

RECEIVED OCT 29 1981

The Traffic Committee meeting was held at Troy City Hall on October 28, 1981. The meeting was called to order by Carl Stellin, Vice-Chairman, at 7:31 P.M.

ITEM: 1 ROLL CALL

PRESENT: Gerald Blake
George Halter
Kenneth Muenk
Arnold Petterson
William Rudell (Late)
Carl Stellin

ABSENT: Robert Hanna

Also present were the following:

Virginia Craig, 2064 Isabell, Troy 48084
G. Bonner, 1599 Jackson, Troy 48084
John Kovac III, 5630 Glasgow, Troy 48098
Cheryl Lentz, 414 East Street, Rochester
Dawn Linari, 12129 Fairview Dr.
Kim Krygler, 27329 Thomas
Barb Marecki, 8323 Lantz
Judy Northrop, 1863 Larchwood, Troy 48084
Mark Linari, 34921 Aquarius
Vernon F. Hammond, 2607 Clayton, Troy, 48084
D. F. MacDonald, 6983 Greeley, Utica
Donald L.W. Kohler, D & D Machine, 1818 Larchwood, Troy 48084
Terence B. Desmond, 2600 Crooks Road, Troy 48084

and Richard F. Beaubien, Transportation Engineer
Fire Inspector Don Mouch
Patrolman Phillip DiMaria, Traffic Safety Division.

ITEM: 2 MINUTES

Moved by Petterson
Supported by Blake

That the minutes of the September 23, 1981 Traffic Committee Meeting be approved as printed.

YEAS: 5, Blake, Halter, Muenk, Petterson, Stellin
NAYS: 0
ABSENT: 2, Hanna, Rudell

MOTION PASSED

ITEM: 3 VISITORS TIME

None.

ITEM: 4 ESTABLISH A 45 MPH SPEED LIMIT FOR ROCHESTER ROAD.

At the City Council meeting of October 19, 1981 the Traffic Committee's recommendation for a 45 MPH speed limit on Rochester Road from Stephenson to South Boulevard was considered and referred back to the Traffic Committee to allow input from the Rochester Road Business and Professional Association and interested Homeowners Groups. The City Council wanted the Traffic Committee to know that the referral back to the Traffic Committee did not necessarily reflect disagreement with the recommendation. The Council wanted to be sure that the Rochester Road Business and Professional Association had a full opportunity to make their views known to the Traffic Committee. William Price, President of the Rochester Road Business and Professional Association, appeared at the City Council meeting of October 19 and stated that his organization believes the Rochester Road speed limit should be 40 MPH from Stephenson to Wattles. The group had no disagreement with the 45 MPH speed limit recommended for the remaining portion of Rochester Road.

In May, 1981 Police Chief Donovan recommended to the Traffic Committee that a consistent 45 MPH speed limit be established on Rochester Road. He indicated that a consistent limit would facilitate enforcement and driver compliance and would result in a reduction of accident experience. The 45 MPH speed limit would be relatively close to the 85th percentile speeds observed on Rochester Road earlier this year and would be consistent with the Traffic Committee's guidelines for arterial street speed limits.

No one appeared before the Committee on behalf of this item. It was decided to allow more time for input from the Rochester Road Business and Professional Association and Homeowners Groups.

Moved by Petterson
Supported by Rudell

Recommend that this item be tabled until the December meeting.

YEAS: 6, Blake, Halter, Muenk, Petterson, Rudell, Stellin
NAYS: 0
ABSENT: 1, Hanna

MOTION TABLED

ITEM: 5 INSTALL YIELD SIGN ON VANDERPOOL AT KILMER.

Mrs. Frye, 3394 Kilmer, has expressed concern for lack of traffic control devices at the Kilmer/Vanderpool intersection. She reported that three accidents have occurred at this intersection in the past year, but our records show no reported accidents at this intersection during the past five years.

Item 5 Contd.

Our investigation of this intersection indicated vision obstructions on the northeast and northwest corners. A house and trees on the northeast corner and a house on the northwest corner restrict the driver's view of traffic on Kilmer. Because the safe approach speed for motorists on Vanderpool is less than 25 MPH, installation of a yield sign on Vanderpool at Kilmer was recommended.

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

Moved by Muenk
Supported by Halter

Recommend that a yield sign be installed on Vanderpool at Kilmer.

YEAS: 6, Blake, Halter, Muenk, Petterson, Rudell, Stellin
NAYS: 0
ABSENT: 1, Hanna

MOTION PASSED

ITEM: 6 RIGHT-OF-WAY FOR FUNERAL PROCESSIONS.

Terry Desmond of the Desmond Funeral Home on Crooks Road south of Big Beaver has asked for permission for his funeral processions to make a direct left turn from northbound Crooks Road onto Big Beaver. This direct left turn is currently prohibited by a traffic control order enacted by the Oakland County Road Commission. All direct left turns at Big Beaver and Crooks were prohibited to facilitate the safe and efficient movement of traffic through this intersection following the construction of the Big Beaver median.

Mr. Desmond has suggested that compelling funeral processions to go through the median crossovers on Big Beaver to make this left turn would be inconvenient and unsafe for both the motorists in the funeral procession and for other motorists on Big Beaver and Crooks.

Chapter 106, Section 5.44, states that a motor vehicle that is part of a funeral procession going to a place of burial has the right-of-way over all other vehicles and that a person who passes through a funeral procession of motor vehicles with a vehicle of any kind is responsible for a civil infraction. If we wish to allow funeral processions to make direct left turns onto boulevarded roadways, a third sub-section to Section 5.44 should be added.

Terry Desmond appeared before the Committee on behalf of his request. He stated that it takes 3 times longer for a funeral procession to make a left turn through a median crossover than a direct left turn. He was particularly interested in being able to make direct left turns at the Crooks/Big Beaver and Coolidge/Big Beaver intersections.

Item 6 Contd.

Mr. Stellin agreed that it was important to get traffic moving instead of lagging.

Moved by Halter
Supported by Rudell

Recommend that Chapter 106, Section 5.44, be amended by adding sub-section (3) "A funeral procession going to a place of burial may make a direct left turn from one public roadway to another at locations where signing has been placed to specifically prohibit this left turn for other motor vehicles".

YEAS: 6, Blake, Halter, Muenk, Petterson, Rudell, Stellin
NAYS: 0
ABSENT: 1, Hanna

MOTION PASSED

Mr. Stellin suggested that notice be placed in the newspaper, if amended.

ITEM: 7 INSTALL TRAFFIC SIGNAL AT JOHN R/LARCHWOOD.

Judy Northrup of Trade Circle Products, 1863 Larchwood, has requested the installation of a traffic signal at the John R/Larchwood intersection because of the difficulty in entering John R from Larchwood during the afternoon peak period. Ruth Kalbfleisch, 2360 Highbury, has suggested a need for a mid-mile traffic signal on John R between Maple and Big Beaver to provide gaps for motorists entering John R from Roundtree Drive. Warrant studies indicated that a signal could be installed at either John R/Larchwood or John R/Brinston under the warrants prescribed by the Michigan Manual on Uniform Traffic Control Devices. Since a signal at Brinston would serve the residential area to the east as well as the industrial area west of John R, and since a signal at this location would provide for better traffic progression along John R, installation of a traffic signal at John R and Brinston was recommended.

Judy Northrup, and many of the people working on Larchwood, appeared before the Committee on behalf of this item, requesting that the signal be installed at Larchwood. The attached signatures from 14 businesses were also submitted. Mark Lenari stated that Larchwood was a better location because there was more traffic on Larchwood and he felt that Brinston was a bad intersection with blind spots. The attached letter from a property owner on Larchwood, however, mentions several reasons why he favors a traffic light at Brinston, and another man at the meeting felt that Brinston would better serve the Post Office on Bellingham.

Mr. Beaubien, Transportation Engineer, stated that in the long range a signal would be better at Brinston. Mr. Halter questioned whether this would add to

Item 7 Contd.

the traffic in the residential area where complaints of through traffic have been received, but it was felt that when John R and Big Beaver are widened the problems of through traffic will diminish. Mr. Muenk suggested a look into the existing traffic control devices, such as timing of signals and left turn arrows at the Maple/John R and Big Beaver/John R intersections.

Mr. Hammond suggested that a light be considered at Jackson Drive. He felt that it would slow down traffic on John R, would not draw additional traffic through subdivisions, would help the school and church traffic, would help SEMTA buses, and would increase the safety of children at Bethany School. Mr. MacDonald mentioned that it would help the senior citizens who are not as quick to get out onto John R. Mr. Stellin felt that a signal at Jackson was too close to Big Beaver and favored a mid-mile signal.

Moved by Petterson
Supported by Halter

Recommend that a traffic signal be installed at John R/Brinston.
Also recommend a look at a left turn arrow for the John R/Maple intersection and improving the intersection at John R and Big Beaver for through traffic and right turns.

YEAS: 6, Blake, Halter, Muenk, Petterson, Rudell, Stellin
NAYS: 0
ABSENT: 1, Hanna

MOTION PASSED

ITEM: 8 INSTALL "NO PARKING, STANDING, OR STOPPING" SIGNS ON BOTH SIDES OF ROCHESTER ROAD, STEPHENSON TO SOUTH BOULEVARD.

In the near future we expect that the City of Troy will be assuming jurisdiction of Rochester Road from I-75 to South Boulevard from the Michigan Department of Transportation. Parking is currently prohibited on both sides of Rochester Road under a traffic control order approved by the Michigan Department of Transportation and Michigan State Police. When Troy assumes jurisdiction of this roadway, an appropriate order to prohibit parking on Rochester Road should be approved by our City Council to make parking regulations enforceable by our Police Department. Because this section of Rochester Road is curbed and carries high speed traffic, a parked or stopped vehicle would represent a safety hazard. Adoption of an ordinance prohibiting stopping, standing, or parking along this section of Rochester Road was recommended.

Mr. Muenk questioned the stopping of school buses, cabs, etc. and how long standing is based on. The Committee felt that it was not necessary to post signing for stopping and standing because it is sometimes unavoidable and a citation for impeding traffic could be issued otherwise.

Item 8 Contd.

Moved by Petterson
Supported by Blake

Recommend that "No Parking" signs be installed on both sides of Rochester Road from Stephenson to South Boulevard.

YEAS: 6, Blake, Halter, Muenk, Petterson, Rudell, Stellin
NAYS: 0
ABSENT: 1, Hanna

MOTION PASSED

ITEM: 9 ESTABLISH OVERNIGHT PARKING BAN ON ALL CITY STREETS.

At the April, 1981 Traffic Committee meeting consideration of an overnight parking ban was tabled until the October, 1981 meeting to allow information to be gathered on the benefits and disbenefits of such a ban. The attached memorandum of July 2 indicates that a number of communities in Oakland County have adopted an ordinance which prohibits parking on any street overnight. Also attached is a copy of the ordinance from the City of Southfield which prohibits parking on any public street between the hours of 3:00 A.M. and 6:00 A.M. This ordinance allows the Police Chief to grant permission to park during these hours for social functions. Letters from three Troy residents indicating both support and opposition to an overnight parking ban are attached.

At the April meeting the Committee felt that an overnight parking ban may impose a real hardship on people and should be decided by ballot or public hearing.

Mr. Halter felt that the information supplied was lacking and he was not ready to make a recommendation at this time. Mention was made of tabling this item indefinitely. Mr. Blake commented on the pros and cons of such a ban in Harper Woods. Patrolman DiMaria stated that an overnight parking ban is helpful to the police. Mr. Petterson felt that there were valid reasons for an overnight ban and didn't agree with tabling indefinitely. Mr. Muenk stated that he would like to have a public hearing, but would need input from other communities in preparation for a public hearing.

Moved by Muenk
Supported by Rudell

Recommend that this item be tabled until the January meeting for further review of background information to be obtained from other communities.

YEAS: 6, Blake, Halter, Muenk, Petterson, Rudell, Stellin
NAYS: 0
ABSENT: 1, Hanna

MOTION TABLED

ITEM: 10 ESTABLISH A 35 MPH SPEED LIMIT FOR NORTHWOOD.

Northwood has recently been extended north to connect with Mapelawn as part of a new industrial subdivision east of Crooks. Speed studies conducted on Northwood on September 21, 1981 indicated that the average speed was 28 MPH and the 85th percentile speed was 42 MPH. To make the speed limit on Northwood more consistent with the speed limit on other secondary thoroughfare streets in industrial areas, it was recommended that a 35 MPH speed limit be established on Northwood.

Moved by Petterson
Supported by Blake

Recommend that a 35 MPH speed limit be established for Northwood.

YEAS: 5, Blake, Halter, Petterson, Rudell, Stellin
NAYS: 1, Muenk
ABSENT: 1, Hanna

MOTION PASSED

Mr. Muenk was opposed because he felt that the speed limit could be raised to 30 MPH and if this wasn't fast enough, go to 35 MPH.

ITEM: 11 ESTABLISH 35 MPH SPEED LIMIT FOR MAPLELAWN, EAST OF CROOKS.

Mapelawn, east of Crooks, has recently been constructed as part of a new industrial subdivision. Speed studies conducted on this new portion of Mapelawn on September 23, 1981 indicated that the average speed was 29 MPH and the 85th percentile speed was 34 MPH. To make the speed limit on this portion of Mapelawn consistent with the speed limit for Mapelawn west of Crooks and other secondary thoroughfare streets in industrial areas, it was recommended that a 35 MPH speed limit be established on Mapelawn, east of Crooks.

Moved by Petterson
Supported by Blake

Recommend that a 35 MPH speed limit be established for Northwood.

YEAS: 5, Blake, Halter, Petterson, Rudell, Stellin
NAYS: 1, Muenk
ABSENT: 1, Hanna

MOTION PASSED

Mr. Muenk was opposed because he felt that the speed limit could be raised to 30 MPH and if this wasn't fast enough, go to 35 MPH.

ITEM: 12 OTHER BUSINESS.NO TURN ON RED, GOLFOVIEW AT BIG BEAVER.

The Oakland County Road Commission and the Troy Police Department have noticed a problem with turns on red at the Big Beaver/Golfview intersection. The timing pattern for the new signal at this intersection splits the signal cycle into three phases: (1) green for eastbound Big Beaver, (2) green for the Golfview median turnaround, and (3) green for northbound Golfview. During the afternoon peak period, when there is heavy use of the Golfview median opening, motorists making the U-turn from westbound Big Beaver to eastbound Big Beaver frequently have a conflict with motorists northbound on Golfview making a right turn on red onto Big Beaver.

Since northbound Golfview traffic has its own separate signal phase for turning onto Big Beaver, and since a free flow of U-turn traffic at Golfview is essential during the afternoon peak period, turns on red from northbound Golfview onto Big Beaver should be prohibited during this time period. If the U-turn movement through this median opening at Golfview does not function effectively, we find that traffic waiting to use this U-turn opening backs up onto westbound Big Beaver. A copy of the accident report for a right turn on red accident at this intersection on October 22 is attached.

Moved by Petterson
Supported by Blake

Recommend that a "No Turn on Red 4-6 PM" sign be installed on Golfview south of Big Beaver.

YEAS: 6, Blake, Halter, Muenk, Petterson, Rudell, Stellin
NAYS: 0
ABSENT: 1, Hanna

MOTION PASSED

Mr. Stellin suggested hanging the sign next to the signal and Mr. Muenk suggested that the sign be put on the median.

Mr. Stellin complained of the "Rochester 500", meaning the traffic at the auction held at the DPW Yard. He felt that there was inadequate provision for parking on the site. After the DPW lot was full, motorists were not allowed to enter the site, and this resulted in some unsafe traffic movements along Rochester Road.

Mr. Petterson again mentioned the broken curb on Crooks, north of Long Lake, and Mr. Beaubien told the Committee that he had written to the Road Commission twice about this but that they thought the chevrons were sufficient.

The next Traffic Committee Meeting was scheduled for December 2, 1981.

ITEM: 13

ADJOURNMENT.

The Traffic Committee meeting of October 28, 1981 was adjourned at 9:22 P.M.

Carl Stellin, Vice-Chairman

CS:ct

cc: Traffic Committee Members, including Ex-officio Members
✓ Frank Gerstenecker, City Manager
Mac McCormick, Assistant City Manager
Lt. Glenn Dunn, Traffic Safety Division

Att.

ITEM 7

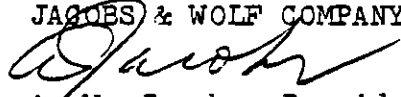
City of Troy Traffic Committee
c/o Trade Circle Products, Inc.
1863 Larchwood
Troy, MI 48084

10-26-81

Gentlemen:

We are certainly in favor of the installation of a traffic light either on Brinston or Larchwood at John R in Troy. It is almost impossible to enter either intersection onto John R during rush hours.

JACOBS & WOLF COMPANY


A. W. Jacobs, President
1790 Larchwood
Troy, MI 48084



TRADE CIRCLE PRODUCTS, INC.



ATTENTION!

The City of Troy Traffic Committee is meeting to decide if they should put a traffic light at the end of Larchwood or at the end of Brinston.

WHERE: City of Troy Building
Lower Level Conference Room

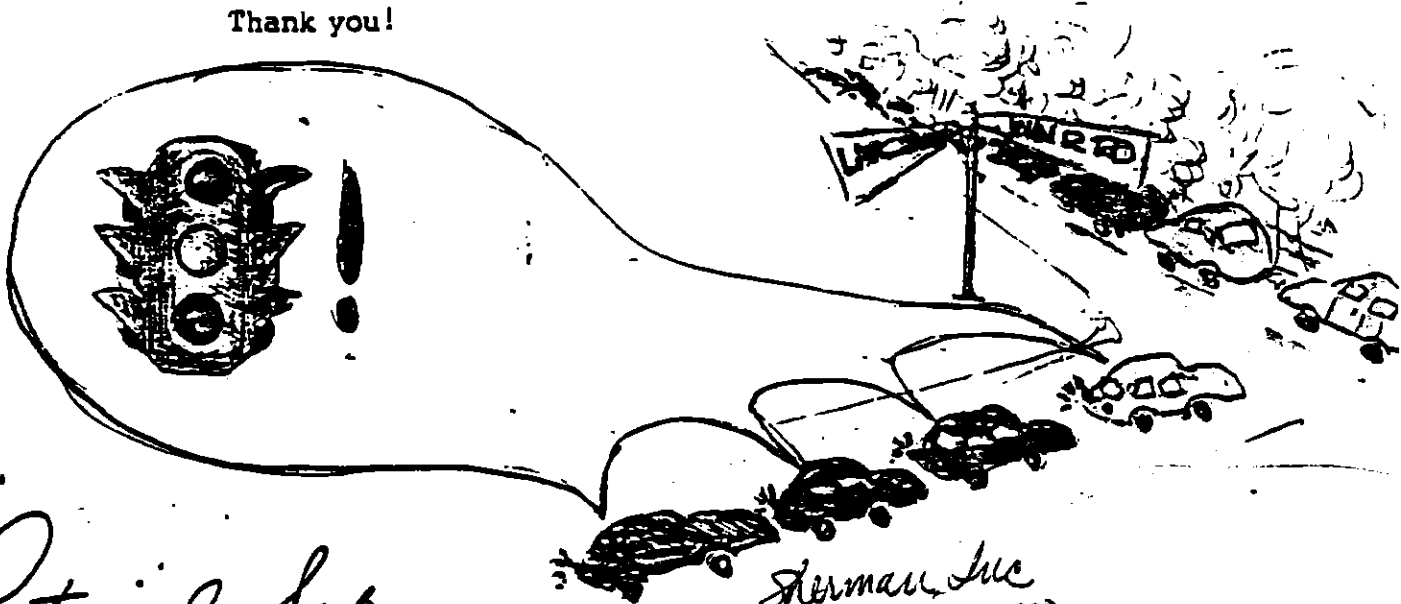
WHEN: October 28, 1981
7:30 p.m. - Wednesday Night

If you are in favor of a light at the end of Larchwood, please come and give your say.

If you are unable to attend and still want the traffic light, please send your signature, name, name of company or address of residence and we will take it to the committee meeting.

WE NEED YOUR SUPPORT!

Thank you!



Patricia J. Lee

Shelley Tasker
Carol Bonser

Sherman Inc
1729 LARCHWOOD

Levi Nickles
Joel Th. Strick
Juanita G. Frakes
Bob Lee

Please send to this address:
TRADE CIRCLE PRODUCTS, INC.

TRADE CIRCLE south



TRADE CIRCLE PRODUCTS, INC.



ATTENTION!

The City of Troy Traffic Committee is meeting to decide if they should put a traffic light at the end of Larchwood or at the end of Brinston.

WHERE: City of Troy Building
Lower Level Conference Room

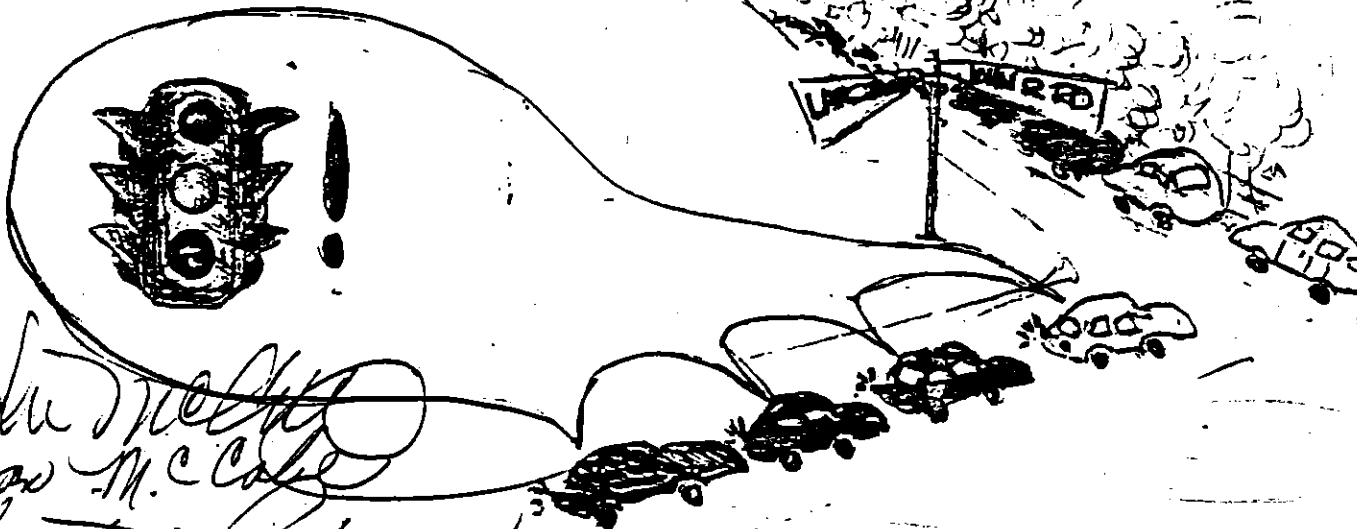
WHEN: October 28, 1981
7:30 p.m. - Wednesday Night

If you are in favor of a light at the end of Larchwood, please come and give your say.

If you are unable to attend and still want the traffic light, please send your signature, name, name of company or address of residence and we will take it to the committee meeting.

WE NEED YOUR SUPPORT!

Thank you!



John McCall
John M. Cole
Christine Adams
Lynne G. Pushtys - 1951 Woodlee
Ray D. Osborn
Peggy J. Osborn

1675 Austin, Troy, Mich
Mac-Assembly

Please send to this address:
TRADE CIRCLE PRODUCTS, INC.

Christopher S. McCall

TRADE CIRCLE south

EMPLOYEES OF REXELL INDUSTRIES, INC.
1934 AUSTIN
TROY, MICHIGAN 48084
(313) 689-3307

Paul R. Jackson

PAUL R. JACKSON

Jean M. Ellison

JEAN M. ELLISON

James P. Kingrey

JAMES P. KINGREY

Mike VanDaele

MIKE VAN DAELE

Theo L. Bensend, Jr.

THEO L. BENSEND, JR.

David A. Czerniakowski

DAVID A. CZERNIAKOWSKI

Ronald J. Jankowski

RONALD J. JANKOWSKI

Thomas E. Nichol

THOMAS E. NICHOL

Paul D. Osborn

PAUL D. OSBORN

Frederick R. Nash

FREDERICK R. NASH

E. L. Kane



TRADE CIRCLE PRODUCTS, INC.



ATTENTION!

The City of Troy Traffic Committee is meeting to decide if they should put a traffic light at the end of Larchwood or at the end of Brinston.

WHERE: City of Troy Building
Lower Level Conference Room

WHEN: October 28, 1981
7:30 p.m. - Wednesday Night

If you are in favor of a light at the end of Larchwood, please come and give your say.

If you are unable to attend and still want the traffic light, please send your signature, name, name of company or address of residence and we will take it to the committee meeting.

WE NEED YOUR SUPPORT!

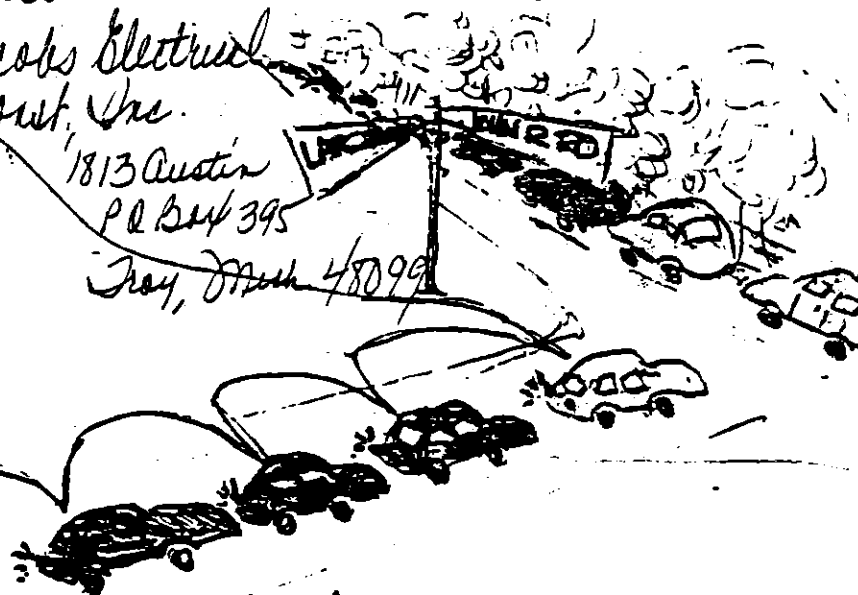
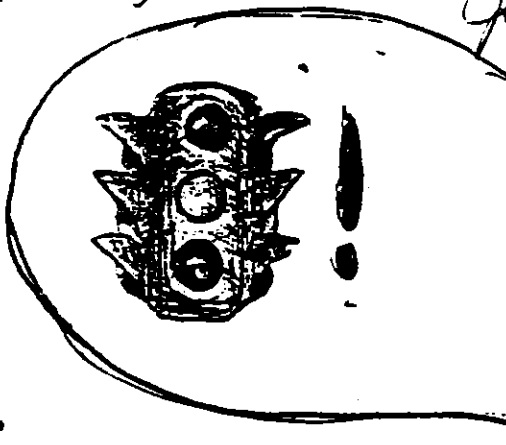
(YES)

Thank you!

*Jacobs Electrical
Co., Inc.*

*1813 Austin
P.O. Box 395*

Troy, Mich 48099



Jacobs

Please send to this address:
TRADE CIRCLE PRODUCTS, INC.

TRADE CIRCLE SOUTH

TRADE CIRCLE PRODUCTS, INC.
STANDARD TOOL MANUFACTURING
PHONE (800) 592-7777 TELE (800) 8903

GORDON CUTTER
1849 Larchwood
Troy, Michigan 48084
313-588-7825

Gordon Cutter Company

High Speed And Carbide Cutting Tools

8071

ESTABLISHED 1934

PHONE: (313) 588-7825

October 22, 1981

ATTENTION CITY OF TROY TRAFFIC COMMITTEE:

We are in favor of putting a traffic light at the intersection
of John R and Larchwood.

Gordon Cutter Company
1849 Larchwood
Troy, MI 48084

Sincerely,

William Blastic
William Blastic
President

WB/js



1757 LARCHWOOD • TROY, MICHIGAN 48084

(313) 689-8400

October 22, 1981

WE ARE IN FAVOR OF A LIGHT AT THE END OF LARCHWOOD
AND JOHN R.

BELOW ARE SIGNATURES OF OUR EMPLOYEES WHO ARE FOR
THIS LIGHT.

Cornie Johnson
Nancy L. Quirk
Steve L. Morgan
Douglas Gregory
Chris Schmeckene
Craig S. S. S.
George Agnew
Thomas M. Hines
Tony A. Hill

Ronald Lute
Frank Brunel

Ronald J. Verstraete
David A. Bryant
Peter M. Evola
David Bommarito
Mark A. Smith
Robert E. Bradshaw

RB & Sons Inc.

Electrical Contractor

COMMERCIAL - INDUSTRIAL - RESIDENTIAL

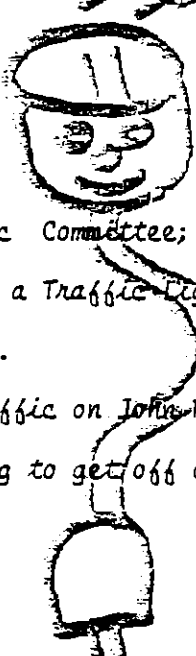
1951 Larchwood

Troy, Michigan 48084

524-1630

October 23, 1981

RB & SONS INC.
1951 Larchwood
Troy, Michigan 48084



City of Troy, Traffic Committee;

We favor having a Traffic Light at the corner of
Larchwood and John R.

Because the traffic on John R, is so heavy it is
very dangerous trying to get off of Larchwood.

PEGGY L. HATCH
Notary Public, Macomb County, MI
My Commission Expires Jan. 3, 1983

Peggy L. Hatch

Thank You,

Ralph B. Bourdeau

Ralph B. Bourdeau,
President



HENZE MACHINE AND TOOL COMPANY

31680 STEPHENSON HWY. ■ P.O. BOX 338 ■ ROYAL OAK, MICHIGAN 48068 ■ AREA CODE (313) JO 4-8748 / 538-8620

October 22, 1981

The City of Troy Traffic Committee

We are in favor of a traffic light at the
end of Larchwood.

Sincerely,

William D. Canning
1898 Larchwood

WDC/st



TRADE CIRCLE PRODUCTS, INC.



ATTENTION!

The City of Troy Traffic Committee is meeting to decide if they should put a traffic light at the end of Larchwood or at the end of Brinston.

WHERE: City of Troy Building
Lower Level Conference Room

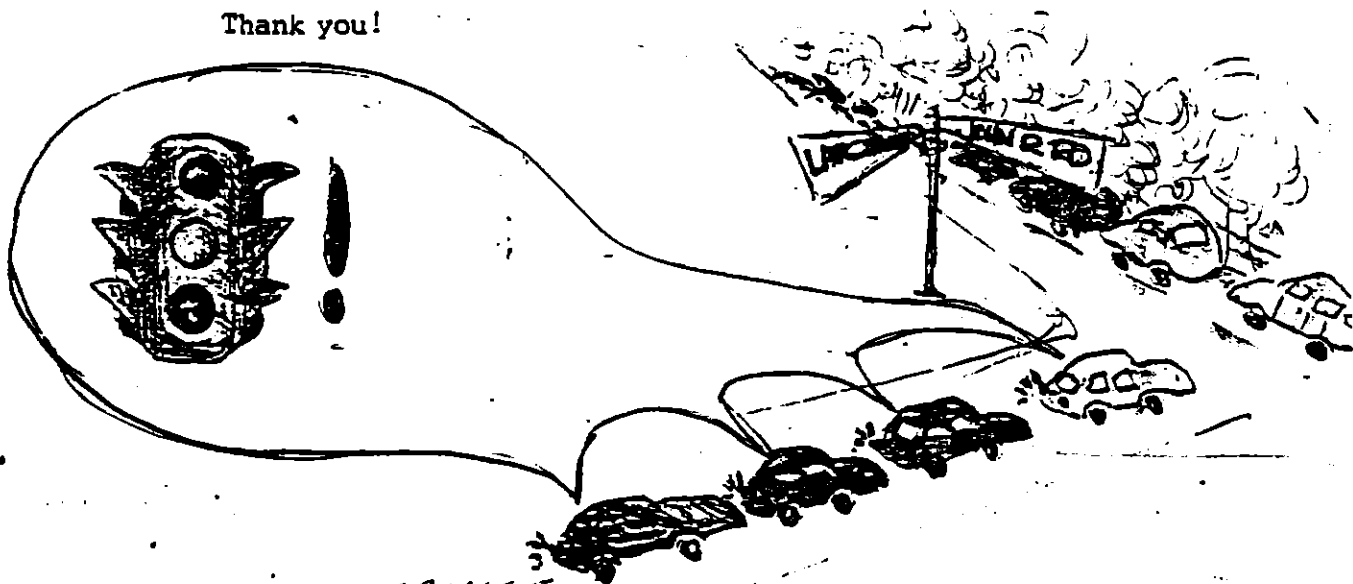
WHEN: October 28, 1981
7:30 p.m. - Wednesday Night

If you are in favor of a light at the end of Larchwood, please come and give your say.

If you are unable to attend and still want the traffic light, please send your signature, name, name of company or address of residence and we will take it to the committee meeting.

WE NEED YOUR SUPPORT!

Thank you!



BOROS AUTO SERVICE
1931 LARCHWOOD
TROY MICH. 48064

Boro Tumore

Please send to this address:
TRADE CIRCLE PRODUCTS, INC.

TRADE CIRCLE/south

TRADE CIRCLE PRODUCTS, INC.
1000 E. 10TH AVE. SUITE 1000
TROY, MICH. 48064
PHONE (313) 592-7777 TELE (313) 8903

Wake-Pratt Construction Co.

2033 AUSTIN STREET
TROY, MICHIGAN 48064
669-2512

October 23, 1981

City of Troy
Traffic Committee
500 W. Big Beaver
Troy, Mi. 48084

Gentlemen:

We are in full agreement that there is a great need for
a traffic light at Larchwood and John R.

Very truly yours,

WAKE-PRATT CONSTRUCTION CO.



JOHN H. WAKE
PRESIDENT

JHW/der

WE ARE IN FAVOR OF THE TRAFFIC LIGHT TO BE PUT AT LARCHWOOD & JOHN R.
TRADE CIRCLE PRODUCTS, INC.

1863 LARCHWOOD
TROY, MI 48064

EMPLOYEE NAME:

EMPLOYEE SIGNATURE:

JACKIE BLINE

Kim Krigger

DAWN LINARI

CLAUDIA ROSTKOWSKI

MARK LINARI

CHARLE LENTZ

Lisa McKean

Philip Serra

KRIS BOWOEN

Kim Edwards

Bonnie Lobby

ALMA EASTMAN

Clays Hargett

John F. Marion

Theresa Morris

KERRY HOUSER

JOHN KERSKIE

JIM KOCHAN

DAN MACDONALD

Cindy Woflawicz

JUDY NORTHROP

Cheryl Guthrie

Carl Marick

JOHN LINARI

Paul Dezio

Dawn Maylone

JOE DAVENPORT

DIANE SOPHIEA

Jackie Bline

Kim Krigger

Dawn Linari

Claudia Rostkowski

Mark Linari

Charle Lentz

Lisa McKean

Philip Serra

Kris Bowoen

Kim Edwards

Bonnie Lobby

Alma Eastman

Clays Hargett

John F. Marion

Theresa Morris

Kerry Houser

John Kerskie

Jim Kochan

Dan MacDonald

Cindy Woflawicz

Judy Northrop

Cheryl A. Guthrie

Carl Marick

John Linari

Paul Dezio

Dawn Maylone

Joe Davenport

Diane L. Sophiea

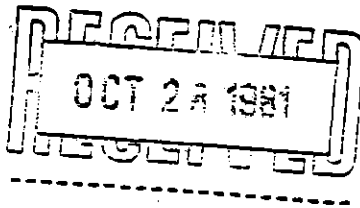
WE ARE IN FAVOR OF THE TRAFFIC LIGHT TO BE PUT AT LARCHWOOD & JOHN R
ROYAL CUTTER GRINDING, INC.
1863 LARCHWOOD
TROY, MI 48084

EMPLOYEE NAME:

Glenn Maurier
Raymond K. Wilson Jr.
Brian C. Smith
Gary Kertz
Don Knudsen
Paul Brown
Joe Tocco
Jeff Kotelnick
Paul Wozniak

EMPLOYEE SIGNATURE:

Glenn Maurier
Raymond K. Wilson Jr.
Brian C. Smith
Gary Kertz
Don Knudsen
Paul Brown
Joe Tocco
Jeff Kotelnick
Paul Wozniak



RECEIVED OCT 28 1981

TROY CITY MANAGER
TROY, MICHIGAN

TO R. BEAUBIEN

RE: Proposed traffic light on the end of Brinston or Larchwood Street, John R. Gardens Sub. Meeting- Oct. 28, 1981 7:30 p.m.

Gentlemen:

I would like to put forward in my opinion why I feel the traffic light should be located on Brinston St. Brinston is a through st. which goes further on and ties into a large residential area E. of John R. which would then have the advantage of a four way light. Larchwood would only serve as a three way light. With the light located on Brinston it would alleviate any problems on Larchwood St. due to the break up of traffic.

Also to be taken into consideration is the large, new industrial sub. at the end of Alger St., North of Brinston. The streets are now in. Light on Brinston would also help this industrial sub. that is to be built. John R. down Brinston will be the closest route to the new post office, with un-interrupted traffic flow, light on Larchwood would not provide this. All vehicles would have to negotiate a right or left hand turn at Bellingham and two large trucks would never be able to negotiate it. This is only a twenty five ft. wide st. With interrupted traffic flow on Brinston large trucks would be easily handled.

There are only two family residents living on Brinston St. versus nine living on Larchwood with small children. Lower speed limit was granted and restricted parking also for the betterment of the residents on Larchwood. With a traffic light it might be necessary to raise the speed limit, this should be taken into consideration. With the lower speed limit and restrict parking Larchwood St. has become safer for the families that do live here.

PROPERTY OWNER ON LARCHWOOD.

(6.23)

10.4

Title X - Traffic

Sec. 6.23 amended to read:

Sec. 6.23. Crash Helmets for Operators of Motorcycles or Motor Driven Cycles. A person operating or riding on a motorcycle or motor driven cycle on a public thoroughfare shall wear a crash helmet on his head. Crash helmets shall be approved by the Department of State Police. Rules of the Department of State Police for the implementation of Subsection (d) of Section 658 of the act shall apply to this Ordinance.

Sec. 6.24. Motorcycles or Motor Driven Cycles; Furnishing to Unlicensed Persons. A dealer shall not rent, lease or furnish a motorcycle or motor driven cycle to any person for use on public streets and highways who is not licensed to operate a motorcycle or motor driven cycle by the State, if a resident, and by the State of which he is a resident, if a nonresident.

Sec. 6.25. Permitting Unlicensed Person to Use Motorcycle or Motor Driven Cycle. It is unlawful for a person to whom a motorcycle or motor driven cycle is rented, leased or furnished, to rent, sublease or otherwise authorize the use of the motorcycle or motor driven cycle on public streets and highways to any person who is not licensed to operate a motorcycle or motor driven cycle in this State, if a resident, and by the State of which he is a resident, if a nonresident.

Sec. 8.10 amended to read:

Sec. 8.10. Stopping, Standing and Parking, Prohibited Places and Manner. No person shall stop, stand, or park a vehicle, except when necessary to avoid conflict with other traffic or in compliance with law or the directions of a police officer or traffic-control device, in any of the following places:

- (a) On a sidewalk.
- (b) In front of a public or private driveway.
- (c) Within an intersection.
- (d) Within 15 feet of a fire hydrant.

- (r) At any place where official signs prohibit stopping, standing or parking.
- (s) On any private property, without express or implied consent, authorization or ratification of the owner, holder, occupant, lessee, agent, or trustee of such property.
- (t) On the paved roadway of a freeway or on the paved portions of any ramp connecting such freeway to any other street or highway.
- (u) On the shoulder of any freeway, except when such vehicle is disabled and is not in proper condition to be driven, due to mechanical failure, flat tire, lack of fuel, or as the result of an accident and then only for a period not to exceed four hours; and provided, further, that the provisions of this section shall not be applicable to vehicles momentarily stopping to render aid to injured persons or assistance to disabled vehicles.
- (v) On any public street between the hours of 3:00 A.M. and 6:00 A.M., except physicians while on house calls; provided, however, permission to park during these hours may be granted by the Southfield Chief of Police or his representative for a period not to exceed 1 day when a social function is being held, construction is in progress prohibiting the use of a driveway or garage and other special occasions upon the finding by the Chief of Police or his representative that such permission will not be detrimental to the surrounding neighborhood.
- (w) Between the curb or curb line and the lot line nearest the street, said area commonly known as the lawn extension, whether or not any sidewalk or curb is actually in place on such street.

Sec. 8.23 amended and 8.23a added to read:

Sec. 8.23. Parking Violations; Proof; Probable Cause for Issuance of Arrest Warrant; Presumption. Except as provided in section 8.23a involving leased vehicles, in any proceeding relating to arrest and prosecution for the violation of this ordinance relating to the standing or parking of a vehicle, proof that the particular vehicle described in the complaint was parked in viola-

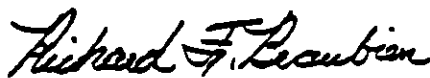
July 2, 1981

TO: Traffic Committee
FROM: Richard F. Beaubien, Transportation Engineer
SUBJECT: Overnight Parking Ban

Our investigation indicates that the following cities in Oakland County have adopted an ordinance which prohibits parking on any street overnight:

Berkley	Huntington Woods	Orchard Lake
Birmingham	Leonard	Ortonville
Clawson	Milford	Rochester
Farmington Hills	Northville	Southfield
Holly	Oak Park	Sylvan Lake

These cities generally have adopted an ordinance which requires the posting of signs which read "No Parking Any Street, 2:00 AM to 6:00 AM, City Ordinance". The ordinance for the City of Rochester applies only between November 1 and April 1; and this ordinance is intended to help with wintertime snow plowing operations. The City of Southfield has listed three reasons for their adoption of the overnight parking ban. (1) It helps Police fight crime in subdivisions. (2) It improves access for emergency vehicles. (3) It assists in clearing the streets for snow plowing operations.



Richard F. Beaubien, P.E.
Transportation Engineer

RFB:ct

cc: Frank Gerstenecker, City Manager
Mac McCormick, Assistant City Manager

Dispute leads to study of early morning parking ban in Troy

by THOMAS B. SCOTT

Tribune Staff Reporter

What began as a dispute between two Troy neighbors over parked cars has turned into a study of a possible citywide ban on early morning, on-street parking.

The City Council this week directed its advisory Traffic Committee to look into prohibiting parking on all city streets between 2-6 a.m.

A parking ban would assure vehicles did not remain

on the street for more than 20 hours and would be more effective than the current impounding policy, said Richard F. Beaubien, city transportation engineer.

UNDER CURRENT ordinances, police responding to a complaint about an abandoned vehicle put an impound sticker on it and check back in 48 hours. If the vehicle hasn't been moved, it is impounded and the owner issued a ticket, ac-

A parking ban would assure vehicles did not remain on the street for more than 20 hours and would be more effective than the current impounding policy, said Richard F. Beaubien, city transportation engineer.

cording to Police Chief John Donovan.

A ban would also aid police patrols, because any vehicle on the streets would be investigated, Beaubien

said. "No parking" signs only in front of his house.

SINCLAIR TOLD the Council last week that his neighbor, who lives across the street on the no-parking slide, continually parks a car in front of Sinclair's home. Sometimes the car isn't moved for days, he said.

This week, Sam Cilluffo, who identified himself as the neighbor Sinclair complained about, appeared before the Council.

Cilluffo said he regularly parks one or two of the family's cars on the street, but didn't know Sinclair was upset about it.

The Council postponed a decision last week while city officials investigated several options, including shifting the no parking side.

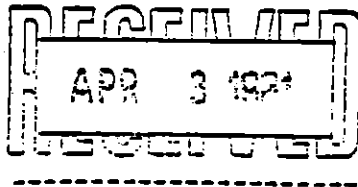
But Council members rejected Sinclair's request this week, indicating they preferred neighboring cooperation to "no parking" signs.

Beaumont Tribune

Chrysler, GM sales make big rebound

The details, Page 22

Committed To Serve The Needs And Interests Of Southeast Oakland County



RECEIVED APR 1 1981

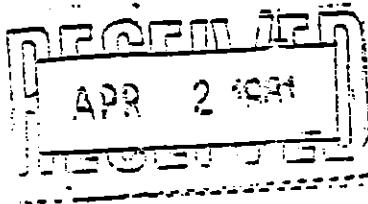
COPY: City Council
R. BEAUBIEN

A parking ban would assure vehicles did not remain on the street for more than 20 hours and would be more effective than the current impounding policy, said Richard F. Beaubien, city transportation engineer.

Dear Mrs. Gerstenecker,

Upon reading the article in the Tribune, our family is truly in favor of this policy. It certainly seems like a perfect answer to a long troublesome problem in Troy. Truly much more effective than the "no parking" signs, which we find many people on our street abusing the current 48 hour ban.

Sincerely,
The Bice Family
230 Tacoma
Troy, Mich.



Dale B.

March 30, 1981

RECEIVED MAR 31 1981

Mr. Gerstenecker
500 W. Big Beaver
Troy, MI 48084

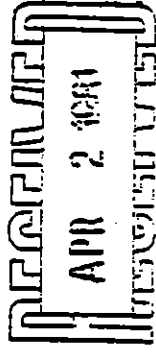
Dear Mr. Gerstenecker,

This letter that I am writing, is in regards to the proposed parking ban on Troy streets from 2am to 6am. I think this is a fantastic idea. I believe this will take care on the people that are to lazy to pull their cars into their empty driveways. This plan will also make an easier route for snow plows and emergency vehicles. I have been a firefighter for Troy for 5½ years, and trying to drive a firetruck down some of these streets is a real art. With a majority of the firemen responding in their private cars, this will eliminate trying to find a place to park. Again I think this is what Troy needs, and you have all my support.

Sincerely,

Dale A. Bise
660 Robinwood
Troy, MI 48084

Gentlemen -



The article in the Royal
Can. Daily Tribune, March 25, 1981
prompted the following comments
regarding early morning parking
bans in the streets of Troy.

My household is large
and has several drivers -
and too many cars for our
driveway. Street parking is
a necessity. I feel that
few children - especially home
and school aged children ready -
are older than the average D-5
in Troy. Perhaps the

Mr. Seaburn

-2-

people proposing these
changes forgot that their
families were growing up
and drive cars - making
the total number of
vehicles more than 2. As
it is, I cannot park our
cars across the sidewalk,
I can't only park on the
side of the street and
we have 5 vehicles
before buying in Troy.
Perhaps Mr. Seaburn has
realized that Troy is

-3-

pre-regulated by a
council that expires
making regulations.

It is a fact that of
affairs that the argument
has pending (on the other)

and come about. I
sympathize with the man
that didn't even know the
neighbor was in trouble.

The incident and the resulting
proposed regulation typifies
the attitude of the city
and residents.

-4-

Wondering if you like
in that you are better
than everyone and are
impressed with
yourself.

Danue Tachin
5933 West
Troy Ave 48068
8754969

CIRCLE THE APPROPRIATE SELECTION

UD-10 (Rev. 12-79) State of Michigan				Department Name TROY P.D.		LEIN Number 784		Department Complaint No. 81-25512		Area	
OFFICIAL TRAFFIC ACCIDENT REPORT								DO NOT USE		Pseudo	
County No. 63		City No. 84		Twp. No. -		Section No.		Day of Week S M T W T F S		Accident Date: Mo/Da/Yr 10-22-81	
Name 1/8 BIG BEAVER		Route No. ROAD		Miles 20		N S E W N S E W		Intersection GOLFVIEW DRIVE		Route Nos.	
WEATHER 1 Clear or Cloudy <input checked="" type="radio"/> Rain 2 Fog		LIGHT 1 Day <input checked="" type="radio"/> 2 Dawn or Dusk 3 Street Lights 4 Dark		ROAD SURFACE 1 Dry 2 Wet <input checked="" type="radio"/> 3 Snowy or Icy 4 Other		TOTAL LANES 3		1 Divided 2 Limited Access 3 Other		Total No. Vehicles 2	
Vehicle Driver No. 1 State: MI Driver's License: D 120 542 238 295 DOB: Mo/Da/Yr: 4-16-26 Hazardous Action Number: SEE Citation Charge: REMARKS		HBO: Y Test: Y Helmet: Y		Residence: 100 S. JESSIE PONTIAC MI		Vehicle Driver No. 2 State: MI Driver's License: W 160 461 778 336 DOB: Mo/Da/Yr: 5-2-53 Hazardous Action Number: SEE Citation Charge: REMARKS		HBO: Y Test: Y Helmet: Y		Residence: 433 W. MILTON HAZ. PARK MI	
Driver's Name: First LONNIE Last EVA DAVIS		Address: 100 S. JESSIE PONTIAC MI		City: MI		Year: 73 Make: 013 Type: 3 Trailer: - Reg. WPG 923 Yr/State: 81/MI VIN: 1D35H3P412651		Removed to/by: HOME/DRIVER		Class: HOME/DRIVER	
Y N Haz. Citation		Y <input checked="" type="radio"/> Driver Re-exam		Y <input checked="" type="radio"/> Vehicle Defect		Y <input checked="" type="radio"/> Fuel Leakage		Y <input checked="" type="radio"/> Vehicle Fire		Truck Cargo: Y Cargo Spillage	
Y N Other Citation		Y <input checked="" type="radio"/> Vision Obstruct.		Y <input checked="" type="radio"/> N Vehicle Drivable		Y <input checked="" type="radio"/> N Vehicle Drivable		Y <input checked="" type="radio"/> N Vehicle Drivable		Cargo Description	
Restrains by occupants pos.		Name		Address		Pos.		Age		Sex	
Gt 2 3											
Total occupants: 1		Local User/Owner, Phone: DRIVER		Insurance Co.: DAILE		Agency Address: UNK		Injured taken to/by:			
Restrains by occupants pos.		Name		Address		Pos.		Age		Sex	
Gt 2 63											
Total occupants: 2		Local User/Owner, Phone: DRIVER		Insurance Co.: DAILE		Agency Address: UNK		Injured taken to/by:			
ACCIDENT DESCRIPTION AND REMARKS (Explain) DRIVER #1 WAS N/B ON GOLFVIEW AT BIG BEAVER WAITING FOR TRAFFIC TO CLEAR FOR RIGHT TURN. DRIVER #2 WAS W/B ON BIG BEAVER IN TURN-AROUND WAITING TO MAKE LEFT TURN TO 1/8 BIG BEAVER - LIGHT TURNED GREEN FOR #2 WHO PROCEEDED TO TURN - AT SAME TIME #1 SAW 1/8 BIG BEAVER TRAFFIC STOP + SHE TOO PROCEEDED - PROBLEM STEMS FROM LACK OF "NO RIGHT TURN ON RED" SIGN AT CORNER N/B GOLFVIEW AT BIG BEAVER - TRAFFIC CNG. PROBLEM.											
Reported: Mo/Da/Yr: 10-22-81 Time: 408 A.M. P.M.		Investigator: T. WESS # 59		Badge No.:		Citation Charge: SEE ALSO SUPP. REPORT		Owner:		Address:	
Photos by:		Comp. Disposition: Open <input checked="" type="radio"/> Closed		Reviewer:		Person Advised of Damaged Traffic Control Device:		Name:		Date:	