

The Traffic Committee meeting was called to order at 7:38 p.m. in the City Council Chambers of Troy City Hall on September 19, 1996, by Chairman Charles Solis.

ITEM 1: ROLL CALL

RECEIVED

OCT - 2 1996

CITY OF TROY
CITY MANAGER'S OFFICE

PRESENT: Arthur Cotsonika
Ted Halsey
Jan Hubbell
Charles Solis
Peggie Perry

ABSENT: Alan Weisberg
John Diefenbaker

Also present were the following:

- 5 Tom & Anne Sawyer, P. O. Box 99236, Troy 48099
Karen Lueck, 3826 Village Ct.
Paul Kennedy, 1410 Wrenwood
Rebecca L'Ecuyer, 2511 Brooklawn
Len Bonner, 855 Norwich
Pamela Lourim, 904 Norwich
Bill & Sherry Tall, 835 Norwich
Doug Lasky, 1577 Derby, Birmingham
George Didlake, 858 Norwich
- 5&6 Brad Cowdery, 1430 Brooklawn
- 6 Ed Francis, 2761 Derby
Jerry Dreer, 2794 Derby, Birmingham
Paul Hoef, 2802 Derby, Birmingham
Al Vannini, 2125 Derby
Clark Harris, 2305 Derby
- 7 Charles Yang, 3417 Balfour
H. Toben, 3437 Balfour
- 8 Allan Tuomaala, 31731 Northwestern Hwy., Farm. Hills
- and Richard F. Beaubien, Transportation Director, HRC
Lt. Gerard Scherlinck, Traffic Safety Unit
C. Neall Schroeder, City Engineer
Asst. Chief Dave Roberts, Troy Fire Department

D-1

Moved by Halsey
Supported by Solis

Recommend that John Diefenbaker be excused because he is out of the city.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

ITEM 2: MINUTES - AUGUST 8, 1996

Moved by Hubbell
Supported by Solis

Recommend that the minutes of the August 8, 1996 meeting be approved as printed.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

ITEM 3: VISITORS' TIME

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

Moved by Hubbell
Supported by Perry

Recommend that the items be taken in the following order: 5, 6, 7, 8, 4.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

ITEM 5: INSTALL BARRICADE ON NORWICH AT BROOKLAWN TO ELIMINATE THROUGH TRAFFIC

Tom Sawyer, 895 Norwich, has requested the installation of a barricade at the north end of Norwich to eliminate through traffic. He has indicated that some of this through traffic may be the result of construction activity on Adams Road and/or Big Beaver Road. To address concerns about through traffic in Section 30, the cities of Troy and Birmingham recently conducted a license plate survey during peak traffic periods. The attached letter to citizens of Troy and Birmingham signed by both mayors describes this activity in more detail.

Results from the license plate survey in the north half of Section 30 for the morning of June 11, 1996 are currently available. During the period 7-9 a.m. on June 11, 1996 we found that 33 vehicles entered Brooklawn from Big Beaver, and 6 of these vehicles exited Section 30 during the same 15 minute period when they entered the section. Two of these vehicles went to Adams at Derby, 1 vehicle went to Coolidge at Gloucester, and 3 vehicles went to Big Beaver at Wrenwood. The attached tables provide additional information.

Based on the information currently available, it appears that through traffic using Brooklawn and Norwich is not at a level which would dictate the installation of a barricade. During the 2 hour period of 7-9 a.m. we found only 6 vehicles which could be classified as "cut through" traffic. Moreover, the absolute number of vehicles entering Brooklawn from Big Beaver is consistent with what we would expect for a typical residential street in Troy just based on the number of homes in the area.

In September 1996 traffic counts were conducted on streets in the vicinity of Brooklawn and Norwich. The results are shown in the table below.

SECTION 30 1996 DAILY TRAFFIC VOLUMES	
<i>Location</i>	<i>Daily Traffic</i>
Norwich, north of Derby	1215
Norwich, south of Brooklawn	1249
Brooklawn, south of Big Beaver	683
Wrenwood, south of Big Beaver	1043

Also in September 1996, turning movement counts were conducted at the Big Beaver/Brooklawn intersection. Between 4:30 and 5:30 p.m., there were 42 left turns from Big Beaver onto Brooklawn. Additional details of this survey are shown in the attachment.

The Road Commission for Oakland County plans to reconstruct Big Beaver Road between Coolidge and Adams to a five lane cross-section during 1998. This will provide a longer left turn lane for westbound Big Beaver traffic approaching Adams. When Big Beaver between Adams and Woodward was closed during construction in the summer of 1996, traffic patterns along Big Beaver may have been altered.

The signal controller at Adams/Big Beaver has no constraints on the amount of green time permitted for westbound to southbound left turns during the afternoon peak period, other than the demands of the other approaches to the intersection. The controller has the ability to re-introduce a left turn phase for this westbound to southbound movement if the demand on other approaches permits.

The installation of multi-way stops at intersections like Brooklawn/Norwich would require hourly traffic volumes of 500 vehicles per hour on all approaches for an eight-hour period during the day to meet the requirements of the *Manual of Uniform Traffic Control Devices*. Because traffic volumes approaching this intersection are considerably less than that amount, a multi-way stop is not warranted based on traffic volume.

Tom Sawyer appeared to speak on behalf of residents of Section 30. He has been dealing with the Traffic Safety Unit since May. His letter of August 5, 1996, listed five possible solutions in the order he expected the Traffic Committee and/or City Council would be willing to grant them. The numbers listed on the petitions he submitted refer to those solutions preferred by each resident who signed. He stated that he is not asking for a barricade; that would be a last resort. He requested that the Committee vote "yes" or "no" on each issue that he presented and give reasons for each decision.

There is a new subdivision of 19 homes going in on the SE corner of Big Beaver and Adams, and there will be a new road going out to Adams from the new Brooklawn subdivision. He expects that some of the traffic may be diverted to that new road. However, that new road won't have a traffic light, which will cause more problems.

Mr. Sawyer has watched the westbound Big Beaver traffic back up past Henhawk. He believes the long wait at this intersection is the cause of the cut-through traffic in his area. It is worse at 6-9 am and 4-7:30 pm. The length of the left turn lane and the length of the green time need to be addressed as possible options.

Mr. Sawyer has been very impressed with the action that he has received from the Police Department.

Mr. Cotsonika said the Committee will not change its procedures and vote on each suggestion. Mr. Solis said they would discuss all and make a recommendation to Council.

Lt. Scherlinck said officers have spent approximately 30 hours on selective enforcement in the area, and there were 20 enforcement actions, which is about average for a subdivision. There were some speeding problems—78% were within the speed limits (85% is ideal). There has been less of a problem since the new Somerset North mall opened. A lot of the cut-through traffic may have been the result of the Adams Road project and they are seeing a lot less congestion and speeding there now.

Mr. Beaubien stated that a license plate survey done in June of this year in the northern half of the section did not show much cut-through traffic in the morning. Results of an afternoon study are being compiled by the Birmingham traffic engineering consultant. There may be

another license plate survey in September or October because the June study did not include traffic from Somerset North or the school traffic.

Karen Luke, who lives on the corner of Brooklawn and Village Court, did an informal count. The traffic volume doesn't bother her, but the speeders do. Six to ten times residents who were driving 25 mph were passed by speeders. She would like the City to address speed control. Lt. Scherlinck said police presence slows them down only temporarily. She said Brooklawn north to Norwich is a wide open area where police and the radar truck can't even be hidden, and the speeding is worse when they are not visible in the area. She asked if there could be a stop sign put at the new Roseglen/Brooklawn intersection to slow people down.

Mr. Beaubien said if there are sight restrictions a yield sign might be possible, but the area probably wouldn't meet warrants for multi-way stops. Also, surveys have shown 25% of motorists don't even slow down for unwarranted stop signs, and many who do just go faster in the middle of the blocks to make up for lost time.

Mr. Beaubien said Big Beaver, Cunningham to Adams, will be reconstructed in 1998 to lengthen the left turn lane. Troy and Birmingham are doing a cooperative traffic study in the area, but this work is not yet complete.

Mr. Solis suggested that often the people doing the speeding are residents of the area, and suggested that Ms. Luke talk to her homeowners' association to try to publicize the problem.

Paul Kennedy of Wrenwood said if the through traffic is restricted on Brooklawn, it will just move over to Wrenwood.

A citizen said a barricade between the new and old subdivisions would block the way to Pembroke school. There was previously a barricade at Brooklawn north of Norwich.

Doug Lasky complimented the Troy Police Department for their enforcement actions and urged them to work with the Birmingham Police Department. He believes the problems originate from the dysfunctional corner of Big Beaver and Adams and sees a lot of hostility from drivers frustrated by the traffic problems. He thinks that the fact that Bloomfield Hills doesn't want Big Beaver widened from Adams to Woodward is part of the problem. He supports Mr. Sawyer's position and would like to see limited turns from Big Beaver to Norwich and Wrenwood. He urged us to get together with the Oakland County Road Commission on the intersection problem and with the Birmingham Police Dept. for sting operations for through traffic where "no turn" signs already exist.

Mr. Halsey suggested that the "No Right Turn" signs on Adams at Derby could just be advertising a shortcut.

Len Bonner of 855 Norwich said there wasn't a problem with cut-through traffic and speeding when barrier was up dividing the two subdivisions. He supports all of Mr. Sawyer's solutions.

Mr. Halsey asked Lt. Scherlinck to assign as much patrol as possible. He suggest adjusting the left turn signal at Adams. "No turn" signs hurt residents too.

Ms. Hubbell suggested that Mr. Sawyer get license numbers of speeders. Lt. Scherlinck said the Traffic Safety Unit will send warning letters to those observed speeding.

Mr. Solis recommended contacting Officer Dan Clark regarding his Project Orange, which makes children more visible to motorists.

Regarding traffic volume, Ms. Perry said that the average number of trips per home in subdivisions 10 per day, so traffic volumes on Brooklawn and Norwich are not unusual.

Moved by Halsey
Supported by Hubbell

Recommend asking the Road Commission for Oakland County to extend the length of green time at westbound Big Beaver to southbound Adams, and review the whole signal system for better efficiency and traffic flow.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

ITEM 6: INSTALL "NO RIGHT TURN 4-6 P.M." SIGNS ON COOLIDGE AT DERBY

Al Vannini, 2125 Derby, has asked that "No Right Turn 4-6 p.m." signs be installed on Coolidge at Derby. Mr. Vannini's intention is to reduce the volume of "through" traffic on Derby during this time period. The attached table shows the result of hourly traffic counts conducted on Derby west of Coolidge during 1988, 1993, and 1995. The most recent daily traffic volume on Derby was the 733 vehicles per day found in 1995.

In June 1996 a license plate survey was conducted in Section 30 in conjunction with the City of Birmingham. City of Troy observers stationed at Derby and Coolidge recorded vehicles entering Derby from Coolidge between 4 and 6 p.m. The results are shown in the table below.

DERBY AT COOLIDGE June 11, 1996	
<i>Time</i>	<i>Vehicles Entering</i>
4:00-4:15 p.m.	10
4:15-4:30 p.m.	10
4:30-4:45 p.m.	24
4:45-5:00 p.m.	16

5:00-5:15 p.m.	42
5:15-5:30 p.m.	60
5:30-5:45 p.m.	28
5:45-6:00 p.m.	13

The survey indicates that there is a higher volume of traffic entering Derby between 5 and 6 p.m. than between 4 and 5 p.m.

Prohibiting all turns from Coolidge onto Derby will make it difficult for many of the residents of Section 30 to return home after a day at work. Installation of these signs would encourage motorists to use other roads to enter Section 30 such as Witherbee or streets to the south of Derby in Birmingham. Because the volume of traffic on Derby is within the range of 500 to 3000 vehicles per day, which is typical for residential streets in Troy, installation of signs to direct traffic to other streets in Section 30 is not recommended.

The Cities of Troy and Birmingham are conducting a joint traffic study in this area. The two communities felt it would be appropriate to wait until after the opening of Somerset North and area schools to have a complete picture of traffic patterns in the area. Given the background of the ongoing but not yet completed traffic study in this area, it would be premature to make a recommendation which would pre-empt the cooperative traffic study of the two communities. It is recommended that this issue be tabled until after the joint traffic study in the area is complete.

Mr. Vaninni says that traffic backs up to Derby heading south on Coolidge, and drivers cut through Derby to get to Eton, Maple and Adams. The traffic is much too heavy and too fast through the subdivision. Residents would like a "No Turns 4-6 pm" sign. Lately there is a lot of traffic coming from Adams cutting through to Coolidge, because of the congestion on Adams. The residents have been trying to get action from Birmingham for a year but without satisfactory results. Witherbee had new stop signs installed, so more people go to Derby to avoid them.

If the turn prohibition is installed at Derby it is reasonable to expect that traffic volumes will increase on adjacent streets such as Gloucester, Witherbee and streets to the south in Birmingham.

Mr. Vaninni also says that westbound Maple traffic at Coolidge has hardly any backup, but Coolidge backs up past Derby. He feels changing the signal timing might help.

Jerry Dreer, 2794 Derby, Birmingham, spoke in favor of this item and brought snapshots of traffic backups on Coolidge to show to the Committee. He said the Derby residents have been fighting this problem since 1979. He would like to try the signs for 90 days.

Ed Francis of 2761 Derby and Clark Harris of 2305 Derby also spoke in support of this item.

Mr. Halsey asked if there could be an impact study done to see what effect the proposed signs would have on the other streets in the area. He also asked when the next meeting with Birmingham is scheduled. Mr. Beaubien will check with the City Manager's office.

The citizens were concerned that this issue would not be dealt with expeditiously. Mr. Beaubien advised that the additional traffic studies would most likely be completed by November. Mr. Solis assured the citizens that the Committee would address the issue at the November meeting, whether or not the studies are completed.

Moved by Perry

Supported by Hubbell

Recommend that consideration of turn prohibitions at Coolidge/Derby be tabled until the November Traffic Committee meeting.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

ITEM 7: INSTALL NO PARKING SIGNS ON THE NORTH AND WEST SIDES OF BALFOUR FROM LEXINGTON TO 3492 BALFOUR AND ON THE NORTH SIDE OF LEXINGTON FROM COOLIDGE TO GRESHAM

Charlie and Jeannie Sell have requested additional "No Parking" signs on Lexington and Balfour to prevent parking by Somerset North shoppers. Parking is currently prohibited on the south and east sides of Balfour and on the south side of Lexington.

Howard Tobin of 3734 Balfour said he doesn't feel there is a problem. He suggested waiting until after the holiday shopping period to see if there is a problem then. Three residents also wrote to the Committee against this request, indicating that there is no problem and they want to be able to have their guests park in the street when necessary.

Moved by Halsey

Supported by Hubbell

Recommend that no change be made in the existing parking regulations.

YEAS: 5

NAYS: 0

ABSENT: 2

ITEM 8: ESTABLISH FIRE LANES AT TROY SPORTS COMPLEX

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 for Troy Sports Complex to allow proper development of and travel by emergency vehicles (fire, police, medical).

Mr. Allan Tuomaala appeared for Item 8. He has no objections to the recommended fire lanes.

Moved by Hubbell
Supported by Perry

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

YEAS: 5

NAYS: 0

ABSENT: 2

ITEM 4: REMOVE "NO TURN ON RED" SIGN FOR WESTBOUND SQUARE LAKE AT COOLIDGE

Gregory Cummings, 2440 Dalesford, has suggested that the "No Turn on Red" sign for westbound Square Lake at Coolidge be removed or restricted by hours of day. This sign was installed because of a restriction in sight distance for westbound motorists. Westbound motorists approaching Coolidge do not have an adequate view of northbound traffic on Coolidge because of the bridge abutment for I-75.

Attached collision diagrams show the pattern of accidents at this intersection over the last three years. Most of the collisions are rear-end accidents. However, one accident involved a westbound vehicle on Square Lake being struck by a northbound vehicle on Coolidge.

The table below shows the traffic volumes approaching the intersection of Coolidge and Square Lake by intersection approach and by hour of day.

HOURLY TRAFFIC VOLUMES
COOLIDGE/SQUARE LAKE - 1996 WEEKDAY

<u>TIME</u>	<u>WB</u> <u>SQUARE LAKE</u>	<u>SB</u> <u>COOLIDGE</u>	<u>EB</u> <u>SQUARE LAKE</u>	<u>NB</u> <u>COOLIDGE</u>
1am - 2am	13	9	24	32
2am - 3am	6	1	12	30
3am - 4am	12	5	4	11
4am - 5am	8	2	5	6
6am - 7am	30	52	69	69
7am - 8am	138	272	203	170
8am - 9am	369	600	359	358
9am - 10am	291	432	315	332
10am - 11am	132	200	211	229
11am - 12pm	128	103	154	207
12pm - 1pm	193	124	231	238
1pm - 2pm	192	124	197	312
2pm - 3pm	176	127	166	233
3pm - 4pm	157	161	166	320
4pm - 5pm	248	165	254	507
5pm - 6pm	252	196	315	746
6pm - 7pm	447	213	433	1045
7pm - 8pm	281	173	277	639
8pm - 9pm	227	163	168	435
9pm - 10pm	176	74	139	263
10pm - 11pm	156	59	111	220
11pm - 12am	127	57	61	132
12am - 1am	81	42	19	82

Because of inadequate sight distance for westbound motorists, we recommend that the "No Turn on Red" sign for westbound Square Lake at Coolidge be retained.

No one appeared to address the committee on this item.

Moved by Hubbell
 Supported by Halsey

Recommend that the "No Turn on Red" sign for westbound Square Lake at Coolidge be retained.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

9. **OTHER BUSINESS**

Mr. Halsey asked about a signal at Butterfield and Crooks that Kelly Services had requested to allow their employees to exit onto Crooks. The Committee members and Mr. Beaubien said they have other ways to exit through adjoining parking lots, and the Road Commission of Oakland County won't approve such a light until Troy does. Kelly Services should contact the Traffic Committee and be ready to tell us why they can't exit via Troy Center to Kirts.

10. **ADJOURN**

The Traffic Committee meeting adjourned at 9:33 pm. The next meeting will be Wednesday, October 23, 1996.

Item 5

License Plate Survey - Section 30 June 11, 1996 7-9am

Exit Enter\	Coolidge/ Derby	Adams/ Derby	Coolidge/ Gloucester	Big Beaver/ Wrenwood	Big Beaver/ Brooklawn
Coolidge/ Derby	•	5		1	
Adams/ Derby	9	(80) •	3	3	7
Coolidge/ Gloucester	1	3	(9) •	2	
Big Beaver/ Wrenwood		1	1	(2) •	
Big Beaver/ Brooklawn		2	1	3	(5) •

License Plate Survey - Section 30 June 11, 1996 7-9am

Exit Enter\	No. Enter	No. Thru	% Thru
Coolidge/ Derby	16	6	37.5%
Adams/ Derby	304	22	7.2%
Coolidge/ Gloucester	45	6	13.3%
Big Beaver/ Wrenwood	26	2	7.7%
Big Beaver/ Brooklawn	33	6	18.2%
TOTAL	424	42	9.9%

TURNING MOVEMENT

Vehicle group 1

Big Beaver Rd. Westbound				Brooklawn Northbound			Big Beaver Rd. Eastbound			Total
Left	Thru	Other		Left	Right	Other	Thru	Right	Other	
Date 09/04/96										
16:30	8	448	0	1	2	0	190	2	0	651
16:45	10	392	0	3	1	0	223	2	0	631
17:00	10	490	0	1	7	0	224	4	0	736
17:15	14	441	0	1	8	0	222	5	0	691
Hr Total	42	1771	0	6	18	0	859	13	0	2709
TOTAL	42	1771	0	6	18	0	859	13	0	2709

Big Beaver Rd.

1,771⁶
0

1,777

0

859

859

13

13

0

Vehicle group 1

2,649

2,690

Intersection Total
2,709

872

1,813

1,771

1,771

42

42

877

859⁰
18

Big Beaver Rd.

79

24

42

6

18

0

13

6

18

0

55

6

18

0

Brooklawn

TURNING MOVEMENT

Vehicle group 1

Big Beaver Rd. Westbound				Brooklawn Northbound			Big Beaver Rd. Eastbound			Total
Left	Thru	Other		Left	Right	Other	Thru	Right	Other	
Date 09/04/96										
Peak Hour Analysis By Individual Approach for the Period: 16:30 to 17:30 on 09/04/96										
Peak start 16:30				16:30			16:30			
Volume	42	1771	0	6	18	0	859	13	0	
Percent	2%	98%	0%	25%	75%	0%	99%	1%	0%	
Pk total	1813			24			872			
Highest	17:00			17:15			17:00			
Volume	10	490	0	1	8	0	224	4	0	
Hi total	500			9			228			
PHF	.91			.67			.96			

08-29-1996

Volume by Lane Report - D0828004.PRN

16:56 Pg 1

: 000000000004 Id: 000000009883 Cld: 01 Fmt: 000 Int: 60 Min.
 Start: Wed - Aug 28, 1996 at 16:00 End: Thu - Aug 29, 1996 at 16:00
 City/Town: TROY County: OAKLAND
 Location: NORWICH N. OF DERBY File: D0828004.PRN
 Ln1-North

Wed - Aug 28, 1996

Lane	1	Total
17:00	91	91
Hourly Totals	91	91
18:00	153	153
Hourly Totals	153	153
19:00	62	62
Hourly Totals	62	62
20:00	80	80
Hourly Totals	80	80
21:00	47	47
Hourly Totals	47	47
22:00	38	38
Hourly Totals	38	38
23:00	21	21
Hourly Totals	21	21
24:00	16	16
Hourly Totals	16	16
Daily Totals	508	508

Thu - Aug 29, 1996

01:00	1	1
Hourly Totals	1	1
02:00	3	3
Hourly Totals	3	3
03:00	0	0
Hourly Totals	0	0
04:00	2	2
Hourly Totals	2	2
05:00	2	2
Hourly Totals	2	2
06:00	6	6
Hourly Totals	6	6
07:00	35	35
Hourly Totals	35	35
08:00	69	69
Hourly Totals	69	69
09:00	64	64
Hourly Totals	64	64
10:00	49	49
Hourly Totals	49	49
11:00	66	66
Hourly Totals	66	66
12:00	38	38

08-29-1996

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Volume by Lane Report - D0828004.PRN

16:56 Pg 2

Thu - Aug 29, 1996

Lane	1	Total
Hourly Totals	38	
13:00	44	4
====	====	====
Hourly Totals	44	44
14:00	70	70
====	====	====
Hourly Totals	70	70
15:00	104	104
====	====	====
Hourly Totals	104	104
16:00	154	154
====	====	====
Hourly Totals	154	154

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08-29-1996

Volume by Lane Report - D0828004.PRN

16:56 Pg 3

Station Data Summary

Lane	1	Total
Grand Totals	1215	1215
Percentages	100.00	

Am/Pm Peak Hour Totals

Lane	1	Total
Am Hour 7-8	69	69
Percentages	5.68	5.68
Pm Hour 15-16	154	154
Percentages	12.67	12.67

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08-29-1996

Volume by Lane Report - D0828003.PRN

16:55 Pg 1

0000000000002 Id: 000000009879 Cld: 01 Fmt: 000 Int: 60 Min.
 at: Wed - Aug 28, 1996 at 16:00 End: Thu - Aug 29, 1996 at 16:00
 City/Town: TROY County: OAKLAND
 Location: BROOKLAWN S. OF BIG BEAVER File: D0828003.PRN
 Ln1-North

Wed - Aug 28, 1996

Lane	1	Total
17:00	59	59
Hourly Totals	59	59
18:00	83	83
Hourly Totals	83	83
19:00	53	53
Hourly Totals	53	53
20:00	40	40
Hourly Totals	40	40
21:00	51	51
Hourly Totals	51	51
22:00	23	23
Hourly Totals	23	23
23:00	15	15
Hourly Totals	15	15
24:00	9	9
Hourly Totals	9	9
Daily Totals	333	333

Thu - Aug 29, 1996

01:00	4	4
Hourly Totals	4	4
02:00	3	3
Hourly Totals	3	3
03:00	0	0
Hourly Totals	0	0
04:00	0	0
Hourly Totals	0	0
05:00	1	1
Hourly Totals	1	1
06:00	4	4
Hourly Totals	4	4
07:00	18	18
Hourly Totals	18	18
08:00	33	33
Hourly Totals	33	33
09:00	44	44
Hourly Totals	44	44
10:00	20	20
Hourly Totals	20	20
11:00	18	18
Hourly Totals	18	18
12:00	35	35

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08-29-1996

Volume by Lane Report - D0828003.PRN

16:55 Pg 2

Thu - Aug 29, 1996

Lane	1	Total
Hourly Totals	35	
13:00	37	37
Hourly Totals	37	37
14:00	32	32
Hourly Totals	32	32
15:00	41	41
Hourly Totals	41	41
16:00	60	60
Hourly Totals	60	60

08-29-1996

Volume by Lane Report - D0828003.PRN

16:55 Pg 3

Station Data Summary

Lane	1	Total
Grand Totals	683	683
Percentages	100.00	

Am/Pm Peak Hour Totals

Lane	1	Total
Am Hour 8-9	44	44
Percentages	6.44	6.44
Pm Hour 17-18	83	83
Percentages	12.15	12.15

08-29-1996

Volume by Lane Report - D0828001.PRN

16:53 Pg 1

000000000003 Id: 000000009733 Cid: 01 Fmt: 000 Int: 60 Min.
 Start: Wed - Aug 28, 1996 at 16:00 End: Thu - Aug 29, 1996 at 16:00
 City/Town: TROY County: OAKLAND
 Location: NORWICH S. OF BROOKLAWN File: D0828001.PRN
 Ln1-North

Wed - Aug 28, 1996

Lane	1	Total
17:00	127	127
Hourly Totals	127	127
18:00	296	296
Hourly Totals	296	296
19:00	69	69
Hourly Totals	69	69
20:00	71	71
Hourly Totals	71	71
21:00	58	58
Hourly Totals	58	58
22:00	33	33
Hourly Totals	33	33
23:00	21	21
Hourly Totals	21	21
24:00	6	6
Hourly Totals	6	6
Daily Totals	681	681

Thu - Aug 29, 1996

01:00	2	2
Hourly Totals	2	2
02:00	1	1
Hourly Totals	1	1
03:00	1	1
Hourly Totals	1	1
04:00	1	1
Hourly Totals	1	1
05:00	5	5
Hourly Totals	5	5
06:00	6	6
Hourly Totals	6	6
07:00	26	26
Hourly Totals	26	26
08:00	75	75
Hourly Totals	75	75
09:00	55	55
Hourly Totals	55	55
10:00	35	35
Hourly Totals	35	35
11:00	52	52
Hourly Totals	52	52
12:00	37	37

08-29-1996

Volume by Lane Report - D0828001.PRN

16:53 Pg 2

Thu - Aug 29, 1996

Lane	1	
-----	-----	
Hourly Totals	37	
13:00	38	38
=====	=====	=====
Hourly Totals	38	38
14:00	58	58
=====	=====	=====
Hourly Totals	58	58
15:00	86	86
=====	=====	=====
Hourly Totals	86	86
16:00	90	90
=====	=====	=====
Hourly Totals	90	90

####

08-29-1996

Volume by Lane Report - D0828001.PRN

16:53 Pg 3

Station Data Summary

Lane	1	Total
-----	-----	-----
Grand Totals	1249	1249
Percentages	100.00	

Am/Pm Peak Hour Totals

Lane	1	Total
-----	-----	-----
Am Hour 7-8	75	75
Percentages	6.00	6.00
Pm Hour 17-18	296	296
Percentages	23.70	23.70

August 7, 1996

TO: Traffic Committee

FROM: Richard F. Beaubien, P. E.
Acting Transportation Director

SUBJECT: Barricade on Norwich at Brooklawn

Tom Sawyer, 895 Norwich, has indicated that he would like the consideration of a barricade on Norwich to be deferred to the next Traffic Committee meeting. He would like time to develop a petition on the subject for your consideration. He believes that there are five possible solutions for the "through traffic" which he finds on Norwich, and he believes that each of these possible solutions should be considered by the Traffic Committee. The solutions are:

1. Install No Left Turn signs for westbound Big Beaver at Brooklawn or install No Turn signs on Brooklawn at Norwich for certain hours of the day. He indicated that he would like the turn prohibitions to be enforced only for non-residents.
2. Increase the length of the left turn lane for westbound Big Beaver at Adams to discourage left turns onto Brooklawn during the P.M. peak traffic period.
3. Revise signal timing at Big Beaver and Adams to provide more green time for the westbound to southbound left turn.
4. Install three-way stop at Brooklawn/Norwich and a three-way stop at Witherbee/Norwich.
5. Install a barricade on Brooklawn between the new and old subdivisions. This would place the barricade north of the Brooklawn/Norwich intersection.

We expect to reschedule consideration of this item for the September meeting. A copy of the left turn demand for westbound Big Beaver/southbound Adams from counts taken in March 1996 is attached for your information.



Richard F. Beaubien, P. E.
Acting Transportation Director

RFB/ln

cc: Neall Schroeder
James C. Bacon, Jr.
John Szerlag

Left Turn Movements
From WB Big Beaver to SB Adams
March 1996

<u>TIME OF DAY</u>	<u>Number of Turns</u>
12am - 1am	13
1am - 2am	4
2am - 3am	9
3am - 4am	10
4am - 5am	11
5am - 6am	29
6am - 7am	80
7am - 8am	170
8am - 9am	188
9am - 10am	159
10am - 11am	166
11am - 12pm	204
12pm - 1pm	213
1pm - 2pm	164
2pm - 3pm	175
3pm - 4pm	209
4pm - 5pm	298
5pm - 6pm	327
6pm - 7pm	224
7pm - 8pm	195
8pm - 9pm	116
9pm - 10pm	150
10pm - 11pm	100
11pm - 12am	34
TOTAL	3248

City of Birmingham

151 Martin Street

General Offices (810) 644-1800

P.O. Box 3001

FAX (810) 644-5614

Birmingham, Michigan 48012-3001

May 31, 1996

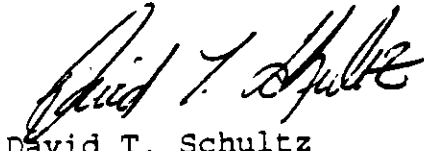
Doug Lasky
1577 Derby
Birmingham, MI 48009

Dear Mr. Lasky:

I would like to thank you for bringing your traffic concern to our attention. We have increased our presence in the area and taken strict enforcement action. This should help alleviate the problem for a time. We do have many areas in the city that need enforcement action, as the need arises we will have to lessen our presence in your area of concern and move on.

You may see your problem return as motorists realize the area is not being worked as heavily as before. Please contact me when this happens and we will address the problem promptly.

Yours for better law enforcement,



David T. Schultz
Traffic Safety Unit
Patrol Division
(810) 644-3405

CC: Complaint #96-7169

DTS:df

City of Birmingham

General Offices (810) 644-1800

151 Martin Street

P.O. Box 3001

FAX (810) 644-5614

Birmingham, Michigan 48012-3001

July 19, 1996

**TO THE CITIZENS OF BIRMINGHAM AND TROY, IN THE COOLIDGE
ROAD CORRIDOR, MAPLE TO BIG BEAVER**

RE: Coolidge Road Corridor Traffic Concerns

On June 26, 1996, the mayors of the city of Birmingham and the city of Troy met, along with their staffs to discuss traffic concerns in the Coolidge road corridor, between Maple and Big Beaver. Citizens of both communities have been concerned about traffic volumes on their streets and the potential traffic impacts of the soon to be completed Somerset North Shopping Mall, at Big Beaver and Coolidge. This letter is intended to be a status report on discussions of traffic concerns between the two communities.

In August, 1995, representatives of the city of Troy appeared before the Birmingham City Commission to explain a proposal to modify the Coolidge road median, between Maple and Derby. At that time, the city of Troy had committed to make some modifications to the Coolidge road median in the vicinity of Gloucester. These modifications eliminated direct left turns, from Gloucester onto Coolidge, and from Coolidge onto Gloucester. U-turn crossovers were planned for Coolidge highway north and south of Gloucester, and a median opening on Coolidge at Gloucester was to be closed. Troy representatives raised a question about whether the city of Birmingham had an interest in similar improvements for other parts of the Coolidge road median, between Derby and Maple. Because it was not possible to reach agreement on other changes to the Coolidge road median in late 1995, the improvements to Coolidge road median north and south of Gloucester proceeded, and they are currently in place.

Subsequently, the traffic engineering consultants for both the city of Birmingham and the city of Troy were directed to prepare an alternative plan for Coolidge road median improvements, which would serve the interest of both cities. On June 26, 1996, a possible modified plan was discussed by the mayors and staffs of the two communities. This modified plan will be presented for public discussion in the fall of 1996, and would call for the following changes:

July 19, 1996

Page 2

- Extend the left turn lane for southbound Coolidge approaching Maple road. Access to the Somerset Plaza Shopping Center through the existing median, opening opposite the driveway, would be maintained.
- Modify the median opening at Dorchester to permit only the left turn from southbound Coolidge into the Troy side of Dorchester. Direct left turns from Dorchester onto Coolidge would be prohibited, and the direct left turn from northbound Coolidge onto Dorchester would also be prohibited.
- Reconstruct median opening on Coolidge at Somerset Boulevard to permit only the direct left turn from southbound Coolidge onto Somerset Boulevard. Direct left turns from Somerset Boulevard and Windemere onto Coolidge would be prohibited, and the direct left turn from northbound Coolidge onto Windemere would also be prohibited. The prohibited left turn movements would be relocated to the U-turn crossovers on Coolidge Highway, north and south of Somerset Boulevard.

No change to the Coolidge road median at Derby was proposed. The two cities agreed to review these revised plans after updated traffic counts are conducted in the corridor in September, 1996.

On June 11, 1996, a license plate survey was conducted by representatives of the city of Troy and the city of Birmingham. This license plate survey recorded the license plate number of all vehicles entering the square mile bounded by Big Beaver, Coolidge, Maple, and Adams during the afternoon peak traffic period (4:00 - 6:00 p.m.). These license plate numbers were compared with the license plate numbers of automobiles exiting this square mile section during the same period. When a match was found between the entering license plate number—at any station—and the exiting license plate number at any other station, we must conclude that this vehicle was a "through" vehicle. The traffic consultant for the city of Birmingham is currently tabulating the results of the license plate survey to determine the number of "through" vehicles during the afternoon peak traffic periods. The results of this analysis should be available within the next 30 to 45 days.

The two cities agreed that traffic conditions in this area may be somewhat different when the new shopping mall opens, and when Adams road is open to traffic. Adams road, north of Big Beaver, has been closed to through traffic over the last year for a water main construction project. We expect this portion of Adams will be opened to traffic again by September, 1996. Therefore, the two cities intend to

July 19, 1996
Page 3

conduct additional traffic studies in September, 1996, to reflect traffic conditions when the new mall is open, when Adams road is open, and when school is in session.

We can expect to conduct a public information meeting to share results of the September traffic counts and the license plate survey in the fall of 1996. At that time, we would also have available, alternative design concepts for modifying the Coolidge road medians, between Maple and Derby.

We look forward to developing the best possible solutions to address your concerns about traffic movement in this area.

Sincerely,

Jeanne Stine
Mayor
City of Troy

Eleanor "Coco" Siewert
Mayor
City of Birmingham

c: Jim Bacon, city manager, city of Troy
Tom Markus, city manager, city of Birmingham

DERBY DRIVE PETITION

August 24, 1996

Dear Birmingham Neighbors on Derby Drive and Norwich Road,

This is the August '96 update for the Derby Drive Petition.

As our last update indicated, several neighbors were to meet with Mike Labadie (Traffic Consultant for B'ham.) and Chuck Moss (B'ham Traffic and Safety Board). The meetings did take place at the intersection of Derby and Norwich. Mike and Chuck both agreed on the following principles concerning our petition:

1. There is a traffic problem on Derby and Norwich.
2. There is an obvious presence of traffic here that doesn't belong in the neighborhood/subdivision.
3. A three way stop is not warranted at the corner of Derby and Norwich (meaning that this corner isn't required to have a stop sign, it doesn't mean that it can't have a stop sign).
4. Derby Drive traffic travels so fast because of the visual perception of a wide road, thus encouraging faster traffic flow. They believe that Derby should be narrowed the next time it is up for repaving.
5. Recommend an immediate evaluation for traffic count/speed (rubber hoses on pavement w/ a timed counter).
6. Homeowner communication to Police department during peak hours of traffic problems.
7. Homeowners cooperatively parking their cars along both sides of the road will slow down cars.
8. As a neighborhood surrounded by well organized homeowner associations, we should get organized or risk not having a voice in issues under consideration.

Our mail deliverer, Yolanda, stopped and spoke with Mike and Chuck about her concerns as well.

At the Traffic and Safety Board Meeting, on July 23rd, Rob Berman, Mike Evans, Kim Trerice, Byron Trerice, and Doug Lasky stood and spoke about how they felt about the traffic problem in our neighborhood and city.

Mike Labadie spoke to the board reiterating the issues that we had spoke about on July 19.

The Boards' actions can be summarized as follows:

1. The 3-way stop sign and the school crossing are separate issues with jurisdiction for the school crossing lying with Derby and Pembroke schools'.
2. A three way stop is not warranted at the corner of Derby and Norwich (meaning that this corner isn't required to have a stop sign, it doesn't mean that it can't have a stop sign).
3. The 3-way stop sign action would be tabled until after completion of the official traffic study in September when; school will be open, the mall will be open, and Adams Road will be open.
4. Derby Drive has a traffic problem and will be added to the "hot" list for monitoring speeding traffic.
5. Immediate study for traffic count/speed on Derby at east side of train bridge.
6. Communicate with the Police department when you feel you are having a speeding problem in the neighborhood.
7. Recommendation made to us to start a neighborhood association.
8. Recruit participants for the thru-traffic portion of the traffic study that requires manpower to log license plate numbers entering and exiting the subdivision.
9. Troy and Birmingham Mayors are taking action on the Coolidge road corridor, a copy is attached.

As you may have seen, the traffic counter on Derby was located closer to Graefield than Norwich. A request was made to Deputy Chief Patterson to repeat the study with the hoses just east of the train bridge. He agreed to do so, but, bridge repair/construction started the next day and interrupted the program.

Even with traffic constricted for bridge construction there is a lot of cut-thru traffic from Adams going east on Derby, then North on Norwich (the reverse route too). While discussing the problem with our 3 fellow B'ham residents on Norwich, I was introduced to Mr. Tom Sawyer. Mr. Sawyer has recruited signatures for a five point action plan in the hope of correcting the cut-thru traffic problem. His letters to the city of Troy are attached.

I believe Mike Labadie's explanation on why this is occurring is sensible. Northbound Adams traffic trying to go east on Big Beaver gets backed up south of the bridge (big hill), cars at the intersection of Adams and Derby can see that it is backed up and turn right onto Derby into the subdivision to save time.

Mr. Sawyer and I plan to write letters to each of our Traffic and Safety Boards' requesting enforcement of the no right turn for through traffic for Northbound Adams traffic. We have followed many cars taking this route and the majority of them are taking Brooklawn or Wrenwood onto Eastbound Big Beaver during peak traffic hours.

Many people have asked what they can do to help. Others have begun to record speeders license plate numbers and/or perform their own traffic counts. Mike Labadie suggests that we make sure that we save enough energy to participate in the September traffic study.

We do need help in getting a neighborhood association going in our neighborhood. To date, our neighborhood is registered under the temporary name of West Derby Homeowners Association. All distributions from the city clerk will be routed to me until a president, secretary, etc. are elected. I will have them available for anyone who would like to look at them.

If you would like to get involved with neighborhood monitoring of speeding traffic, please write down the license #, direction traveling, the date and time of day. I am beginning to compile data on the top 2% - 5% of speeding vehicle plate numbers. I think we should start out with the worst group of speeders, and then get to work on the rest. The data is currently compiled into monthly lots. If you want to you can drop off your data in my mailbox at the end of any month. I will forward results onto the Traffic and Safety Board.

The next Traffic and Safety Board meeting is on Tuesday, August 27th, at City Hall. You can enter through the east Police entrance, the meeting is held on the second floor. Meetings for the Traffic and Safety Board are held on the last full week Tuesday of each month, agenda permitting.

In closing, I think you will be pleased with two main themes that were conveyed to us at our meetings with the Traffic and Safety Board and Mike Labadie:

1. There is a traffic problem in our neighborhood.
2. The ultimate goal of the traffic consultant is to make it counterproductive to attempt to cut through the neighborhoods when traffic is backed up on Maple, Adams, Coolidge, and Big Beaver while preserving acceptable access to the subdivision by all homeowners.

Doug Lasky
1577 Derby Drive

August 5, 1996

Dear Neighbors on Brooklawn or Norwich Rds,

My name is Tom Sawyer and my wife, Anne and I live at 895 Norwich Rd. We have been very concerned over the amount of "cut thru" traffic using our streets throughout this spring and summer. I have scheduled a meeting with the Troy Traffic Committee and would appreciate your support on this petition and presence at this meeting.

I have asked for Acting Troy Transportation Director, Richard Beaubien to look into five (5) possible solutions to our current problem. If you have any questions for Mr. Beaubien, please feel free to contact him at 810-338-9241. The proposed solutions are as follows:

1. Install "NO" left turn signs at Big Beaver onto Brooklawn during certain hours and/or "NO" left or right turn at Brooklawn onto Norwich during certain hours.
2. Address the length of left turn lane at the Big Beaver Rd and Adams Rd intersection, (westerly approach turning south onto Adams Rd.)
3. Address the Fast-Track efficiency and green arrow length at Big Beaver and Adams Rds.
4. Place a three-way stop at the Brooklawn and Norwich, Witherbee and Norwich intersections.
5. Place a permanent or temporary barricade at the division between the new and old subdivisions on Brooklawn.

You may choose to recommend any or all of the five proposed solutions by noting the number and affixing your printed name, address and telephone number to the petition. You may even wish to rank your choice in preference.

Thank you for your time and consideration. If you have any questions, feel free to call us at 642-1887.

Sincerely,

Anne + Tom Sawyer

Anne and Tom Sawyer

August 19, 1996

Dear Neighbors on Brooklawn or Norwich Rds,

As promised, here is the up-date as to the "cut thru" and or "speed" problem we have been experiencing throughout this spring and summer.

The TROY TRAFFIC COMMITTEE WILL MEET AT 7:30PM ON SEPTEMBER 19, 1996, IN THE LOWER LEVEL CONFERENCE ROOM, OF CITY HALL to look at the petition and proposed solutions. They will make a recommendation to **TROY CITY COUNCIL** on that night, for a vote by City Council, at the next meeting of the council.

We will surely receive one or all of the five (5) proposed solutions if we can unite and show neighborhood support with our **personal presence** at the meeting of the **TROY TRAFFIC COMMITTEE**. Our city volunteers and officials only understand your concern by your **voice and presence**. **Pack the meeting!**

In the mean time, I urge all residents to keep the pressure on the city by contacting any or all of the city officials listed below if they are experiencing any continuing problems. Do not be afraid to state your case to the City.

City Manager	James C. Bacon	524-3330
Traffic Committee	Charlie Solis, Chair	524-3330
Transportation Director	Richard Beaubien	338-9241
Police Traffic Safety	Sergeant Swanson	524-3432

Your continued concern and effort is very much appreciated. Please attend the meeting on September 19, 1996. If you need to talk with me please don't hesitate to contact me at home, 895 Norwich (810) 642-1887

Sincerely,



Tom Sawyer

PETITION FOR TRAFFIC RESOLUTION
BROOKLAWN AND NORWICH ROADS

NAME (PRINTED) ADDRESS TELEPHONE CHOICE PREFERENCE

JULIUS J. CASSANI 885 NORWICH 646-6723 (1)

Larry
Kathie DePorre 865 NORWICH 258-8906 4, 1.5. 1-9 AM
4-6 PM
M-F

MARYANN & LEN BONNER 855 NORWICH 540-4087 (4) (1)

Bill & Sherilyn Tall 835 NORWICH 540-4016 1, 2

Mary Ellen Smith 828 NORWICH 644-5381 (4) (1)

Camel J. Louren, 904 Norwich 644-7723 (1) 7-9 AM
4-6 PM (2) (4) (5)

Jennifer Louren, 904 Norwich 644-7723 (1) 4-6 PM (4)

mel Gill 1021 NORWICH 433-1676 (1)

Charles Holmbe 1064 NORWICH 645-0349 (1) (3)

Nancy Jean Holmbe 1064 Norwich 645-0349 (1) (3)

John 1095 Brooklawn 258-9617 (1) (4)

Bill McKinley 1091 Norwich 540-0390 (5) (1)

Linda McKinley 1091 Norwich 540-0390 (5) (1)

Tom Sawyer 895 Norwich 642-1887 (1) (4)

William J. McNamy 868 Norwich 646-9791 (4)

Donna Madras 705 Norwich 644-7519 (4)

Joseph J. Jorunda 915 Norwich 646-0491 (4)

Karl Stunt 894 BROOKLAWN 644-1302 (4)

Josephine 1031 NORWICH 642-8061 (4) (2)

Clara M. Duce 1031 NORWICH 642-8061

James B. Sweten 1040 NORWICH 646-0661 4

Larry Smith 1061 Norwich 6594-3217 1, 4

Stan H. Smith 1061 NORWICH 594-3217 1, 4

PETITION FOR TRAFFIC RESOLUTION
BROOKLAWN AND NORWICH ROADS

NAME (PRINTED)	ADDRESS	TELEPHONE	CHOICE PREFERENCE
		810-540-6045	
Elisabeth C Wallgren	1281 Brooklawn Dr.		# 5
Patrick Rulte	1281 Brooklawn Dr.		# 4 or 5
Elaine Stelkie	1429 Brooklawn	540-0412	# 1 or 2
ANA DACUNHA	1577 BROOKLAWN		# 644-2652
PAUL SICHERT	1725 " "		5
Jung Park	2215 " "		# 4
Rusty Burnon	2363 " "		?
Shelly Lauer	3812 Village Ct	646-9589	# 1 & 2
Karen Lueck	3826 Village Ct, Troy		# 4 & 2 642-975
Carolyn Couder	1432 Brooklawn Troy		1+2+4 647-3846
Anne Sawyer	895 Norwich Troy		6421887
DENNIS A KRAFT	858 Norwich Troy	48084	#1, #5
George Didlake	858 NORWICH TROY	48084	#1, 4
BILL ALFS	818 NORWICH TROY	48084	3 & 4
Ulfred W. Lundy	825 NORWICH BIRCH.	48009	5
Steven E. Gurley	825 Norwich, B'ham	48009	5
Theresa E. Gurley	825 NORWICH TROY	48084	4, 5
George E. Cuppin	890 Norwich Troy, Mi.	48084	644-558
Thomas Bonney	1041 Norwich, Troy	48084	645-6319
Jim Curren	1071 Norwich		646 4650 (5)
Ron Ezzell	1081 NORWICH TROY	48084	644-3167 1, 4, 2
Margaret M. Ezzell	1081 Norwich	644-3167	#5 #1 #4

PETITION FOR TRAFFIC RESOLUTION
BROOKLAWN AND NORWICH ROADS

NAME (PRINTED) ADDRESS TELEPHONE CHOICE PREFERENCE

Kathleen L. Hill 1112 Brooklawn 642-5095 5

August 5, 1996

Dear Neighbors on Brooklawn or Norwich Rds,

My name is Tom Sawyer and my wife, Anne and I live at 895 Norwich Rd. We have been very concerned over the amount of "cut thru" traffic using our streets throughout this spring and summer. I have scheduled a meeting with the Troy Traffic Committee and would appreciate your support on this petition and presence at this meeting.

I have asked for Acting Troy Transportation Director, Richard Beaubien to look into five (5) possible solutions to our current problem. If you have any questions for Mr. Beaubien, please feel free to contact him at 810-338-9241. The proposed solutions are as follows:

*A must
for cut thru*

1. Install "NO" left turn signs at Big Beaver onto Brooklawn during certain hours and/or "NO" left or right turn at Brooklawn onto Norwich during certain hours. *dangerous*

2. Address the length of left turn lane at the Big Beaver Rd and Adams Rd intersection, (westerly approach turning south onto Adams Rd.)

3. Address the Fast-Track efficiency and green arrow length at Big Beaver and Adams Rds.

*A must
for safety*

4. Place a three-way stop at the Brooklawn and Norwich, Witherbee and Norwich intersections. *dangerous*

5. Place a permanent or temporary barricade at the division between the new and old subdivisions on Brooklawn.

(b) ONE WAY Temporary or permanent North to south / south to north.

You may choose to recommend any or all of the five proposed solutions by noting the number and affixing your printed name, address and telephone number to the petition. You may even wish to rank your choice in preference.

Thank you for your time and consideration. If you have any questions, feel free to call us at 642-1887.

Sincerely,

Anne + Tom Sawyer

Anne and Tom Sawyer

Sister.

*975 Brooklawn
Candi Vaughn*

*Jan Nizer
Mary Jan Nizer
1051 Norwich
646-1280*

Item 6

August 5, 1996

Dear Neighbors on Brooklawn or Norwich Rds,

My name is Tom Sawyer and my wife, Anne and I live at 895 Norwich Rd. We have been very concerned over the amount of "cut thru" traffic using our streets throughout this spring and summer. I have scheduled a meeting with the Troy Traffic Committee and would appreciate your support on this petition and presence at this meeting.

I have asked for Acting Troy Transportation Director, Richard Beaubien to look into five (5) possible solutions to our current problem. If you have any questions for Mr. Beaubien, please feel free to contact him at 810-338-9241. The proposed solutions are as follows:

2. 1. Install "NO" left turn signs at Big Beaver onto Brooklawn during certain hours and/or "NO" left or right turn at Brooklawn onto Norwich during certain hours. *I DO THAT!*

*MAYBE RIGHT -
TOO SLOW!
REASON "CUT-THRU" ?*

2. Address the length of left turn lane at the Big Beaver Rd and Adams Rd intersection, (westerly approach turning south onto Adams Rd.)
3. Address the Fast-Track efficiency and green arrow length at Big Beaver and Adams Rds.

BACK-UP

4. Place a three-way stop at the Brooklawn and Norwich, Witherbee and Norwich intersections.

1. 5. Place a permanent or temporary barricade at the division between the new and old subdivisions on Brooklawn.

You may choose to recommend any or all of the five proposed solutions by noting the number and affixing your printed name, address and telephone number to the petition. You may even wish to rank your choice in preference.

Thank you for your time and consideration. If you have any questions, feel free to call us at 642-1887.

Sincerely,

Anne + Tom Sawyer

Anne and Tom Sawyer

*Thomas Bonney -
1041 Norwich*

August 5, 1996

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- ✓ 4. Place a three-way stop at the Brooklawn and Norwich, Witherbee and Norwich intersections.
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Thank you for your time and consideration. If you have any questions, feel free to call us at 642-1887.

Sincerely,

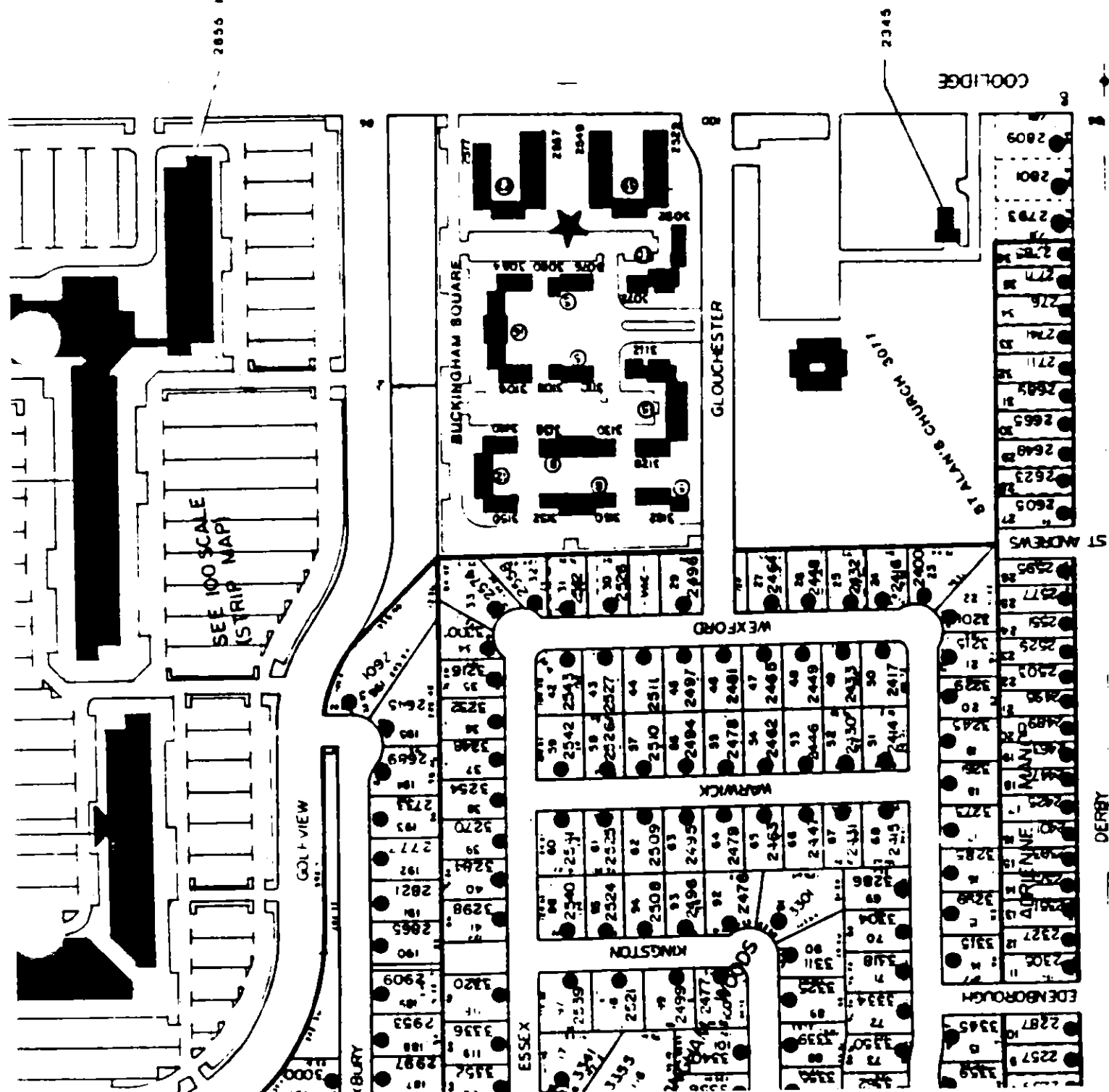
Anne + Tom Sawyer

Anne and Tom Sawyer

We support the idea of bringing these proposals before the Troy Traffic Committee. We would lean toward #2,3,#4 as preferable solutions.

*Evelyn + Bernard Thomas
926 Norwich*

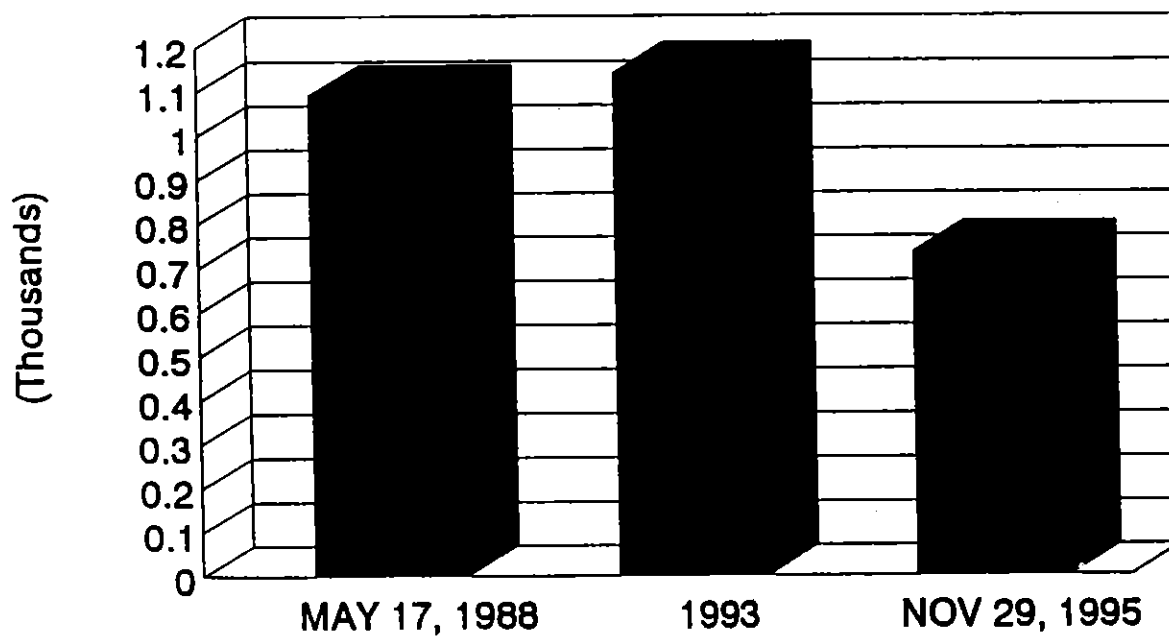
2855 KOPPY NEMIM NO 1



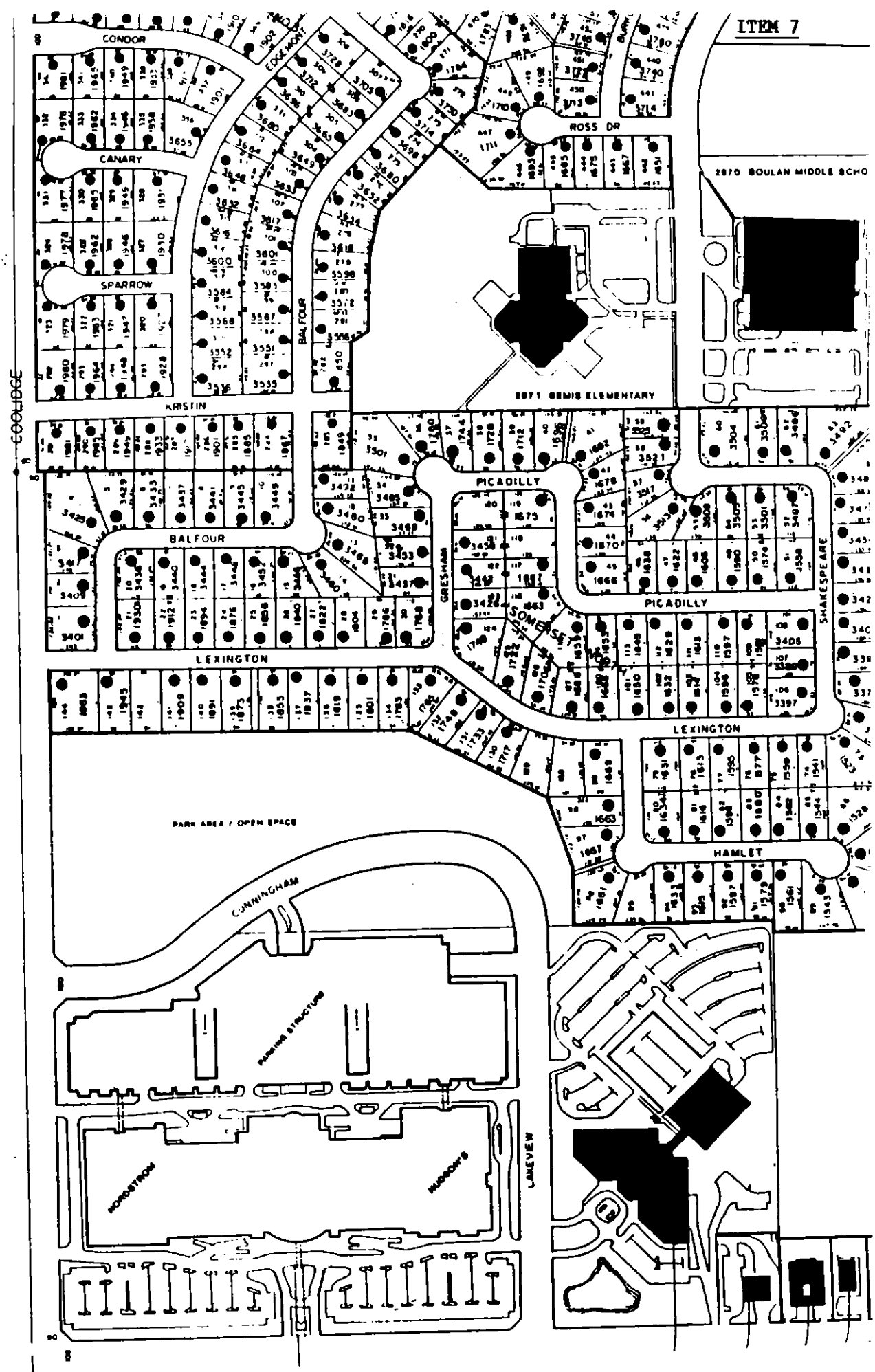
DERBY W. OF COOLIDGE

	MAY 17, 1988	1993	NOV 29, 1995
0100	1	hourly counts not available	8
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0300	0		2
0400	0		0
0500	2		2
0600	4		3
0700	19		14
0800	48		40
0900	42		49
1000	39		30
1100	42		39
1200	52		45
1300	59		54
1400	56		37
1500	51		36
1600	55		47
1700	168		56
1800	208		108
1900	100		62
2000	64		28
2100	35		36
2200	29		19
2300	12		12
2400	4		6
TOTAL	1091	1141	733

DAILY TOTAL VOLUMES



Item 7



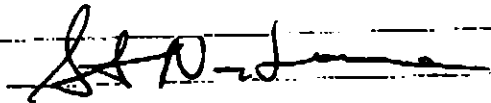
ITEM 7

Troy Traffic Committee

SUBJECT: Agenda Item #7 - NO PARKING SIGNS on Balfour

WE ARE OPPOSED TO adding NO PARKING SIGNS TO Balfour AS proposed in suggested Resolutions A+B. The new MAIL has just opened and we should wait A minimum of 3-6 months to see long-term whether the PARKING situation justifies adding the signs.

Our main concern to adding the signs is the significant inconvenience to my friends and family when they visit our house and cannot park in the street. We recommend Resolution C - NO change to the existing parking regulations.



3440 Balfour
Troy, MI.
9-19-96

**Jon M. Hain, M.D.
Julie Zenger Hain, Ph.D.
3433 Balfour Drive
Troy, MI 48084**

September 19, 1996

City of Troy
Traffic Department

RE: No Parking Signs on Balfour Drive and Lexington Avenue


To Whom it Concerns,

We are **not** in favor of having no parking signs on both sides of Balfour Drive in front of our home. There has been no problem of mall parking in front of our home to date and thus we do not see a need for no parking signs at this point in time. People walking through our yard has been more of an issue for us and that occurred only on the first two days that the Somerset Collection was open.

Thank you for listening to our opinion when considering this issue.

Sincerely,


Julie Zenger Hain, Ph.D.


Jon M. Hain, M.D.

ITEM 7

**Richard and Mary Schneider
1786 Lexington Drive
Troy, Michigan 48084
810-649-3274**

September 19, 1996

To: The City of Troy Traffic Committee
Re: Traffic Committee Meeting 9/19/96 Item # 7

Dear Traffic Committee:

We are writing to express our opinion concerning the proposed No Parking signs requested for Lexington and Balfour Streets in Somerset North Subdivision.

We have experienced no problems to date with parking on Lexington Drive, as a result of the new mall or for other reasons. Until such problems occur we would not be in favor of changing the current regulations. It would be an inconvenience to be prohibited from having occasional guests park on Lexington.

For this reason we hope that the current situation, parking on one side of the street, is permitted to continue.

Thank you for your consideration.

Sincerely,

Mary and Dick Schneider

Item 8

City of Troy

August 28, 1996

Alan Tuomaala
Siegel/Tuomaala Associates
31731 Northwestern Hwy Ste 261
Farmington Hills MI 48334

RE: Troy Sports Complex

Dear Mr. Tuomaala:

In accordance with Chapter 106 of the Troy City Code, your property known as the Troy Sports Complex has been surveyed by the Troy Fire Department for the purpose of establishing fire lanes.

It is requested that you or your representative attend the Traffic Committee meeting on Thursday, September 19, 1996, at 7:30 p.m., which is held at the Troy Civic Center, 500 W. Big Beaver.

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

Sincerely,

TROY FIRE DEPARTMENT



Robert Matlick
Lieutenant

RM/cz

attch.

19 7

Michigan

500 W. BIG BEAVER ROAD • TROY, MICHIGAN 48064 • AREA CODE (810)

Bldg. Inspections	524-3344	Dept. of Public Works	524-3370	Library	524-3545	Purchasing	524-3338
City Assessor	524-3311	Engineering	524-3383	Museum	524-3570	Recreation (Parks)	524-3484
City Attorney	524-3320	Finance	524-3411	Personnel	524-3338	Traffic Engineer	524-3379
City Clerk	524-3318	Fire	524-3419	Planning	524-3364	Treasurer	524-3334
City Manager	524-3330	Information	524-3300	Police Dept.	524-3443		

TROY SPORTS COMPLEX

SITE DATA

GENERAL NOTES:
 1. ALL DIMENSIONS ARE IN FEET AND INCHES.
 2. ALL DISTANCES ARE MEASURED ALONG THE CENTERLINE OF THE ROAD.
 3. ALL DISTANCES ARE MEASURED ALONG THE CENTERLINE OF THE ROAD.
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EXISTING CONDITIONS

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PROPOSED CONDITIONS

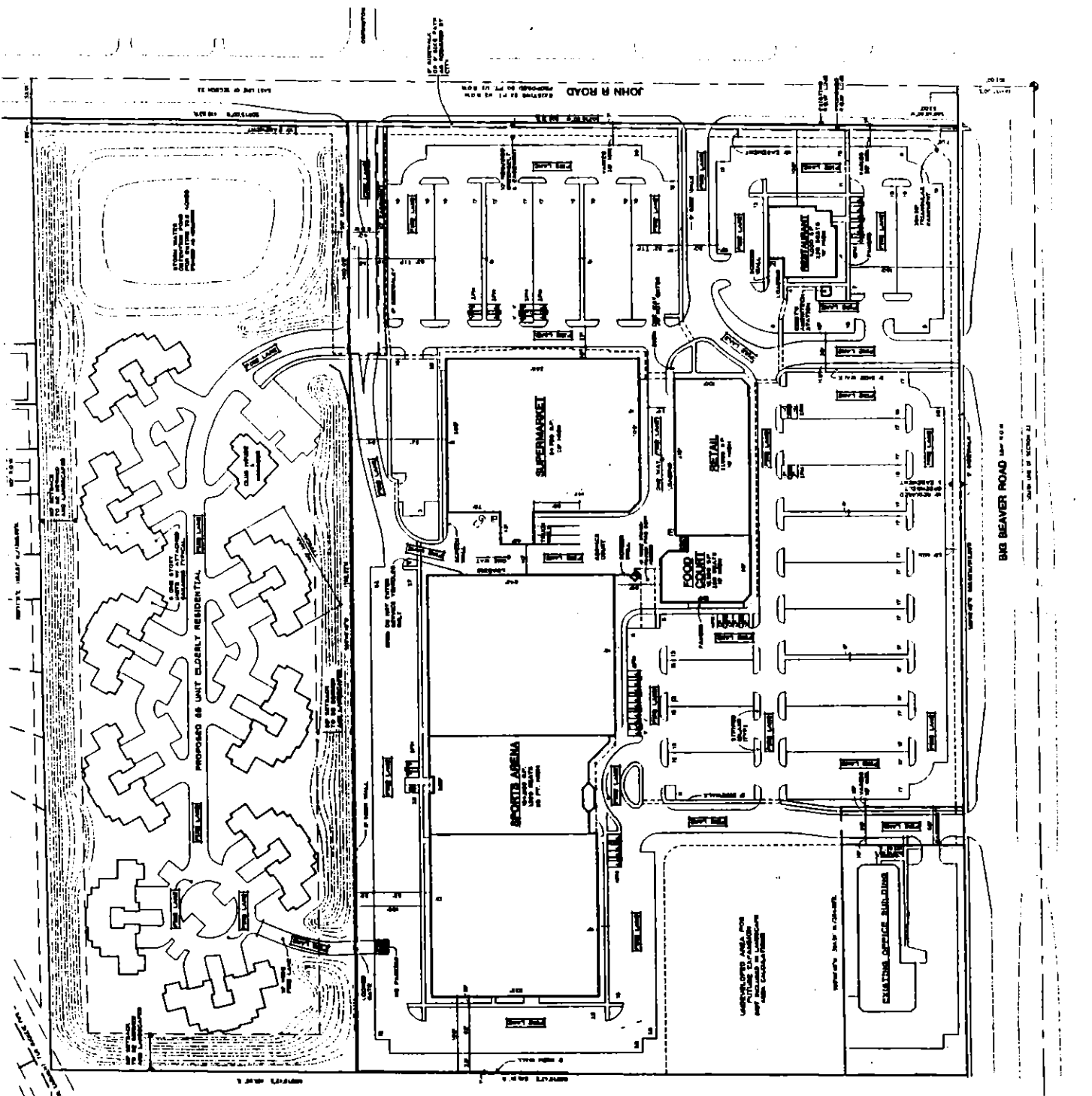
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PRELIMINARY SITE PLAN SCALE 1/8"=1'-0"

1477

SEGAL/TUMMALA ASSOCIATES
 ARCHITECTS AND PLANNERS

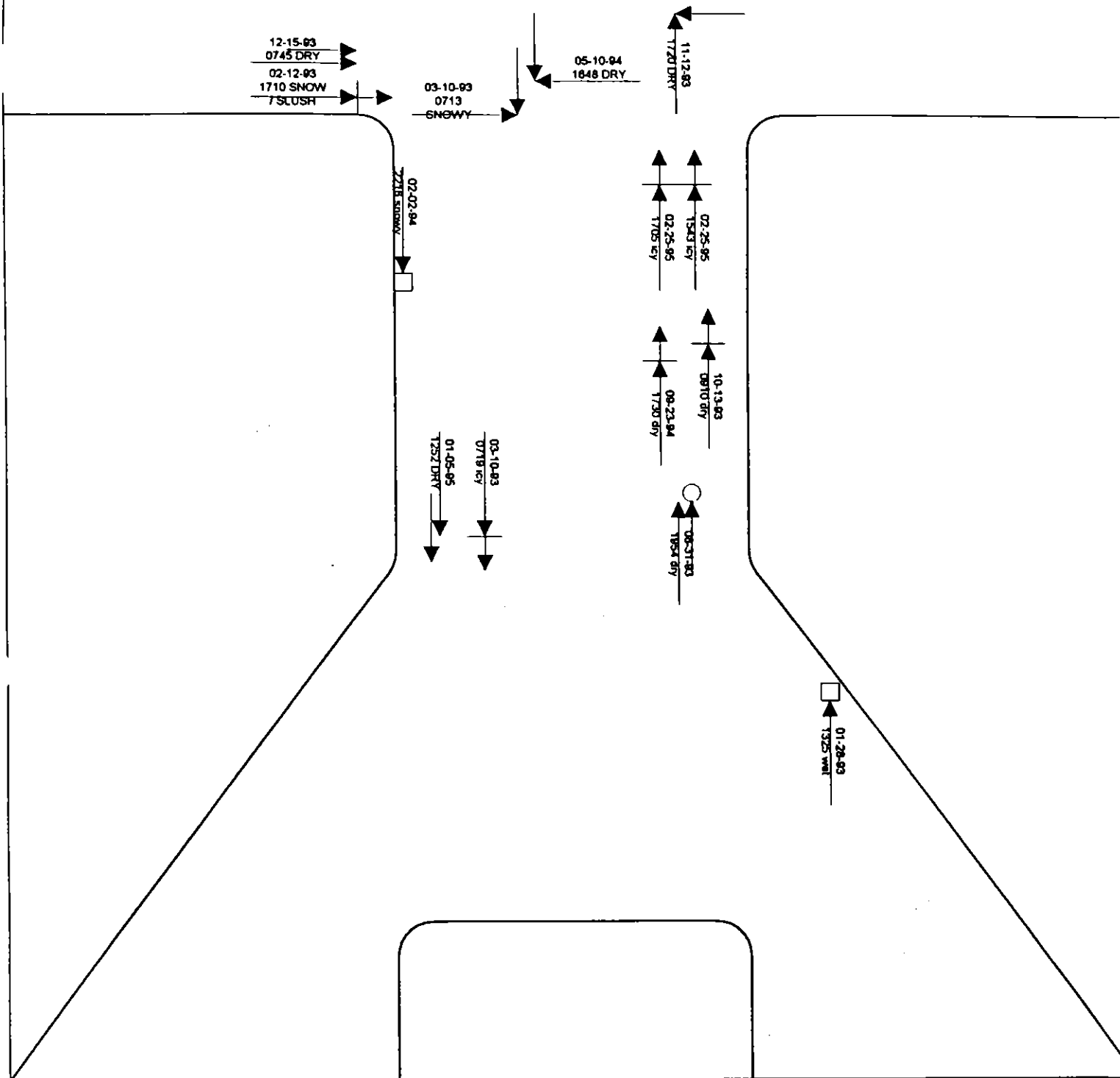
Item 4



COLLISION DIAGRAM

ITEM 4

City of Troy
Oakland County,
Michigan



SYMBOLS

	Moving Vehicle		Fixed Object
	Backing Vehicle		Injury
	Pedestrian		Fatality
	Parked Vehicle		

TYPES OF COLLISIONS

	Rear End		Right Angle
	Head On		Left Turn
	Out of Control		

Coolidge and Square Lake
From: 1993 To: 1995

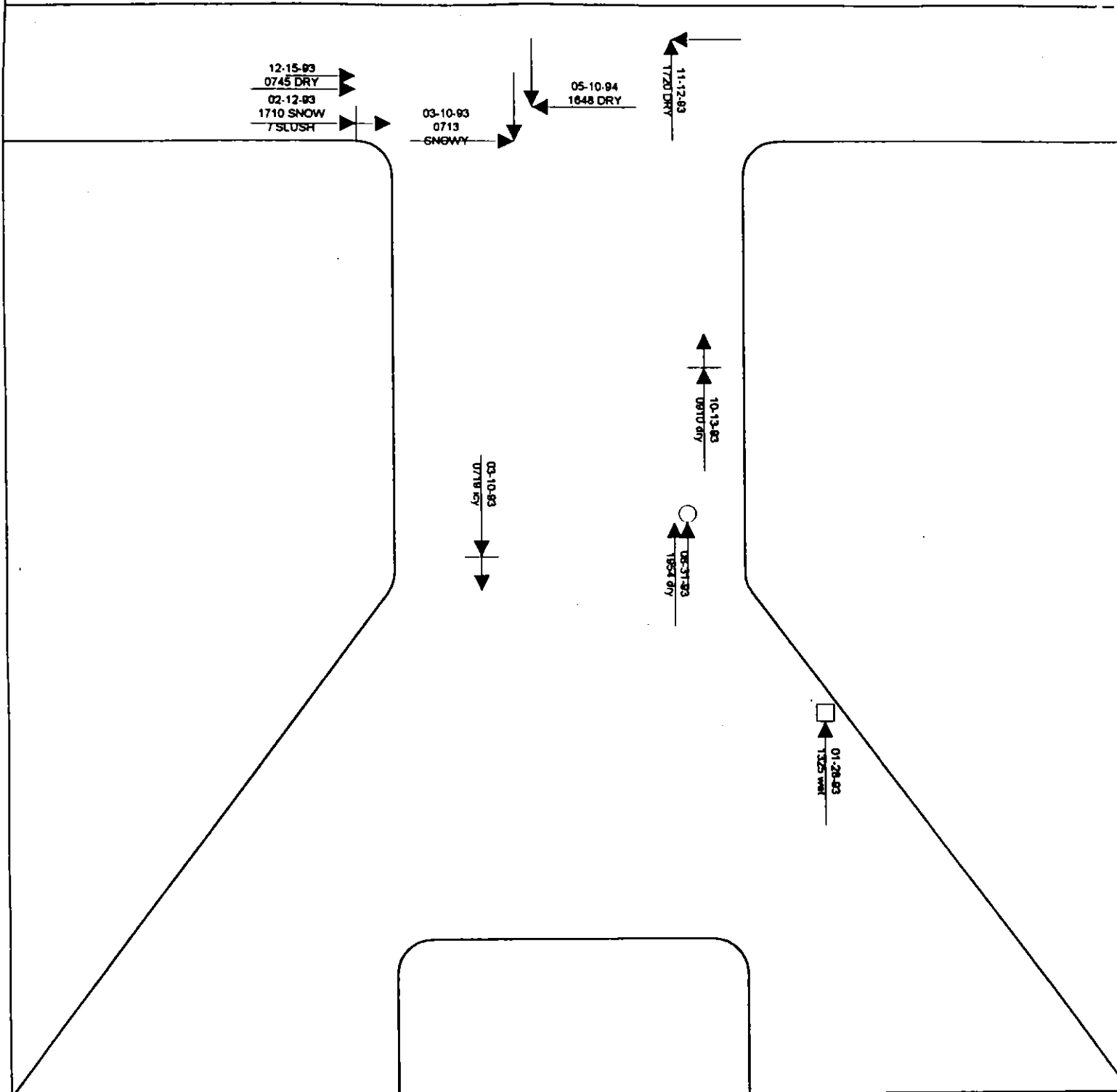
By: COLWANDER Date: 07/23/96



COLLISION DIAGRAM

ITEM 4

City of Troy
Oakland County,
Michigan



SYMBOLS

TYPES OF COLLISIONS

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- | | |
|--|----------------|
| | Rear End |
| | Head On |
| | Out of Control |

- | | |
|--|-------------|
| | Right Angle |
| | Left Turn |

Coolidge and Square Lake 1993

By: COLWANDER

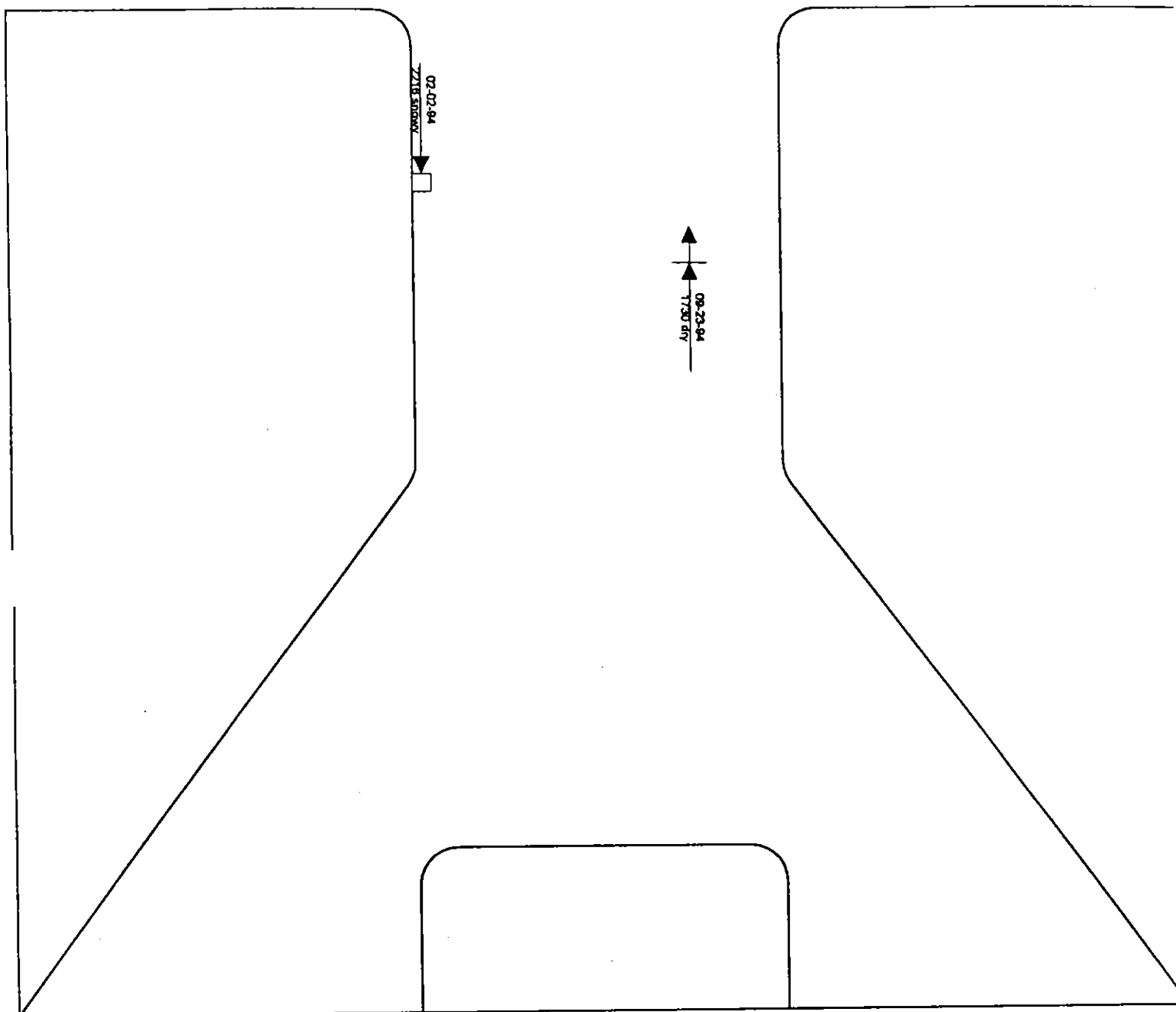
Date: 07/23/96



COLLISION DIAGRAM

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City of Troy
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SYMBOLS

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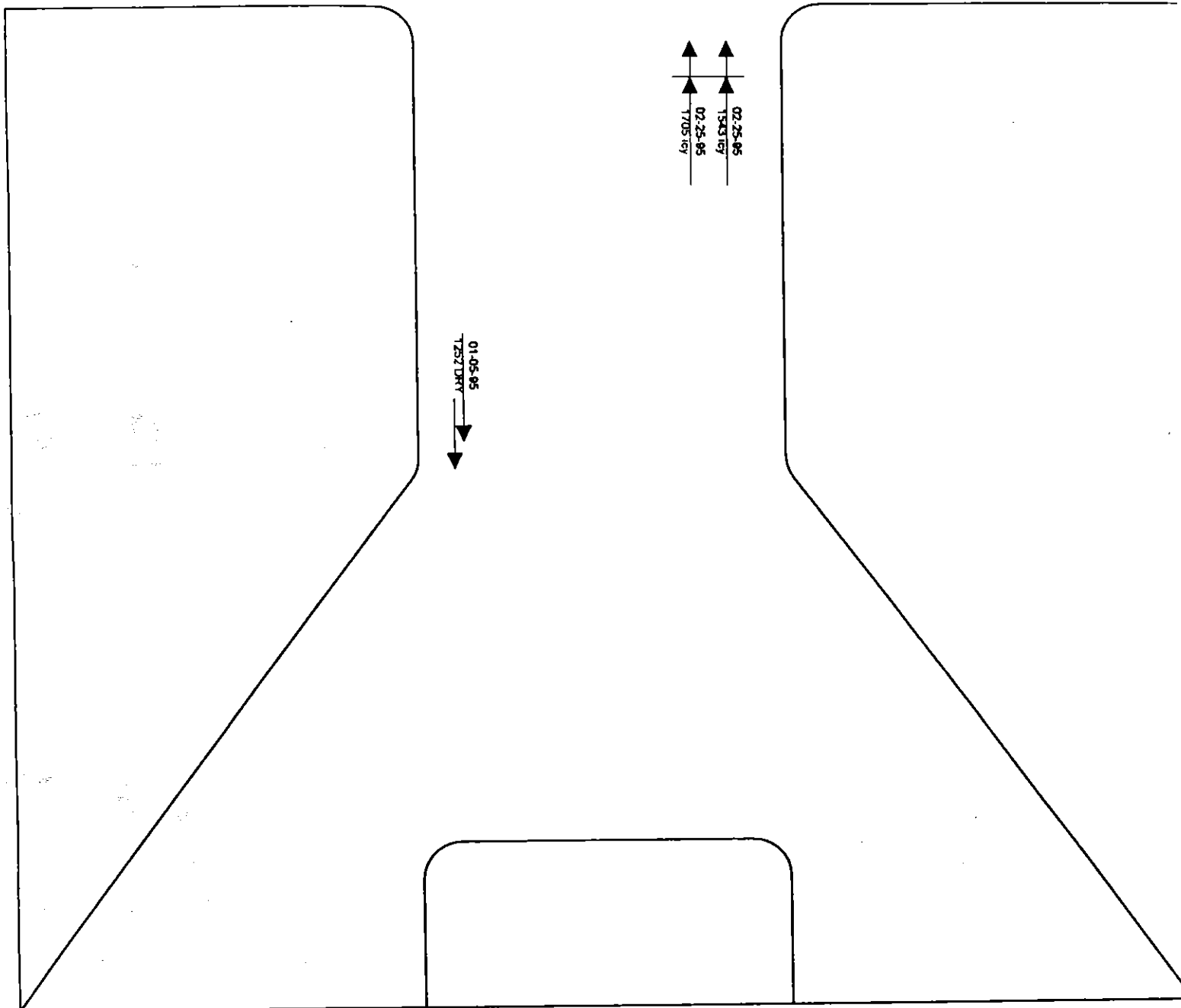
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Coolidge and Square Lake 1995

By: COLWANDER

Date: 07/23/96