

The Traffic Committee meeting was called to order at 7:35 p.m. in the Lower Level Conference Room of Troy City Hall on May 20, 1998 by Vice Chair Michael Palchesko.

1. Roll Call

PRESENT: Arthur Cotsonika
Michael Culpepper
Ted Halsey
Michael Palchesko

ABSENT: John Diefenbaker
Jan Hubbell
Charles Solis

Also present were the following:

- 4. Howard Adams, 2409 Fox Chase
David Allyn, RCOC
- 5. Mark Turner, 4857 Hyde Park
Carolyn and Carl Simmons, 4871 Hyde Park
- 6. Terry Stretten, 2701 Renshaw
Julie Carder, 2739 Renshaw
Cindy Nurak, 2750 Renshaw
Shanna Weagle, 2798 Renshaw

and Sgt. David Swanson, Traffic Safety Unit
Lt. Robert Matlick, Fire Dept.
John Abraham, Traffic Engineer

2. Minutes - April 23, 1998

Moved by Culpepper
Supported by Cotsonika

That the minutes of April 23, 1998 be accepted as printed.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

E-2
6-15-98

Motion to Excuse

Moved by Halsey
Supported by Culpepper

That Ms. Hubbell, Mr. Diefenbaker and Mr. Solis be excused.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

3. Visitors' Time

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

4. Reduce Speed Limits on Long Lake and Northfield Parkway, near Troy High School

Howard Adams of 2409 Fox Chase Blvd., representing the Troy High School (THS) cadre, discussed traffic concerns around Troy High School. Troy High School students have to find gaps in high speed traffic on Long Lake and Northfield Parkway to exit during the afternoon dismissal hours. Mr. Adams requested that the speed limits on Long Lake and Northfield be reduced to reflect a "school speed zone" around the high school.

Since Long Lake is under RCOC jurisdiction, the matter was discussed with RCOC officials. They mentioned that since the school is set back from Long Lake, the school warning signs were not placed on Long Lake. Further, since there are close to zero pedestrians crossing Long Lake at the THS driveway, the location does not meet criteria for designation as a "school speed zone." Following independent studies were done by the City:

- a. Speed studies for both roadways around school dismissal time. For Long Lake, 355 vehicles were clocked in a 1.5 hour period. The average speed was 43.41 mph, and the 85th percentile speed was 50 mph. For Northfield Parkway, 234 vehicles were clocked in an hour; average speed was 36.06 mph and the 85th percentile speed was 41 mph (meaning 85% of all vehicles traveled at speeds lower than 41 mph).

- b. Traffic crash studies. The following table presents the crashes:

LOCATION	1997	1996	1995
Long Lake & THS driveway	1	3	0
Northfield Pkwy. & THS driveway	0	0	2 (both after hours)

Crash studies indicate that there have been few crashes at both locations, and none resulted in major injuries.

- c. Turning movement study. This study determined the number of vehicles that exited and entered the THS driveway between 1:30 and 3:00 p.m. on a school day. On 2/5/98, 42 vehicles entered the driveway from Long Lake and 416 vehicles exited. 175 vehicles made a left turn from the driveway. 241 vehicles made a right turn. For Northfield, 175 vehicles entered the driveway while 258 exited. Of the exiting vehicles, 108 made right turns and 150 made left turns. A majority of all vehicles entering the driveways may be considered to be traffic coming in to pick up students.

- d. Survey of traffic conditions: Several visits were made to the high school during school dismissal times to observe traffic. There are long lines to get out of the school driveways, particularly between 2:10 and 2:45 p.m. The queue dissipates after 3:00 p.m. During this time, there are many gaps in Long Lake traffic for vehicles to make turns onto the major roadways. However, there were many instances when drivers lost patience and accepted small gaps in traffic.

- e. Review of national standards for school speed zones: Most states use school speed zones to protect pedestrians walking to school and crossing the major roadway. School speed zones are also mandated when pedestrians are present and there are no sidewalks. Michigan law states that at least some children must walk to school and be in 8th grade and under. The MMUTCD also states "The type of school area traffic control used, either warning or regulatory, must be related to the volume and speed of traffic, street width, AND THE NUMBER OF CHILDREN CROSSING" (emphasis added). Thus the guidelines stress pedestrians, not drivers.

From discussions with Mr. Adams, it is obvious that the concern here is for students exiting the driveways who are in a hurry and therefore may not always use good judgment in using appropriate gaps in traffic to make their exit. The question to be considered is whether reducing the speed limit creates more gaps. In all likelihood, it will result in vehicles on the major roadways being in the area of the driveway longer. Gaps will probably be less because of the speed reduction. Another factor that may compound the concerns is that unless there is continuous enforcement in the area, motorists on the major roadways may violate speed limits, resulting in more traffic crashes. To warn the motorists of a

school area, advance school signs may be used, but the requirements for lower speed limits are not met.

Mr. Adams said that Larry Boehms, Principal of Troy High School, could not attend the meeting but supports lowering the speed limit.

Dave Allyn, Director of Traffic Safety of the RCOC, attended the meeting. He feels that the current 45 mph speed limit is appropriate.

It was also suggested that the students wishing to go westbound can exit onto Northfield Parkway and turn left at the traffic signal at Long Lake and Northfield.

Mr. Abraham showed videotape of the students exiting THS onto Long Lake Road. Many of the left-turning vehicles pulled out into the center turn lane to wait for a gap in traffic to proceed. The Committee felt that a traffic signal would be a better solution than lowering speeds in the area.

In 1993 the Traffic Committee recommended installation of a traffic light at the school driveway, City Council approved it, but the Road Commission for Oakland County officials indicated that a signal is not warranted at this location (see attachment).

Moved by Culpepper
Supported Halsey

Recommend that the Traffic Committee's 1993 recommendation for a traffic signal at this location be reiterated and that the possibility of an island configuration be investigated.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

5. Install NO PARKING Signs 20 Feet North and South of Driveway at 4857 Hyde Park

Mark Turner of 4857 Hyde Park requests NO PARKING signs on both sides of his driveway. Mr. Turner has a physically challenged family member who has to be picked up by school buses and other large vehicles. If a car is parked just north or south of the driveway, the school bus or large vehicles will have to stand next to the parked car (in the middle of the roadway) blocking traffic in both

directions. In bad weather, due to snow piles, it also becomes very difficult to maneuver the wheel chair to the center of the roadway to be lifted into the school bus.

Carolyn and Carl Simmons, of 4871 Hyde Park occasionally park a car in the area in question, and did not realize there was a problem. They do not object to signs restricting parking during the time the school bus will be there, but feel that no parking all day would be inconvenient for them.

Moved by Halsey
Supported Cotsonika

Recommend installing NO PARKING 7:00-8:00 A.M. AND 3:30-4:30 P.M. signs 20 feet north and south of the driveway at 4857 Hyde Park at the discretion of the Traffic Engineer, who can coordinate any school bus time changes with school authorities.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

6. **Install All-Way STOP Signs at Renshaw and Thales and at Renshaw and Mill Pond**

Shanna Weagle of 2798 Renshaw requests all-way STOP signs at the intersections of Renshaw and Thales and at Renshaw and Mill Pond. Ms. Weagle observes that speeds on Renshaw are very high and that there are a number of children in the neighborhood, either walking to school or playing in the area, and is concerned for their safety.

The intersection of Renshaw and Thales is YIELD controlled for eastbound Thales and Thales dead-ends beyond the intersection on the east leg of the intersection. Traffic counts for Thales west of Renshaw showed 469 vehicles in a day while Renshaw carried 1280 vehicles. The present signing has a YIELD sign for Thales eastbound, to assign right-of-way. A sight distance study indicates no major sight obstruction. There were no traffic accidents reported for the past four years. None of the warrants for 4-way STOP signs were met at this intersection.

The intersection of Renshaw and Mill Pond is a "T" intersection with Mill Pond ending at Renshaw. This intersection is STOP controlled for northbound Mill Pond at Renshaw and also has pedestrian crossing pavement markings for school children and pedestrians. Ms. Culnis of Hill

Elementary School indicated that this intersection has an assigned school safety patrol for the safety of school kids walking from and to the school.

Renshaw carried 2006 vehicles per day while Mill Pond carried one third of this traffic volume.

Intersection sight distance study shows that on the southeast corner there is a tree which partially obstructs the view for northbound Mill Pond. However, the STOP sign for this direction of traffic serves as a remedy to this obstruction. There was one reported traffic accident in 1996 involving a parked car; no others in the past four years. Four-way STOP sign warrants were not satisfied for the intersection.

A traffic speed study was performed on Renshaw for the sections north and south of Thales. The average speeds of vehicles near Thales were 21.3 mph. In the section between Vernier and Thales the average speed was 23.59, and for the section of Renshaw between Thales and Mill Pond the average speed was 22.5 mph.

The Traffic Engineer performed a repeat speed study on May 18 from 4:00 to 5:30 p.m. and found the average speed was 25 mph. Only eight vehicles were traveling between 31 and 33 mph.

Traffic Safety officers performed a study in an unmarked Camaro and found the top speed was 34 mph.

The residents who were present still feel the neighborhood traffic is dangerous for their children. A new subdivision is also planned at the east end of Thales and they fear the traffic will increase.

Moved by Halsey
Supported Cotsonika

Recommend no changes to current traffic control devices.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

7. Install All-Way STOP Signs at Denton and Napier

Rob Peterson of 6403 Denton requests all-way STOP signs at Denton and Napier. Mr. Peterson was unable to attend this meeting and requests that the issue be addressed at the next meeting.

Moved by Culpepper
Supported by Cotsonika

Recommend that this item be tabled until the next meeting.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

8. Establish Fire Lanes at 1055 West Square Lake

The Troy Fire Department requests establishment of the proposed fire lanes at 1055 West Square Lake. 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 Cotsonika
Supported by Culpepper

Recommend that the fire lanes/tow away zones shown in the attached sketch be established for 1055 West Square Lake.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

9. Other Business

There was no other business discussed.

10. Adjourn

Mr. Halsey will not be available for the June or July meetings. The next meeting is scheduled for Wednesday, June 17, 1998.

Moved by Halsey
Supported by Cotsonika

To adjourn the meeting at 9:20 p.m.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED



QUALITY LIFE THROUGH GOOD ROADS.
ROAD COMMISSION FOR OAKLAND COUNTY
"WE CARE"

April 16, 1997

John Abraham, Traffic Engineer
City of Troy
500 W Big Beaver Rd.
Troy, MI 48084

Subject: Long Lake Road at Troy High School Driveway

Dear John:

This letter is a follow up and clarification of my letter to John Robbins of December 6, 1993.

Concerning the City's request for a traffic signal for the school driveway, a signal is not warranted at this time. The congestion exists for only a 15 minute period before school starts. Alternative solutions to separate the left turn and right turn streams of traffic are available, and are detailed in my previous letter.

If you have any further questions please do not hesitate to call me.

Sincerely

A handwritten signature in black ink, appearing to read "Leroy B. Liston".

Leroy B. Liston, P.E.
Traffic Engineer
Traffic Safety Department

LBL:kn

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Vice-Chairman

Rudy D. Lazano
Commissioner

Brent O. Bair
Managing Director

Gerald M. Holmberg
Deputy Managing Director
County Highway Engineer

2420 Pontiac Lk. Rd.
Waterford, MI
48328

810-858-4820

FAX
810-858-7607



810-858-8005

ITEMS TAKEN OUT OF ORDER - CONTINUED

11/8/93

Traffic Committee Recommendations - CONTINUED

C-15

Amendment to Resolution #93-1058

Moved by Pallotta
Seconded by Allemon

RESOLVED, That the resolution be amended by adding "; and

BE IT FURTHER RESOLVED, that the City of Troy request the Road Commission for Oakland County to immediately install a traffic signal on Long Lake at the Troy High School drive to facilitate the westbound left turn, and that the installation be given the highest of priorities, as recommended by the Traffic Committee".

Yeas: Allemon, Gosselin, Pallotta, Pryor, Stine
Nays: Husk, Stevens
Amendment PASSED

Vote on Amended Resolution #93-1058

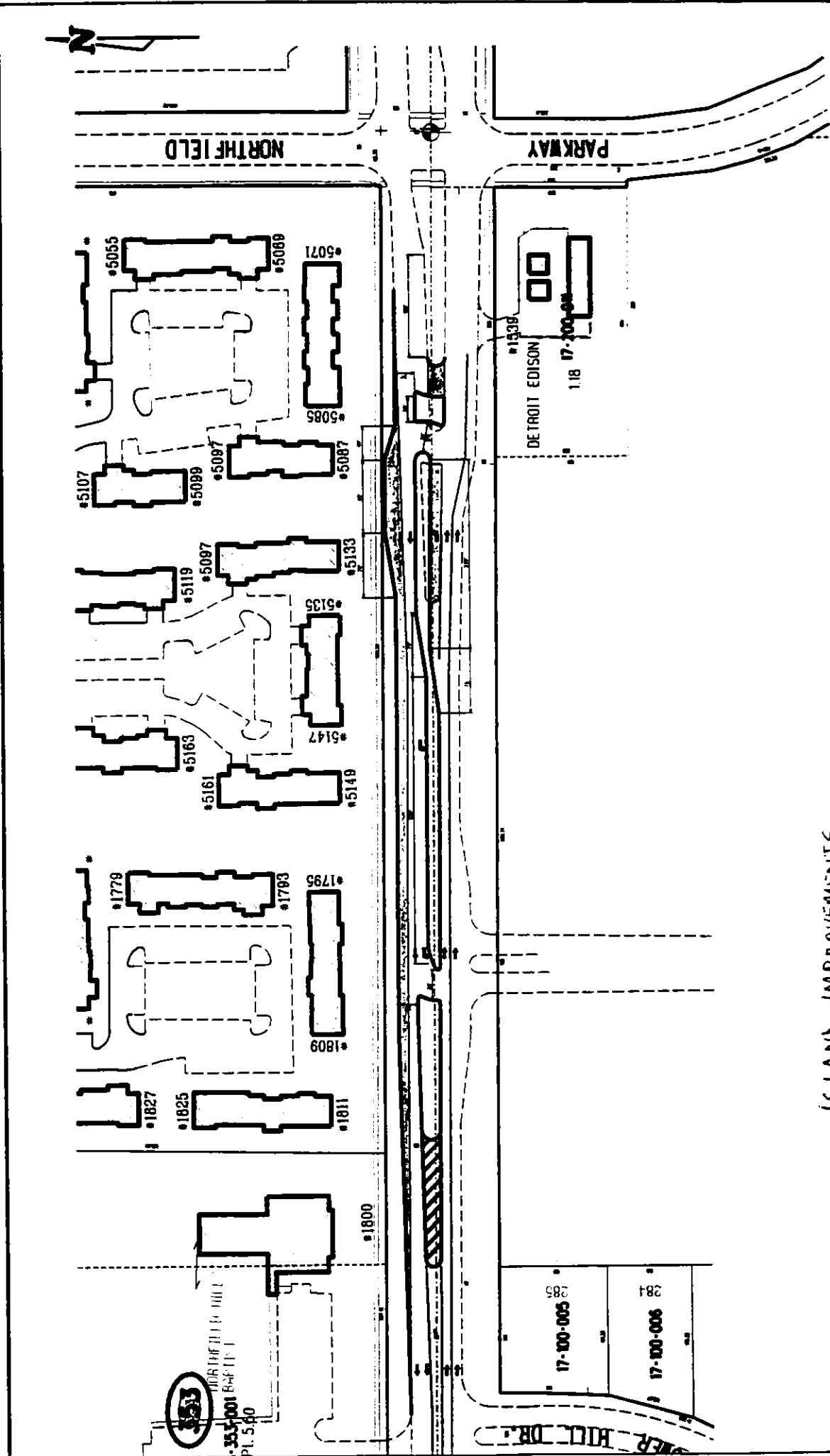
RESOLVED, that the Road Commission for Oakland County be requested to immediately install a "No Left Turn" sign to regulate westbound traffic on Long Lake at the Troy High School drive; and

BE IT FURTHER RESOLVED, that the City of Troy request the Road Commission for Oakland County to immediately install a traffic signal on Long Lake at the Troy High School drive to facilitate the westbound left turn, and that the installation be given the highest of priorities, as recommended by the Traffic Committee.

Yeas: Allemon, Gosselin, Pallotta, Pryor, Stevens, Stine
Nays: Husk



ISLAND IMPROVEMENTS
DESIGNED IN 1943
-TO ELIMINATE LEFT TURNS
AT TROY HIGH DRIVEWAY



December 6, 1993



QUALITY LIFE THROUGH GOOD ROADS.
ROAD COMMISSION FOR OAKLAND COUNTY
"WE CARE"

Mr. John E. Robbins, P.E.
Transportation Engineer
City of Troy
500 West Big Beaver Road
Troy, MI 48064

RE: LONG LAKE ROAD AT TROY HIGH SCHOOL DRIVEWAY

Dear Mr. Robbins:

We have completed our review of operations at this location. We do not recommend left turns from Long Lake Road into the Troy High School be prohibited at this time.

Our review showed that the congestion persists for a brief period each day. The accident experience is not especially severe at this location. Prohibiting left turns may cause problems elsewhere as traffic makes u-turns to enter the student lot approach.

During our review, we noticed that this approach is the sole entrance to the student parking lot. We suggest that student traffic be allowed access to the lot from Northfield. Access could be made either from the main driveway or from a new approach off Northfield to the northern end of the lot behind the Edison sub station. Either method would separate the left traffic to the crossover west of Northfield. The availability of gaps would be improved by being east of the right turn traffic into the existing approach.

Sincerely,

Leroy Liston, P.E.
Traffic Services Engineer
Traffic-Safety Department

LL:jmf

Board of Road Commissioners

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Deputy Managing Director
County Highway Engineer

2428 Pontiac Lk. Rd.
Waterford, MI
48326

313-858-4820

FAX

313-858-7887

Weather :
 Counted by:
 Board # :
 Other :

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 Ivyland, PA.

ITEM 4

Site Code : 00000000
 Start Date: 02/05/98
 File I.D. : LLTHS48A
 Page : 1

Vehicle group 1

Westbound				TROY HIGH SCHOOL DRIVEWAY Northbound			LONG LAKE RD. Eastbound			Total
Other	Thru	Left		Other	Right	Left	Other	Right	Thru	
Date 02/05/98										
13:40	0	0	2	0	0	0	0	1	0	3
13:55	0	0	2	0	0	1	0	6	0	9
14:10	0	0	0	0	137	89	0	1	0	227
14:25	0	0	4	0	98	66	0	3	0	171
Hr Total	0	0	8	0	235	156	0	11	0	410
14:40	0	0	3	0	4	9	0	12	0	28
14:55	0	0	3	0	2	10	0	5	0	20
Hr Total	0	0	6	0	6	19	0	17	0	48
TOTAL	0	0	14	0	241	175	0	28	0	458

Weather :
 Counted by:
 Board # :
 Other :

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 Ivyland, PA.

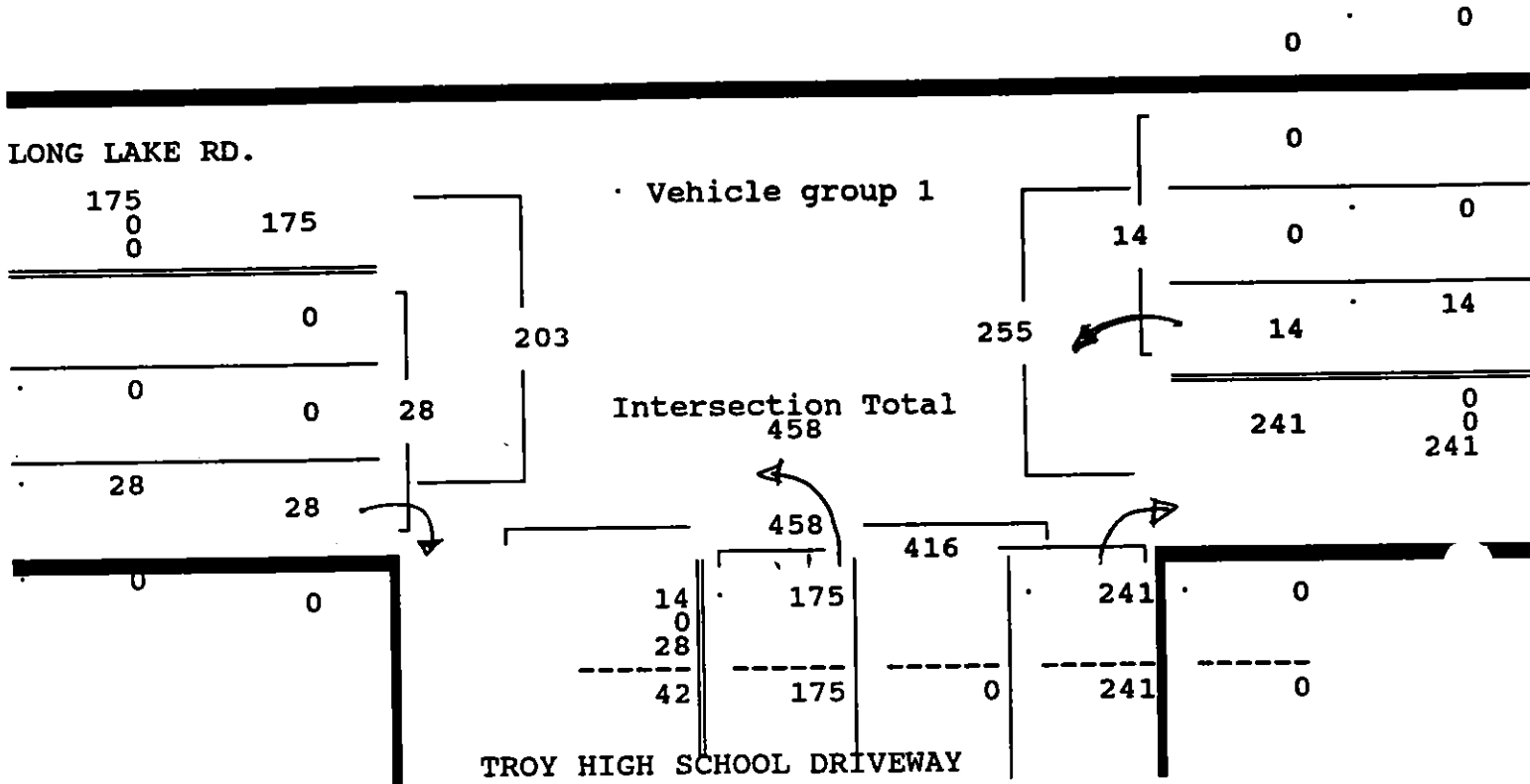
ITEM 4

Site Code : 00000000
 Start Date: 02/05/98
 File I.D. : LLTHS4BA
 Page : 2

Vehicle group 1

Westbound			TROY HIGH SCHOOL DRIVEWAY Northbound			LONG LAKE RD. Eastbound			Total
Other	Thru	Left	Other	Right	Left	Other	Right	Thru	

Date 02/05/98



Weather :
 Counted by:
 Board # :
 Other :

Vehicle group 1

northfield parkway northbound				troy high school driveway eastbound			southbound			Total
Other	Thru	Left		Other	Right	Left	Other	Right	Thru	
Date 02/04/98										
13:40	0	0	1	0	3	4	0	6	0	14
13:55	0	0	35	0	2	7	0	13	0	57
14:10	0	0	20	0	38	52	0	24	0	134
14:25	0	0	17	0	28	42	0	11	0	98
Hr Total	0	0	73	0	71	105	0	54	0	303
14:40	0	0	21	0	23	24	0	8	0	76
14:55	0	0	13	0	14	21	0	6	0	54
Hr Total	0	0	34	0	37	45	0	14	0	130
TOTAL	0	0	107	0	108	150	0	68	0	433

Weather :
 Counted by:
 Board # :
 Other :

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ITEM 4

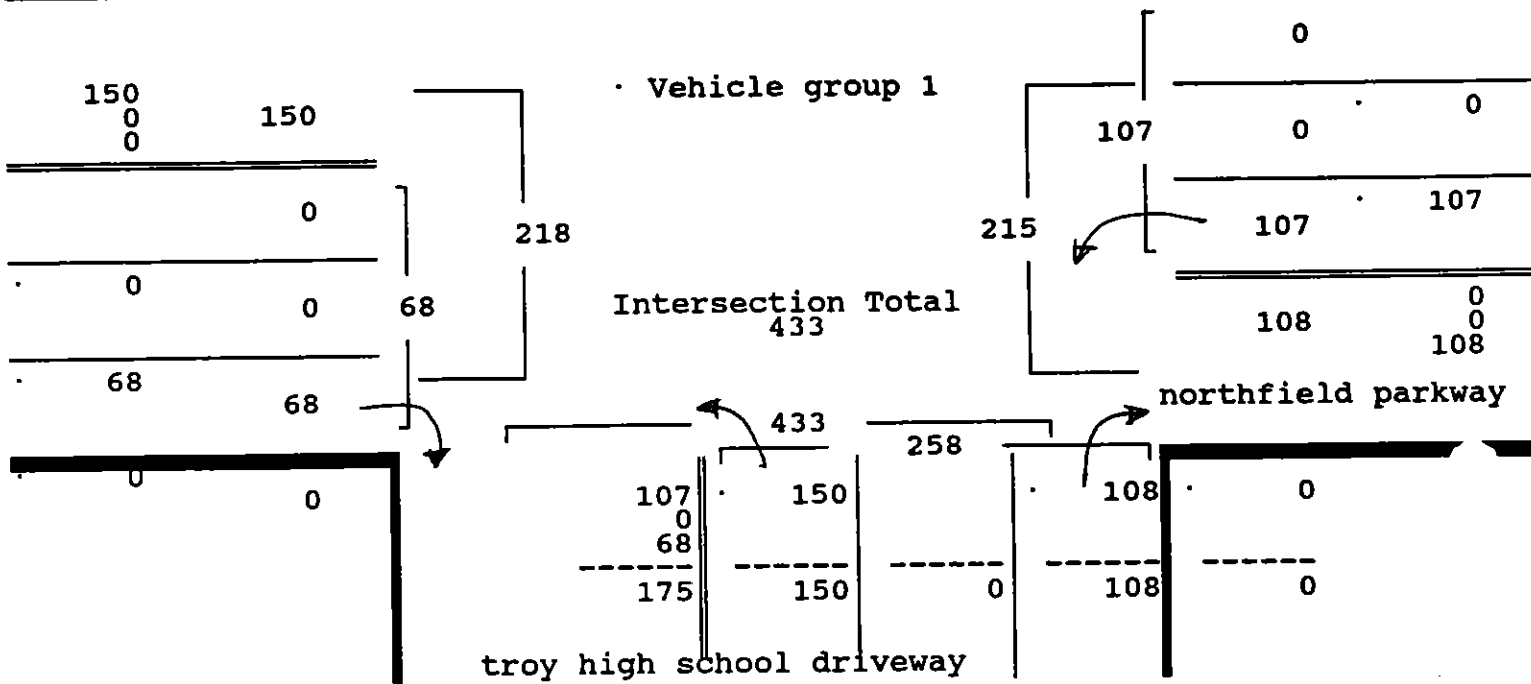
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 Page : 2

Vehicle group 1

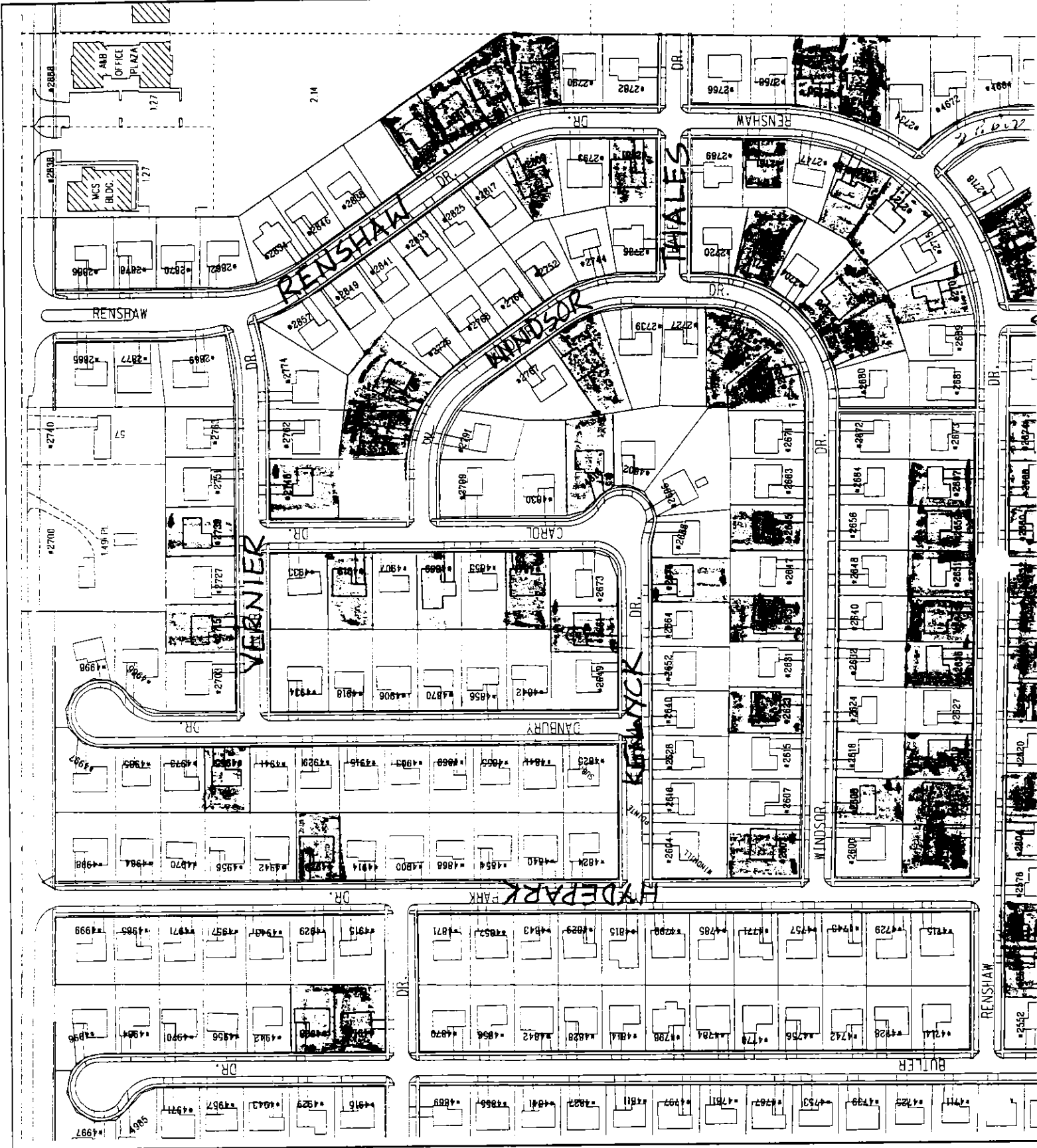
northfield parkway northbound			troy high school driveway eastbound			southbound			Total
Other	Thru	Left	Other	Right	Left	Other	Right	Thru	

Date 02/04/98

N ←



N ↑



SPOT SPEED STUDY

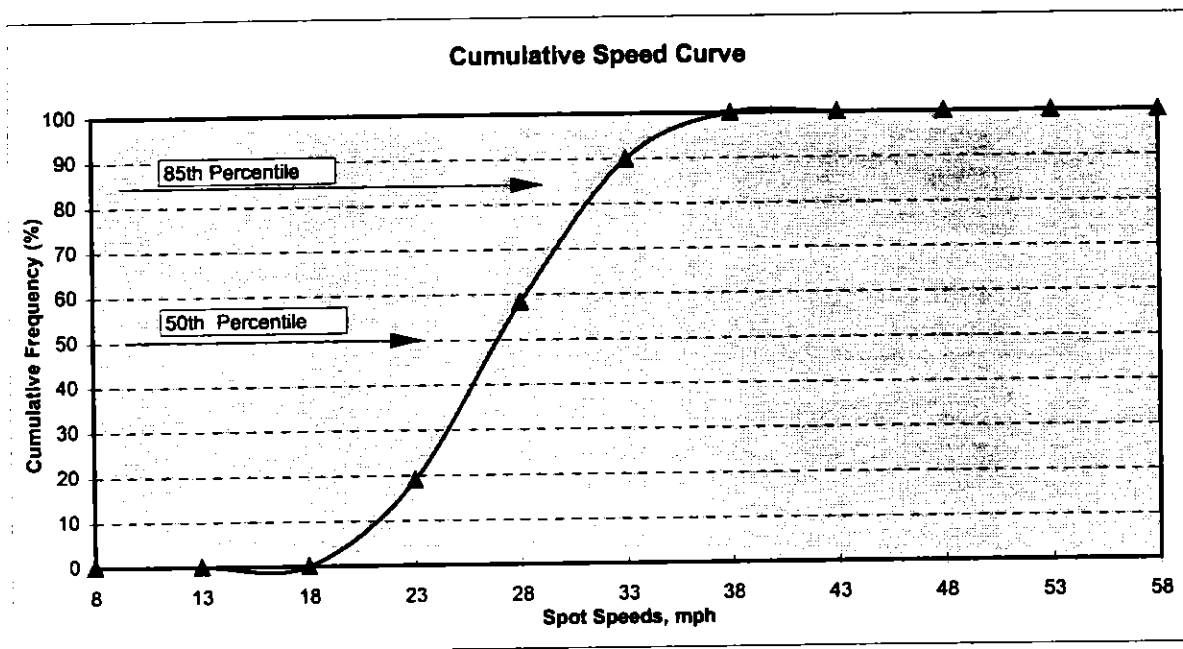
RENSHAW NEAR THALES

May 18, 1998

2:30 PM to 3:45 PM

Speed Range (miles per hour)	# Cars in Speed Range
6 to 10	0
11 to 15	0
16 to 20	15
21 to 25	31
26 to 30	25
31 to 35	8
36 to 40	0
41 to 45	0
46 to 50	0
51 to 55	0
56 to 60	0
Total # vehicles	79

Average Speed 24.646 Miles per hour



Maximum Speed Recorded : 33 mph

SPOT SPEED STUDY

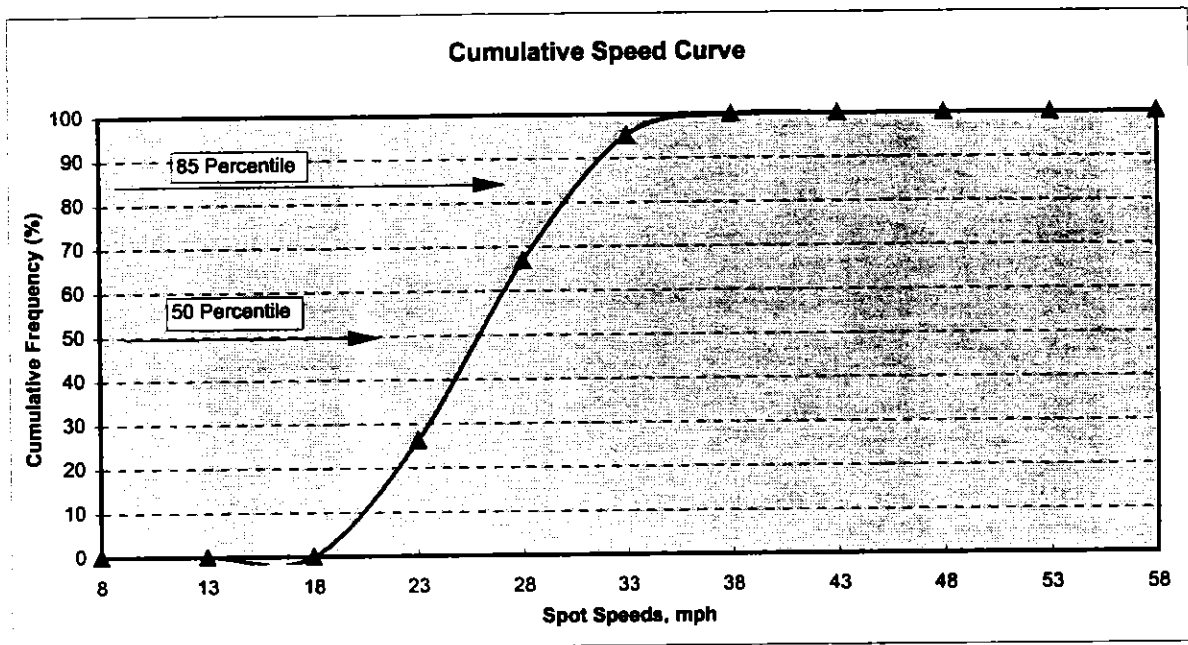
RENSHAW NEAR THALES

May 11, 1998

4:15 PM to 5:35 PM

Class Boundaries (mph)	Mid Value	Class Freq	rel freq	cumulative percentage	cumulative percentage
6 to 10	8	0	0	0.000	0.000
11 to 15	13	0	0	0.000	0.000
16 to 20	18	11	0.261905	0.000	0.000
21 to 25	23	17	0.404762	0.262	26.190
26 to 30	28	12	0.285714	0.667	66.667
31 to 35	33	2	0.047619	0.952	95.238
36 to 40	38	0	0	1.000	100.000
41 to 45	43	0	0	1.000	100.000
46 to 50	48	0	0	1.000	100.000
51 to 55	53	0	0	1.000	100.000
56 to 60	58	0	0	1.000	100.000
Total # vehicles		42			

Average Speed 23.595 Miles per hour



May 17, 1998

To: Traffic Committee Members, Including Ex-officio Members

James C. Bacon, Jr., City Manager

John Szerlag, Assistant City Manager

Neall Schroeder, City Engineer

Lt. Gerard Scherlinck, Traffic Safety Unit

Lt. Robert Matlick, Fire Department

cc: John Abraham

Enclosed is a copy of a petition signed by many fellow neighborhood residents who support my request for the installation of stop signs along Renshaw Drive in the Windmill Pointe subdivision. Although the petition is not comprehensive, it represents strong evidence of the residents' overwhelming desire to have stop signs installed. The petition was started without my knowledge by Terry Stretten of 2701 Renshaw Drive on Thursday May 14th, the same day he received first notice of the proposed stop signs and corresponding traffic committee meeting. I was introduced to him later that day when he presented me with the petition. At that time, he explained that he began the petition largely because he believed the statistical evidence gathered on traffic flow and speed to be an inaccurate representation of normal traffic on Renshaw. I voiced a similar concern to John Abraham on the day he collected the average vehicle speeds.

Mr. Stretten organized distribution of this petition in order to get a small sampling of resident opinion. What is perhaps most telling in the petition is that everyone who was asked to sign the petition, with 2-3 exceptions, did so enthusiastically. Furthermore, those who did not sign the petition did so because of lack of time or for other negligible reasons, not because they disapproved of the proposed stop signs. Many of those who did sign the petition were, in fact, very vocal about their long time frustrations and concerns regarding the speed of traffic in the neighborhood, specifically on Renshaw, and expressed great hope that the city will act in favor of the proposed stop signs.

After reading the stop sign research information sent to me by Mr. Abraham, I noticed that the data did not support the installation of stop signs in neighborhoods like Windmill Pointe. However, I believe stop signs will deter excessive speeds by giving people pause. It will force them to become more aware of the neighborhood surrounds and will serve as a reminder to even the most conscientious drivers that Renshaw is a neighborhood not a thoroughfare, and thus correspondingly drive in an appropriately safe manner. Ultimately, and most importantly, it is my belief that installation of the proposed stop signs would increase the safety of children at play and other pedestrians in our neighborhood. And with the vast majority of residents in favor of these safety measures, installation of these stop signs clearly represents what is in the best interest of the community.

Thank you in advance for your attention to this very important problem. Hopefully, with quick action, we can avoid a tragedy before it occurs. Please feel free to contact me at any time with any questions or to help in any other related situation.

With appreciation for the city's time, effort and expense attending to this matter,



Shanna Weagle

2198 Renshaw Dr.

PETITION TO THE CITY OF TROY REGARDING INSTALLING STOP SIGNS

To James C. Bacon, Jr., City Manager

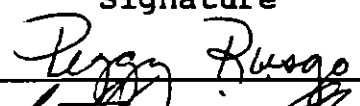
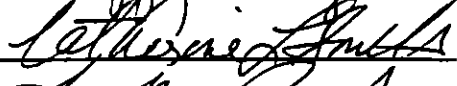
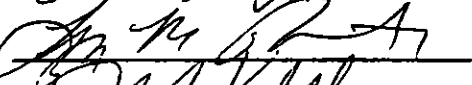

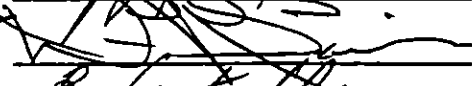

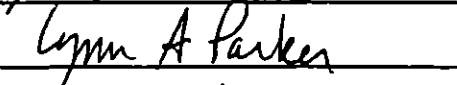
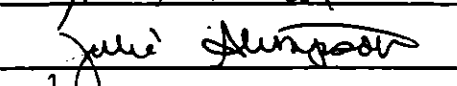
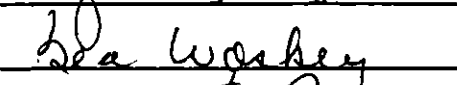
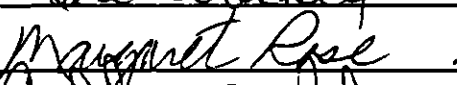
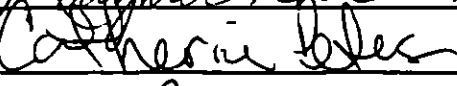
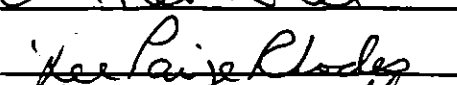

May 14, 1998

In that automobiles speeding along Renshaw at all times of the day present a hazard to pedestrians;

in that sight hindrances exist in the form of vehicles parked along curves on Renshaw;

in that the speeding traffic travels on Renshaw around these curves approaching intersections at Renshaw and at Thales;

We citizens of Troy petition for installation of all-way STOP signs at the intersection of Renshaw & Millpond, and at the intersection of Renshaw and Thales, per the Traffic Committee's suggested resolution of May 20, 1998,

Signature	Name	Address
	PEGGY RUSGO	2715 RENSHAW
	Catherine L. Smith	4663 Mill Pond
	Lynn Fierzedalski-Iolsthr	2667 Renshaw
	Mark Goldstein	2667 Renshaw
	RICHARD LAWIER	2674 RENSHAW
	R. CURTIS AUSER	1660 RENSHAW
	Lynn A Parker	2660 Renshaw
	Julie Stimpson	2651 Renshaw
	BEA WASKEY	2623 RENSHAW
	MARGARET ROSE	2635 RENSHAW
	Catherine Petersen	2619 Renshaw
	LEE PAIGE RHODES	2604 RENS4AW
	TERRY STRETEN	2701 RENSHAW

PETITION TO THE CITY OF TROY REGARDING INSTALLING STOP SIGNS
 To James C. Bacon, Jr., City Manager
 May 14, 1998

Signature	Name	Address
<u>Etsuko Sakai</u>	ETSUKO SAKAI	2560 Renshaw
<u>Dvorah Nafisee</u>	DVORAH NAFISEE	2568 RENSHAW
<u>Helen Dykowski</u>	HELEN DYKOWSKI	2623 WINDSOR
<u>George Wunsch</u>	GEORGE WUNSCH	2639 WINDSOR
<u>Pat Wilson</u>	PAT WILSON	2655 Windsor
<u>Gary Seifert</u>	GARY SEIFERT	2685 WINDSOR
<u>Michelle Huizinga</u>	Michelle Huizinga	2688 Windsor
<u>Sharon Hogg</u>	Sharon Hogg	2712 Windsor
<u>Eva Kuytaz</u>	EVA KUYTAZ	2709 Windsor
<u>John Grech</u>	JOHN GRECH	2753 WINDSOR
<u>Laura Duzey</u>	Laura Duzey	2696 Windsor
<u>Shanna Weagle</u>	Shanna Weagle	2798 Renshaw
<u>Rana Banerji</u>	RANA BANERJI	2806 RENSHAW
<u>Kay Kharas</u>	KAY Kharas	2781 Renshaw
<u>Martha Markey</u>	Martha Markey	2809 Renshaw
<u>John H. Bobek</u>	John H. BOBEK	4300 GREENSBORO
<u>Jim Kessler</u>	JIM KESSLER	2814 RENSHAW
<u>Tiffany Dietrich</u>	Tiffany Dietrich	1199 Shallowdale
<u>Pat Johnson</u>	PAT JOHNSON	2822 RENSHAW
<u>Carolyn Baker</u>	Carolyn Baker	2825 Renshaw

PETITION TO THE CITY OF TROY REGARDING INSTALLING STOP SIGNS
 To James C. Bacon, Jr., City Manager
 May 14, 1998

Signature	Name	Address
<u>Robert Kent Hillman</u>	Robert Kent Hillman	2761 Renshaw.
<u>D. Bowen</u>	DAVID Bowen	2608 Windsor
<u>Paula Burr</u>	Paula Burr	365 Hartland
<u>T.I. Carder</u>	TERIZI CARDER	2739 Renshaw
<u>Denise Tietz</u>	Denise Tietz	2742 Renshaw
<u>Jerad Tietz</u>	Jerad Tietz	2742 Renshaw Pr.
<u>Hein C. Tietz</u>	Hein Tietz	2742 Renshaw
<u>Phil Rosette</u>	Phil Rosette	4672 Argyle
<u>Maureen Rosette</u>	Maureen Rosette	4672 Argyle
<u>John J. Nurak</u>	JOHN J NURAK	2750 Renshaw
<u>Mary Schroeder</u>	Mary Schroeder	2710 Renshaw
<u>Rhody Hornovich</u>	Rhody Hornovich	2652 Renshaw
<u>Shirley Cressman</u>	Shirley Cressman	2644 Renshaw
<u>Diana Sweet</u>	Diana Sweet	2636 Renshaw
<u>Stephen H. Black</u>	Stephen H. Black	2628 Renshaw
<u>Robert M. Anally</u>	ROBERT MANALLY	2612 Renshaw
<u>Uma Gupta</u>	UMA GUPTA	2601 Renshaw
<u>Melinda J. Darvas</u>	Melinda J. Darvas	2611 Renshaw
<u>Michael Peterson</u>	Michael Peterson	2619 Renshaw
<u>Mrs. Doris Steffani</u>	DORIS STEFFANI	2659 Renshaw

PETITION TO THE CITY OF TROY REGARDING INSTALLING STOP SIGNS
 To James C. Bacon, Jr., City Manager
 May 14, 1998

Signature	Name	Address
Thomas W. Danson	Thomas Danson	4928 Hyde Park
Kim Johnson	Kim Johnson	4635 Mill Pond
Nancy Morrow	Nancy Morrow	4612 Mill Pond
Kathy Rabon	Kathy Rabon	4607 Mill Pond
Sandra Kearfott	Sandy Kearfott	4628 Mill Pond
Alan Kearfott	ALAN KEARFOTT	7628 MILL POND
Donna L. Evans	Donna L. Evans	4640 Mill Pond
Jeffrey S. Evans	Jeffrey S. Evans	4640 MILL POND
Carolyn Smith	CAROLYN SMITH	4663 Mill Pond
Ernest B. Smith	ERNEST B. SMITH	7663 Mill Pond
Sharon Gallo	Sharon Gallo	2700 Kenshaw
Joseph W. Johnson	JOSEPH W. JOHNSON	2644 Roundtable
Carol Price	2634 London	Carol Price
John Price	JOHN PRICE	2634 LONDON
Barbara Connolly	Darlene Cunningham	4551 Mill Pond
Nancy B. Bell	Nancy B. Bell	4579 Mill Pond
Kim Phachta	Kim Phachta	2622 London
Catherine M. O'Brien	CATHERINE O'BRIEN	4649 MILL POND
Jay Johnson	JAY JOHNSON	4635 Mill Pond
Lisa Eaddy	LISA EADDY	4621 Mill Pond

PETITION TO THE CITY OF TROY REGARDING INSTALLING STOP SIGNS

To James C. Bacon, Jr., City Manager

May 14, 1998

Signature	Name	Address
<u>Susan Orlando</u>	<u>Susan Orlando</u>	<u>4755 Danbury</u>
<u>M. Travis</u>	<u>Mary Travis</u>	<u>2640 Kenwyck</u>
<u>Nancy Lanza</u>	<u>Nancy Lanza</u>	<u>2853 Wagonwheel Dr.</u>
<u>Kathleen Gathof</u>	<u>Kathleen Gathof</u>	<u>2664 Kenwyck</u>
<u>Diane Miller</u>	<u>Diane Miller</u>	<u>4994 Stoddard</u>
<u>Ramona Davenport</u>	<u>Ramona Davenport</u>	<u>2784 Windsor</u>
<u>Cathy Schoenherr</u>	<u>Cathy Schoenherr</u>	<u>4081 Kanglewood</u>
<u>Karen Bowen</u>	<u>KAREN BOWEN</u>	<u>2608 WINDSOR</u>
<u>LISA JONES Leffler</u>	<u>LISA JONES</u>	<u>2792 WINDSOR</u>
<u>Marie Cicchini</u>	<u>Marie Cicchini</u>	<u>4358 Brightwood</u>
<u>Karen L. Olejniczak</u>	<u>Karen L. Olejniczak</u>	<u>2153 Cumberland</u>
<u>Laura Ninezio</u>	<u>Laura Ninezio</u>	<u>4343 Brightwood Dr</u>
<u>Kimberly Hurlen</u>	<u>KIMBERLY HURLEN</u>	<u>4155 GATESFORD CIR.</u>
<u>Lori Kenny</u>	<u>LORI KENNY</u>	<u>4136 Marywood</u>
<u>Janet Herberholz</u>	<u>JANET HERBERHOLZ</u>	<u>2500 LONDON</u>
<u>Sue Yohe</u>	<u>Sue Yohe</u>	<u>2603 WINDSOR</u>
<u>Frank Searles</u>	<u>Frank Searles</u>	<u>4201 Washington</u>
<u>Jeanne LaGrasso</u>	<u>JEANNE LaGRASSO</u>	<u>4278 Brightwood</u>
<u>Paula Martins-Mantay</u>	<u>Paula Martins-Mantay</u>	<u>4263 Brightwood</u>
<u>Diane Derthick</u>	<u>Diane Derthick</u>	<u>2676 Kenwyck</u>

PAGE 6

Signature	Name	Address
Sandra Vigilant	Sandra Vigilant	4914 Butler
Ingrid Northrop	Ingrid Northrop	4198 Morningdale —
Janet Black	Janet Black	4264 Brightwood —
Pat Boldenow	Pat Boldenow	4305 Brightwood —
Jo Maiorana	Jo Maiorana	4895 Stoddard —
Martha Babcock	Martha Babcock	4584 Mill Pond
Eugene M. Renkes	EUGENA M. RENKES	4181 ALLEGHENY —
Louisa Heener	LOUISA HORNER	4809 FOXCROFT —
Julie M. Kelly	Julie M. Kelly	4051 Greensboro —
Pam Gruber	Pam Gruber	4033 Ramblewood —
Karen Bral	KAREN BRAL	4142 Morningdale
Karen M. Twitchell	Karen M. Twitchell	2661 Kenwood —

May 14, 1998

A large, hand-drawn 'X' mark is drawn across the entire page of lined paper. The 'X' is formed by two intersecting diagonal lines that cross at the center of the page. The lines extend from the top-left and bottom-right corners towards the center, and from the top-right and bottom-left corners towards the center. The 'X' is drawn in a dark, slightly irregular line, suggesting it was made with a pen or marker. The background consists of horizontal lines on a white background, typical of notebook paper.

PETITION TO THE CITY OF TROY REGARDING INSTALLING STOP SIGNS

To James C. Bacon, Jr., City Manager

May 14, 1998

Signature

Name

Address

Jean Brooks

Jennifer Bobek

2748 Vernier Tray.

Sept 20th 1901

SPERO BEUTSIKAS

S 2715 VERNIER Tray

Kimi Boutsiouris

Kim Boutsikaris

2715 Vernier Troy

Waldemar Liebig

Waldemar Liebich

2739 Vernier Tray

Nancy Bach

NANCY BACH

4919 Carol

Sally Leibel

Sally Webb

4869 Caro

E. Rodriguez

E. H. RODRIGUEZ

4841 CAROL DR

Koger Kuss

Lozen Kuss

48/4 CAROL DR

8 snap



Troy Fire Department

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

April 7, 1998

Strobel Realty Associates
1958 Chancery
Troy MI 48098

RE: 1055 W. Square Lake

Dear Mr. Strobel:


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 May 20, 1998, at 7:30 p.m., which is held at the Troy City Hall, 500 W. Big Beaver Road, Troy.

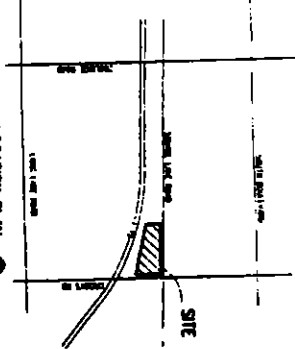
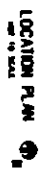
If you have any questions regarding this matter, please feel free to contact me.

Sincerely,

TROY FIRE DEPARTMENT


Robert Matlick
Lieutenant

RM/cz

[illegible]