

The Traffic Committee Meeting was called to order at 7:35 P.M. in the Lower Level Conference Room of Troy City Hall on April 17, 1996 by Chairman Don Townson.

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**ITEM: 1 ROLL CALL**

**PRESENT:** Arthur Cotsonika  
John Diefenbaker  
Ted Halsey  
Jan Hubbell  
Peggie Perry  
Don Townson

**ABSENT:** Charles Solis

Also present were the following:

- 9 - Carol Schraeger, Principal, Pembroke School  
Susan Potter, 2136 Dorchester, Birmingham  
Beth Frey, Community Education Coordinator, Pembroke School  
Amy Rovner, 1689 Witherbee  
Wendy Beck, 2420 Yorkshire, Birmingham  
Joseph Brandonisio, 961 Nampa Ct.  
Karen Lueck, 3826 Village Ct.  
Renee Hicks, 1989 Webster, Birmingham  
Nancy Bell, 1634 Witherbee
- 12 - Gerald Holmberg, 1351 Bradbury  
Evelyn Chan, 1337 Bradbury  
Mike Donovan, Woodland Subdivision Homeowners Association
- and Richard F. Beaubien, Transportation Director, HRC  
Lt. Gerard Scherlinck, Traffic Safety Unit  
Sgt. David Swanson, Troy Police  
Lt. Robert Matlick, Fire Department  
C. Neall Schroeder, City Engineer

Moved by Hubbell  
Supported by Cotsonika

That Charles Solis be excused due to a previous commitment.

**YEAS: 6** Cotsonika, Diefenbaker, Halsey, Hubbell, Perry, Townson

**NAYS: 0**

**ABSENT: 1** Solis

**MOTION PASSED**

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**ITEM: 2                    MINUTES - MARCH 20, 1996**

Moved by Halsey  
Supported by Diefenbaker

Recommend that the minutes of the March 20, 1996 Traffic Committee meeting be approved as printed.

YEAS: 6           Cotsonika, Diefenbaker, Halsey, Hubbell, Perry, Townson

NAYS: 0

ABSENT: 1        Solis

**MOTION PASSED**

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**ITEM: 3                    VISITORS TIME**

No one appeared for items not on the agenda.

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Moved by Hubell  
Supported by Perry

That Items 9 and 12 be taken out of order.

YEAS: 6           Cotsonika, Diefenbaker, Halsey, Hubbell, Perry, Townson

NAYS: 0

ABSENT: 1        Solis

**MOTION PASSED**

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**ITEM 9.           INSTALL TRAFFIC CONTROLS AT WITHERBEE AND GRAEFIELD.**

In the fall of 1995 The City of Troy was contacted by the Principal of Pembroke Elementary School to determine whether additional traffic control devices and/or crossing guards might be required in the vicinity of Pembroke School. At the present time, students cross Witherbee at Eton with the aid of the safety patrol.

Some of the parents, however, find it more convenient to have their children cross Witherbee at Graefield. The school principal has asked whether additional signing or other crossing protection would be needed to facilitate this crossing. Correspondence from Birmingham School Superintendent John W. Hoeffler identifies the installation of stop signs and the placement of a crossing guard as potential solutions to safety concerns. A petition signed

by residents of Birmingham, Troy, Bloomfield Hills, Royal Oak, Sterling Heights, and Allen Park asking for the installation of stop signs has been received.

Students are currently instructed not to cross at this location, and a safety patrol student is stationed at this location to advise students not to cross at this location. However, some parents cross their children at Witherbee/Graefield. Student patrols do not interfere with parents who cross their children at this location.

To determine the needs for additional crossing protection, the Acting Transportation Director visited the site in the company of the school principal during the afternoon crossing period in September 1995. This observation indicated that there were numerous gaps in traffic on Witherbee to permit the crossing to be made. The school principal was advised that multi-way stops at Witherbee and Graefield would be inappropriate, and that students should be encouraged to cross at the existing crossing location at Witherbee/Eton.

To determine the need for a school crossing guard at Witherbee/Graefield we conducted traffic studies during the morning and afternoon crossing periods on November 28, 1995. During the morning crossing period 8:30-9:30 A.M., we observed 22 adults and children crossing Witherbee at Graefield. Based on the time it takes for a pedestrian to walk across Witherbee, we estimated that a gap of 15 seconds or greater would be needed for a safe crossing. During this morning crossing period we observed 75 gaps of 15 seconds or greater. In fact, 38 of these gaps were 43 seconds or greater. Because there are adequate gaps in traffic during the morning crossing period, no control would be needed at this intersection if it were to be designated as a school crossing. This analysis is based on guidelines published by the Institute of Transportation Engineers.

During the afternoon crossing period of 2:55-3:55 PM, we observed 33 adults and children crossing Witherbee at Graefield. During this period there were 80 gaps of 15 seconds or greater and 29 of these gaps were 43 seconds or greater. Again, based on the criteria published by the Institute of Transportation Engineers, no control would be needed at this intersection because there are adequate gaps available in the traffic flow on Witherbee. The guidelines published by the American Automobile Association indicate that if adequate gaps occur at a rate of more than one per minute, no crossing protection is required.

It should be noted that crossing guards cannot issue parking tickets and/or regulate traffic. Fire hydrants and no parking signs are on the north side of Witherbee.

If Graefield/Witherbee were to be designated as a school crossing, it would not meet the established standards for posting an adult crossing guard. This intersection also does not meet the requirements prescribed in the Michigan Manual of Uniform Traffic Control Devices for the installation of multi-way stop control. Students attending Pembroke Elementary School should continue to be directed to make their crossing at Eton. As noted earlier, the Witherbee/Eton intersection has multi-way stop control and has the safety patrol posted during the times immediately before and after school.

Sue Potter, PTSA President of Pembroke School, stated that this has been a long-standing problem and that approximately 30 students cross at the Graefield/Witherbee location. Also, approximately 75% of the students enter from the west side of the building. A large number

of parents park on Graefield and walk the children to the school. She noted that in September, 1995 a younger student was almost hit by a vehicle.

Carol Schraeger, Principal of Pembroke School, stated that safety should be the first priority. She noted that life styles seem to dictate that parents now drive their children to school. The safety problem exists primarily between 8:55 A.M. and 9:05 A.M., and at 3:25 P.M. when all students exit the building with 135 students being bussed. She also noted that there are sporting events taking place on the school grounds throughout the summer. In response to Mr. Beaubien's question, Ms. Schraeger stated that most students enter through the west doors, so as not to track dirt through the school, making the school much easier to maintain. Mr. Halsey suggested discontinuing the crossing guard at Eton and Witherbee, if a crossing were to be established at Witherbee/Graefield. Lt. Scherlinck stated that Witherbee is grid-locked with wall-to-wall vehicles for approximately 10 minutes in the A.M. and P.M.

Karen Lueck of 3826 Village Ct. stated that she and other parents have patrolled Witherbee, knocked on car windows and have told parents that they could not park there. The usual response is that they are not "parking", just dropping off. She felt that a no standing sign would be helpful. She felt that with the current life styles, strange cars and people, parents just do not feel that it is safe to let their children walk to school. She stated that on April 15, she counted 61 students entering at the southwest gate.

Sgt. Swanson suggested that the teachers park on Witherbee so as to relieve the congestion in the parking lot. Ms. Schraeger did not feel that the homeowners in the area would approve and also teachers have considerable paperwork and projects to carry. Seventy spaces are needed just for the teaching staff.

Joseph Brandonisio of 961 Nampa Ct. commented that he was a Little League coach and also has a child at the school. He stated that Little League games and practices are held at Pembroke every evening and afternoon during the baseball season. He felt that consideration was not being given to the speed of the vehicles traveling on Witherbee. He also noted the stop signs at Witherbee/Warwick and Witherbee/Edenborough and wondered why this T-shaped intersection should be treated any differently. Mr. Townson explained that certain warrants have to be met and that the Traffic Committee had not recommended either of the above two stop signs, but that the City Council had approved their installation. Mr. Diefenbaker suggested that adult supervision on the playground before and just after school may help to alleviate the parents' concerns regarding safety.

Amy Rovner of 1689 Witherbee, a 10 year resident, stated that there are no stop signs from Eton to Norwich and that cars are traveling 40-50 miles per hour.

Mrs. Perry noted that she has worked for the Troy School District for 12 years. She stated that stop signs are not a "panacea", as they give a false sense of security to children. Lt. Scherlinck stated that statistics show that accidents increase when unwarranted stop signs are placed as they do not control speed. The State has sound engineering reasons for the placement of stop signs. He noted that the City does not have the resources to put a policeman everyday at the school. He did not feel that speed was a problem, most cars are moving 20 miles an hour or less. He commented that only a handful of students are crossing alone, most of the parents are crossing the street with their children. He felt that

the parking lot could be expanded and the parking lot loop could be changed. He also indicated that it is not necessary to have an adult crossing guard at this location.

Nancy Bell of 1634 Witherbee did not believe that stop signs would be appropriate or help to correct the problem, as parents are parking on both sides of the street right now. They are ignoring the no parking sign on the north side of the street.

Mr. Beaubien noted that when the school was built, students walked to school. Schools built today should include a designated area on site for parents to drop-off students. Witherbee was not designed for a drop-off and pick-up site. Mr. Cotsonika suggested that the school buses could stop away from the curve to allow room for passenger cars. Ms. Schraeger commented that the buses have had to adjust their parking for a handicapped student's accessibility. She noted that two other Birmingham elementary schools have closed and those students are now being absorbed into the Pembroke School. She also noted that the designated crosswalk at Graefield could not be eliminated because it connects with a pathway to the north for Derby Middle School.

Mr. Halsey noted that the school had been built in the 1950's and that the Birmingham School District has probably not updated it since. They need to spend some money and make a decent place to drop off the children. Another lane along Witherbee inside the school property would be ideal. Ms. Schraeger noted that it cannot be done in the next school year as there are no funds allocated for that purpose. She needed some help in the interim. Mr. Beaubien noted that it was not illegal to place a student crossing guard at this location. Mr. Diefenbaker indicated that the Birmingham School District should step up to its responsibility to provide safe pedestrian and vehicle circulation on the Pembroke site.

Moved by Townson  
Supported by Halsey

Recommend the installation of a 3-way stop at Witherbee/Graefield.

YEAS: 2 Halsey, Townson

NAYS: 4 Cotsonika, Diefenbaker, Hubbell, Perry

ABSENT: 1 Solis

MOTION FAILED

Mrs. Hubbell stated that her nay vote was due to her feeling that a stop sign would not give the desired relief. Mrs. Perry and Mr. Cotsonika stated that their nay votes were due to the fact that warrants were not met. Mr. Diefenbaker felt that a stop sign would compound the problem.

The Committee generally agreed that the school system needs to address the safety of students at this site and come up with the necessary funds to correct the problems. Lt. Scherlinck felt that stop signs would not solve the problem and noted that other schools have rallied the parents, providing them with orange vests, etc., to handle safety and congestion problems.

Moved by Hubbell  
Supported by Diefenbaker

Recommend the installation of no stopping, standing or parking signs on north side of Witherbee, Eton to Graefield.

YEAS: 6 Cotsonika, Diefenbaker, Halsey, Hubbell, Perry, Townson

NAYS: 0

ABSENT: 1 Solis

MOTION CARRIED

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**ITEM 12. REVIEW PAVEMENT MARKINGS ON WATTLES ROAD AT PENROSE.**

Correspondence received from Evelyn Chan, 1337 Bradbury Dr., expresses concern about the operation of Wattles Road in the vicinity of Penrose Dr. After Wattles Road was resurfaced in 1995, new pavement markings were placed to create a continuous left turn lane from Northfield Parkway to Penrose. As a result, the deceleration lane for westbound Wattles at Penrose was deleted in favor of a continuous center turn lane. The pavement marking could be enhanced or revised to reduce potential for a head on collision and rear end collisions on Wattles.

Jerry Holmberg of 1351 Bradbury distributed two sketches; (A) conditions that existed prior to the road work done last summer, and (B) current conditions with the new left turn lane and the right turn lane eliminated.

Evelyn Chan of 1337 Bradbury noted that when vehicles making right hand turns are backed up, impatient motorists veer into the left hand turn lane to pass.

Mike Donovan stated that he was a member of the Board of Directors for Woodland Subdivision and that residents were very concerned about the potential for a serious accident.

Mr. Cotsonika felt that a greater taper was needed and rumble strips at the end of the left turn lane would be helpful. Mr. Beaubien concurred with the idea of rumble strips to create a traffic island and also suggested new pavement markings. Mr. Townson wondered if eliminating the left turn lane completely and going back to the right turn lane would solve the current problems. Mr. Beaubien explained that ending the left turn lane farther west could create similar problems at an adjacent intersection.

Moved by Halsey  
Supported by Hubbell

Recommend that this Item be returned to the Engineering Department for their review and resolution.

YEAS: 6 Cotsonika, Diefenbaker, Halsey, Hubbell, Perry, Townson

NAYS: 0

ABSENT: 1 Solis

MOTION CARRIED

**ITEM: 4. INSTALL A STOP SIGN ON ELGIN AT BRAEMAR.**

This item was considered at the Traffic Committee meeting of February 21, 1996 and March 20, 1996. However, no action was taken because Mr. & Mrs. Stec, 95 Braemar, and Arlene Karasek, 117 Braemar, were not available for comments. Attached are letters from Mr. & Mrs. Stec and Ms. Karasek concerning this item and requesting a traffic control device at Elgin and Braemar. A letter was received from Mr. & Mrs. Stec explaining that they will be unable to attend the Traffic Committee meeting of March 20, 1996. They are requesting the installation of a stop sign on Elgin at Braemar.

Trees on the northeast and northwest corners of this intersection restrict the motorist's view of traffic on Braemar. Because of this restriction in sight distance, the safe approach speed for motorists on Elgin is less than 10 mph. Therefore, the installation of a stop sign on Elgin at Braemar is recommended.

No one was present to speak on this matter.

Moved by Halsey

Supported by Diefenbaker

Recommend that a stop sign be installed on Elgin at Braemar.

YEAS: 6 Cotsonika, Diefenbaker, Halsey, Hubbell, Perry, Townson

NAYS: 0

ABSENT: 1 Solis

**ITEM 5. INSTALL STOP SIGNS ON VERMONT AT LYDIA.**

Donna Belanger, 1159 Vermont, has suggested the installation of stop signs at Lydia and Vermont. Lydia has a daily traffic volume of 527, and Vermont has a daily volume of 288. The table below shows daily traffic volume by intersection approach:

<b>VERMONT/LYDIA</b>	
<b>Daily Traffic Volumes</b>	
Southbound	238
Northbound	289
Eastbound	154
Westbound	<u>134</u>
TOTAL	815

There were no reported accidents at this intersection during 1993, 1994 or 1995.

Houses on the southeast corners of this intersection restrict the motorists's view of traffic on Lydia. Because of this restriction in sight distance, the safe approach speed for motorists on Vermont is less than 10 mph. Therefore, the installation of stop signs on Vermont at Lydia is recommended.

This item was tabled at the March 1996 Traffic Committee to permit the preparation of a map showing all existing stop and yield signs in the immediate area.

No one was present to speak on this matter.

Moved by Diefenbaker

Supported by Perry

Recommend that stop signs be installed on Vermont at Lydia.

YEAS: 6 Cotsonika, Diefenbaker, Halsey, Hubbell, Perry, Townson

NAYS: 0

ABSENT: 1 Solis

MOTION CARRIED

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**ITEM 6. ESTABLISH FIRE LANES/TOW AWAY ZONES FOR NILES SCHOOL.**

Correspondence to the District Court from Sylvia Pfister, 3598 Balfour, communicates that the signing for the parking lot fire lanes at Niles Continuing Education Center is not clear. The Troy Fire Department recommends fire lanes as shown in the attached sketch.

This item was tabled at the March 1996 Traffic Committee meeting to permit preparation of a revised sketch.

Lt. Matlick recommended approval as per the revised sketch.

Moved by Hubbell

Supported by Perry

Recommend that the fire lanes/tow away zones shown on the attached sketch be established for Niles School.

YEAS: 6 Cotsonika, Diefenbaker, Halsey, Hubbell, Perry, Townson

NAYS: 0

ABSENT: 1 Solis

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**ITEM 7. REVIEW PARKING RESTRICTIONS ON CLOVERIDGE.**

Kathy Stienke, 85 Cloveridge, has asked for a review of the parking restrictions on Cloveridge. This street has recently been paved and "No Parking" signs have been placed on the fire hydrant side of the street and according to a City ordinance. Fire hydrants are on the north side of the street. Ms. Stienke indicates that previously, "No Parking" signs were posted on the south side of the street, and now that the "No Parking" signs are on the north side of the street. Motorists are parking on the grass in front of her home. She suggests that it may be appropriate to restore parking restrictions on the south side of the street.

No one was present to speak on this matter.

Moved by Halsey

Supported by Diefenbaker

Recommend that this item be tabled to the next meeting so that the petitioner can be present.

YEAS: 6 Cotsonika, Diefenbaker, Halsey, Hubbell, Perry, Townson

NAYS: 0

ABSENT: 1 Solis

MOTION CARRIED

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**ITEM 8. INSTALL A YIELD SIGN ON LEELAND AT CONNOLLY.**

Don Summers, 5288 Cheltenham, has asked that a yield sign be installed on Leeland at Connolly. Trees on the northeast and southeast corners of this intersection restrict the motorist's view of traffic on Connolly. Because of this restriction sight distance, the safe approach speed for motorists on Leeland is less than 25 mph. Therefore, the installation of a yield sign on Leeland at Connolly is recommended.

No one was present to speak on this matter.

Moved by Halsey

Supported by Hubbell

Recommend that a yield sign be installed on Leeland at Connolly.

YEAS: 5 Cotsonika, Diefenbaker, Halsey, Hubbell, Perry

NAYS: 1 Townson

ABSENT: 1 Solis

MOTION CARRIED

Mr. Townson stated that his nay vote was due to his concern that there was not a significant sight restriction to warrant a sign.

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**ITEM            10.    PERMIT PARKING ON TOWN CENTER DRIVE ON MAY 2, 1996.**

The attached correspondence from Orville Allen, requests that parking on the south side of Town Center Drive in front of City Hall be permitted on May 2, 1996 in observance of "National Day of Prayer". Apparently, additional parking at the Civic Center is needed to accommodate National Prayer activities. Because parking is currently prohibited by action of City Council, this ordinance cannot be waived without City Council approval.

No one was present to speak on this matter.

Moved by Hubbell  
Supported by Halsey

Recommend that parking be permitted on the south side of Town Center Drive from Civic Center Drive to a point 500 feet west of Civic Center from 11:30 A.M. to 1:30 P.M. on May 2, 1996.

YEAS:            5            Cotsonika, Diefenbaker, Halsey, Hubbell, Townson

NAYS:            1            Perry

ABSENT:        1            Solis

MOTION CARRIED

Mrs. Perry stated that her nay vote was due to the fact, that many years ago, the Traffic Committee had decided that they would not get involved in waiving parking restrictions.

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**ITEM            11.    REVIEW TRAFFIC CONTROL DEVICE AT RED MAPLE AT GLYNDEBOURNE.**

Kim Beshara has expressed concern about non-compliance with the existing stop sign on Red Maple at Glyndebourne. She has suggested the consideration of a four-way stop at this intersection. She believes that stop signs may assist in controlling the speed of traffic on Red Maple at Glyndebourne.

The review of accident experience at this intersection over the past 3 years shows that the only accident which occurred involved the collision between a south bound Glyndebourne vehicle and a west bound Red Maple vehicle on March 30, 1995 at 3:44 PM. There were no reported accidents in 1993 or 1994 at this intersection.

The attached traffic count data shows the daily traffic volume of approximately 800 vehicles on Red Maple and approximately 400 vehicles on Glyndebourne. The approach volumes for this intersection are shown in the table below:

INTERSECTION APPROACH	DAILY TRAFFIC VOLUMES
Southbound Glyndebourne	269
Northbound Glyndebourne	175
Eastbound Red Maple	354
Westbound Red Maple	536

If additional stop signs were installed at Red Maple and Glyndebourne, a multi-way stop would be created. Installation of a multi-way stop would be warranted under one of the following conditions:

- \* Where traffic signals are warranted and urgently used, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for traffic signal installation.
- \* An accident problem as indicated by 5 or more reported accidents of the types susceptible of correction by a multi-way stop during a 12 month period. Such accidents include right and left turn collisions as well as right angle collisions.
- \* Minimum traffic volume - the total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for 8 hours of an average day.

The intersection of Red Maple and Glyndebourne meets none of these requirements. First, traffic signal is not warranted at this intersection. Second, accident experience over the past 3 years has been quite favorable. There was only one reported accident in the past 3 years. Therefore, there is not an accident problem which could be corrected by the installation of a multi-way stop at this intersection. Third, daily traffic volume on intersection approaches is far less than the 500 vehicles per hour which would suggest the need for multi-way stop. Therefore, the minimum traffic volume needed for a multi-way stop is not present.

No one was present to speak on this matter.

Moved by Cotsonika  
Supported by Hubbell

Recommend that the stop sign on Red Maple at Glyndebourne be retained (no change).

YEAS: 6 Cotsonika, Diefenbaker, Halsey, Hubbell, Perry, Townson

NAYS: 0

ABSENT: 1 Solis

MOTION CARRIED

**ITEM        13.    OTHER BUSINESS.**

Mr. Diefenbaker noted that cars are parked on both sides of Beach Road, south of Long Lake, as there is not ample parking space in the relatively small Beach Road Park. He also noted that the no parking sign on Tranquil has been removed and needs to be re-installed.

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**ITEM        14.    ADJOURN.**

The Traffic Committee meeting of April 17, 1996 adjourned at 9:55 P.M.

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Don Townson, Chairman

DT/eh

January 29, 1996

TO: John Szerlag, Acting City Manager

FROM: Richard F. Beaubien, Acting Transportation Director  
Lt. Gerard Scherlinck, P.D. Traffic Safety Unit

SUBJECT: School Crossing at Witherbee and Graefield

In the fall of 1995 we were contacted by the Principal of Pembroke Elementary School to determine whether additional traffic control devices and/or crossing guards might be required in the vicinity of Pembroke School. At the present time, students cross Witherbee at Eton with the aid of the safety patrol. The Witherbee/Eton intersection has multi-way stop control. We believe this crossing location is appropriate. It is well signed and children can cross at this location with the aid of the safety patrol.

Some of the parents, however, find it more convenient to have their children cross Witherbee at Graefield. The school principal has asked whether additional signing or other crossing protection would be needed to facilitate this crossing. Students are currently instructed not to cross at this location, and a safety patrol student is stationed at this location to advise students not to cross at this location. However, some parents cross Witherbee at this location, and the school administration and student safety patrols do not interfere with parents who cross their children at this location.

To determine the needs for additional crossing protection, the Acting Transportation Director visited the site in the company of the school principal during the afternoon crossing period in September 1995. This observation indicated that there were very few students who crossed at Graefield, and those who did cross at this location were in the company of parents. There were numerous gaps in traffic on Witherbee to permit the crossing to be made. The school principal was advised that multi-way stops at Witherbee and Graefield would be inappropriate, and that students should be encouraged to cross at the existing crossing location at Witherbee/Eton.

To determine the need for a school crossing guard at Witherbee/Graefield we conducted traffic studies during the morning and afternoon crossing periods on November 28, 1995. During the morning crossing period 8:30-9:30 AM, we observed 22 adults and children crossing Witherbee at Graefield. Based on the time it takes for a pedestrian to walk across Witherbee, we estimated that a gap of 15 seconds or greater would be needed for a safe crossing. During this morning crossing period we observed 75 gaps of 15 seconds or greater. In fact, 38 of these gaps were 43 seconds

**BIRMINGHAM PUBLIC SCHOOLS**

John W. Hoeffler, Ph.D.  
Superintendent

550 West Merrill • Birmingham, Michigan 48009  
(810) 203-3004 • Fax (810) 203-3007

March 14, 1996

Chief Lawrence Carey  
Police Department  
City of Troy  
500 West Big Beaver Road  
Troy, Michigan 48084-5285

Dear Chief Carey:

Re: PEMBROKE ELEMENTARY SAFETY REPORT

The Pembroke community made up of residents of the cities of Birmingham and Troy have identified a significant safety problem. Specifically, it is the pedestrian and vehicular activity at the corner of Witherbee and Graefield.

The Pembroke Safety Committee has identified and proposed potential solutions which include stop signs and crossing guards. The suggestions have been reviewed by the Birmingham Public Schools Safety Committee which concurs with the proposal. The school district, therefore, requests that you consider the recommendations.

Pembroke Principal Carol Schraeger (203-3870) and our liaison Assistant Superintendent Richard Perry (203-3040) are available if additional information is required.

Please advise me of the actions the city might take and when so I can convey that information to our committee.

Sincerely,



John W. Hoeffler  
Superintendent

SAFETY/SUPT

Enclosure

c R. Perry  
C. Schraeger

January 8, 1996

Pembroke Community Education  
955 N. Eton  
Troy, MI 48084

To The Birmingham Schools Safety Committee:

I am writing this letter on behalf of Pembroke Community Education. We are concerned about the intersection at Witherbee and Graefield. Our students use this corner before and after school and there are no crossing guard or stop sign. We believe that the City of Troy, in efforts to protect its children, should provide Pembroke School with either a crossing guard at these times or place a stop sign at the corner. Pembroke has a student population of over 300 and to think that the City of Troy does not enact one of these simple suggestions to keep them safe is astonishing.

Please advise us as to any further actions taken.

Sincerely,

*Beth Frey*

Beth Frey  
Community School Organizer  
Pembroke Community Education

*- Liaison w/ Parent Groups, oversees  
day care programs ...*

# WITHERBEE/GRAEFIELD INTERSECTION PETITION

We the undersigned members of the Pembroke Elementary School Community urge the City of Troy Safety Board to place stop signs on Witherbee at the Graefield Intersection to insure the safe crossing of children.

NAME	ADDRESS
12 Kaufman	897 Michigan Birmingham 48009
John P. K...	2060 Buckingham Bham 48009
John K...	2336 Dorchester Bham 48009
John K...	1687 Hanley Ct Birmingham 48009
John K...	1689 Witherbee Troy 48084
John K...	2545 Windemere Bham 48009
John K...	3138 Wetherill Troy 48084
John K...	2060 Buckingham Bham 48009
John K...	2025 Denby Troy 48084
John K...	1127 Denby Bham 48009
John K...	2510 Windemere Bham 48009
John K...	2183 Manchester Bham 48009
John K...	P.5.5 Thantree Ct Blountfield Hills, 48
John K...	700 Shepard Blvd Bham 48009
John K...	700 Shepard Blvd Bham 48009
John K...	2372 Manchester Bham 48009
John K...	1517 Witherbee Troy 48084
John K...	1006 Brooklawn Troy 48084
John K...	1264 S. Eton Bham 48009
John K...	1264 S. Eton Bham 48009
John K...	1645 Denby Bham 48009
John K...	2509 Cleburne Ln Troy MI 48084
John K...	2396 Manchester Bham 48009
John K...	2577 Oxford Troy MI 48084
John K...	2032 Manchester Bham 48009
John K...	3875 Village St. Troy 48084
John K...	3077 Caswell Troy 48084
John K...	3077 Caswell Troy 48084
John K...	1759 Holland Bham 48009
John K...	1687 Hanley Ct. Bham 48009
John K...	Lisa Wickersham-Martin 1736 S. Eton Bham 48009
John K...	Carolyn Cowdery 1430 Brooklawn, Troy 48084



**WITHERBEE/GRAEFIELD INTERSECTION PETITION**

**We the undersigned members of the Pembroke  
Elementary School Community urge the  
City of Troy Safety Board to place stop  
signs on Witherbee at the Graefield Intersection  
to insure the safe crossing of children.**

NAME	ADDRESS
MIC GROCK	1685 Derby Birmingham MI 48009
Cory Grotter	2372 Manchester B'ham 48009
Larry Lousha	30530 Northgate DR. B'ham 48076
Bek Page	2184 Pandora Sterling Heights 48310
LIZ FOLLEUM	1005 BROOKLAWN TROY 48064
Bonnie McConnell	1652 Daynes Birmingham MI 48009
Theresa Sabo	1814 Braefield Rd B'ham 48009
Anita P.M. Hovum	2051 Yorkshire Birmingham MI 48009
Paul G. Shocum	245 Woodlawn Villa Birmingham
Vicky Franchino	2712 Pembroke B'ham 48009
Barbara [unclear]	3775 Village Tracey 48004
Phil [unclear]	1797 S. Knox BIRMINGHAM 48009
Carolyn Exumers	3055 Caswell Dr Troy 48084
Karl Seizes	" " " "
Joseph Brandman	961 Nampa Ct. TROY 48084
Nate Brandonew	961 Nampa Ct. TROY 48084
Cheryl Wagner	1814 Wattlebee Troy 48084
Jim Perhalan	9961 PELHAM ROAD APT#6 DALLAS PARK 48101
Diana Young	3278 Wendover JUDAH 48084
Meli Zikakis	1559 Benaville B'HAM MI 48009
Eline Ceres	89 Bird BIRMINGHAM
Ruth Perry	6335 E. Surrey, Bluffdale Hills MI.
Don H. Hicks	1989 WEBSTER ST - BIRMINGHAM. MI
Gore SporCough	2832 Pembroke, Birmingham 48009
Anne Grocock	1685 Derby, Birmingham, MI 48009

**WITHERBEE/GRAEFIELD INTERSECTION PETITION**

**We the undersigned members of the Pembroke Elementary School Community urge the City of Troy Safety Board to place stop signs on Witherbee at the Graefield intersection to insure the safe crossing of children.**

[illegible]

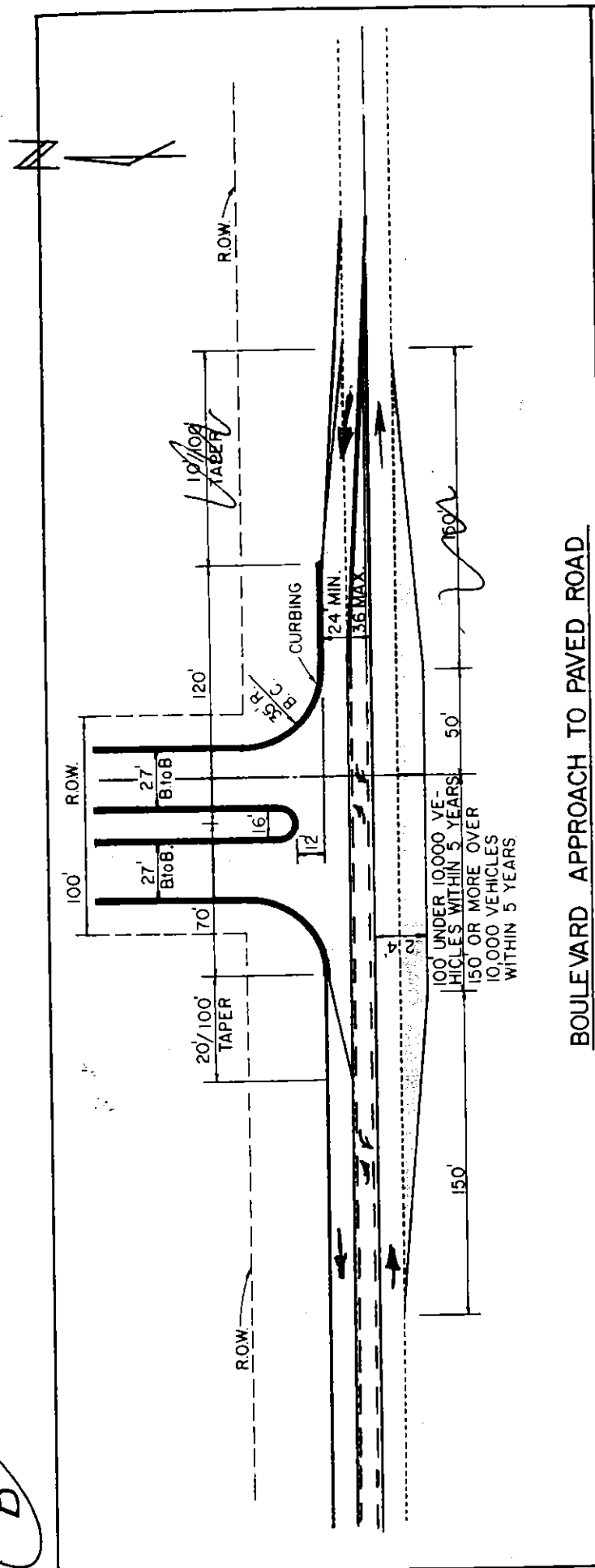
# WITHERBEE/GRAEFIELD INTERSECTION PETITION

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NAME	ADDRESS
<i>Michael [unclear]</i>	1804 Derby B'ham, MI 48309
ROBERT A BRUNS	4080 Walnut Hill Dr Troy MI 48068
<i>Robert Brownell</i>	901 BROOKLAWN TROY 4884
<i>Tom Brownell</i>	1006 BROOKLAWN TROY 48084
<i>Walter Brownell</i>	2942 Stonyridge Troy 48084
<i>Judy Long</i>	3484 Oakleaf Troy 48084
<i>David [unclear]</i>	3488 Oakleaf Troy 48084
<i>C. Ulker</i>	2427 Dartman Troy 48084
<i>Margaret M. O'Neil</i>	2427 Dartman Troy 48084
<i>Robert L. Johnson</i>	651 Wellesley B'ham 48009
<i>John R. [unclear]</i>	4080 Walnut Hill Dr Troy 48098
<i>W. [unclear]</i>	1005 Brooklawn Dr Troy 48084
<i>Martha Friedrich</i>	2351 Yorkswg Birm 48007
<i>Julie Bernhard</i>	2870 Derby Birm MI 48020
<i>Lynn McCarthy</i>	1574 Witherbee Troy MI 48084
<i>Bruce McCarthy</i>	1574 Witherbee Troy MI 48084
<i>Jane Brendel</i>	983 Brooklawn Troy MI 48084
<i>Meli Zikakis</i>	1559 Bennaville B'ham, MI 48009
<i>Tom H. [unclear]</i>	1264 S Eton Rd B'ham MI 48009
<i>Clare M. [unclear]</i>	1298 S. Eton B'ham, MI. 48009
<i>Thomas M. [unclear]</i>	1298 S. Eton B'ham, MI. 48009
LYNN ROCHE	3134 Middleton Troy MI 48084
KATE MORITZ	1535 Bowers B'ham MI 48009
ERIC D. FREY	1861 HUMPHREY BIRMINGHAM MI 48009
<i>Forrest Cooper</i>	2239 Derby Troy 48084
<i>Joann Cooper</i>	2239 Derby Troy 48084
<i>Linda Laurain</i>	3084 Caswell Rd Troy 48084
<i>Evelyn Randall</i>	1558 Plinestone Birmingham 48009
<i>John [unclear]</i>	2363 Brooklawn Drive Troy 48084
<i>Shirley Pashett</i>	1815 Banbury, Birmingham 48009
RUSTY BURNETT	2363 BROOKLAWN DRIVE TROY 48084



(B)



BOULEVARD APPROACH TO PAVED ROAD

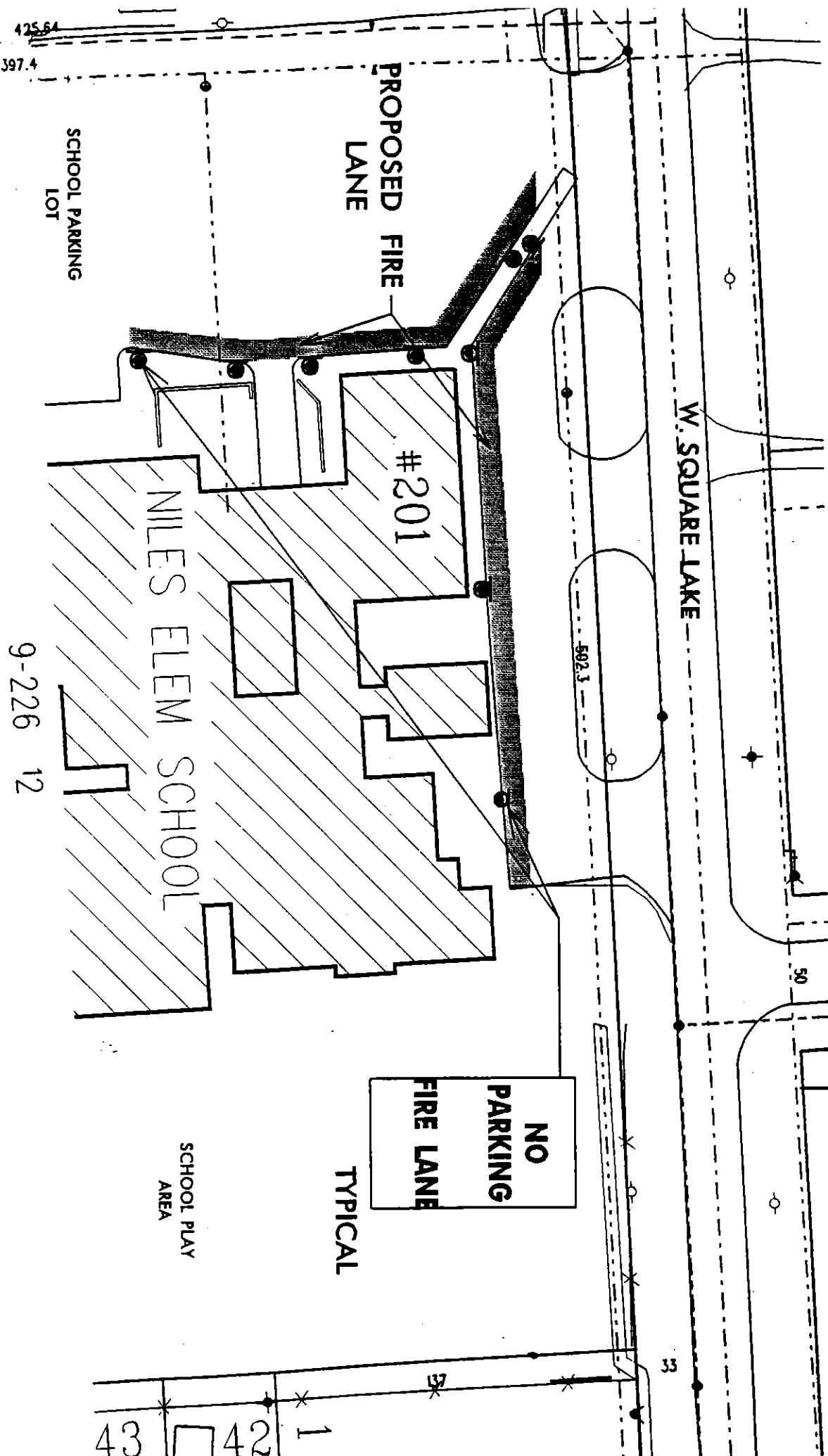
ITEM 5  
TRAFFIC CONTROL D  
VICINITY OF VERMO  
APRIL/1

TRAFFIC CONTROL DEVICES IN THE  
VICINITY OF VERMONT/LYDIA

APRIL/1996

ITEM 6

# PROPOSED FIRE LANES @ NILES ELEMENTARY SCHOOL



9-226 12

April 1, 1996

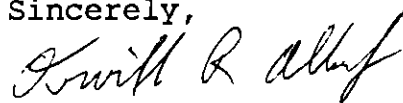
**TO:** City of Troy Traffic Engineering  
**FROM:** Orville R. Allen, Jr., Building Maintenance Specialist  
**SUBJECT:** Parking on Town Center Drive

The National Day of Prayer Organization is requesting parking on the south side of Town Center Drive in front of City Hall for the observance of "National Prayer Day" on May 2nd, 1996.

Please contact Ms. Joan Gardner at beeper #313-276-1241 if you have any questions about this.

Thank you for your cooperation in this matter.

Sincerely,

A handwritten signature in cursive script, appearing to read "Orville R. Allen, Jr.", written in dark ink.

Orville R. Allen, Jr.  
Building Maintenance Specialist

ORA/jah



Evelyn Chan  
Woodlands of Troy  
1337 Bradbury Dr.  
Troy, MI 48098  
(810) 641-3926

City of Troy  
Traffic Safety Department  
500 West Big Beaver, Troy 48084

March 26, 1996

Dear Traffic Safety Committee:

On behalf of the residents of Woodlands of Troy Subdivision, I would like to take this opportunity to communicate some concerns about Wattles Road leading into our subdivision. These concerns were voiced by many of the attending homeowners at our most recent Woodlands of Troy Association Meeting, on February 20, 1996.

The concerns relate to Wattles Road and its intersection with the entrance of Woodlands of Troy at Penrose Drive. Due to the recent resurfacing and re-striping of Wattles, many Woodland residents feel unsafe turning into the subdivision from both a westbound and eastbound direction.


Heading westbound on Wattles, the right turn lane was eliminated leading into the subdivision. The distance allotted to turn right into Penrose is very short, and many residents are fearful of becoming rear ended while slowing down to turn in, even with their turn signals on.

Regarding eastbound travel, there is a center left hand turn lane into the sub, which did not exist before. However, opposing traffic is currently routed such that to the driver turning left, it looks as if opposing traffic is coming head-on, before veering to the left. Many residents feel as if they are going to get hit head-on, especially when the road striping is not as visible (at nighttime or after it snows) or if opposing traffic is not paying attention.

We would like to request that the Traffic Committee review this situation with the above comments in mind. Anything your committee can do to alleviate these safety concerns regarding both westbound and eastbound traffic routing into Woodlands of Troy would be greatly appreciated.

Thank you for your prompt attention to this matter.

Sincerely,



Evelyn Chan  
Homeowner, Woodlands of Troy