

# TRAFFIC AND SAFETY MEETING

July 25, 1974  
7:30 p.m.

Present: Douglas Ferguson  
Sherwood Shaver  
Edward Romanowski

Forrest O. Fisher  
Lauren Ford

Absent: John Stine  
Donald Grier

Motion by Romanowski, supported by Shaver to approve the Minutes of January 31, 1974, as printed.

Yeas: 5  
Nays: 0  
Absent: 2

1. Traffic at Coolidge and Gloucester. The Traffic Survey was discussed in detail, also including Golfview and other streets entering onto Coolidge.

Motion by Romanowski, supported by Shaver that no action be taken at this time, and a copy of traffic survey to be part of Minutes, also mail copy to Larry Barkhouse, 3215 Witherbee, initiator.

Yeas: 5  
Nays: 0  
Absent: 2

2. Yield Sign on Lyster at Northpointe. Motion by Romanowski, supported by Shaver, that 1 yield sign be installed on Lyster at Northpointe.

Yeas: 5  
Nays: 0  
Absent: 2

3. Requested Fire Route signs on Garry and Isabell. Both Streets were contacted and survey was in favor of signs. Motion by Ferguson, supported, supported by Romanowski, that Fire Route signs be posted on fire hydrant side of Garry and Isabell, also attach a copy of survey to Minutes.

Yeas: 5  
Nays: 0  
Absent: 2

4. No right turn off John R on to Garry and Isabell between 4 and 6 p.m. Motion by Shaver, supported by Ferguson recommending no action to be taken at this time.

Yeas: 5  
Nays: 0  
Absent: 2

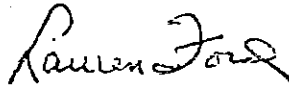
- ✓ 5. Signs in Sandshores Subdivision. Motion by Romanowski, supported by Shaver that 2 yield signs be placed at the following locations:

1 yield sign on Emerald Shores Dr. at Little Creek Dr.  
1 yield sign on Chancery at Little Creek Dr.

Motion by Shaver, supported by Ferguson to adjourn.

Yeas: 5  
Nays: 0  
Absent: 2

8:35 p.m.



Lauren Ford

July 12, 1974

TO: Cpl. Moore  
FROM: Patrolman Klewicki  
SUBJECT: Poll of residents reaction to proposed fire lane on Garry and Isabell streets

On July 12, 1974, Patrolman Clark and I contacted the residents on those portions of Garry and Isabell streets with no parking control and asked their reaction to the proposed prohibited parking on the south sides of both streets for the purpose of creating a fire lane. Results were as follows, yes indicating the resident is in favor of the proposed fire lane:

Isabell Street - South side

<u>Address</u>	<u>Name</u>	<u>Response</u>
2028	no one home	N/A
2038	Petroff	yes
2052	Sarzynski	indifferent
2064	no one home	N/A
2100	Hernandez	yes
2118	Crosby	indifferent
2132	Lillibridge	<del>N/A</del> Yes
2150	no one home	N/A
2196	Adams	yes
2202	Couchman	no

TOTAL FOR SOUTH SIDE:

4 in favor  
1 opposed  
2 indifferent  
3 ~~N/A~~

Isabell Street - North side

<u>Address</u>	<u>Name</u>	<u>Response</u>
2025	Lauffler	indifferent
2045	Dinallo	indifferent
2083	Crosby	yes
2101	Sittor	yes
2133	Fedak	<del>N/A</del> Yes
2149	Nichols	yes
2175	no one home	N/A
2193	Ferguson	<del>N/A</del> Yes
2203	Synowa	<del>N/A</del> Yes

2132, 2133, 2193, 2203 Isabell contacted by Carey-July 25 at 1600 hrs.

Poll of residents reaction to proposed fire lane  
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TOTAL FOR NORTH SIDE:

6 in favor  
0 opposed  
2 indifferent  
1 N/A

TOTAL FOR ISABELL STREET:

10 IN FAVOR  
1 opposed  
4 indifferent  
4 N/A

Garry Street - South side

<u>Address</u>	<u>Name</u>	<u>Response</u>
2050	Compton	yes
2060	Baldwin	Yes
2074	Blackledge	indifferent

TOTAL FOR SOUTH SIDE:

2 in favor  
0 opposed  
1 indifferent

Garry Street - North side

<u>Address</u>	<u>Name</u>	<u>Response</u>
2073	Luther	yes
2061	Luther	no
2053	Verbrugen	yes

TOTAL FOR NORTH SIDE:

2 in favor  
1 opposed

At the time the poll was taken (1150 hours to 1245 hours) only one car was observed in the affected area. The vehicle was parked on the south side of Isabell Street.

Respectfully submitted,



Patrolman Michael A. Klewicki

May 31, 1974

To: Corporal Terry Moore

From: Patrolman Michael Klewicki

Subject: Traffic Survey at Coolidge & Gloucester

As assigned, this officer conducted a survey of traffic using the intersection of Gloucester and Coolidge on May 29, May 30, and May 31, 1974 from 0730 hours to 0900 hours. The results are as follows:

#### TRAFFIC VOLUME

Over the three days (4 1/2 hours) that the intersection was observed, the number of vehicles using the intersection to exit the adjoining residential area was 363 for an average flow of 81 cars per hour. Of this total, 281 vehicles (77%) made left turns onto northbound Coolidge, and 82 vehicles (23%) made right turns onto southbound Coolidge.

While conducting the survey this officer made a random list of license plate numbers of vehicles using the intersection. This sampling indicated that 50% of the people using the intersection live in the immediate residential area, north of Derby Road in Troy. Forty percent of the people live in the adjoining residential area south of Derby Road in Birmingham. This 40% made left turns onto northbound Coolidge from Gloucester. Only 10% of the traffic through the intersection was non-residential in origin. During the times that the intersection was observed, traffic entering Gloucester from Coolidge was negligible, less than 10 cars per hour.

The disproportionate percentage of left turns made from the intersection is explained by the fact that of the eight streets intersecting Coolidge between Big Beaver and Maple from the west (six in Birmingham, two in Troy), Gloucester is the only street permitting a left turn onto northbound Coolidge. Thus, a resident of this area who wishes to enter northbound Coolidge must use Gloucester. As shown above, forty percent of the total traffic through the intersection consists of residents south of Derby, who make left turns onto northbound Coolidge. This percentage could conceivably be eliminated by providing additional outlets (suggest Derby and at least one intersection south of Derby, in Birmingham) for left turns to these residents.

#### NEED FOR TRAFFIC SIGNAL

As shown by volume totals, 281 vehicles during the survey made left turns, and 82 made right turns from Gloucester onto Coolidge. Since the exit from Gloucester onto Coolidge is two lanes wide, there is no conflict between left and right turns.

The spacing of the traffic northbound and southbound on Coolidge, as provided by the signals at Big Beaver and Maple Roads is such that the vast majority of the vehicles entering Coolidge from Gloucester were able to do so in under ten seconds after stopping at the intersection. The longest observed wait to negotiate a left turn was approximately 45 seconds and the longest observed line of cars waiting to turn left was five cars. These cars cleared the intersection in under two minutes. The left turn traffic flow during the survey times was 62 cars per hour, or approximately one car per minute. The intersection with its present traffic control, is capable of handling a considerably heavier traffic flow. It is this officers opinion that a signal at this intersection would delay traffic using Gloucester since such a signal would have to be weighted time-wise heavily in favor of the larger volume of traffic on Coolidge.

Traffic Survey  
May 31, 1974  
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Absolutely no potential accident situations or traffic conflicts were observed during the survey.

Respectfully submitted,

*Michael A. Klewicki #41*

Patrolman Michael A. Klewicki

MAK/pg

June 6, 1974

TO: Cpl. Terry Moore

FROM: Ptl. Michael Klewicki

SUBJECT: Traffic Survey at Gloucester and Coolidge (Additional)

On the dates 5-30-74, and 5-31-74, a count of traffic using the intersection of Gloucester and Coolidge was made by Patrolman Hartfelder for the hours of 1630 to 1800.

Total traffic volume for the three hours was 425 vehicles, 261 entering Gloucester from Coolidge, and 164 leaving Gloucester. The flow of vehicles leaving Gloucester to enter Coolidge had dropped from 81 cars per hour, to 54 cars per hour, as compared with the morning flow. The flow of vehicles turning on to Gloucester had increased from almost non-existent to 87 cars per hour.

The increase in incoming traffic can almost certainly be attributed to the commuter traffic returning from work, as the flow rate almost exactly parallels that of traffic exiting Gloucester in the morning. The increase in overall traffic flow may be due to non-commuter traffic which is not present in the early morning hours.

As can be seen the time allocated, each vehicle to negotiate the intersection from any given direction is more than adequate, and no additional traffic control would be indicated.

Respectfully submitted,



Ptl. Michael Klewicki  
Traffic Bureau