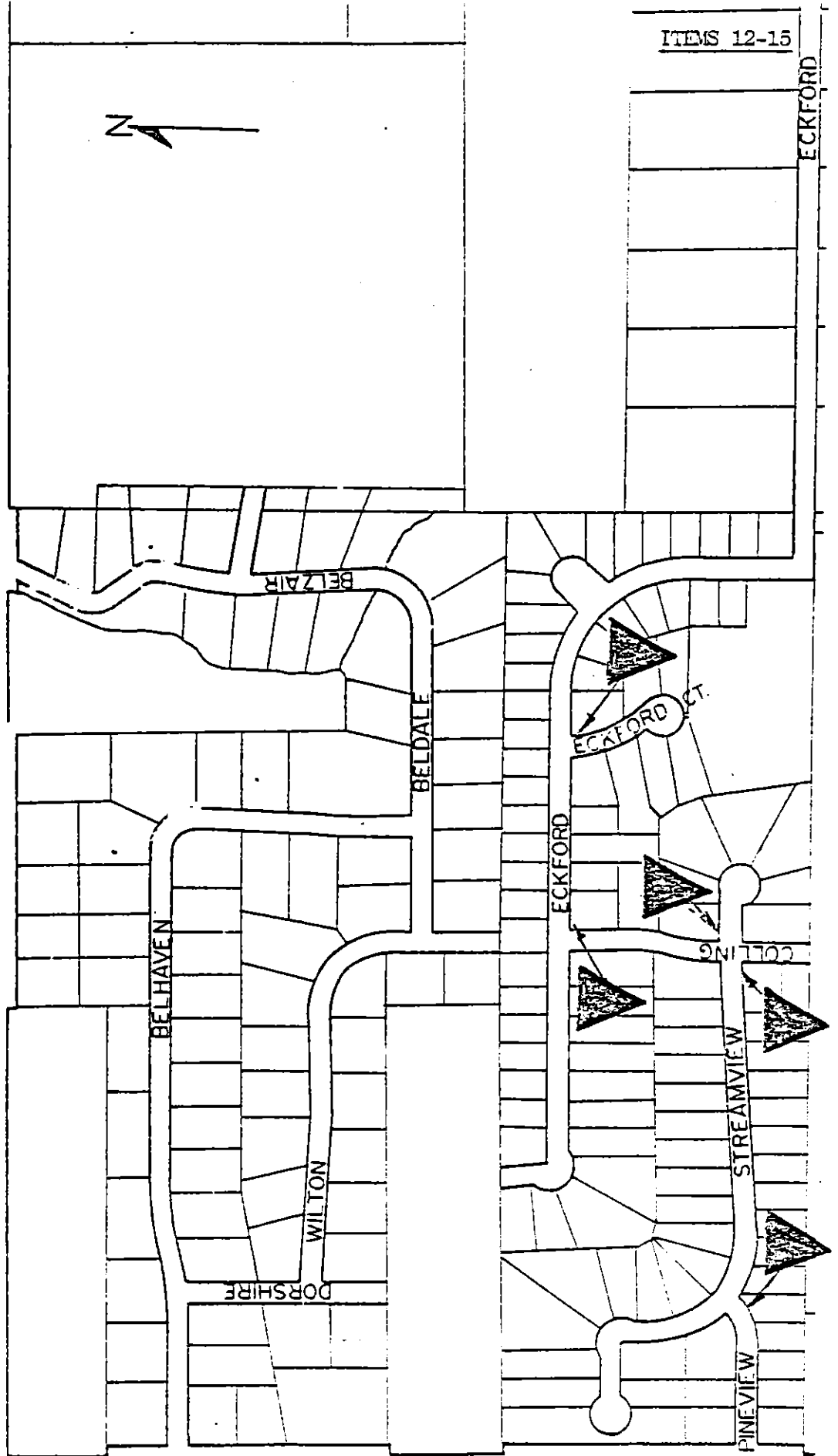
PROPOSED YIELD SIGNS

SECTION 15

LIVERNOIS



LONG LAKE



ITEMS 12-15

ECKFORD