

The Traffic Committee meeting was held at Troy City Hall on September 27, 1978. The meeting was called to order by Robert Hanna, Chairman at 7:34 P.M.

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ITEM: 1

ROLL CALL

PRESENT:

Jack Dion  
Arnold Petterson  
Leon Denison  
Stewart Slatkin  
Tapan Datta  
Carl Stellin  
Robert Hanna

ABSENT:

None

Also present were the following:

Dale Reynolds, 436 Hartland  
Mr. & Mrs. Fred McCullough,  
627 Executive Drive  
John Davidson, 3531 Scott Dr.  
Robert G. Fidler, 3540 Salem

Also in attendance were Richard Sinclair, Fire Department, Richard F. Beaubien, Transportation Engineer and for a portion of the meeting, Patrolman Gary Hauff, Police Department.

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ITEM: 2

MINUTES

Moved by Dion  
Supported by Denison

That the minutes of July 26, 1978 be approved as printed.

Yeas: 7, Dion, Petterson, Denison, Slatkin, Datta, Stellin, Hanna  
Nays: 0  
Absent: 0

MOTION PASSED

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ITEM: 3

VISITORS TIME

See Items 5, 6 and 7.

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ITEM: 4 REVIEW OF BICYCLE CROSSING SIGNS ON WATTLES AT BEACH (REQUESTED BY IRVING SHAPIRO, 4298 FROSTWOOD COURT)

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Mr. Shapiro did not appear before the committee on behalf of his request. At the July 1978 meeting, Mr. Shapiro asked that this item appear for the Traffic Committee's consideration so that the situation at Wattles and Beach could be reviewed in light of the new signing. Bicycle Crossing signs were installed on

## Item 4 (contd)

Wattles at Beach shortly after our July meeting. In response to requests from the Traffic Committee, gap studies and crossing studies were conducted after the signs were installed.

On August 7, bicycles and pedestrians crossing Wattles at Beach were counted between 10 - 11:00 A.M. and again between 1 - 2:00 P.M. During the one hour morning period we observed 4 bicycles and 0 pedestrians crossing Wattles Road. During the one hour afternoon period, we observed 5 bicycles and 0 pedestrians crossing Wattles.

Gap studies were conducted on August 4 between 10 - 10:30 A.M. and again between 12 Noon - 12:30 P.M. During the morning period, we found that gaps of 9 seconds or greater were available 41% of the time. A total of 44 acceptable gaps were observed during the 30 minute period. During the noon period, we found acceptable gaps available 26% of the time. During the 30 minute period, 31 acceptable gaps were observed. Since the gap experience shows that at least one acceptable gap was available for each minute of observation, accepted traffic engineering criteria would indicate that no traffic control is needed at this intersection.

We also examined accident experience at Wattles/Beach from January 1975 to date. We looked for right angle accidents which are susceptible to correction by installation of traffic control devices. In 1975 there were no right angle accidents. In 1976 there were 2 right angle accidents. No right angle accidents occurred in 1977 or 1978 to date. A flashing beacon would be warranted only if 6 accidents correctable by installation of a beacon are reported in a two year period. Thus, the accident experience indicates that a flashing beacon is not warranted at this intersection.

We estimate the cost of installing a flashing beacon at this intersection would be approximately \$1,500. Since warrants for a flashing beacon are not met at this intersection, installation was not recommended.

Moved by Denison  
Supported by Dion

Recommend that no additional traffic control devices be placed at the Wattles/Beach intersection.

Ayes:     All  
Nays:     0  
Absent:    0

MOTION PASSED

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ITEM: 5     INSTALL "NO PARKING" SIGNS ON BOTH SIDES OF EXECUTIVE (RECOMMENDED BY FRED McCULLOUGH, ROSSNER ENGINEERING, 627 EXECUTIVE)

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Mr. McCullough appeared on behalf of his recommendation. He had requested installation of no parking signs on both sides of Executive Drive. Currently only the fire hydrant side of Executive is posted for no parking. Mr. McCullough told the committee that when he built his building (the first on Executive), he was told that he had to provide sufficient parking on his premises. He stated that Master Craft Leather, 570 Executive, has from 6 to 7 cars parked on the street every day. They built a large building to begin with, and since then have had two additions. Also, when Pipefitting Industries, 636 Executive,

## Item 5 (contd)

conducts plumbing training school there are as many as 100 cars parked everywhere - on the street, in vacant lots and even in Mr. McCullough's driveway. Mr. McCullough feels that the other businesses on Executive should not be allowed on-street parking, since he was required to provide necessary parking facilities on his property when he had his building constructed. He feels that these businesses have violated the City ordinance.

Fire Marshal Sinclair advised that Master Craft has parking facilities which are at the rear of their building, but that since the lot is a good distance from the building, for closer proximity drivers park on the street.

Mr. Datta questioned what the zoning ordinance states, and Mr. Beaubien advised that according to the City ordinance sufficient parking is to be provided by businesses on their premises. Mr. Datta questioned whether the offending businesses had conformed to code. Since sufficient parking facilities would be part of the Building Department's code requirement necessary to obtain a building permit, it was decided this provision was met.

To Mr. Datta's inquiry about obtaining a special permit for parking on-street for special events, he was advised that a request would have to be submitted to the Traffic Committee for recommendation to City Council for action. Mr. Slatkin stated it was his contention that neither businesses or homeowners should be deprived of occasional excess use of parking facilities.

Mr. McCullough added that he believes the safety and appearance of Executive Drive would be improved if parking were prohibited completely.

Mr. Hanna asked Helen DeVries to read to the committee a letter received from AMS Applied Manufacturing Systems, Inc., 351 Executive Drive, stating that parking spaces during exhibitions they conduct are not sufficient, and that on-street parking is necessary. A copy is attached and made part of the minutes.

Industrial buildings are required to provide sufficient off-street parking for all their activities. If the businesses on Executive do not find a complete parking prohibition too restrictive, a regulation prohibiting parking completely should be adopted to improve the safety along the street.

It was Mr. Stellin's thought that all property owners on Executive should be advised that the Traffic Committee has recommended prohibiting parking on both sides of Executive Drive to see what response would be forthcoming.

Moved by Stellin  
Supported by Datta

Recommend "No Parking" signs be installed on both sides of Executive Drive, and that all property owners on Executive be notified that this action has been taken by the Traffic Committee, which will be forwarded to City Council for their consideration.

Ayes: All  
Nays: 0  
Absent: 0

MOTION PASSED

6. INSTALL YIELD SIGNS ON TROY AT HARTLAND. (SUGGESTED BY CONNIE REYNOLDS)

Mr. Dale Reynolds, 436 Hartland, (husband of Connie Reynolds) appeared on behalf of this recommendation. Mr. and Mrs. Reynolds have noted that there are no traffic control devices currently in place at the Troy/Hartland intersection. A field check of this intersection indicates that yield signs should be placed on Troy at Hartland. A house on the northeast corner and a church on the southeast corner limit the driver's view of traffic on Hartland. Since the safe approach speed is less than 25 mph, installation of yield signs on Troy at Hartland was recommended.

Moved by Datta  
Supported by Dion

Recommend that yield signs be installed on Troy at Hartland.

Ayes: All  
Nays: 0  
Absent: 0

MOTION PASSED

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7. INSTALL TRAFFIC CONTROL DEVICES TO SLOW TRAFFIC ON LANERGAN, SALEM AND KRISTIN (REFERRED BY CITY COUNCIL)

Messrs. Davidson and Fidler appeared before the committee on behalf of this recommendation. (Arrived at 8:20 P.M.)

At the meeting of September 11, City Council referred to the Traffic Committee the question of traffic controls to slow traffic on Lanergan, Salem and Kristin. Residents of the area were present at that Council meeting, complaining about speeding vehicles and pointing out an incident where a vehicle ran off the road on to one of the resident's property. At the April 1976 Traffic Committee meeting, Mr. Robert Fidler, 3540 Salem, Mr. and Mrs. K. Houser, 2333 Kristin and Mrs. M. Flynn, 2349 Kristin, asked that stop signs be installed at Kristin and Salem to control speeds. On April 27, 1976 stop signs were installed at this location for a 30-day trial period. Before and after speed studies on Kristin/Salem indicated that the stop signs did not change vehicle speeds on either street. Before and after tracing of vehicle paths by area residents indicated that drivers stayed on the proper side of the roadway while rounding this corner more frequently when the stop signs were in place. Stop sign observance studies conducted by area residents indicated that 63% of the drivers on Salem and 40% of the drivers on Kristin failed to come to a complete stop at these signs. Stop sign observance studies conducted by a City employee indicated that 97% of the drivers on Salem and 100% of the drivers on Kristin failed to come to a complete stop. These results showed that the stop signs were being disregarded. The significant results of the test period were:

1. Speeds on Kristin and Salem were not reduced.
2. Drivers disregarded the stop signs.

## item 7 (contd)

The results of the vehicle path tracing studies are less significant than the speed study and stop sign observance study results when the question of safety for the entire neighborhood is considered. These stop signs were placed in an unexpected location, which encourages violations of the law. The situation is potentially hazardous to pedestrians expecting vehicles to stop for the stop signs, and also hazardous to vehicle occupants because the unexpected stop signs confuse drivers and encourage disobedience. Installation of stop signs at Kristin and Salem on a permanent basis was considered to be detrimental to public safety and was not recommended by the Traffic Committee.

This item was presented again so that area residents and the Traffic Committee might have the opportunity to explore other possible solutions to the problem of speeding on Lanergan, Salem and Kristin.

A discussion among members was held prior to the arrival of Messrs. Fidler and Davidson and it was the consensus that in reevaluating the previous studies conducted and their results, that their stand remain the same; that no traffic control devices to slow traffic on Lanergan, Salem and Kristin be recommended by the committee.

Mr. Stellin suggested that Mr. Beaubien inform the residents by letter of the committee's stand, and the reason for their determination that no action is required.

When Messrs. Fidler and Davidson appeared they explained to the committee the problem with speeding vehicles and the noise generated by squealing tires, which seems to occur primarily late in the evening and on the week-ends. Mr. Fidler stated part of the problem can be attributed to the design of the roads, and the inability of drivers to maneuver the 90° curve when they are traveling at an excessive speed.

Mr. Fidler also stated that often drivers traveling from Salem turning left on to Kristin are in the middle of the street, and that putting lane markers might help this situation. Mr. Davidson commented that Kristin can be considered a dragstrip.

Mr. Datta advised Mr. Fidler and Mr. Davidson that the problem in this area is more a human problem, and he and other members advised both gentlemen that the posting of stop signs does not solve the speeding problem according to numerous studies that have been conducted. Members advised them to work through their homeowners' group and its newsletter, and that all residents should be alert to speeding drivers and attempt to get license numbers, which should be forwarded to the Police Department. Mention was made that the members have found that in the past most violators are area residents. Members also advised that the posting of stop signs must conform to the Michigan Manual of Uniform Traffic Control Devices and that stop signs can offer a false sense of security for children, expecting a vehicle to stop, when possibly it may not. The unwarranted posting of stop signs could result in litigation in the event of an accident.

Mr. Denison suggested a "severe curve" sign, and Mr. Fidler stated that such a sign as this, and the painting of lane markers would help the situation, he felt. Mr. Davidson stated he would also like to see more surveillance.

Mr. Datta suggested that the committee review the feasibility of installing a warning sign, e.g. "severe curve ahead" with possibly the word "slow" also included in the sign, at appropriate locations on Salem and Kristin and Salem and Lanergan. Mr. Beaubien will check into this suggested signing. He will also investigate the feasibility of pavement markings and police surveillance during the evening hours on Friday and Saturday.

Moved by Datta  
Supported by Dion

Recommend that Mr. Beaubien review the feasibility of installing a warning "severe curve" sign at appropriate locations on Salem and Kristin and Salem and Lanergan. Also, investigate the feasibility of pavement markings, and request police surveillance during the late evening hours on Friday and Saturday.

Ayes: All  
Nays: 0  
Absent: 0

MOTION PASSED

Before leaving the meeting, Mr. Fidler told committee members that he believed a stop sign should be installed at Jack and Kristin (both directions). This is a school crossing. Mr. Beaubien stated that we are concerned about the protection of children - that there is a marked cross walk, it is signed, and there is school safety patrol on duty. The question is whether we need something beyond these measures.

Mr. Datta suggested Mr. Beaubien investigate this and take traffic counts at Jack and Kristin, then report back to the committee. This study should then indicate whether or not additional safety measures are required. Mr. Datta suggested looking at all signing in this vicinity, and that a sketch be provided members so that they might have a complete picture of the situation. Mr. Beaubien suggested looking at the photolog which will show the entire area. This suggestion met with approval from the members.

Mr. Fidler inquired as to the number of accidents at the Lanergan/Beach intersection. Mr. Stellin suggested to Mr. Beaubien that he check the accident records for this intersection to see the number of accidents that have occurred.

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ITEM: 8

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ESTABLISH FIRE LANES AT MAPLEWOOD MANOR  
APARTMENTS

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Section 8.28, Chapter 105, Troy City Code provides for the establishing of fire lanes on private property. The Fire Department recommends that the fire lanes shown in the attached sketch be provided at Maplewood Manor Apartments to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

Moved by Stellin  
Supported by Dion

## Item 8 (contd)

Recommend that fire lanes shown in the attached sketch be established at Maplewood Manor.

Ayes: All  
Nays: 0  
Absent: 0

MOTION PASSED

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ITEM: 9 ESTABLISH FIRE LANES AT CONTINENTAL COLONY APARTMENTS

Section 8.28, Chapter 105, Troy City Code provides for the establishing of fire lanes on private property. The Fire Department recommends that the fire lanes shown in the attached sketch be provided at Continental Colony Apartments to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

Moved by Stellin  
Supported by Dion

Recommend that fire lanes shown in the attached sketch be established at Continental Colony Apartments.

Ayes: All  
Nays: 0  
Absent: 0

MOTION PASSED

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ITEM: 10 ESTABLISH FIRE LANES AT AMBER PLACE APARTMENTS

Section 8.28, Chapter 105, Troy City Code provides for the establishing of fire lanes on private property. The Fire Department recommends that the fire lanes shown in the attached sketch be provided at Amber Place Apartments to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

Moved by Stellin  
Supported by Dion

Recommend that fire lanes shown in the attached sketch be established at Amber Place Apartments.

Ayes: All  
Nays: 0  
Absent: 0

MOTION PASSED

X ITEM: 11 ESTABLISH FIRE LANES AT VILLAGE APARTMENTS

Section 8.28, Chapter 105, Troy City Code provides for the establishing of fire lanes on private property. The Fire Department recommends that the fire lanes shown in the attached sketch be provided at Village Apartments to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

Moved by Stellin  
Supported by Dion

Recommend that the fire lanes shown in the attached sketch be established at Village Apartments.

Ayes: All  
Nays: 0  
Absent: 0

MOTION PASSED

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✓ ITEM: 12 ESTABLISH FIRE LANES AT SUNNYMEDE APARTMENTS

Section 8.28, Chapter 105, Troy City Code provides for the establishing of fire lanes on private property. The Fire Department recommends that the fire lanes shown in the attached sketch be provided at Sunnymede Apartments to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

Moved by Stellin  
Supported by Dion

Recommend that the fire lanes shown in the attached sketch be established at Sunnymede Apartments.

Ayes: All  
Nays: 0  
Absent: 0

MOTION PASSED

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Mr. Dion commented that he would like to see that the fire lane parking prohibition is enforced. His observation is that some of the fire lanes are used for parking purposes and that no enforcement seems evident.

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✓ ITEM: 13 REPLACE YIELD SIGNS ON ELLIOTT AT EXECUTIVE WITH STOP SIGNS

A review of the accident experience at this intersection indicates a history of right angle accidents. The attached collision diagram shows a 4-1/2 year history of accidents at this intersection and indicates a predominance of right angle accidents.



## Item 13 (contd)

It is believed that installation of stop signs to replace the yield signs on Elliott at Executive could contribute to a reduction of accidents at this intersection. Stop signs have been installed under a temporary Traffic Control Order during the interim period before this matter could be considered by the Traffic Committee and the Troy City Council. Installation of stop signs to replace existing yield signs was recommended.

Moved by Dion

Supported by Denison

Recommend that yield signs on Elliott at Executive be replaced with stop signs.

Ayes: All

Nays: 0

Absent: 0

MOTION PASSED

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✓ ITEM: 14 REPLACE YIELD SIGNS ON ELLIOTT AT MINNESOTA WITH STOP SIGNS

A review of the accident experience at this intersection indicates a history of right angle accidents. The attached collision diagram shows a 4-1/2 year history of accidents at this intersection and indicates a predominance of right angle accidents.

It is belived that installation of stop signs to replace the yield signs on Elliott at Minnesota could contribute to a reduction of accidents at this intersection. Stop signs have been installed under a temporary Traffic Control Order during the interim period before this matter could be considered by the Traffic Committee and Troy City Council. Installation of stop signs to replace existing yield signs was recommended.

Moved by Dion

Supported by Denison

Recommend that yield signs on Elliott at Minnesota be replaced with stop signs.

Ayes: All

Nays: 0

Absent: 0

MOTION PASSED

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✓ ITEM: 15 INSTALL YIELD SIGN ON ENGLISH AT WILLARD

The Troy School District had requested a review of traffic control devices at this intersection in preparation for the opening of Wass Elementary School. Houses on the southeast and southwest corners of this intersection restrict the driver's view of traffic on Willard. Because the safe approach speed is less than 25 mph, installation of a yield sign was recommended. A yield sign has been installed at this intersection under a temporary Traffic Control Order during the interim period before the matter could be considered by both the Traffic Committee and City Council.

## Item 15 (contd)

Moved by Stellin  
Supported by Dion

Recommend that a yield sign be installed on English at Willard.

Ayes: All  
Nays: 0  
Absent: 0

MOTION PASSED

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4 ITEM: 16 INSTALL YIELD SIGN ON HARBOUR AT HIGHBURY

The Troy School District has requested a review of traffic control devices at this intersection in preparation for the opening of Wass Elementary School. Houses on the southeast and southwest corners of this intersection restrict the driver's view of traffic on Highbury. Because the safe approach speed is less than 25 mph, installation of a yield sign was recommended. A yield sign has been installed at this intersection under a temporary Traffic Control Order during the interim period before the matter could be considered by both the Traffic Committee and City Council.

Moved by Stellin  
Supported by Dion

Recommend that a yield sign be installed on Harbour at Highbury.

Ayes: All  
Nays: 0  
Absent: 0

MOTION PASSED

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ITEM: 17 ESTABLISH MEETING DATES FOR NOVEMBER & DECEMBER MEETINGS

Because our normal meeting dates of the fourth Wednesday of the month would place Traffic Committee meetings close to Thanksgiving and Christmas, the Traffic Committee was asked to consider establishing a different date for the November and December meetings. November 29, 1978 was suggested as the date for the November and December meetings.

After discussion among members, December 6, 1978 was established as the date set for the November and December meetings.

Moved by Datta  
Supported by Petterson

That December 6, 1978 be established as the meeting date for the November and December meetings.

Ayes: All  
Nays: 0  
Absent: 0

MOTION PASSED

ITEM: 18

OTHER BUSINESS

Mr. Stellin questioned the legality of various signs posted by the City of Birmingham in the Derby/Adams area. Mr. Datta commented that Birmingham had a Traffic Consultant do a study, and apparently this signing was a result of that study. Mr. Beaubien added that Birmingham does have a different street pattern than that of Troy. Mr. Stellin questioned whether these signs conformed to the required criteria.

ITEM: 19

ADJOURNMENT

Moved by Petterson  
Supported by Dion

That the Traffic Committee meeting be adjourned at 9:15 P.M.

Ayes: All  
Nays: 0  
Absent: 0

MOTION PASSED

ROBERT F. HANNA, CHAIRMAN

hd

CC: Traffic Committee Members, including Ex-officio Members  
Frank Gerstenecker, City Manager  
William M. Costick, Assistant City Manager  
Richard L. Graham, Director of Public Works  
Cpl. William Maur, Troy Police Department



APPLIED MANUFACTURING SYSTEMS, INC.

351 EXECUTIVE DRIVE • TROY • MICHIGAN 48084 • PHONE (313) 588-8160

September 27, 1978

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

Attention: Mr. Robert Hanna, Chairman  
Traffic Committee/Public Works Dept.

Gentlemen:

With reference to the proposed agenda for the meeting scheduled September 27, 1978, we hereby express our objections to Item #5, wherein a recommendation has been made to install "No Parking" signs on both sides of Executive Drive, for the following reasons:

Applied Manufacturing Systems, Inc. maintains offices and a machine tool showroom at 351 Executive Drive where, at approximately three times during the year, we hold machine tool demonstrations for our customers located throughout the state of Michigan.

During these exhibitions, the demand for parking spaces exceeds that which is available on our premises, and on street parking for short periods is essential.

Although the requirement for this on street parking occurs for only approximately twelve days during our estimated three annual shows, it is essential to our business and the proper utilization of our facilities.

We sincerely trust that this requirement for on the street parking is given your careful consideration.

Very truly yours,

APPLIED MANUFACTURING SYSTEMS, INC.

A handwritten signature in cursive script that reads "Raymond G. Miller, Jr." with a small "Jr." in parentheses below the name.

Raymond G. Miller, Jr.  
President

RGM/dm

# COLLISION DIAGRAM

Item 14

Elliott  
(NAME)

INDICATE NORTH  
BY ARROW

6-16-78; 1137  
6-13-78; 1120  
2-2-78; 1155  
7-11-77; 1515  
2-2-77; 1730

12-13-76; 0913

9-15-77; 1535

12-20-76; 1955

7-20-74; 0900

4-22-77; 1210

12-23-74; 1325

7-18-75; 0655

10-25-77; 1350

12-2-77; 1452

4-28-75; 1615

Executive  
(NAME)

## SYMBOLS

- ← MOVING VEHICLE
- ⇐ BACKING VEHICLE
- PEDESTRIAN
- ▣ PARKED VEHICLE
- FIXED OBJECT
- FATAL ACCIDENT
- INJURY ACCIDENT

## TYPES OF COLLISIONS

- ←+← REAR END
- HEAD ON
- ←→ SIDE SWIPE
- ←→ OUT OF CONTROL
- ←→ LEFT TURN

RIGHT ANGLE

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

INTERSECTION Elliott and Executive

PERIOD 4 1/2 yrs : FROM 1-1-74 to 7-1-78

BY: H. Flaisher date: 7-31-78

FIGURE 3

# COLLISION DIAGRAM

Item 15

Elliott  
(NAME)



1-30-74; 0655

9-13-77; 17:41

10-31-75; 0750

12-5-74; 0930

3-1-76; 6:50

5-23-78; 13:20

7-6-76; 11:00

6-19-75; 08:15

7-29-74; 1300

6-1-76; 15:25  
7-16-78; 15:25

3-17-78; 8:30

10-17-77; 0800  
ICY

11-29-77; 11:30

7-3-74; 1830

6-11-74; 1545

6-27-78; 16:05

9-19-77; 11:10

1-27-75; 0845

5-1-74; 1445

Minnesota  
(NAME)

## SYMBOLS

- ← MOVING VEHICLE
- ↔ BACKING VEHICLE
- PEDESTRIAN
- ▣ PARKED VEHICLE
- FIXED OBJECT
- FATAL ACCIDENT
- INJURY ACCIDENT

## TYPES OF COLLISIONS

- ←+← REAR END
- +→ HEAD ON
- ←+↔ SIDE SWIPE
- ↔+↔ OUT OF CONTROL
- ←+↘ LEFT TURN

↖ RIGHT ANGLE

## SHOW FOR EACH ACCIDENT:

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

INTERSECTION Minnesota and Elliott

PERIOD 4 1/2 yrs : FROM 1/1/74 to 7/1/78

BY: H. Flaisher date: 7-31-78

FIGURE 3

