

The Traffic Committee meeting was called to order at 7:30 p.m. in the Lower Level Conference Room of Troy City Hall on April 21, 1999 by Chairman Charles Solis.

1. Roll Call

PRESENT: Michael Culpepper
John Diefenbaker
Ted Halsey
Jan Hubbell
Michael Palchesko
Charles Solis

ABSENT: Arthur Cotsonika

Also present were the following:

6. Patrick Strausbaugh, 4792 Seasons
Bethany Patrishkoff, 1804 Brentwood
Joe Morelli (Papa Romano's), 3065 Crooks Road
Aron Rozenberg (Princess Flowers), 3045 Crooks Road

9. Jeff Smith, Barton Malow Co.

and Lt. Gerard Scherlinck, Traffic Safety Unit
Lt. Robert Matlick, Fire Dept.
John Abraham, Traffic Engineer

2. Minutes - March 17, 1999

Moved by Diefenbaker
Supported by Palchesko

That the minutes of March 17, 1999 be accepted as printed.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

3. Visitors' Time

No one appeared to address the Committee on any items not on the agenda.

5/3/99 G-2

Motion to take Items Out of Order

Moved by Hubbell

Supported by Diefenbaker

To take Item 6 out of order:

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

6. Prohibition of Left Turns from Osbourne Square Shopping Center

Officer Piper of the Troy Police Department and Mr. Tom Balaki of Somerset Liquor requested that the intersection of the shopping center driveway and Crooks Road be studied for improving traffic safety. They indicated that left turns into and out of the driveway are extremely dangerous and that this has resulted in many traffic crashes at the intersection.

The driveway is located on Crooks Road around 100 feet north of Big Beaver Road. The shopping center houses a party store, a pizzeria, bagel shop (carry-out and dine-in), a dry cleaner and a flower shop. Due to the type of businesses, there are a large number of vehicles using the complex through the day.

The driveway also is a "double" driveway, meaning that it is extra wide to serve two parking sections of the shopping center. Due to this wide driveway, it was observed that vehicles exiting the driveway wait at different points while trying to make their left turns onto Crooks Road, creating confusion. The left turn movements observed also were found to be hazardous, particularly because vehicles have to cross three southbound lanes (two through and one right turn lane) to make their turns into and out of the driveway.

One-hour observations at noon and at evening peak times indicate a considerable number of left turns into and out of the driveways. Observations showed 38 left turns out of the driveway and 129 left turns into the driveway in a one-hour period between 11:30 a.m. and 12:30 p.m. The left turn operations during the noon hour involved more conflict between vehicles southbound on Crooks and the left turners from and to the driveway. A traffic crash study at the intersection indicated an average of 4.33 crashes per year related to left turn maneuvers during the 1996-1998 study period. The attached collision diagram shows the details of the crashes. The intersection of Big Beaver and Crooks, which is around 100 feet south of the driveway, is one of the City's busiest intersections, and also experienced the second highest number of traffic crashes in the City in 1997 and 1998.

Joe Morelli of Papa Romano's said that prohibiting left turns would inconvenience their customers to the extent that it would drastically reduce their business. He feels that a DO NOT BLOCK DRIVEWAY sign would help customers enter and exit more safely. He thinks that locating Einstein Bagels in this area compounds the problem because of their rapid turnover and small parking lot.

Aron Rozenberg of Princess Flowers emphatically agreed. Turning prohibitions would be extremely detrimental to his business and to other businesses in the immediate area. He suggested making two driveways, one entrance only and one exit only.

Patrick Strausbaugh represented Einstein Bagels. He also felt that turn prohibitions would hurt business.

Moved by Culpepper
Supported by Diefenbaker

Recommend no changes for turns; and recommend installation of DO NOT BLOCK INTERSECTION signs.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

There was further discussion. Mr. Halsey said there is total confusion in the driveway of the shopping center. The parking lots are on two levels, and the driveway is too wide for motorists to know where to stop and wait. They are exiting the driveway at different points while trying to make their left turns onto Crooks Road, creating a hazard. Mr. Halsey would like a recommendation to investigate installation of a median separating the driveway in the middle, to clearly indicate separate in and out areas.

Motion by Culpepper
Supported by Hubbell

To withdraw the previous motion.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

Motion by Culpepper
Supported by Hubbell

To recommend that no changes be made prohibiting left turns in and out of the shopping center; to recommend installing DO NOT BLOCK DRIVEWAY signs on Crooks Road at the driveway, and to recommend having staff explore the possibility of improvements in the driveway.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

Motion by Palchesko
Supported by Hubbell

To take Item 9 next, since Jeff Smith arrived to address this item.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

9. Install Fire Lanes at William Beaumont Hospital

The Troy Fire Department requests establishment of the proposed fire lanes at William Beaumont Hospital, 44201 Dequindre. Section 8.28, Chapter 106, Troy City Code, provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown on the attached sketch be provided to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

Mr. Jeff Smith of Barton Malow attended the meeting and indicated his approval of the planned fire lanes.

Moved by Halsey
Supported by Hubbell

Recommend that the fire lanes/tow away zones shown in the attached sketch be established for William Beaumont Hospital, 44201 Dequindre.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

4. Install Traffic Signal at Wheaton and Northbound Rochester Road

Ms. Frances Birch of PPG Chemfil has requested that a traffic signal be installed at the intersection of Wheaton and northbound Rochester Road. Ms. Birch explained that it is very difficult to make a right turn onto Rochester Road during afternoon peak hours because of the steady stream of traffic on Rochester. She reports that many times it has taken her more than ten minutes to get out onto Rochester from Wheaton. In response to this concern, the Traffic Engineer worked with the Road Commission for Oakland County (RCOC) to time signals in that corridor to provide more gaps for right turners from Wheaton. The request made to the Road Commission for Oakland County was to increase the all-red phase at the signal at the crossover just south of Wheaton. Ms. Birch recently reported that there have been improvements in traffic operations at this intersection.

Wheaton is a roadway located just south of the I-75/Rochester Road interchange. It is a dead-end street that serves industrial developments in the industrial park. Rochester Road has four northbound lanes in front of Wheaton. The right lane eventually turns into a right-turn only lane at the interchange to connect to the northbound I-75 ramp, and the left lane is a storage lane to turn onto the I-75 south ramp. This intersection is around 1100 feet south of the existing traffic signal at the interchange and around 1400 feet north of the signal at the southbound to northbound crossover. Ideal spacing of traffic signals is normally 1/2 mile to have effective progression.

Rochester Road carries an average of 19,000 vehicles per day northbound and Wheaton carries around 2628 vehicles per day. The intersection traffic volumes were compared with the requirements (warrants) set forth by the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) and it was found that only minor warrants are met at the intersection. (Primarily due to heavy traffic on Rochester—these would have been met even if the cross streets carried just 50 vehicles per day.) Further, a traffic crash analysis was performed for the intersection. The MMUTCD warrant states that for a signal to be warranted, the intersection should have had at least five traffic crashes per year for three years, that would have been corrected by installation of a traffic signal. During the past three years, this intersection had three crashes (one angle crash and two side-swipe crashes) that might have been avoided if there had been a traffic signal at the intersection. Also, as discussed earlier, the traffic signal spacing warrant (progressive movement warrant) is also not satisfied due to its proximity to existing traffic signals both north and south of this intersection.

Mr. Diefenbaker and Mr. Halsey believe this problem wouldn't exist if the Rochester/Stephenson intersection had not been changed to require indirect left turns. They said that the change was never put before the Traffic Committee—it was done administratively and they think it was a mistake.

No one appeared before the Committee to address this issue.

Moved by Palchesko
Supported by Hubbell

Recommend no changes at Wheaton and Rochester Road.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

5. Install STOP Sign on Oliver at Heide Street

Kevin Stoltz of 600 Oliver suggested that the YIELD sign at the intersection be replaced with a STOP sign for better traffic operations at the intersection. Mr. Stoltz reports that he sees at least two near crashes every day due to right-of-way confusion at the intersection. He also reported that there have been many crashes at the intersection and that the City crews are replacing the YIELD sign that was knocked down at a recent crash.

Both Heide and Oliver are located in the industrial area along Maple Road. Heide runs north off Maple and Oliver runs east-west, intersecting Heide to form a "T" intersection on the west end, and on the east, ends in a cul-de-sac. Traffic volumes on both streets were similar. On Oliver, east of Heide, there were 2315 vehicles per day and on Heide, south of Oliver, there were 2543 vehicles. Since Heide forms the "through" street at the intersection, a YIELD sign is placed on Oliver to assign right-of-way to Heide Street.

A sight distance study indicates that traffic approaching Heide from Oliver at more than 15 mph may have sight problems due to the mound on the southeast corner and a tree on the northeast corner.

A traffic crash analysis shows that there have been no reported crashes in the past three years (96, 97, 98).

Mr. Halsey indicated, and Dr. Abraham's slides confirmed, that there is a sight obstruction at this intersection.

Moved by Halsey
Supported by Diefenbaker

Recommend rescinding TCO #78-2-SS (YIELD) and installing a STOP sign on Oliver at Heide.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

7. Install Fire Lanes at 5151 Corporate Drive

The Troy Fire Department requests establishment of the proposed fire lanes at 5151 Corporate Drive. Section 8.28, Chapter 106, Troy City Code, provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown on the attached sketch be provided to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

Moved by Hubbell
Supported by Palchesko

Recommend that the fire lanes/tow away zones shown in the attached sketch be established for 5151 Corporate Drive.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

8. Install Fire Lanes at Troy Community Center

The Troy Fire Department requests establishment of the proposed fire lanes at Troy Community Center. Section 8.28, Chapter 106, Troy City Code, provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown on the attached sketch be provided to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

Moved by Halsey
Supported by Hubbell

Recommend that the fire lanes/tow away zones shown in the attached sketch be established for Troy Community Center.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

10. Other Business

Mr. Halsey reminded the Committee that large trucks continue to have problems turning from Maple to Thunderbird and usually have to drive up on the grass to make the turn.

Motion by Halsey
Supported by Hubbell

Recommend widening the Maple/Thunderbird intersection to accommodate truck traffic.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

Mr. Diefenbaker mentioned that vehicles double park on the south end of Arbor Drug store at Livernois and Long Lake. Lt. Matlick indicated that the fire lanes are not yet posted. This will be addressed at the next Traffic Committee meeting.

Mr. Halsey said that northbound Livernois at Big Beaver has numerous large potholes, and wants a request made to the County for repair. Dr. Abraham will attend to it.

Mr. Halsey feels that a right turn lane is needed on eastbound Big Beaver at Livernois. Every other intersection along Big Beaver has such a right turn lane. Dr. Abraham said that the Engineering Department has planned it, but there has been difficulty in obtaining the right of way, which is owned by a subsidiary of Detroit Edison.

Motion by Hubbell
Supported by Diefenbaker

To request that staff investigate installing, as soon as possible, a right turn lane on eastbound Big Beaver at Livernois.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

11. Adjourn

Mr. Diefenbaker will be out of the City and unable to attend Traffic Committee meetings in June and July, and possibly in May.

The next meeting is scheduled for May 19, 1999.

Moved by Hubbell
Supported by Palchesko

To adjourn the meeting at 8:25 p.m.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

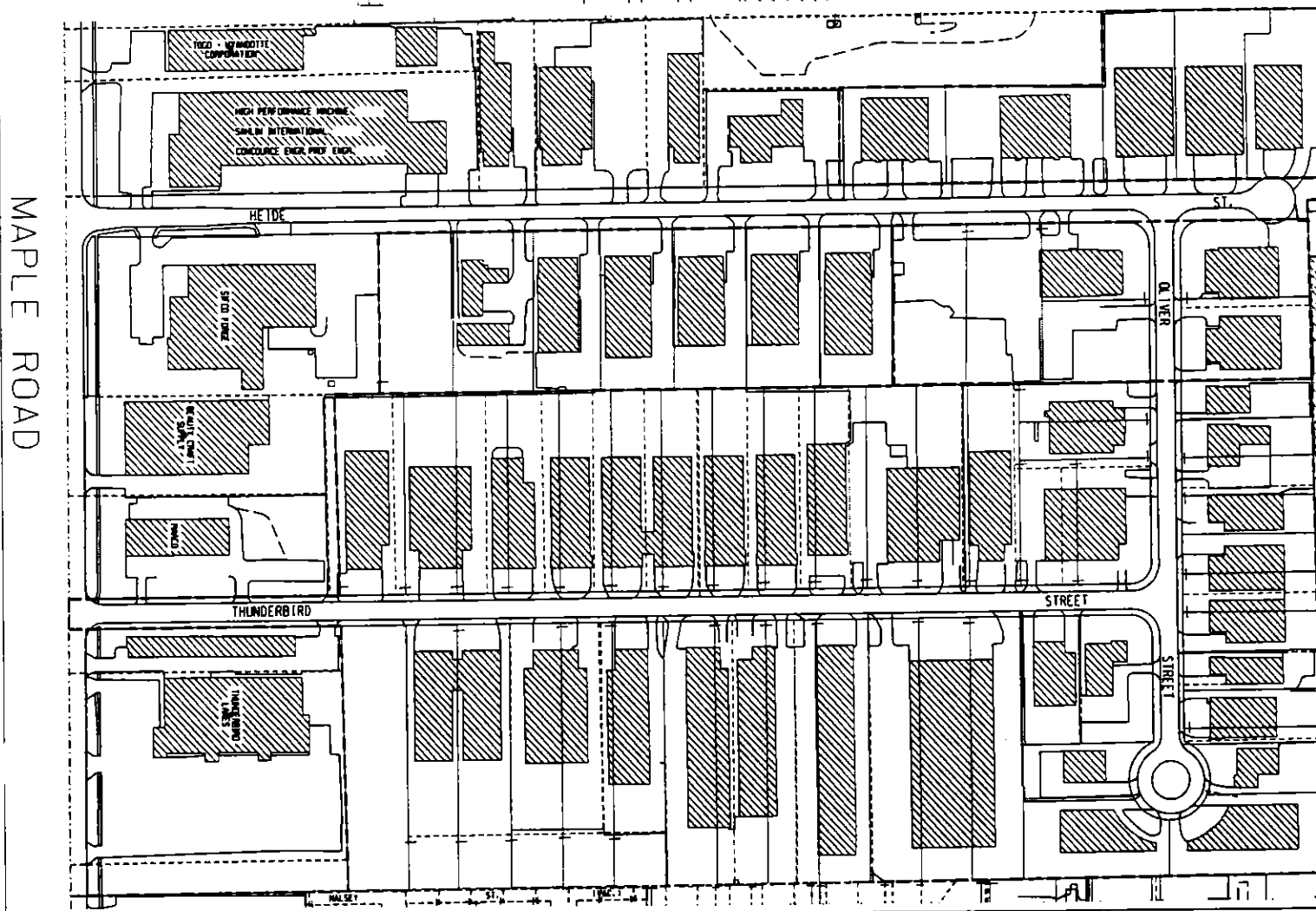
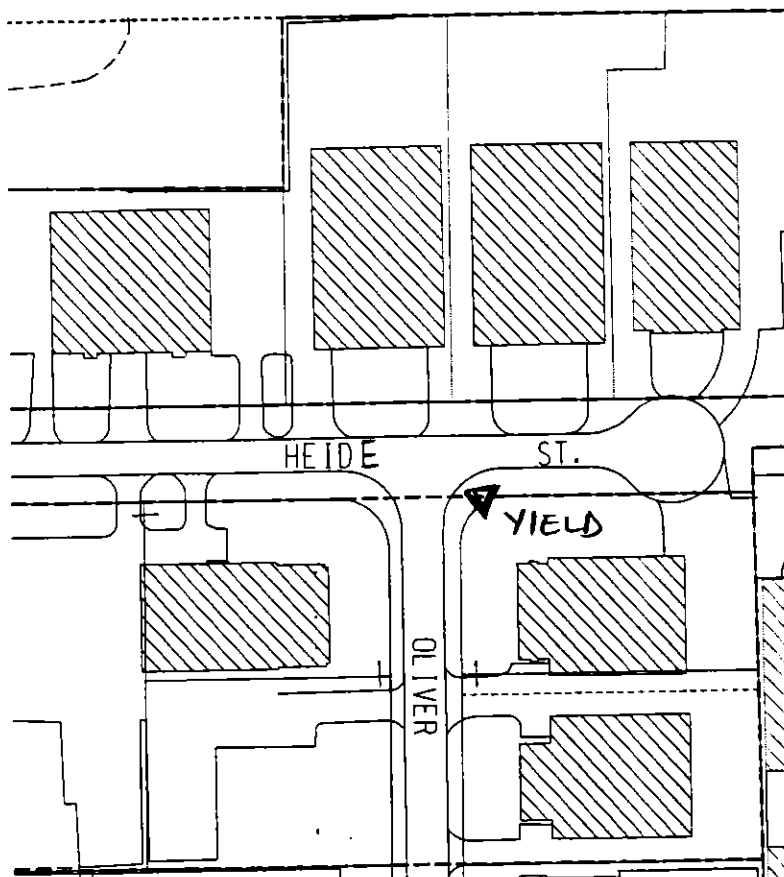
This is a detailed street map of a city intersection area. The map shows several streets including Rochester, Stephenson, and Parkton. A large circle is drawn around a specific intersection. The map includes street names, building footprints, and a scale bar.

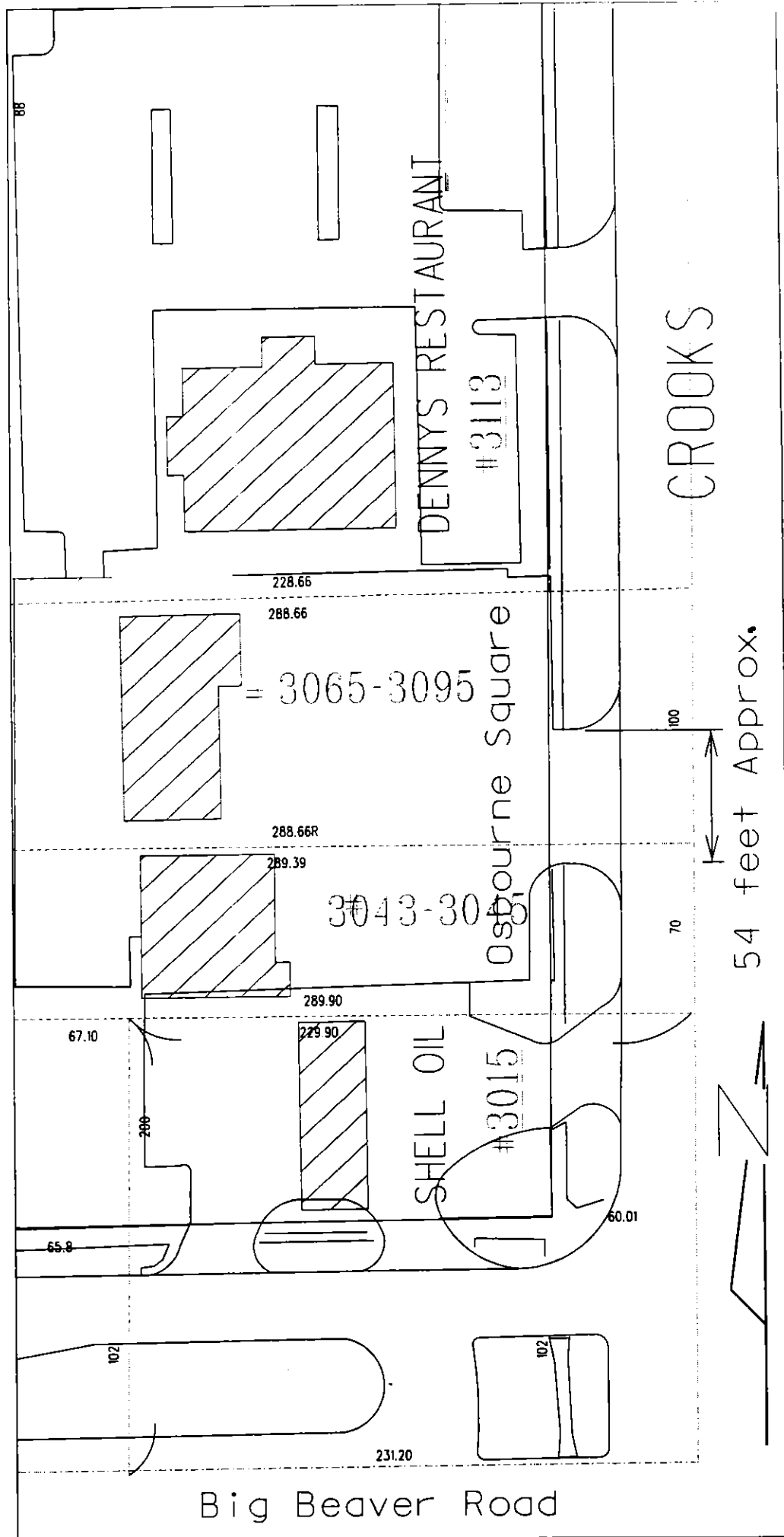
Streets shown include:

- Rochester
- Stephenson
- Parkton
- Naughton
- Wheaton
- Shelley
- Marlene
- Rellet
- Langford
- Acacia
- Wheaton St.
- Naughton St.
- Shelley St.
- Marlene St.
- Rellet St.
- Langford St.


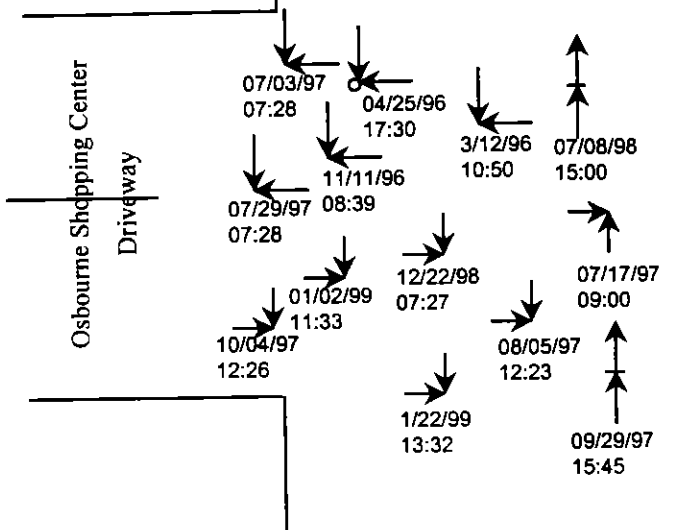
A large circle is drawn around the intersection of Rochester and Stephenson.















Other features include building footprints, a scale bar, and a north arrow.





COLLISION DIAGRAM

<div style="text-align: center;">  NORTH </div>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> PERIOD: _____ FROM 1996 _____ TO 01/1999 _____ </div> <div style="text-align: center;">  </div>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> PERIOD: _____ FROM 1996 _____ TO 01/1999 _____ </div> <div style="text-align: center;"> Crooks Road NAME _____ </div>
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SYMBOLS	TYPES OF COLLISIONS	<div style="display: flex; align-items: center;">  <div> Traffic Engineering Division City of Troy 500 W. Big Beaver Road Troy, MI 48084 Phone: (248) 524 3379 </div> </div>
<div style="display: flex; justify-content: space-between;"> <div>  MOVING VEHICLE  BACKING VEHICLE  PEDESTRIAN  PARKED VEHICLE  FIXED OBJECT  INJURY ACCIDENT  FATAL ACCIDENT </div> <div>  REAR END  HEAD ON  SIDE SWIPE  RIGHT ANGLE  LEFT TURN HEAD ON  OUT OF CONTROL </div> </div>	LINK: _____ Crooks Road _____ between _____ _____ 100' N of Big Beaver _____ BY: _____ DATE: _____	

GHAFARI



Ghafari Associates, Inc.
17101 Michigan Avenue
Dearborn, MI, USA 48126-2736

T 313-441-3000
F 313-436-8630

9 April 1999

Mr. John Abraham
Traffic Engineer
City of Troy
Traffic Engineering and Real Estate
500 W. Big Beaver Road
Troy, MI 48084

Re: New Headquarters for
Flagstar Bank, FSB
5151 Corporate Drive
Troy, MI

Dear Mr. Abraham:

This is in follow-up to the attached correspondence, and subsequent telephone conversation with Lt. Robert Matlick, regarding fire lanes for the above captioned project.

The proposed fire lane layout for the site has been reviewed by Flagstar Bank, and they take no exceptions. Therefore, it is my understanding from Lt. Matlick that a representative is not required at the 21 April 1999 Traffic Committee meeting. Should there be any questions, or if a representative is required to attend the meeting, we would respectfully request adjournment until the 19 May 1999 Traffic Committee meeting, when a representative would be available to attend.

Should you have any questions, or if I can be of further assistance on this matter, please do not hesitate to contact me 313.436.8641.

Sincerely,

Robert L. Yurk, AIA
Project Manager

Attachment

Cc: Lt. Robert Matlick - City of Troy Fire Department
Bob Rondeau - Flagstar Bank
C. Michael Kojaian - Kojaian Companies
Robert W. Carington, AIA - Ghafari Associates
Ghafari File



Troy Fire Department

500 West Big Beaver Road, Troy, Michigan 48084
248-524-3419

March 23, 1999

Tom Graziano
Ghafari Associates
17101 Michigan Ave
Dearborn MI 48126

RE: 5151 Corporate Drive, Troy

Dear Mr. Graziano:

In accordance with Chapter 106 of the Troy City Code, the above captioned property has been surveyed by the Troy Fire Department for the purpose of establishing additional fire lanes.

It is requested that you or your representative attend the Traffic Committee meeting on April 21, 1999, at 7:30 p.m., which is held at the Troy City Hall, 500 W. Big Beaver Road, Troy.

If you have any questions regarding this matter, please feel free to contact me.

Sincerely,

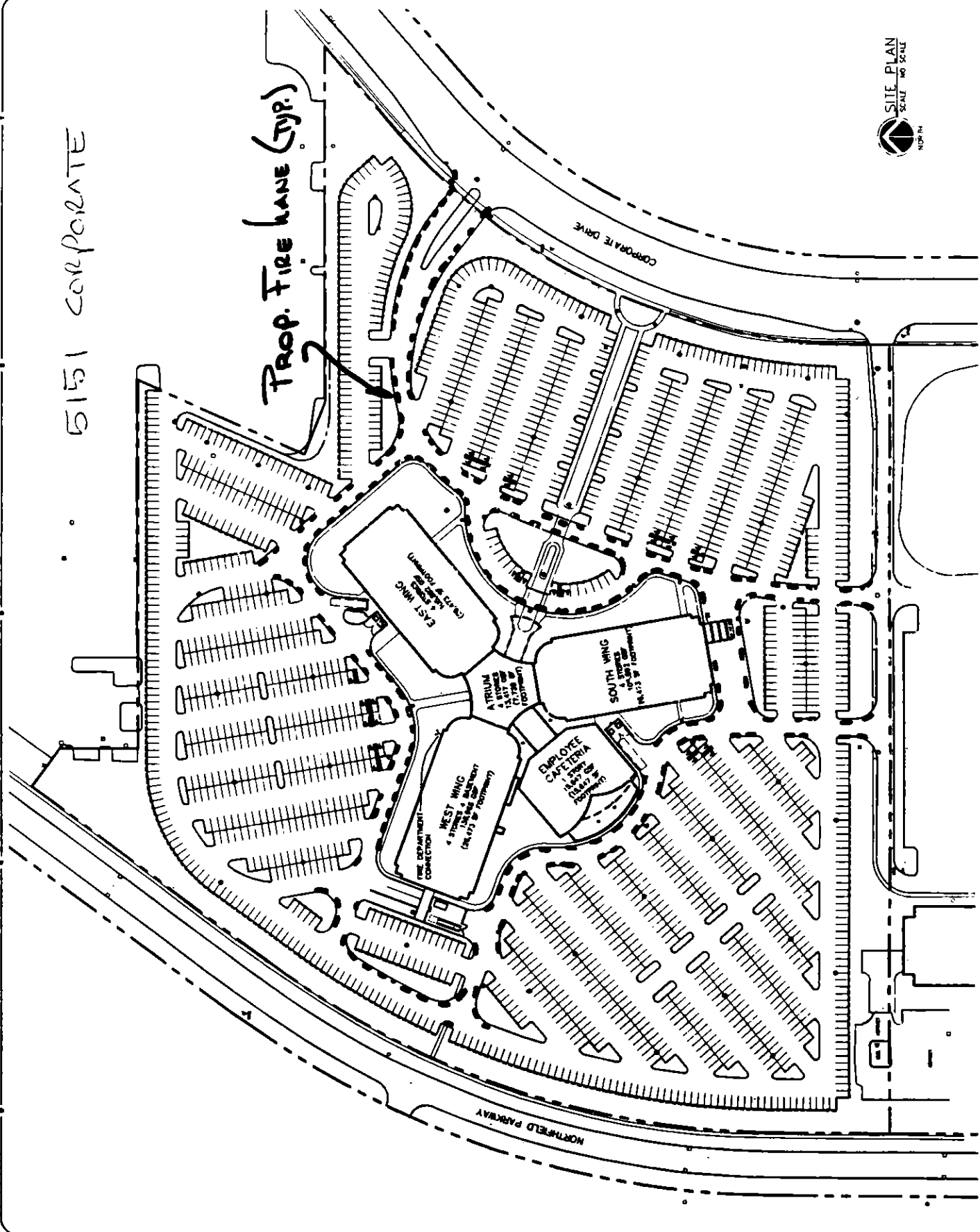
TROY FIRE DEPARTMENT

Robert Matlick
Lieutenant

RM/cz

5151 CORPORATE

Prop. Fire lane (typ.)



SITE PLAN
SCALE: 1/4" = 1'-0"

NEW REQUIREMENTS FOR
PLANNING BOARD
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PLANNING BOARD

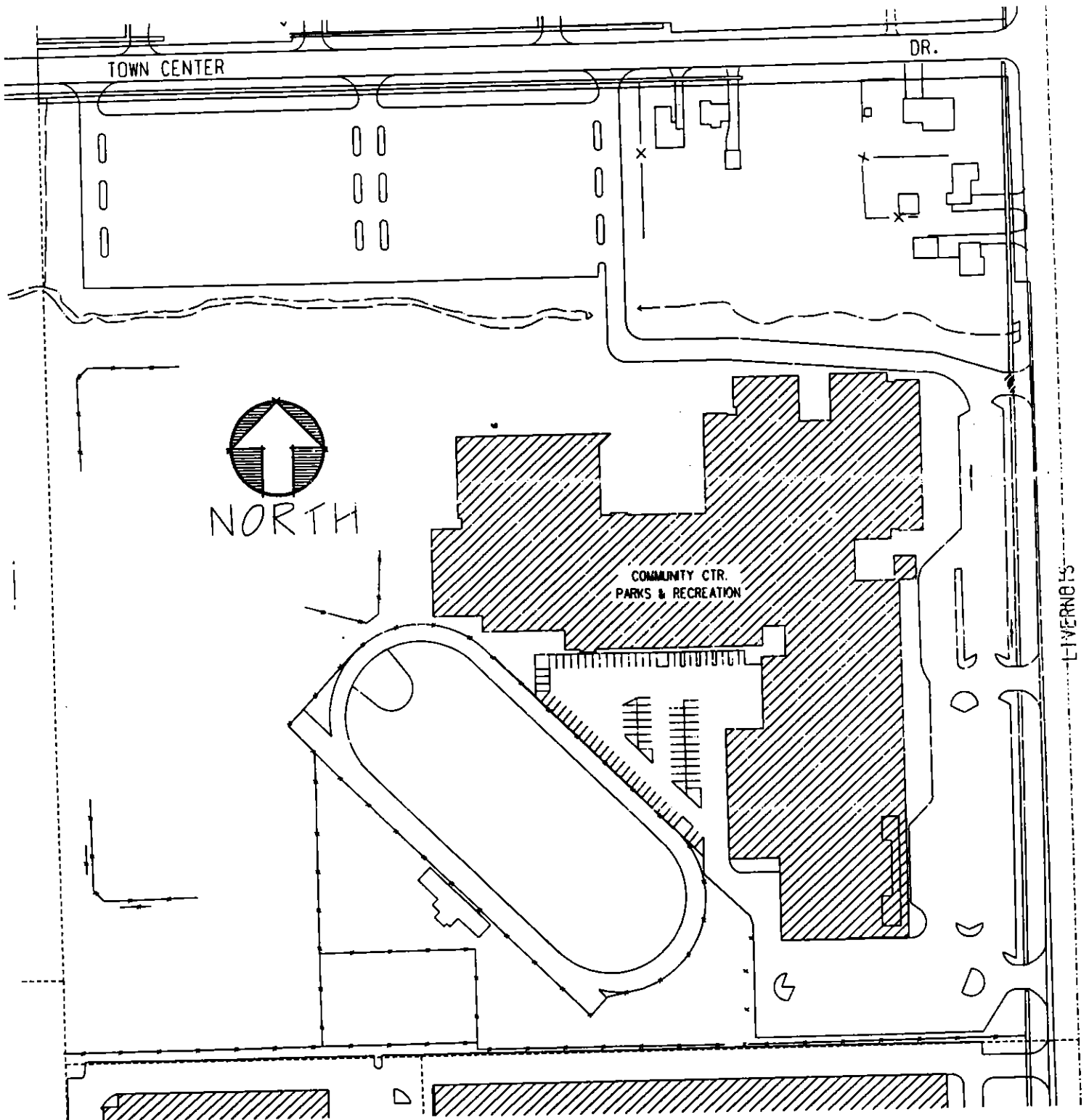
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Proposed Posting

Current Posting



Troy Fire Department

500 West Big Beaver Road, Troy, Michigan 48084
248-524-3419

April 12, 1999

Jeff Smith
Barton Malow
C/o William Beaumont Troy
44201 Dequindre
Troy MI 48098

RE: 44201 Dequindre, Troy

Dear Mr. Smith:

In accordance with Chapter 106 of the Troy City Code, the above captioned property has been surveyed by the Troy Fire Department for the purpose of establishing additional fire lanes.

It is requested that you or your representative attend the Traffic Committee meeting on April 21, 1999, at 7:30 p.m., which is held at the Troy City Hall, 500 W. Big Beaver Road, Troy.

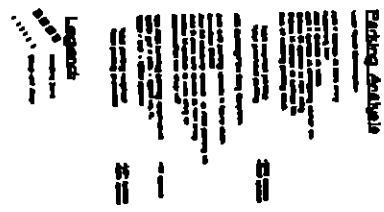
If you have any questions regarding this matter, please feel free to contact me.

Sincerely,

TROY FIRE DEPARTMENT

Robert Matlick
Lieutenant

RM/cz



Jeff Smith
4/12/99

HARLEY D JACOBSON DESIGN
 10000 15th Avenue, Suite 100
 Denver, Colorado 80231
 Tel: 303.751.1111

General Note

THE

SECRET

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