

The meeting of the Traffic Committee was held at the City Hall on March 24, 1977. The meeting was called to order by Thomas Gordon, Chairman,

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ITEM: 1

ROLL CALL

Thomas Gordon  
Arnold T. Petterson  
Theron J. Dion  
Tapan K. Datta  
Leon Denison  
Carl Stellin 7:40 PM  
Robert F. Hanna 7:50 PM

Also present were the following:

Claude J. Calimeri, Perfect Plastics, 1119 Wheaton Dr. - Item 5 on Agenda  
Norm Juchno, 193 Scottsdale - Item 6 on Agenda  
Kenneth R. Bieber, 85 Scottsdale - Item 6 on Agenda  
Mr. and Mrs. Robert Zimmerman, 21 Scottsdale - Item 6 on Agenda  
Mrs. Richard McLaughlin, 54 Scottsdale - Item 6 on the Agenda

Present also were Richard F. Beaubien, Transportation Engineer, James Halsey, Fire Chief, and Cpl. Terry Moore, Troy Police Dept.

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ITEM: 2

MINUTES - FEBRUARY 24, 1977

Moved by Dion  
Supported by Denison

That the minutes of February 24, 1977 be approved as printed.

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

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ITEM: 3

VISITORS TIME - PUBLIC COMMENTS

See Items 5 and 6

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ITEM: 4 RECONSIDERATION OF PARKING PROHIBITION ON CHERRY STREET  
(SUGGESTED BY MRS. GERALD SAVAGE, 2198 BEECH LANE)

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At the December 9, 1976 meeting, the Traffic Committee recommended that parking be prohibited on both sides of Cherry Street between Plum and Robinwood and that stopping, standing and parking be prohibited on both sides of Cherry from Robinwood to a point 400 ft. west of Robinwood. The recommendation to prohibit parking on both sides of Cherry was based on a plan to implement uniform criteria for Major Streets adopted by the Traffic Committee and City Council early in 1976. These criteria call for at least two 10 ft. lanes, unencumbered by parked vehicles, on all Major Streets. Thus, the minimum pavement width is 20 ft. The Hickory/Plum/Cherry/Robinwood combination of streets is designated as a City

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## Item 4 (contd)

Major Street for purposes of State gas tax funding under Act 51. Since permitting parking on Cherry at any time of the day would reduce the pavement width to less than 20 ft., prohibition of parking on both sides is needed to guarantee two lanes open to traffic. The first stage of the plan was implemented in 1976 when parking was prohibited on both sides of Hickory.

In the second stage of the plan, parking prohibitions on both sides of Plum and Cherry were scheduled, and these prohibitions were implemented by City Council on January 17, 1977. The objective of these prohibitions was to provide two lanes for traffic, unencumbered by parked vehicles. At the Traffic Committee meeting of February 24, 1977, Mr. and Mrs. Gerald Savage of 2198 Beech Lane (corner of Beech Lane and Cherry) objected to the parking prohibition on Cherry because it restricts the amount of parking available to their guests. As a result of this objection, the Traffic Committee requested that a report be prepared on the feasibility of improving Hickory/Plum/Cherry/Robinwood to allow parking on one side.

Since the Hickory/Plum/Cherry/Robinwood combination is part of Troy's Major Street System, it receives a higher level of maintenance than that provided on adjacent local streets. The estimated cost for improving this combination (0.95 miles) as a 23 ft. wide, non-curbed asphalt pavement is \$128,000. Eighty-four thousand dollars of this cost would be assessed to adjacent property owners (\$10.50/front foot). This would provide the same kind of pavement constructed recently on Torpey (another major road) but it would not provide adequate width for parking on one side. The estimated cost for improving this combination as a 32 ft. wide, curbed concrete pavement is \$252,000. One hundred fifty-six thousand dollars of this cost would be assessed to adjacent property owners (\$20/front foot). This would provide a pavement wide enough to permit parking on one side, and it would include enclosed storm drains. A project to improve the Hickory/Plum/Cherry/Robinwood combination to either the curbed or non-curbed standard could begin within one year after City Council receives a petition from affected residents requesting the improvement and indicating a willingness to be assessed for a portion of the improvement cost.

Mr. and Mrs. Savage have suggested that parking be permitted on one side of Cherry between the hours of 4:00 PM and 8:00 AM. While this suggestion would make parking available during normal visiting hours, it would run counter to the requirements for a Major Street, i.e. a minimum of two lanes for traffic, unencumbered by parked vehicles. Traffic counts taken on Robinwood and Hickory indicate that more than half of the day's traffic occurs between 4:00 PM and 8:00 AM. If Cherry is to be part of the Major Street System, it should function as a Major Street at all hours of the day. In new subdivisions, even Local Roads are designed to provide for two lanes of traffic at all hours of the day.

Cherry should remain as part of the Major Street System, and the parking prohibition on both sides should be retained. If the Hickory/Plum/Cherry/Robinwood combination is removed from the Major Street System, Troy would lose approximately \$3,200 per year in gas tax revenues and the level of maintenance would have to be reduced. Cherry can be improved to allow for parking on one side, if the residents agree to a special assessment of approximately \$20/front foot. If Cherry is not improved, the parking prohibition on both sides should be retained to permit the safe passage of vehicles and insure the safe crossing of pedestrians at all hours of the day, regardless of the street's classification as a Major or Local Road.

## Item 4 (contd)

Mrs. Savage did not appear in behalf of this Item.

Moved by Datta

Supported by Hanna

Recommend that Hickory/Plum/Cherry/Robinwood be retained as part of the Major Street System, and that the existing all day parking restriction on both sides of Cherry be retained.

(7)  
Yeas: All, Gordon, Petterson, Dion, Datta, Denison, Stellin, Hanna  
Nays: 0  
Absent: None

## MOTION PASSED

Mr. Gordon asked Mr. Beaubien to send a letter to Mrs. Savage advising her of the Traffic Committee's recommendation.

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ITEM: 5            PROHIBIT PARKING ON SOUTH SIDE OF WHEATON FROM A POINT  
                  1250 FEET EAST OF ROCHESTER TO A POINT 1300 FEET EAST  
                  OF ROCHESTER. (RECOMMENDED BY MR. CALIMERI, PERFECT  
                  PLASTICS, 1119 WHEATON)

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Mr. Calimeri of Perfect Plastics appeared in behalf of Item 5. Perfect Plastics rents this building. He asked that parking be prohibited on the south side of Wheaton opposite the Perfect Plastics driveway (an area of 50 ft.). By a black-board diagram, he showed how semi-trucks had great difficulty backing into the truckwell at Perfect Plastics. Wheaton is a 28 ft. wide concrete street and parking is currently prohibited on the north side. Mr. Calimeri does not want parking prohibited on both sides of Wheaton for the full length of the street because many of his employees park on the street. Perfect Plastics has a 40 ft. wide driveway with no turning radii. Mr. Calimeri stated that even if the driveway was expanded, people may still park in the area involved, and it would still present a problem. He further stated that much time is spent trying to locate the drivers of the parked cars and having them move the cars parked across the street from the truckwell when the large semis are attempting to get in. He suggested that a two-car parking area across from the truckwell on the south side of Wheaton be posted with a no parking sign.

Mr. Datta stated he was not in favor of posting no parking for one or two stalls for Perfect Plastics since it would indicate favoritism for Perfect Plastics and set a precedent for other such industries.

Mr. Beaubien stated that 25 ft. of street width would be needed to back a semi-trailer combination into the truckwell, so a parking prohibition on both sides of Wheaton (at the point where the trucks turn) is needed to allow trucks to safely enter the truckwell.

Mr. Dion expressed the opinion that he felt Perfect Plastics had a valid request and that a problem did exist as far as safe maneuverability of the semi-trucks into the truckwell. He concurred with Mr. Calimeri that removing two parking spaces would help alleviate the problem.

## Item 5 (contd)

Moved by Dion

Supported by Petterson

Recommend that no parking be allowed for two parking spaces (50 ft.) on the south side of Wheaton opposite the truckwell of Perfect Plastics (1119 Wheaton) due to the narrowness of the road and turning radius of the semi-trucks using the truckwell.

Yeas: 6, Gordon, Petterson, Dion, Datta, Denison, Hanna

Nays: 1, Stellan

Absent: None

MOTION PASSED

## ITEM: 6

SPEEDING PROBLEM ON SCOTTSDALE  
(MRS. McLAUGHLIN, 54 SCOTTSDALE)

Mrs. Richard McLaughlin, Messrs. Norm Juchno and Kenneth Bieber and Mr. and Mrs. Robert Zimmerman, residents on Scottsdale, appeared in behalf of Item 6.

Mrs. McLaughlin, 54 Scottsdale, complained about cars speeding past her house which is located between the two 90° curves in Scottsdale, just west of Livernois. She stated that cars leaving the subdivision fail to slow down for the 90° turn and are forced to encroach on the opposing lane of travel. She stated that residents have had this problem for about four year. The attending residents stated they have had mailboxes knocked down and their lawns damaged because speeding vehicles could not maneuver the 90° curves. One resident on Scottsdale had his mailbox knocked down so often, he now has a post office box. Their prime concern, however, is for the safety of the many children on Scottsdale. They requested a stop sign/or signs at whatever points the Traffic Committee felt would be helpful. They also inquired about speed bumps as a means of slowing down speeding drivers.

Mr. Beaubien stated that the 90° curves are supposed to slow down speeding drivers. He said that speed bumps cause problems in the winter with snow plowing operations and are a deterrent for emergency vehicles, as well as extremely noisy. He further stated that the posting of stop signs on Scottsdale would not meet the criteria set by the Michigan Manual on Uniform Traffic Control Devices.

Traffic members advised the residents that from past similar requests and studies made, stop signs do not slow down speeding drivers. Studies indicated that in fact motorists drive at a higher rate of speed when stop signs are installed. Too, children develop a false sense of security when unwarranted stop signs are posted.

Traffic members advised the residents that the offenders were most probably local neighbors and that communication through their homeowners group and newsletter would be a positive measure. They were advised to get license numbers of violators, and that court action could be taken, although positive identification would be a requirement.

After further discussion, the residents asked what could be done to solve this problem. Mr. Beaubien will conduct traffic counts in the area. Cpl. Moore will make a surveillance using the driveways of 21 and 85 Scottsdale, checking for speeding vehicles and ticketing offenders.

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ITEM: 7      INSTALL STOP SIGNS ON CHELSEA AND CHELSEA CT. AT BEACH.  
REMOVE STOP SIGNS ON BEACH AT CHELSEA.

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At the February 24, 1977 meeting, the Traffic Committee asked for a report on why stop signs had been placed on Beach at Chelsea.

On October 30, 1975, the Traffic Committee recommended that stop signs be installed on Chelsea and Chelsea Court, at Beach. This recommendation was based on the fact that trees on the northwest corner of the intersection restrict the westbound driver's view of Beach. Since this sight restriction reduces the safe approach speed on Chelsea Court to less than 10 mph, stop signs on Chelsea Court and Chelsea are justified on the basis of the safe approach speed criteria. Functional criteria also dictated placing the stop signs on Chelsea Court and Chelsea instead of Beach. At the intersection of a collector street (Beach) and a local street (Chelsea - Chelsea Court), traffic on the local road should be stopped when a stop sign is warranted.

City Council considered the recommendation to install stop signs on Chelsea and Chelsea Court at Beach at their meeting of November 17, 1975. At that meeting, Mr. R. J. DeFrancesco (3433 Beach) expressed concern about excessive speeds on Beach Road and urged control by the installation of stop signs. City Council passed a resolution (#75-1040) approving installation of stop signs on Beach at Chelsea and Palmerston.

Before and after speed studies conducted in the City of Troy have shown that stop signs are not effective in controlling speeds on residential streets. Since the stop signs on Beach at Chelsea cannot be justified on the basis of good traffic engineering practice, the signs should be removed from Beach and placed on Chelsea and Chelsea Court. Should an accident occur at the Beach/Chelsea intersection as a result of the improperly placed stop signs, the City of Troy would find itself in an indefensible legal position.

Other intersections in Troy known to have unwarranted stop signs are Niagra at Eagle, Robinwood at Van Courtland, Anvil at Forge, Anvil at Kettle, Townhill at Paddington, Hartland at Louis, Hartland at Frankton, Eton at Derby (should be 2-way instead of 4-way) and Beach at Palmerston (should be 2-way instead of 4-way).

Moved by Dion  
Supported by Denison

Recommend that stop signs be removed from Beach at Chelsea and placed on Chelsea and Chelsea Court.

Yeas:     (7)  
         All, Gordon, Petterson, Dion, Datta, Denison, Hanna, Stellan  
Nays:     0  
Absent:   None

MOTION PASSED

ITEM: 8

OTHER BUSINESS

Mr. Gordon inquired as to the appropriateness of the 4-way sign on Beach at Palmerston. Mr. Beaubien recommended removing this 4-way sign, to be replaced by a 2-way sign. He explained that 4-way stop signs may be warranted by any one of the following conditions:

1. Where traffic signals are warranted and urgently needed, the 4-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation.
2. An accident problem, as indicated by five or more reported accidents of a type susceptible to correction by a multi-way stop installation in a 12-month period. Such accidents include right and left turn collisions as well as right angle collisions.
3. Minimum traffic volumes:
  - a. The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any 8 hours of an average day, and
  - b. The combined vehicular and pedestrian volume from the minor street or highway must average at least 200 units per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour.

Since none of the above conditions are met, a 4-way stop is not warranted. Palmerston is the logical street for stop control at this intersection because it has less continuity than Beach.

Moved by Dion  
Supported by Datta

Recommend removal of northbound and southbound stop signs on Beach at Palmerston.

Ayes: All (7) Gordon, Petterson, Dion, Datta, Denison, Hanna, Stellin  
Nays: 0  
Absent: None

MOTION PASSED

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Mr. Datta inquired if there were other 4-way signs. Mr. Beaubien cited Eton at Derby and stated this should also be a 2-way. Mr. Stellin felt that the 4-way sign on Eton at Derby was necessary due to the traffic congestion at this intersection. Mr. Beaubien plans to make an intensive traffic study of the Eton/Derby intersection before recommending any changes in the present intersection controls. He will contact the City of Birmingham to see what they want to do.

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Mr. Hanna questioned the traffic signal at Dequindre and Tarry in Sterling Heights. Mr. Beaubien stated that Oakland County did the traffic study and indicated a signal was warranted. The City of Troy declined to share in the expense. Mr. Beaubien advised that a longer signal cycle at 15 Mile and Dequindre will help ease the problem. This change in signal timing is expected within 2 weeks. He will also contact the County regarding the Dequindre/Tarry signal.

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Mr. Hanna stated that after the signal at Dequindre and Tarry, approaching Quad City (Elliott Street), there is no turn-out at this point. A passing lane is needed. Mr. Beaubien stated it is difficult to accomplish this after an established project is in, but he will check.

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Mr. Hanna inquired as to why there is no signal in front of City Hall (Civic Center Drive) to help drivers onto Big Beaver. Mr. Beaubien stated there is not the necessary volume of traffic at this point at the present time. When Big Beaver is widened and a median put in, we will have signals at either side to provide gaps for Civic Center Drive traffic.

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Mr. Stellin asked if the City is responsible for maintenance of the Derby Bridge. He stated it is in need of surface repair. Mr. Beaubien stated we are trying to get Federal monies for both the Derby and Adams Road bridges, joining forces with Birmingham.

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Mr. Denison inquired as to the study of the over-pass @ I-75 and Wattles where a fatality occurred. At present there is a sign posted "Watch for Bicycles". The decision was that the bridge is as safe as can be at present. It was decided not to widen the bridge unless we could widen all of Wattles Road.

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Mr. Denison asked Cpl. Moore if we had done anything regarding private snow removal operators removing their high head lights after the season is over. They present a traffic hazard. Cpl. Moore will check further.

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Mr. Datta reported a "Watch for Pedestrians" sign in the ditch on Big Beaver between John R and Rochester, on the north side.

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ITEM: 9

ADJOURNMENT

Moved by Stellin  
Supported by Datta

That the Traffic Committee meeting of March 24, 1977 be adjourned at 9:20 PM.

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THOMAS GORDON, CHAIRMAN

cc: Traffic Committee Members, including Ex-Officio Members  
Frank Gerstenecker, City Manager  
Richard L. Graham, Director of Public Works

# City of Troy

March 25, 1977

Mrs. Gerald Savage  
2198 Beech Lane  
Troy, Michigan 48084

Dear Mrs. Savage:

I write to inform you of the Traffic Committee's action concerning your suggestion that parking be permitted on one side of Cherry Street. At the February 24 Traffic Committee meeting, you stated that the prohibition of parking on both sides of Cherry restricts the amount of parking available to your guests, and the Committee directed me to prepare a report on the feasibility of improving Hickory/Plum/Cherry/Robinwood to allow parking on one side. A copy of this report was sent to you along with the agenda for the March 24 Traffic Committee meeting. The report estimated the cost of widening the road to 32 feet (wide enough to allow parking on one side) at \$252,000. One hundred fifty-six thousand dollars of this cost would be assessed to adjacent property owners (\$20/front foot).

The Committee discussed this report at the March 24 meeting and concluded that Hickory/Plum/Cherry/Robinwood should be retained as part of the Major Street System and that the existing all day parking restriction on both sides of Cherry should be retained. The reasons for these conclusions were:

1. The Committee felt that the adjacent property owners would be unwilling to accept a special assessment for widening the road.
2. Changing the road from the Major to Minor classification would result in a loss in gas tax revenues for the City of Troy.
3. If Cherry is not improved, the parking prohibition on both sides is needed to permit the safe passage of vehicles and insure the safe crossing of pedestrians at all hours of the day, regardless of the street's classification as a Major or Local road.

Please call me if you have any questions.

Very truly yours,

*Richard F. Beaubien*  
Richard F. Beaubien, P.E.  
Transportation Engineer

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Richard F. Beaubien, P.E., City Manager,  
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