

The Traffic Committee meeting was held at City Hall on July 26, 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  
Robert Hanna

ABSENT:

Tapan Datta  
Carl Stellin

Also present were the following:

Mr. and Mrs. M. Appel,  
3730 Root Drive  
Joan Meyer, 667 Troywood  
Charles Thomas, 649 Troywood  
Audrey Thomas, 649 Troywood  
Dixie Mathews, 646 Troywood  
Robert Meyer, 667 Troywood  
Wm. Roman, Jr., 2080 Highbury  
Ray Blush, Jr., 2088 Highbury  
Jacqueline Binkert, 3752 Root  
Leonard Kyllonen, 778 Troywood  
Peggy Kyllonen, 778 Troywood  
Paul Collins, 600 Troywood  
Constance Manlow, 540 Troywood  
Irving Shapiro, 4298 Frostwood Ct.  
Terry Evans, 2906 Timberwyck Tr.  
Leslie Krajewski, 2937 Orchard Tr.

Also in attendance were Patrolman Gary Hauff, Troy Police Department and Richard F. Beaubien, Transportation Engineer.

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ITEM: 2

MINUTES

Moved by Denison  
Supported by Denison

That the minutes of June 28, 1978 be approved as printed.

Yeas: 5, Dion, Petterson, Denison, Slatkin, Hanna  
Nays: 0  
Absent: 2, Datta, Stellin

MOTION PASSED

29-1

ITEM: 3

VISITORS TIME - PUBLIC COMMENTS

See Items 4, 5, 7, 9 and 10.

ITEM: 4

INSTALL STOP SIGNS ON HIGHBURY AT ENDICOTT

Mr. William Roman, 2080 Highbury, appeared in behalf of this recommendation. He requested the installation of stop signs on Highbury at Endicott as a means of controlling speeds on Highbury for the safety of the children of this area.

Mr. Beaubien advised that speed studies conducted on Highbury showed the average speed to be 28 mph. He also stated that past studies have indicated that stop signs were not effective in reducing speeds, except approximately 100 ft. either side of the sign. Drivers then tend to speed up to make up for lost time. Studies also show that 25% of the drivers do not stop at all, 50% come to a rolling stop and 25% will stop completely.

Since a yield sign is currently posted on Endicott at Highbury, this sign would have to be removed if stop signs on Highbury were installed. Good engineering practice dictates that the street forming the base of a "T" intersection be required to yield to the street forming the top of the "T" - therefore, no change in the existing signing was recommended.

Mr. Slatkin questioned the use of speed bumps. Mr. Beaubien cited cases where cities have installed these bumps, only to remove them after a year - finding them not effective due to the noise factor, difficulty experienced during snow removal operations, as well as being hazardous for motorcyclists and bicyclists. Too, the study showed the most comfortable way to travel over speed bumps was at a high rate of speed.

Mr. Roman questioned whether the construction of a new school on Highbury at Harbor would have any effect on his request. Mr. Beaubien advised that the City hopes to meet with the school principal to establish a safe walking route for the children. Mr. Denison advised Mr. Roman that if he felt there is a problem when the new school opens, to feel free to appear before the committee again.

Mr. Hanna explained to Mr. Roman that all signing must conform to the Michigan Manual of Uniform Traffic Control Devices, and that the posting of an unwarranted sign could result in legal action against the City in the event of an accident. Mr. Hanna also advised Mr. Roman that past studies have shown that most violators are subdivision neighbors, to which Mr. Roman concurred. Mr. Hanna suggested establishing a Homeowners' Association and conducting an education campaign through their meetings and newsletter to alert the residents of the speeding problem.

Moved by Dion  
Supported by Petterson

Recommend that no change be made in the traffic control devices at the Highbury/Endicott intersection.

Yeas: 5, Dion, Petterson, Denison, Slatkin, Hanna  
Nays: 0  
Absent: 2, Datta, Stellin

MOTION PASSED

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ITEM: 5 REPLACE YIELD SIGNS ON HIGHBURY AT CLIFFSIDE WITH STOP SIGNS

Mr. William Roman, 2080 Highbury, also appeared in behalf of this recommendation. His request that the yield signs on Highbury at Cliffside be replaced with stop signs was intended as a measure to control speeds on Highbury. As in Item 4, Mr. Roman was advised that studies in the City of Troy have shown that stop signs are not effective in controlling speeds. It was Mr. Beaubien's opinion that the yield signs currently posted on Highbury at Cliffside are appropriate because the safe approach speed for drivers on Highbury exceeds 10 mph, and no change was recommended in the traffic control devices at this intersection.

Mr. Dion remarked that there are long streets in this subdivision which would be inducive to high speeds.

Mr. Slatkin suggested posting additional speed limit signs along the long stretch of streets as a reminder to motorists of the designated speed limit. Hopefully, this might curb some of the excessive speeding.

Mr. Ray Blush, 2088 Highbury, inquired about enforcement of the signs. Patrolman Hauff stated this is a problem common to subdivisions in the City, but that the Police Department would attempt to get into this subdivision and do the best enforcement they can.

Mr. Slatkin read excerpts from a letter by Police Chief Donovan, quoting the numerous requests received for such law enforcement from all areas in the City.

Mr. Beaubien advised that the speed limit signs can go in within two weeks.

Moved by Slatkin  
Supported by Petterson

Recommend that no change be made in the traffic control devices at the Highbury/Cliffside intersection, and that additional speed limit signs be placed along Highbury and Cliffside.

Yeas: 5, Dion, Petterson, Denison, Slatkin, Hanna  
Nays: 0  
Absent: 2, Datta, Stellin

MOTION PASSED

ITEM: 6      INSTALL A THREE-WAY STOP AT THE ARDMORE/WINTHROP INTERSECTION

In the attached letter to Troy City Council, Mr. Edward E. Maltman, 3492 Ardmore, requested that a three-way stop be posted at the Ardmore/Winthrop intersection as a means of controlling speeds on Ardmore. Mr. Maltman did not appear in behalf of his recommendation.

A yield sign is currently posted on Winthrop at Ardmore. Studies conducted in the City of Troy have shown that stop signs are not effective in controlling speeds, and no change in the existing traffic control devices was recommended.

Moved by Petterson  
Supported by Dion

Recommend that no change be made in the existing traffic control devices at the Ardmore/Winthrop intersection.

Yeas:        5, Dion, Petterson, Denison, Slatkin, Hanna  
Nays:        0  
Absent:     Datta, Stellin

MOTION PASSED

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ITEM: 7      INSTALL A TRAFFIC SIGNAL AT THE WATTLES/BEACH INTERSECTION

Mrs. Krajewski, 2937 Orchard Trail, who appeared in behalf of this recommendation had requested the installation of a traffic signal at the Wattles/Beach intersection. She is concerned about the safety of her children as they leave her home on Orchard Trail and travel down Beach Road to reach the recreational areas at Schroeder Elementary School. This route necessitates crossing Wattles Road at Beach, and she feels that this crossing is not safe without a stop and go signal.

The attached traffic count summaries indicate that the traffic on Beach does not meet the minimums required to warrant a signal according to the standards prescribed by the Michigan Manual of Uniform Traffic Control Devices. Because signal warrants are not met, no signal was recommended.

## Item 7 - contd.

Mr. Irving Shapiro, 4298 Frostwood Court, also addressed the committee in behalf of this recommendation for the swim club which is adjacent to Schroeder School. He stated that the swim club has members from several surrounding subdivisions (about 350 families). He felt there is no safe way to cross Wattles Road for bicyclists or pedestrians who utilize the swim club. When they (the swim club) received their zoning from the City, it was determined that bicycles would be the primary means of travel to and from the club. He expressed great concern for the safety of these bicyclists, especially since his daughter was recently involved in a bicycle related accident along Wattles Road in this vicinity. Mr. Shapiro suggested a "demand" signal at Wattles/Beach which would be activated to the needs of pedestrians and bicyclists.

Mr. Beaubien suggested bicyclists/pedestrians use the current signal at Adams/Wattles. Mr. Slatkin felt that signal was too far to go for children living in the middle of the subdivisions.

Mrs. Krajewski explained that many children use Schroeder School to participate in the many Parks and Recreation programs offered. It is not unusual for a child to make 2 - 3 trips to the school in one day to take advantage of these programs.

Mr. Dion stated he would like to see a light at this intersection (Wattles/Beach) since he believes the future trend indicates an increase in both bicycle and pedestrian traffic.

Mr. Beaubien quoted to Mr. Shapiro results of a traffic study conducted at Wattles/Beach indicating volumes did not meet the requirements for a traffic signal. Mr. Shapiro stated he felt this should not be considered the only basis for making a decision - that we must look at the problem from a child-judgment point of view; that this is a people problem. He said he wanted a concrete recommendation from the Traffic Committee.

Mrs. Krajewski stated she feels there is a visibility obstruction because of the hill, and that a child could miss a car because of the blind spot.

Mr. Slatkin said he believed a flashing yellow signal device would be a help for this problem. He felt drivers would slow down if they saw a flashing light at the top of the rise.

Mr. Beaubien suggested using signs alerting motorists that this is a bicycle crossing. He suggested that we use these signs, determine how effective they are, and then if need be go to the flashing signal. The bicycle crossing signs could be put up quickly. Mr. Beaubien added that signal installation takes about 6 months, and that any sidewalk construction probably couldn't be done until next year.

Item 7 - contd.

Mr. Beaubien explained that a battery operated flasher would be impractical and that an electrically based flashing signal should be considered, although it was his opinion in this instance that a flashing signal would lose its true function.

Mr. Shapiro stated he felt the bicycle route signs, plus a flashing yellow signal at this intersection would help their problem. He agreed with Traffic Committee members that an education program with the children would be necessary.

Mr. Hanna suggested that Mr. Beaubien conduct a gap study on Wattles and Beach.

Mr. Shapiro stated he could provide a questionnaire to members of the swim club in an effort to determine how many would bike to this club.

Moved by Slatkin  
Supported by Dion

Recommend that bicycle crossing signs be installed immediately at Wattles/Beach, and that full-time flashers be added to these signs as soon as possible.

Yeas: 4, Dion, Petterson, Slatkin, Hanna  
Nays: 1, Denison  
Absent: 2, Datta, Stellin

Mr. Denison declined because he does not feel that a full-time flasher is needed at the intersection of Wattles/Beach.

MOTION PASSED

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ITEM: 8                      INSTALL YIELD SIGN ON GRANT AT SHEFFIELD

Houses on the northwest and southwest corners of this intersection restrict the driver's view of traffic on Sheffield. Since the safe approach speed for drivers on Grant is less than 25 mph, installation of a yield sign on Grant at Sheffield was recommended.

Moved by Denison  
Supported by Denison

Recommend that a yield sign be installed on Grant at Sheffield.

Yeas: 5, Dion, Petterson, Denison, Slatkin, Hanna  
Nays: 0  
Absent: 2, Datta, Stellin

MOTION PASSED

## ITEM: 9

INSTALL STOP SIGN ON JENNINGS AT TROYWOOD

In the attached correspondence from the Troy School District, Dr. Don R. Shader suggested the installation of a stop sign at the intersection of Jennings and Troywood as a safety measure to protect children walking to Wattles School. A review of this intersection indicates that the house and landscaping on the northwest corner restricts the driver's view of traffic on Troywood. Since a safe approach speed for drivers southbound on Jennings is less than 10 mph, installation of a stop sign on Jennings at Troywood was recommended.

Mr. Appel was spokesman for this Item, as well as Item 10 which follows. He stated that in addition to the stop sign on Jennings at Troywood, he felt a stop sign should also be installed at Bristol and Troywood because it is used as a cut-through for traffic from Wattles Road. Mr. Appel stated that 46 children will be walking to Wattles School this coming new semester. He mentioned that a new subdivision is planned below Troywood on the south side which will increase traffic, and that parents are concerned for the safety of the walking children. When the new subdivision is built, Mr. Appel felt a 4-way stop would be advisable at Troywood, Bristol and the new street of the subdivision.

Mrs. Appel said that since their request for sidewalk construction has been denied by Council, some type of precaution was necessary for the safety of these walking children. She also mentioned that the deep ditch along one side of Troywood presented an added hazard for the children.

Mr. Beaubien suggested putting up school advance signs to warn drivers that they are approaching a school, and to thereby watch out for walking school children. Mrs. Appel agreed this would be a help.

Moved by Denison  
Supported by Dion

Recommend that a stop sign be installed on Jennings at Troywood and also that school advance signs be posted on westbound Troywood, southbound Bristol and southbound Jennings.

Yeas: 5, Dion, Petterson, Denison, Slatkin, Hanna  
Nays: 0  
Absent: 2, Datta, Stellin

MOTION PASSED

## ITEM: 10

INSTALL "NO THROUGH TRAFFIC, 7 A.M. - 4 P.M." SIGN ON JENNINGS

In the attached correspondence from the Troy School District, Dr. Don R. Shader suggested the installation of a "No Through Traffic" sign during school hours on streets entering the area of Troywood Street and Wattles School. This suggestion is intended to prohibit traffic from using Jennings and Troywood to avoid the traffic signal at Wattles and Rochester. Traffic counts taken on Troywood during May 1978 indicate that only 236 vehicles exit Troywood on to Rochester Road during a 24 hour period. Only 15 vehicles were observed between the hours of 7 - 8 A.M. and only 14 vehicles were observed between the hours of 3 - 4 P.M. This leads one to conclude through traffic is not a major problem on Troywood.

Item 10 -contd.

In addition, we believe that no through traffic signs are virtually impossible to enforce because it is difficult to distinguish between through traffic and local traffic. There is also a serious question about whether through traffic can be prohibited from any public street. Signs attempting to prohibit through traffic were not recommended.

Moved by Hanna

Supported by Dion

Recommend that "No Through Traffic" signs not be installed on Jennings.

Yeas: 5, Dion, Petterson, Denison, Slatkin, Hanna

Nays: 0

Absent: 2, Datta, Stellin

MOTION PASSED

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ITEM: 11

INSTALL YIELD SIGN ON TROY COURT AT PARK

The building on the southwest corner of this intersection restricts the driver's view of traffic on Park Street. Since the safe approach speed for drivers on Troy Court is less than 25 mph, installation of a yield sign on Troy Court at Park Street was recommended.

Moved by Dion

Supported by Slatkin

Recommend that a yield sign be installed on Troy Court at Park Street.

Yeas: 5, Dion, Petterson, Denison, Slatkin, Hanna

Nays: 0

Absent: 2, Datta, Stellin

MOTION PASSED

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ITEM: 12

CANCEL AUGUST MEETING

Several Traffic Committee members have indicated that they may be out of town on vacation during the time when the August meeting would normally be held. Since it may be difficult to have a quorum in attendance at the August meeting, it has been suggested that this meeting be cancelled.

Moved by Dion

Supported by Hanna

Recommend that the August Traffic Committee meeting be cancelled.

Yeas: 5, Dion, Petterson, Denison, Slatkin, Hanna

Nays: 0

Absent: 2, Datta, Stellin

MOTION PASSED



ITEM: 13

OTHER BUSINESS

Mr. Slatkin suggested that the Traffic Committee write a letter to Chief Donovan responding to the comments contained in his memo of July 12, 1978 to Mr. Beaubien. Mr. Hanna will undertake this effort.

If it is considered necessary, Mr. Beaubien stated he will call a special meeting of the Traffic Committee for the month of August.

Mr. Hanna suggested to Traffic Committee members to send in their letters to City Council to become part of the Citizens Advisory Committee for the Big Beaver Road widening project. The deadline for entry is July 31, 1978.

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ITEM: 14

ADJOURNMENT

Moved by Hanna  
Supported by Denison

That the Traffic Committee meeting of July 26, 1978 be adjourned at 9:35 P.M.

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ROBERT 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

*NICK Deane*  
RECEIVED JUL 13 1978

PUBLIC WORKS DEPT  
RECEIVED

3492 Ardmore Drive  
Troy, Michigan 48084

AM        PM       

10 July 1978

City of Troy  
ATTN: City Council  
500 W. Big Beaver Road  
Troy, Michigan 48084

Dear Council Members:

As a result of the opening of the Raintree Subdivision, our sub, Charrington, has been plagued with an increasing number of cars cutting thru our streets to avoid the congestion on Rochester Road.

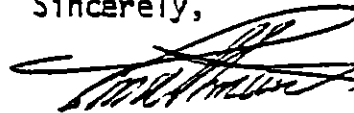
Although this problem exists all day and far into the night, the worst period is between 4 and 6 pm when Charrington and Ardmore Drive become a raceway. The presence of small children does not seem to deter their speed.

Numerous complaints to the Troy Police Department has resulted in some surveillance; however, recognize that there is a greater need for these officers on the main roads during this peak traffic period.

It would seem to me that the only practical means to this problem is to install three way stop signs at the corner of Ardmore and Winthrop Drives. I believe this would effectively curtail the present high rate of speed currently being experienced.

I would appreciate if you would forward this request to the Traffic and Safety Committee for study and recommendation. I would further appreciate being advised when that recommendation is made to the City Council so that I and my neighbors may attend.

Sincerely,



EDWARD E. MALTMAN

CF:  
Charrington Homeowners Association

*Item 6*  
*[Signature]*

# City of Troy

Location WATTLES  
@ BEACH RD.

## HOURLY TRAFFIC VOLUMES

Date 6/5 - 6/6/ 78

STATION NO.	1	1	2	2
DAY	Mon	Tue	Mon	Tue
DATE	6/5	6/6	6/5	6/6
TIME				
12-1 A.M.		19		45
1-2		9		15
2-3		8		11
3-4		2		2
4-5		3		7
5-6		23		14
6-7		152		91
7-8		537		305
8-9		390		296
9-10		161		156
10-11		141		143
11-12		142		163
12-1 P.M.	162		200	
1-2	151		140	
2-3	140		181	
3-4	224		271	
4-5	260		461	
5-6	410		495	
6-7	268		315	
7-8	158		218	
8-9	141		183	
9-10	105		147	
10-11	74		89	
11-12	37		44	
24 HOUR TOTAL		3717		3992
Sta. No.	Direction			
1	E.B.	200 Ft. W. of Beach Rd.		
2	W.B.	75 Ft. E. of Beach Rd.		

*Item 7*

# City of Troy

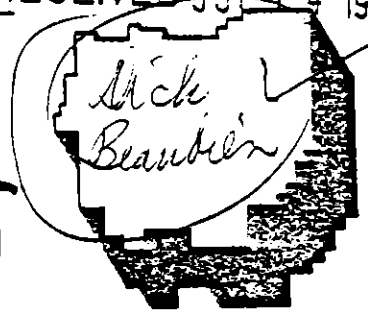
Location BEACH ROAD  
AT WATTLES  
Date 6/6/78

## HOURLY TRAFFIC VOLUMES

STATION NO.	1	1	2	2
DAY	Mon	Tue	Mon	Tue
DATE	6/5	6/6	6/5	6/6
TIME				
12-1 A.M.		3		5
1-2		2		2
2-3		0		0
3-4		1		2
4-5		0		2
5-6		1		5
6-7		14		12
7-8		45		44
8-9		39		29
9-10		35		30
10-11		31		18
11-12		28		23
12-1 P.M.	19		33	
1-2	24		13	
2-3	19		26	
3-4	29		36	
4-5	40		29	
5-6	28		37	
6-7	77		37	
7-8	34		27	
8-9	18		36	
9-10	17		16	
10-11	8		9	
11-12	0		1	
24 HOUR TOTAL		512		472
Sta. No.	Direction			
1	N.B.	Beach - 75 Ft. S. of Wattles		
2	S.B.	Beach - 60 Ft. N. of Wattles		

# TROY SCHOOL DISTRICT

RECEIVED JUL 14 1978



4400 LIVERNOIS • TROY, MICHIGAN • 48098 • (313) 689 - 0600

July 12, 1978

Mr. Frank Gerstenecker, Manager  
City of Troy  
500 W. Big Beaver Road  
Troy, MI 48084

Dr. Don R. Shader  
*Superintendent of Schools*  
Lawrence R. Hamilton  
*Assistant Superintendent,  
Instruction*  
Dr. Carl T. Pacacha  
*Executive Director,  
Secondary Instruction*  
Ronald C. Morse  
*Executive Director,  
Personnel Services*  
John P. Diefenbaker  
*Executive Director  
Auxiliary Services*  
Marjane Zodtner  
*Executive Director,  
Business Services*

Dear Frank:

At the July 11, 1978 Board of Education Study Session, citizens residing on Root and Bristol Streets presented their concerns relative to the safety of their children while walking to and from school. Specifically, they are concerned about the lack of a sidewalk on Troywood Street. It is also my understanding that the citizens have submitted a petition to the City of Troy requesting that a sidewalk be constructed on Troywood. As an alternative to a sidewalk, the residents have requested that school bus transportation be provided to Wattles School. Since there are many areas in the Troy School District where sidewalks are not available, the cost of providing bus transportation to students living in these areas would be prohibitive.

However, we share the concern of the citizens for the safety of their children and would request that city officials review the situation to determine if additional safety measures, such as those listed below, could be taken:

- (1) Installation of a 'Stop' sign at the intersection of Jennings and Troywood
- (2) Installation of a 'No Through Traffic' sign during school hours on streets entering this area
- (3) Placement of Troywood high on the priority list of streets to be plowed during winter months.

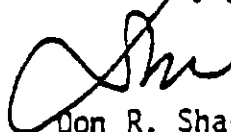
*Stems 9x10*



We present these suggestions for your consideration and would request that your staff review the situation to determine if these suggestions are feasible or if other safety measures could be implemented. Also, we would like to place this item on the agenda for the Joint City Council/School Board meeting to be held on August 17, 1978.

Please know, your assistance in this matter is sincerely appreciated and we thank you for your continued cooperation. Would you have questions regarding any of the above, please feel free to contact me.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Don R. Shader', written over the typed name.

Don R. Shader, Ph.D.  
Superintendent of Schools

DRS:gmw

July 12, 1978

TO: Richard F. Beaubien, Transportation Engineer  
FROM: John T. Donovan, Chief of Police  
SUBJECT: Traffic Studies on Player Drive

Please be advised that after receiving your letter on this topic a week or so ago, I directed the Traffic Bureau officers to attempt to give some selective enforcement to this speeding problem. I would hope, however, that the Traffic Committee realizes, as I am sure that you do, that the referral of speeding complaints for selective enforcement action is not a panacea to the problem. We are at times deluged with such requests from all areas of the city and most generally they are for morning and evening rush hour periods. Obviously we are unable to give a great deal of attention to many such concerns.

A handwritten signature in dark ink, appearing to read "John T. Donovan", is written over a horizontal line.

John T. Donovan

JTD:rr

cc: Cpl. William Maur, Traffic Safety Unit

