

The Traffic Committee meeting was called to order at 7:30 p.m. in the Lower Level Conference Room of Troy City Hall on June 18, 1997 by Chairman Charles Solis.

1. **Roll Call**

PRESENT: Arthur Cotsonika
 John Diefenbaker
 Jan Hubbell
 Peggy Perry
 Charles Solis
 Michael Palchesko (arrived at 7:45)

ABSENT: Ted Halsey

Also present were the following:

- 5. Donald & Ann Anderson, 1810 Lakewood, 48083
 Robert Stenger, 1801 Lakewood
- 6. Richard Cantley, 4703 Bentley, 48098
 David Hague, 1434 Durand, 48098
- 9. Cheryl & John Hawkins, 196 Streamview, 48098
 Michael & Jocelyn Robinson, 136 Streamview

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

Motion to Excuse

Moved by Hubbell
Supported by Perry

Recommend that Ted Halsey be excused because he is out of the City.

YEAS: 5

NAYS: 0

ABSENT: 2 (Halsey, Palchesko)

MOTION CARRIED

2. Minutes - April 23, 1997

Moved by Diefenbaker

Supported by Perry

Recommend that the minutes of the April 23, 1997, meeting be approved as printed.

YEAS: 5

NAYS: 0

ABSENT: 2 (Halsey, Palchesko)

MOTION CARRIED

3. Visitors' Time

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

Motion to Take Items Out of Order

Moved by Perry

Supported by Hubbell

That Items 5, 6 and 9 be taken out of order.

YEAS: 5

NAYS: 0

ABSENT: 2 (Halsey, Palchesko)

MOTION CARRIED

5. Install Four-Way Stop Signs at Crimson and Lakewood

Donald Anderson, 1810 Lakewood, requests a four-way stop at Crimson and Lakewood. He presented a petition with 60 signatures from area residents who support this request. There has been one accident per year for each of the years from 1993-97 at the intersection. The only sight obstructions are some small trees and bushes and a curve in the road, which would only be a problem for traffic moving at high speeds. Crimson handles high traffic volume and the warrants are met for a

two-way stop sign, with the Lakewood approaches (being the minor road) having the stop signs. Warrants for a 4-way stop were not met at the intersection.

Mr. Anderson says the problem is that motorists on Crimson speed, and cars exiting Lakewood have difficulty getting out during gaps in traffic. The curve in Crimson also makes it difficult for Lakewood motorists to see vehicles approaching on Crimson. Therefore, he doesn't think signs on Lakewood will solve the problem and wants the stop signs to be on Crimson.

Robert Steiner lives on the corner of Lakewood and Crimson. He says that Crimson is wide open for speeders, and wants stop signs for speed control. He reports that recently there was a rollover accident at the intersection. Charles Solis, Traffic Committee Chairman, lives on Crimson and agrees that this area is a problem

Peggy Perry pointed out that motorists tend to speed up between stop signs to make up for lost time, and that stop signs are not meant for speed control. Mr. Abraham has checked the area and reports that sight distance is adequate at 25 mph, but the citizens report that most traffic goes faster.

Moved by Palchesko
Supported by Hubbell

Recommend that this item be tabled until the Traffic Engineering office can conduct speed studies and investigate sight restriction at the site.

YEAS: 6

NAYS: 0

ABSENT: 1 (Halsey)

MOTION CARRIED

6. Install "No Parking 10 a.m. - 1 p.m. on School Days" on the East (parking) Side of Bentley

Dick Cantley of Bentley Street requests installation of "No Parking 10 a.m. - 1 p.m. on School Days" signs on the east (parking) side of Bentley. He reports that Troy High School students park on the street and cut through yards to get to school. The attached sketch indicates the parking regulations in the vicinity of Troy High School.

David Hague of 1434 Durand Street also reported a shift of parked cars onto Durand due to new signs on Perrin and Tipton that say "No Parking between 10 a.m. and 1 p.m. on School Days."

At the present time, there is no parking allowed on school days on the west side of Lehigh and Tipton. The Committee feels that restricting parking on Bentley will just shift the problem to other streets. They recommend restrictions throughout the area, covering a radius of 2,000 feet from the Troy High School entrance.

Moved by Diefenbaker
Supported by Perry

To table this item until the next meeting and to notify residents within a 2,000 foot radius of the Troy High School entrance, per attached sketch, that the Traffic Committee recommends installation of "No Parking 10 a.m. - 1 p.m. on School Days" signs within that area.

YEAS: 6

NAYS: 0

ABSENT: 1 (Halsey)

MOTION CARRIED

9. Request Removal of "No Parking" Signs on the South Side of Streamview

The prohibition on parking on the south side of Streamview was originally requested by Karen Randall of 4609 Colling. The Traffic Committee recommended no changes at that time, but City Council approved the parking restriction. John and Cheryl Hawkins of 196 Streamview have now requested that the signs be removed and that parking be allowed on the south side of Streamview. They presented a petition from other residents in support of removing the parking restrictions. Ms. Randall sent a letter to the Traffic Committee regarding the issue and a petition signed by area residents from last year. Deliberations on this matter led to the conclusion that this is not a traffic concern, but a neighborhood concern. Lt. Scherlinck introduced the "mediation program" sponsored by the Police Department to settle neighborhood disputes. However the residents present at the meeting felt that it would just prolong the problem and hence wanted some action to be taken by the Committee.

Moved by Hubbell
Supported by Perry

Recommend that the City comply with standard signage criteria and remove "No Parking" signs on the south side of Streamview.

YEAS: 6

NAYS: 0 -

ABSENT: 1 (Halsey)

MOTION CARRIED

4. Install "No Right Turn Except Buses" Sign at Leonard School Exit

There have been several calls to the Traffic Engineering Division regarding pedestrian traffic on Tallman near Leonard School. An earlier request for an adult crossing guard was rejected since a gap study indicated enough gaps for pedestrians. Officer Dan Clark, who monitored the area for a few months, indicated that students are stopped for an unnecessarily long time waiting for traffic to clear. Officer Clark recommends a "No Right Turn" sign for the school arrival and dismissal hours of the day on the school exit driveway. A traffic study in the area indicates that 56 vehicles make a right turn from the school exit drive between 8:30 and 9:30 a.m. and 120 vehicles between 3:00 and 4:00 p.m. The above sign will re-route these vehicles north onto Thurber and then east to Yanich and south to Randall, increasing travel times. However, this may help provide more and longer gaps so that the safety patrols can safely direct pedestrians.

Lt. Scherlinck's investigation shows that the safety patrol children have trouble helping the other children to cross the street because of inadequate gaps in traffic. Mr. Palchesko reports that there is a 15-20 minute solid traffic flow at peak hours.

Moved by Hubbell
Supported by Diefenbaker

Recommend installation of "No Right Turn from 8:30-9:30 a.m. and 3:00-4:00 p.m..
EXCEPT BUSES" sign, on the Leonard School exit driveway at Tallman.

YEAS: 6

NAYS: 0

ABSENT: 1 (Halsey)

MOTION CARRIED

7. Install "Children at Play" sign on Algonquin

David Lewenz of 5806 Algonquin requests installation of a "Children at Play" sign to slow down motorists. Mr. Abraham pointed out that such signs do not have any effect on speeds. Mr. Palchesko suggested that when construction in the area is completed, there may be less traffic. Since Mr. Lewenz had prior appointments and could not attend the meeting, he sent a letter to the Traffic Committee describing his reasons for wanting such signs. Mr. Lewenz mentioned that the signs may also be required for Haverford, near Algonquin, so that motorists are warned about children playing. Field observations indicate that Algonquin is a very short street with a cul-de-sac. Therefore, the chances of high speed vehicles are low, and the traffic volume will be too low, considering that this roadway provides access for only eight houses. It is recommended that no change be made to traffic control devices on Algonquin.

Moved by Palchesko
Supported by Hubbell

Recommend no change to existing traffic control devices.

YEAS: 6

NAYS: 0

ABSENT: 1 (Halsey)

MOTION CARRIED

8. Install Traffic Signal at John R and Orpington or a "No Turn on Red" sign at John R and Big Beaver

Curt Apfel, of 2258 Orpington, requests installation of a traffic signal at John R and Orpington or a "No Turn on Red" sign at John R and Big Beaver, to create gaps in traffic. He reports that there is a continuous stream of traffic at all times, and he has to "play chicken" to get out onto John R.

Orpington is a dead end street and hence serves as the only access to around 40 homes. Daily traffic volume was found to be 611, with 47 cars in the a.m. peak (7-8 a.m.) and 51 in the p.m. peak (4-5 p.m.) Field observations at the morning peak hour indicated that there are a considerable number of gaps in traffic for the Orpington traffic to turn. In the time period between 8 and 9 a.m. there were 20 cars that exited from Orpington; 11 turned right and 9 turned left. None of the warrants are met at the intersection for a traffic signal. The traffic volumes in and out of Orpington are considerably lower than that of commercial driveways on John R and other busier streets of the City. As such, it is felt that Orpington traffic may experience some

delays at John R, but not excessively. A "No Turn on Red" sign on Big Beaver Road at John R would increase congestion on eastbound Big Beaver. The Traffic Committee pointed out that this request may be in light of the Troy Sports Center and a supermarket that are being constructed across the street. Mr. Abraham said that a signal at Orpington is not practical and that the possibility of the Road Commission for Oakland County accepting such a request is very low. The only other option would be to move the traffic signal at Niagara to Orpington, which again is not a good option, considering the high traffic volume on Niagara. Hence, no changes to traffic control devices are recommended.

Moved by Hubbell
Supported by Palchesko

Recommend no change to existing traffic control devices.

YEAS: 6

NAYS: 0

ABSENT: 1 (Halsey)

MOTION CARRIED

9. Other Business

Mr. Cotsonika requested that the Traffic Engineer review sight distances at some major intersections in the City.

The next Traffic Committee meeting is scheduled for Wednesday, July 16, 1997.

10. Adjourn

Moved by Hubbell
Supported by Diefenbaker

To adjourn the Traffic Committee meeting at 9:15 p.m.

AYES: 6

NAYS: 0

ABSENT: 1 (Halsey)

MOTION CARRIED



City of Troy

March 10, 1997

John Abraham, Traffic Engineer
City of Troy

RE: School Time Crossing Alternatives for Tallman Road

Dear Mr. Abraham:

In following up on our discussion and review of past actions regarding the crossing of Tallman Road by Leonard Elementary students here are my results and recommendations. Observations of the crossing area revealed that students are stopped for an unnecessarily long time waiting for vehicular traffic to clear. In the harsh weather during the observation period the students discomfort was evident. This delay is due in part to the training of the Safety Patrols who watch the crossing and the volume of traffic that passes there. The Safety Patrols don't allow a crossing if there is any traffic in the exit drive of Leonard School which may turn South to approach or is visibly approaching on Tallman Road.

Some of this vehicular traffic is mandatory but, if during this period, all traffic exiting the drive from Leonard Elementary were directed to the left or North on Tallman Road almost half of the traffic that travels through the Tallman-Longfellow crossing would have been eliminated. This reduction in traffic could be achieved by posting a sign stating "NO RIGHT TURN SIGN 8:45 - 9:10 A.M. and 3:45 - 4:50 P.M. EXCEPT BUSES" schooldays, at both sides of the exit drive from the school. The traffic that would have turned right can travel North to Thurber then East to Vanich and South to Randall which is basically 'around the block'. The diversion would:

- Reduce traffic at the Longfellow - Tallman crossing.
- Minimize the actual distance "out of the way" for this traffic.
- Minimize weather related discomfort since the occupants of these vehicles are protected from the weather, unlike the walkers standing at the corner.
- Shorten the time it takes for these walkers to reach their destinations.

Please contact me if you have any further questions or comments.

Sincerely



Officer Daniel Clark
City of Troy Police Department

Michigan

500 W. BIG BEAVER ROAD TROY, MICHIGAN 48064

Bldg. Inspections 524-3344
City Assessor 524-3311
City Attorney 524-3320
City Clerk 524-3318
City Manager 524-3330

Dept. of Public Works 524-3370
Engineering 524-3363
Finance 524-3411
Fire 524-3419
Information 524-3300

Library 524-3545
Museum 524-3570
Personnel 524-3339
Planning 524-3364
Police Dept. 524-3443

Purchasing 524-3338
Recreation (Parks) 524-3484
Traffic Engineer 524-3379
Treasurer 524-3334

January 25, 1977-

Officer Dan Clark
Troy Police Department
500 W. Big Beaver
Troy, MI 48084

Dear Officer Clark:

I wanted to write you a letter thanking you for your interest in the traffic problem that exists around Leonard School.

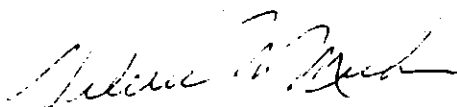
As I have stated to you, the pedestrian traffic is a problem both in the morning and upon dismissal from school. The children cannot cross Tallman from both Longfellow and Thurber streets because of the numerous cars on Tallman. The school has put crossing guards on both corners, but the problem is not solved because they do not stop traffic. They allow the children to cross only when no traffic is on Tallman.

Please know that if we make the children wait for all cars to go by, there are then only a few children walking home by themselves on both Longfellow and Thurber. The area then gets deserted and I feel that the situation has then become unsafe for another reason.

As discussed, please look into this matter and give us some suggestions how this problem can be solved.

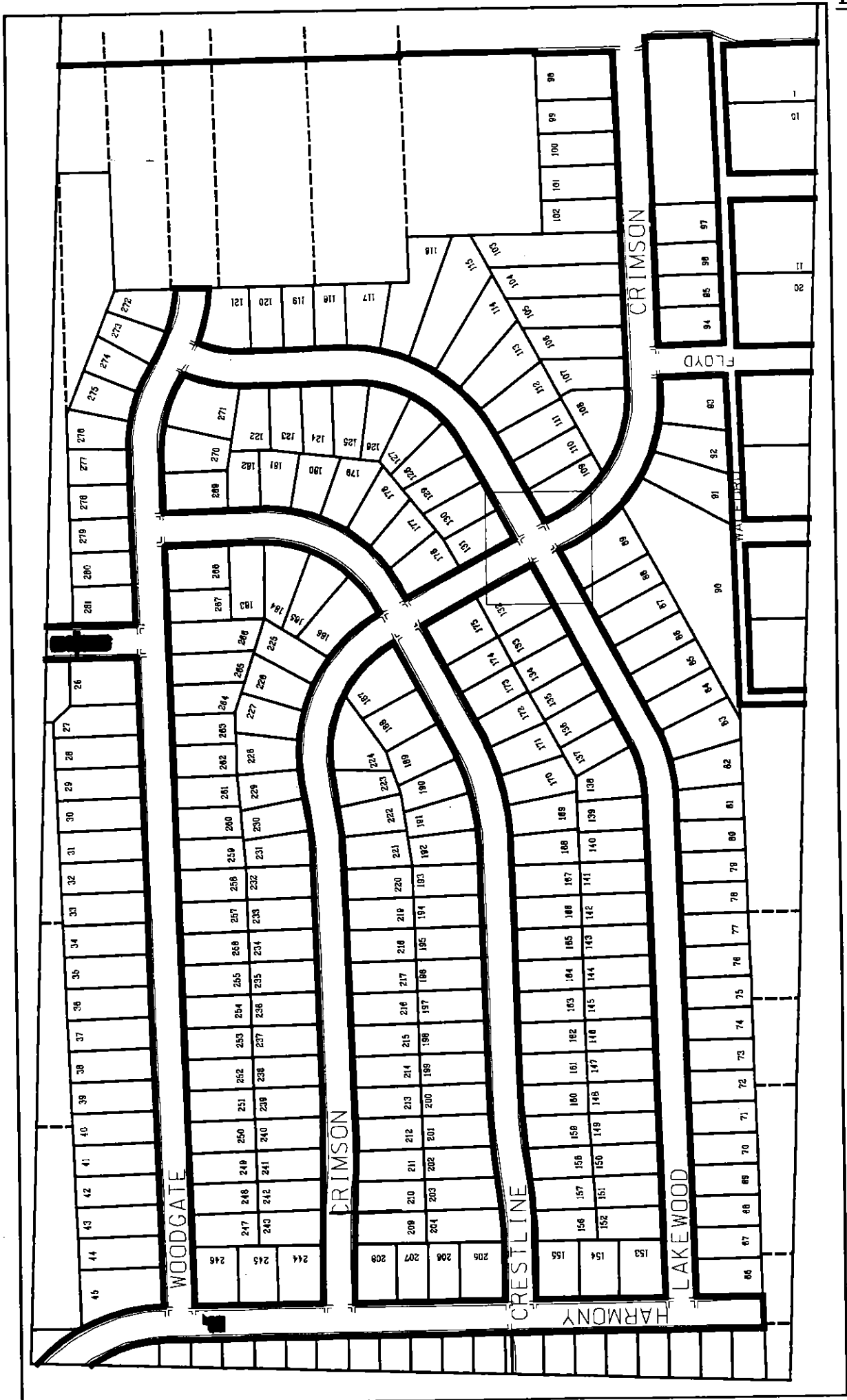
As always, I appreciate any help you can give me on this matter.

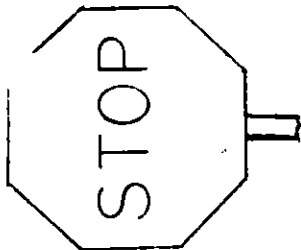
Sincerely,



Valerie M. Michrina
777 Longfellow
Troy, MI 48098
689-4173

cc: Lt. Jerry Scherlinck, Traffic Safety

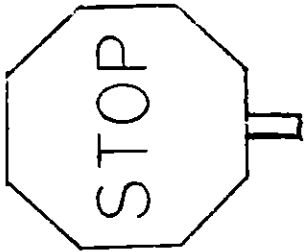




PETITION

We Troy residents would like to please request that the intersection of Crimson and Lakewood Dr. become a four way stop with four stop signs because of the number of collisions at that intersection. There have been right angle collisions on June 28, 1995, June 28, 1996 and April 9, 1997. The collision on April 9, 1997 resulted in a rollover and injury accident.

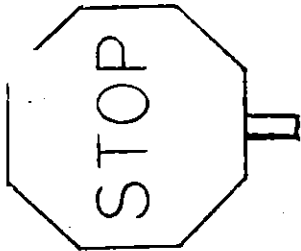
NAME	TROY ADDRESS	DATE
Yung-Li Lee	1802 Lakewood, Troy, MI 48063	5/17/97
Bruce Cranfill <i>B. Cranfill</i>	1830 Crimson, Troy MI 48063	5/17/97
Stephanie Cranfill <i>Stephanie Cranfill</i>	1830 Crimson, Troy MI 48063	5/17/97
Harrison Bridge	1842 Crimson Troy MI 48063	5/17/97
Kelly Anne	1878 Crimson Troy, MI 48063	5/17/97
Sharon M. Reick	1870 Crimson Dr Troy MI	5/17/97
Janeet A. Valentine	1902 Crimson Rd Troy MI	5/17/97
Infused A. Valentine	" "	"
GM Andriusis	1949 Crimson Dr Troy MI	5/17/97
Paula Freed	1724 Crestline, Troy	5/17/97
ANDEA AUVEN	1809 LAKEWOOD Troy MI	5/17/97
Opus D. Anderson	1810 Lakewood Troy, MI	5/18/97



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NAME	TROY ADDRESS	DATE
Deborah Mares Bricey Deborah Mares Bricey	1644 Lakewood Troy MI 48083	5/17/97
Thomas Bricey R	1645 Greenview Troy	5/17/97
L. Wei	1697 Lakewood Troy	5/17/97
Beverly Schroeder	1733 Lakewood Troy	5/17/97
Mary Ann Ball	1757 Lakewood Troy	5/17/97
Ly G. Roun	1841 CRIMSON DR.	5/17/97
Jakob Reed	1853 CRIMSON DR	5/17/97
A. Venturini	1889 CRIMSON DR	5/17/97
ANITA CARTER	1901 CRIMSON DR	5/17/97
SUBHASH KHER	1913 CRIMSON DR	5/17/97
Jeff Young	1925 CRIMSON DR	5/17/97
Pat-Sen Lee	1802 Lakewood Dr.	5/17/97

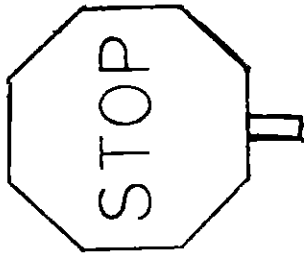


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ITEM 5

NAME	TROY ADDRESS	DATE
Charles B. Anderson	1810 Lakewood Dr.	5/17/97
Al E. Stanger	1801 LAKEWOOD DR.	5/17/97
John W. Johns	1817 LAKEWOOD DR	5/17/97
Cyrene M. Johns	1817 LAKEWOOD DR	5/17/97
Jan Johnson	1831 Lakewood Dr.	5/17/97
Paul A. Churchill	1839 Lakewood Dr.	5/17/97
Stephen Rudella	1847 Lakewood Dr.	5/17/97
Rajawit A. Lu	1855 Lakewood Dr.	5/17/97
Edith Weerting	1889 Woodgate	5/17/97
Wendy Wiggins	1877 Lakewood	5/17/97
Sharon Spawing	1870 Lakewood	5/17/97
Scott Dodson	1850 Lakewood	5/17/97

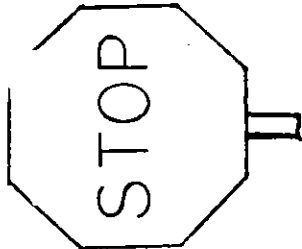


PETITION

We Troy residents would like to please request that the intersection of Crimson and Lakewood Dr. become a four way stop with four stop signs because of the number of collisions at that intersection. There have been right angle collisions on June 28, 1995, June 28, 1996 and April 9, 1997. The collision on April 9, 1997 resulted in a rollover and injury accident.

NAME	TROY ADDRESS	DATE
<i>[Signature]</i>	<i>[Address]</i>	5-17-97
<i>[Signature]</i>	1834 Lakewood	5-17-97
<i>[Signature]</i>	1792 Lakewood	5-17-97
Charm Chalkin	1772 Lakewood Dr	5-17-97
Luz Hammon	1772 Lakewood Dr	5-17-97
Harriet Hammon	1732 Lakewood	5-17-97
Jane Talbot	1724 Lakewood	5-17-97
Lorna Hammon	1760 Lakewood	5-17-97
Kerry Rutland	1700 Lakewood	5-17-97
Kerry Rutland	1688 Lakewood	5-17-97
Joseph M. King	1676 Lakewood	5-17-97
A. K. King		5-17-97

ITEM 5

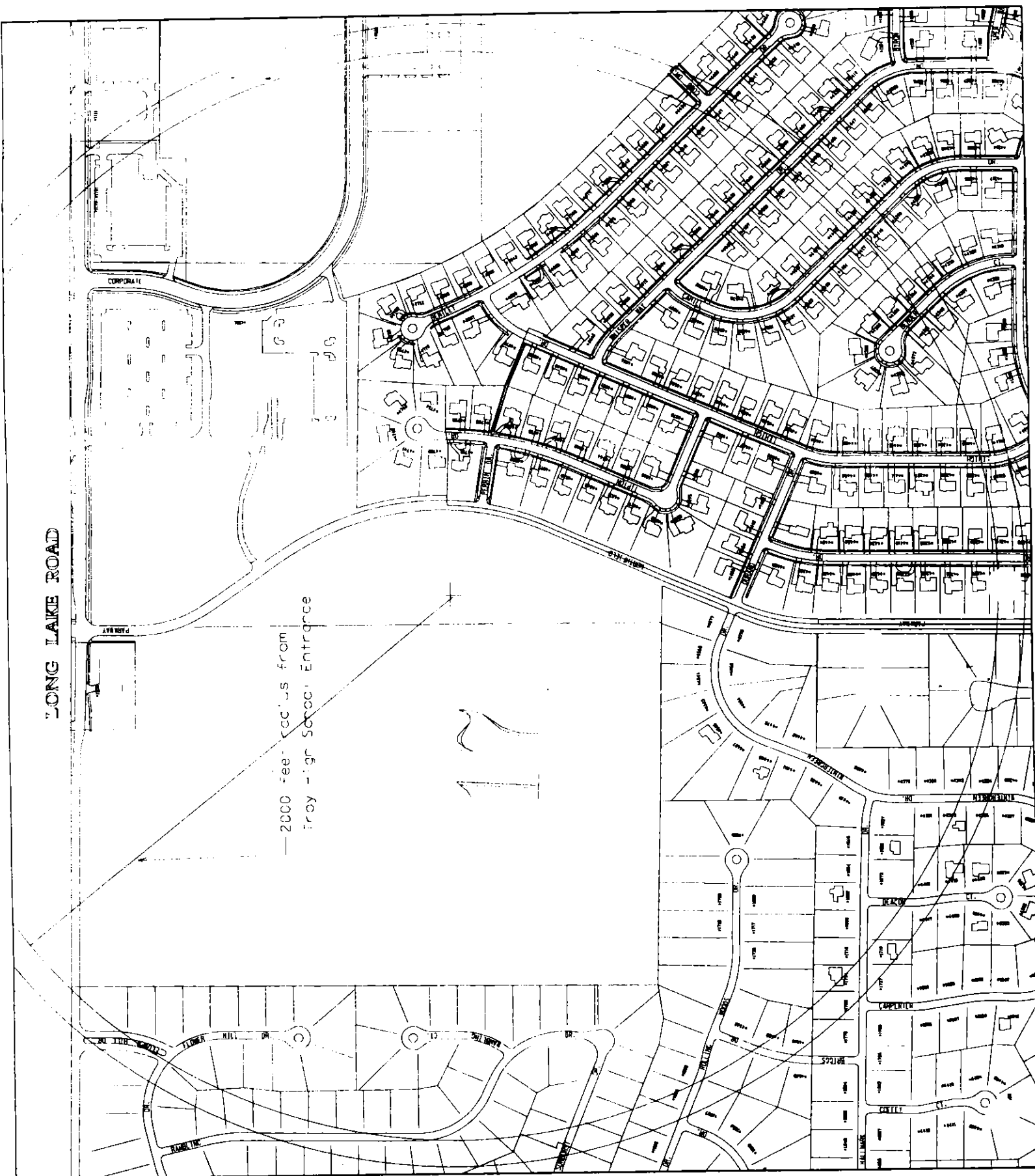


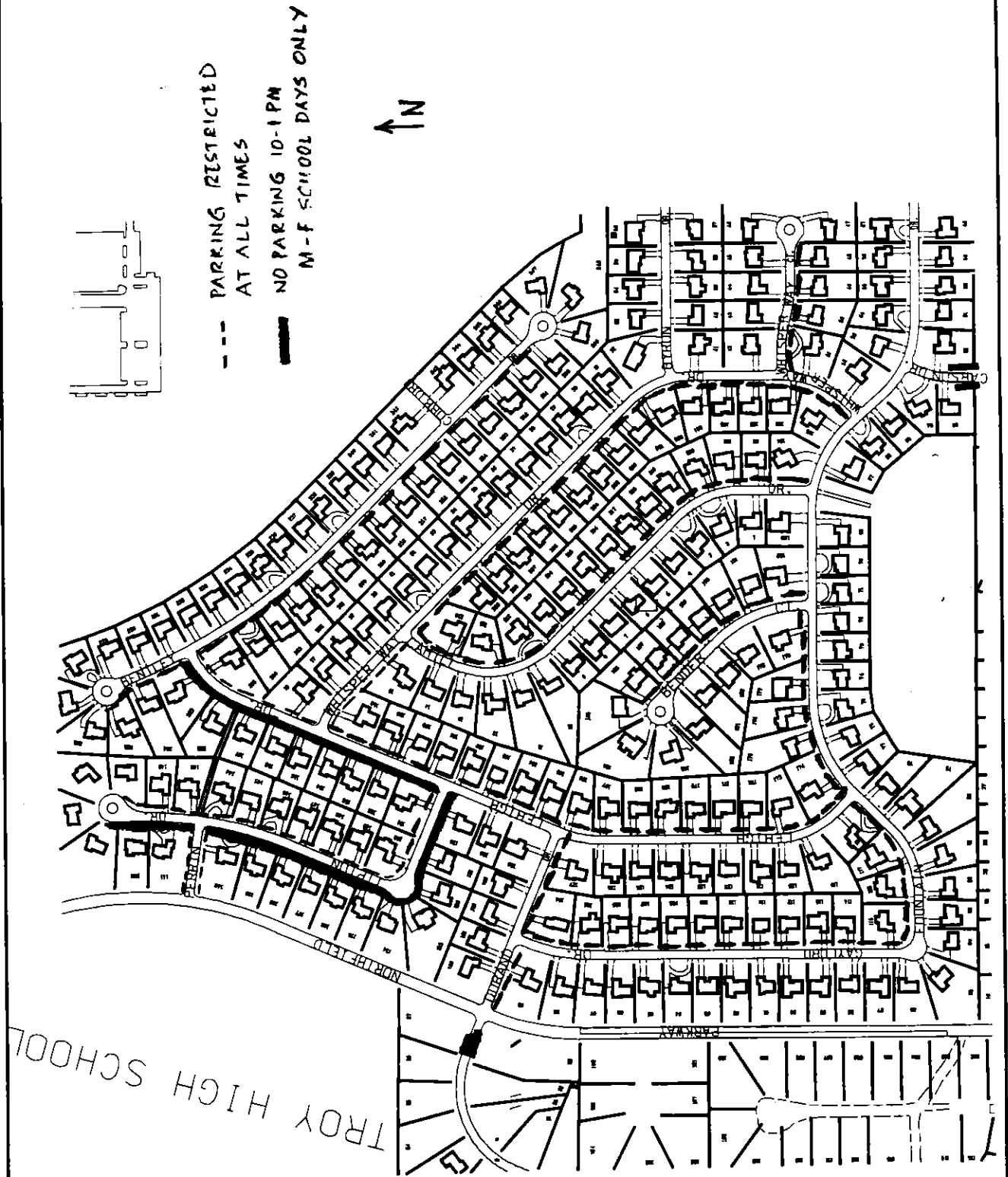
PETITION

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ITEM 5

NAME	TROY ADDRESS	DATE
Luelyn Rasmussen	1664 Lakewood	5/17/97
Michael Taylor	1652 Lakewood	5/17/97
Lizah S. Boyle	1640 Lakewood	5/17/97
Bill B. Anderson	1604 Lakewood	5/17/97
Nancy McLaughlin	1592 Lakewood	5/17/97
Timothy M. Kaylor	1592 Lakewood	5/17/97
Don Valerfi	1560 LAKEWOOD	5/17/97
Kenneth Wojciechowski	1556 LAKEWOOD	5/17/97
Ellen French	1544 Lakewood	5/17/97
Mark D. J. J.	1544 Lakewood Dr	5/17/97
Theresa J. J.	1577 LAKEWOOD	5/17/97
Marianne Mennelli	1601 Lakewood	5/17/97





JUL-16-1997 02:58

MNSCO

3133746918 P.02 02

DAVID B.P. LEWENZ
5806 ALGONQUIN
TROY, MICHIGAN 48064
248-641-9649
FAX: 248-641-8780

June 16, 1997

Traffic Committee City of Troy
500 W. Big Beaver Road
Troy, Michigan 48064

RE: Install "Children at Play" sign on Haverford Road

Dear Committee Members

Please be advised that I am out of town on business and will not be able to express my views in person. I hope that this letter will present a solid case for my concern and my neighbors concern.

Over the past 6 weeks the traffic on Haverford is considerable heavier than a subdivision of our size. Traffic on the street races down Haverford from beach road in the morning at 45 to 50 mph. This was confirmed by the Troy police. I requested speed traps be set up in the morning and evening hours. The two officers that ran the radar traps discovered that cars from the subdivision to the North are using Haverford as a cut through street.

Our home is located on the corner of Haverford and Algonquin. Our children and neighbors children have been taught not to play on the street. But as you know, accidents with heavy traffic can occur. The sign requested "Children at Play" should be installed on Haverford at the entrance to the subdivision, not on Algonquin, since only 7 homes are located on Algonquin Court. A stop sign needs to be installed on the corner of Algonquin and Haverford, since Haverford has the right of way. Traffic must stop leaving Algonquin court, or the potential for an accident is significant.

The problem with speeders in the city is out of hand. I have had several conversations with the Lt. Scherlinck in traffic enforcement and he reports dozens of subdivisions are requesting radar enforcement.

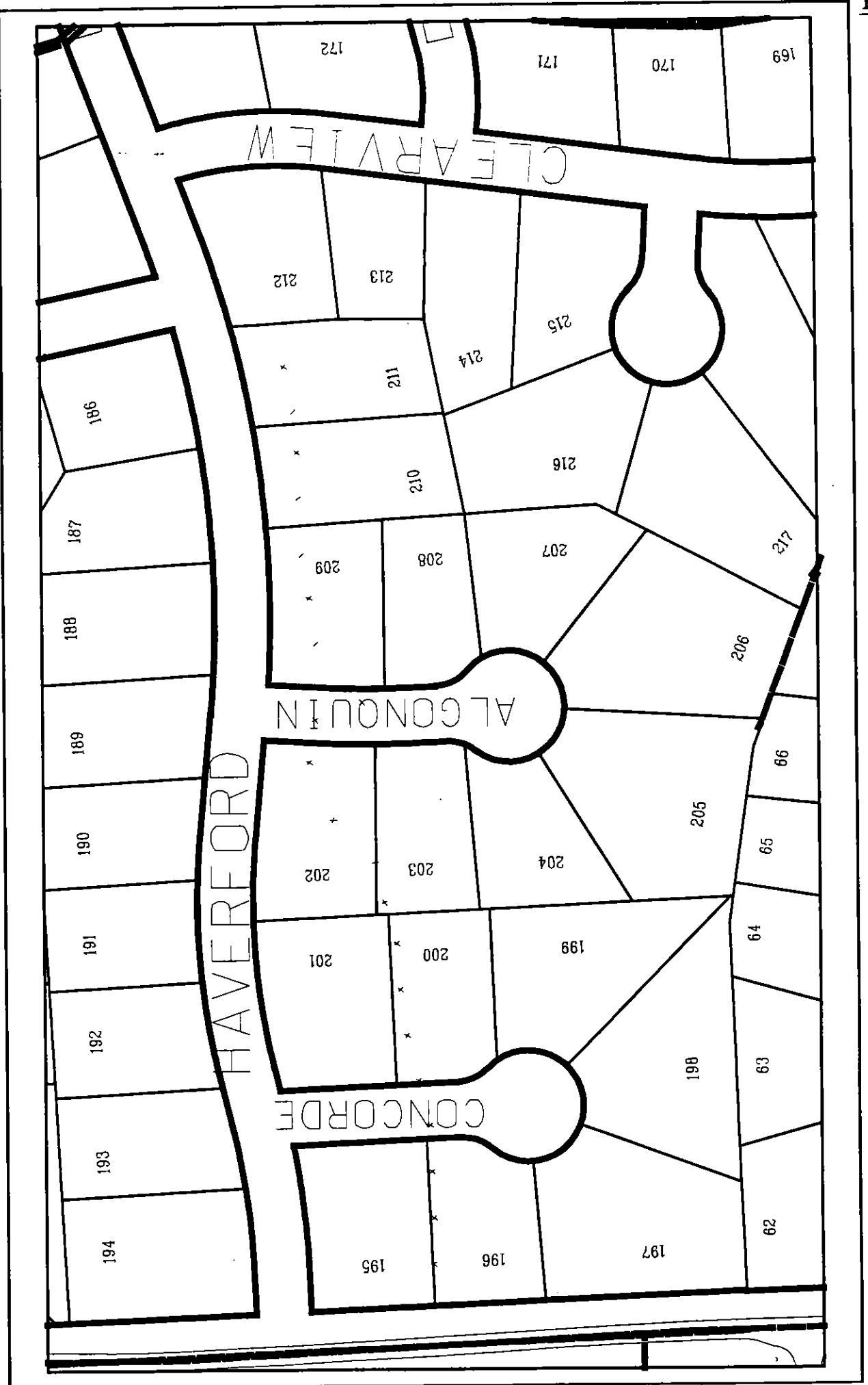
Considering the fact that my neighbors and I pay \$14,000 to \$22,000 in taxes annually. I do not think it is too much to ask for the two signs are installed at no cost to us and our neighbors.

I hope that you agree on my findings and install the two signs. The Children at Play sign does not need to be installed on Algonquin. The sign needs to be installed at the front of the sub on Haverford. A stop sign or Yield sign needs to be installed on the corner of Algonquin and Haverford. This sign should have been the responsibility of the developer prior to site plan approval.

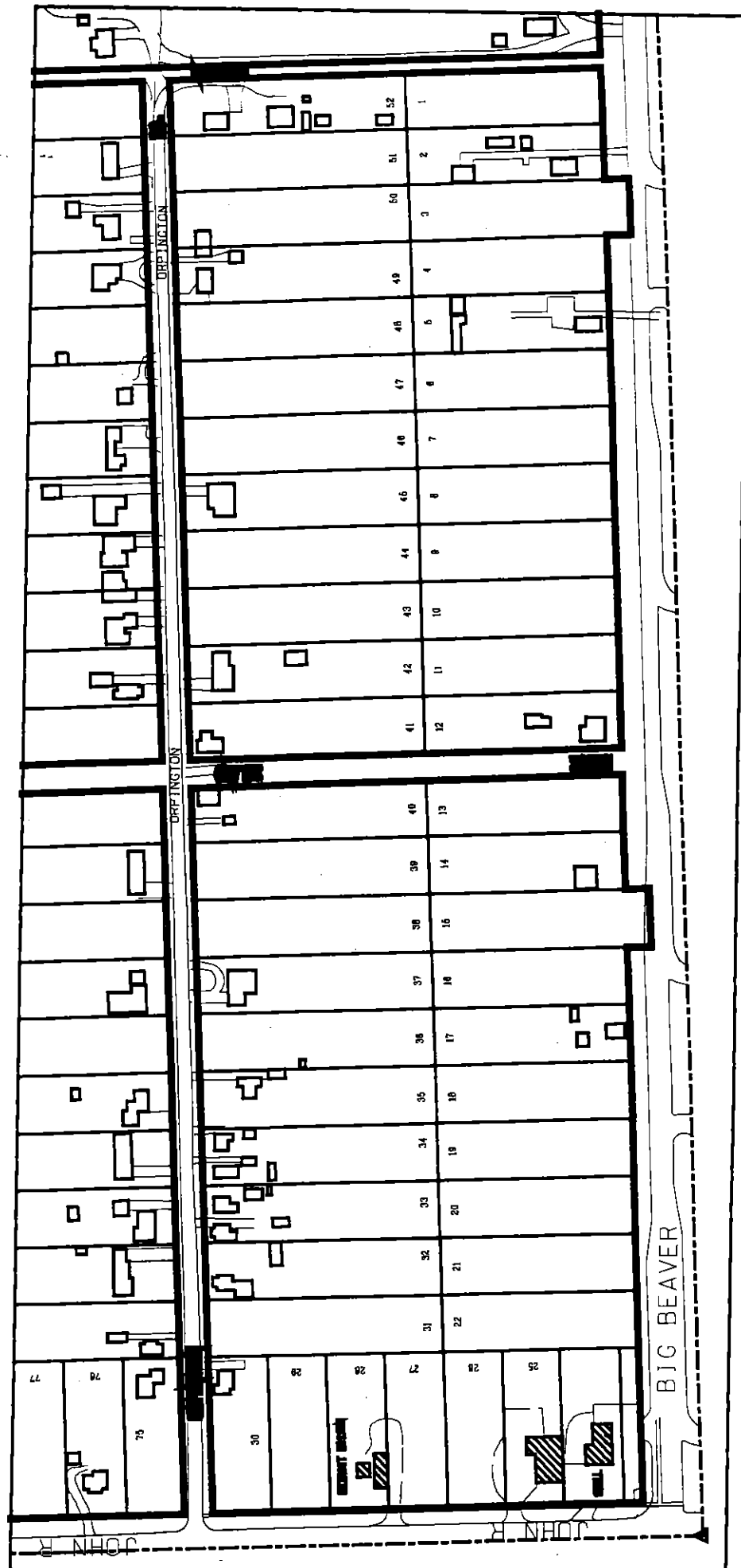
Best Regards,

David B.P. Lewenz

CC: John Abraham & Charles Solis.



6.1.1.1



Weather :
 Counted by:
 Board # :
 Other :

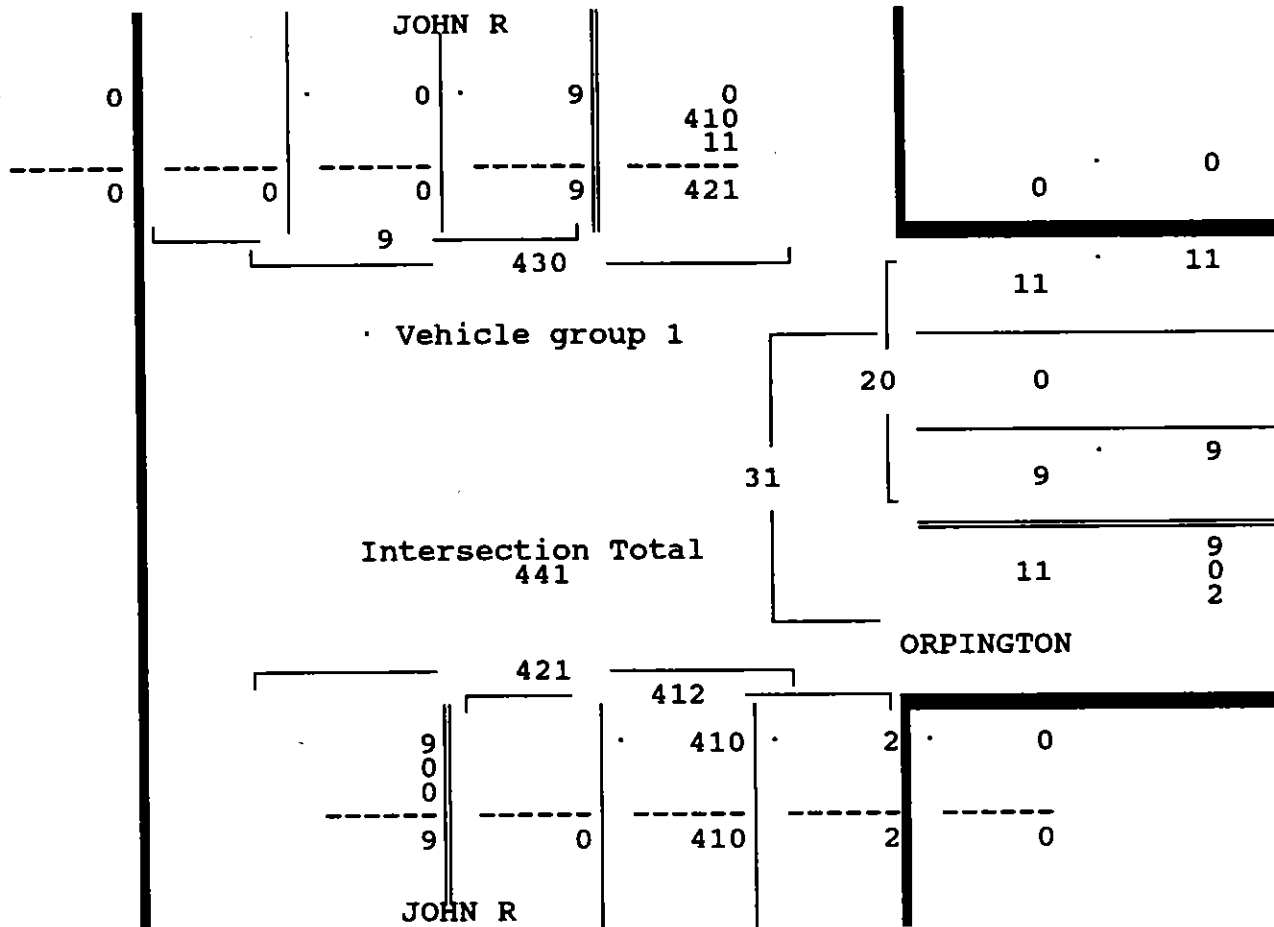
PEIKA SOFTWARE
 Copyright (C) 1990, 1991
 Jamar Technologies, Inc.
 Ivyland, PA.

ITEM 8

Site Code : 00000000
 Start Date: 06/11/97
 File I.D. : JONOR1FZ
 Page : 1

Vehicle group 1

	JOHN R Southbound			ORPINGTON Westbound			JOHN R Northbound			Total
	Other	Thru	Left	Other	Right	Left	Other	Right	Thru	
Date 06/11/97										
08:00	0	0	3	0	1	4	0	2	97	107
08:15	0	0	0	0	7	4	0	0	109	120
08:30	0	0	4	0	1	0	0	0	107	112
08:45	0	0	2	0	2	1	0	0	97	102
Hr Total	0	0	9	0	11	9	0	2	410	441
TOTAL	0	0	9	0	11	9	0	2	410	441



11 RIGHT TURNS }
 9 LEFT TURNS } IN ONE HOUR

City of Troy, MI
Traffic Engineering
Volume Report with 24 Hour Totals

Page 1

Data File : D0514004.PRN
Station : 000000000005
Identification : 000000009881
Start date : May 14, 97
Stop date : May 15, 97
City/Town : TROY
Location : ORPINGTON

Interval : 15 minutes
Start time : 16:00
Stop time : 16:00
County : OAKLAND

May 14/May 15 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	2	5	2	15	7	7	1	15
30	1	1	0	0	1	4	6	6	7	14	6	9
45	0	0	0	0	1	4	7	13	3	6	3	8
00	0	0	3	0	2	9	13	13	3	9	6	6
Hr Total	2	1	3	0	6	22	28	47	20	36	16	38
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	6	2	11	13	2	11	15	9	12	4	0
30	7	3	8	7	8	12	16	7	6	5	2	1
45	20	3	8	9	11	13	16	11	7	6	4	2
00	25	8	13	9	9	10	9	6	7	5	2	0
Hr Total	64	20	31	36	41	37	52	39	29	28	12	3

24 Hour Total : 611
AM peak hour begins : 06:45 AM peak volume : 47 Peak hour factor : 0.78
PM peak hour begins : 12:00 PM peak volume : 64 Peak hour factor : 0.64

5/23/97

TO: Mr. John K. Abraham
City of Troy Traffic Engineer

SUBJECT: Restricted Parking on Stream View Ave.

Sir;

The purpose of this letter is to request that the restricted / no parking signs on the south side of Stream View, come before the council for discussion.

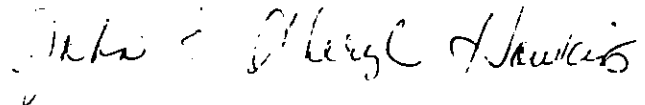
There is no parking all along the north side of Stream View and with the restricted portion of the south side, creates difficulties in parking for ourselves and several surrounding neighbors.

There are two homes residing close by with a total of seven vehicles that are directly affected by this south side restriction. It is not always possible to park in our individual driveways, especially when having visitors. We don't see the need to be forced to park a street away because Ms. Randall dislikes the unsightly look of parked cars in front of her home.

Along with this inconvenience, and more importantly, is the number of times Ms. Randall has called the Troy police about cars parked along her home. She originally claimed that teenagers were parking there to access the woods to the south and this has just not happened. Neighbor's and their guest's cars are the only ones to ever park there. We think the Troy police are being inconvenienced and their time ill spent, reacting to these many calls. This is time and effort being taken away from important police business like hit and run murders.

At this time, we request a fair hearing of this issue. Our intent is to air concern over the unjust reasoning behind the installation of these no parking signs. We and other Sugar Maple Village residents request a place on the next city council meeting agenda.

Sincerely,
John & Cheryl Hawkins
Residents & concerned citizens



May 23, 1997

John & Cheryl Hawkins

Addendum

City Council agenda request

Concerned Sugar Maple Village neighbors and residents over the restricted and no parking signs on the south side of Streamview.

Robert Steffen

238 Streamview

Patricia Steffen

238 Streamview

John & Cheryl Hawkins

176 Streamview

Christie Carroll

205 Streamview

John H. Carroll

205 Streamview

Richard E. Kasper

154 Streamview

John H. Kasper

154 Streamview

Bridget Reimer

129 Streamview

Matt Reimer

181 Streamview

TO: Traffic Committee Members

TOTAL: 3 pages

Lt. Gerard Scherlinck FAX (810) 524-1503
Lt. Robert Matlick FAX (810) 689-7520
John Abraham FAX (810) 524-1838

FROM: Karen W. Randall
4609 Colling
Troy, MI 48098

Reference item #9 on the Agenda for the Traffic Committee Meeting scheduled June 18, 1997

1. Majority of neighbors do not object to "no parking" signs on Streamview. Petition of neighbors that do not object to the city Council ruling for no parking signs installed on Streamview at 4609 Colling, total 26-attached.
2. City Council decision to install "no parking" signs was not based on a majority of signatures. The purchase price of a home includes the development of the street and sidewalk in front of the home. This decision was based on the fact that this area of street effects the two primary neighbors that live there, Aiken and Randall. These neighbors have the primary voice in what happens in front of their own homes, not the neighbors living in other locations on the street.

The two primary residences agreed that no parking signs would help the situation of teens going into the woods pursuing illegal activities and parked cars.
3. One of the two primary residents have not had the opportunity to respond since they are out of town. They need to have the opportunity to respond since they are primary residents.
4. Public streets have designated no parking areas throughout Troy as well as other cities.
5. Change the "no parking 9PM-7AM" signs to read "no parking", excluding the utility vehicles such as lawn maintenance and construction vehicles, etc.
5. I am open to mediation.

Sugar Maple Village neighbors that have NO OBJECTIONS to the City Council ruling
for

"NO PARKING -9pm-7am" signs installed at 4609 Colling.

Signs will be installed on the South side of Streamview designating no overnight parking from 4609
Colling property line to the corner of Colling and Streamview.

- | | |
|----------------------------------|--|
| 1. <u>Pernick Feldkamp</u> 4 | 11. <u>Mr. & Mrs. [unclear]</u> |
| <u>71 Streamview</u> | <u>71 Streamview</u> 97 |
| 2. <u>Sam H. [unclear]</u> 3 | 12. <u>Mr. & Mrs. [unclear]</u> 98 |
| <u>73 Streamview</u> | <u>71 Streamview</u> |
| 3. <u>[unclear]</u> | 13. <u>[unclear]</u> 99 |
| <u>49 Streamview</u> 108 | <u>[unclear]</u> |
| 4. <u>[unclear]</u> 5 | 14. <u>Frank W. [unclear]</u> |
| <u>71 Streamview</u> | <u>54 Pineview</u> 102 |
| 5. <u>Lyndell Elson</u> 7 | 15. <u>Therese [unclear]</u> |
| <u>105 Streamview</u> | <u>120 Streamview</u> 92 |
| 6. <u>John F. [unclear]</u> 10 | 16. <u>Ch. [unclear]</u> 100 |
| <u>217 Streamview</u> | <u>100 Streamview</u> |
| 7. <u>Frederick [unclear]</u> 85 | 17. <u>Mr. [unclear]</u> |
| <u>1409 Colling</u> | <u>246 Eckford</u> 98 |
| 8. <u>[unclear]</u> 58 | 18. <u>Mary A. Lindsay</u> |
| <u>141 [unclear]</u> | <u>273 Eckford</u> 99 |
| 9. <u>Walter [unclear]</u> 41 | 19. <u>Scott [unclear]</u> |
| <u>283 Eckford</u> | <u>201 Eckford</u> 98 |
| 10. <u>[unclear]</u> 107 | 20. <u>Bruce [unclear]</u> 99 |
| <u>40 Streamview</u> | <u>241 Streamview</u> |

