

ITEM: 2 MINUTES - OCTOBER 19, 1994

Moved by Perry
Supported by Townson

Recommend that the minutes of the October 19, 1994 Traffic Committee meeting be approved as printed.

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

NAYS: 0

ABSENT: 1 Diefenbaker

MOTION PASSED

ITEM: 3 VISITORS TIME

No one appeared before the Committee for items not on the agenda.

**ITEM: 4 REQUEST FOR A 4-WAY STOP
AT ELLENBORO AND COLEBROOK.**

The Wattles Road/Rochester Road Partnership, 720 Colebrook, has requested that a 4-way stop be installed at this intersection. This is a marked school crossing with safety patrols with stop signs installed on the north and south approaches on Ellenboro.

A visual inspection of this intersection on November 30, 1994 from 8:00-8:38 a.m. did not indicate any major pedestrian activity. Only two students, plus the safety patrols, used the crossing during this period. The vehicle count during this period on the north leg of Ellenboro (Wattles School entrance) was 155 vehicles during the 38 minutes compared with the Friday, November 11, 1994 count of 178 vehicles for a one (1) hour period. A total of 126 vehicles passed over the crosswalk on the east side of the intersection during this time.

This intersection does not meet the warrants for installation of a four-way stop.

The Partnership also requested that consideration be given to other signing to discourage through traffic and speeding. The major traffic volumes during the school walking period is generated by the school and by the parents driving the children to school. Less than 10 vehicles used this intersection that were not entering or exiting the school property.

The trips generated by the residents on Colebrook will range from 830-1160 vehicles in 24 hours.

From Ellenboro	340-480
From Hidden Ridge	560-780

Wattles School will generate approximately 500 vehicles in a 24 hour period based on the number of employees.

The traffic counts show that there is a higher than normal speed on Colebrook, particularly west of Hidden Ridge, where the 85P was 39.4 mph.

The traffic volumes recorded in this section were 1669 vehicles per day in 1989 and 1257 vehicles per day in 1994.

Ed Carney, representative for the Wattles Road/Rochester Road Partnership, appeared before the Committee on behalf of their request. He remarked about the agenda report, saying that they agree with the 39.4 mph speed but debated that only 2 students crossed. They felt that the observation was for only a short period of time because they know there are many more walking students who have to cross at this intersection. Because of the school, traffic volumes and speeds, property damage because of speed, and no sidewalks (sidewalks were voted down by the residents), the 4-way stop was requested. When residents were polled before this group was formed, traffic was the high priority concern.

Mr. Cotsonika questioned what effect stop signs will have on walkers if they walk in the roadway. Mr. Carney stated that vehicles may slow down so they can cross safely. Mr. Halsey asked how many students walk. Mr. Carney noted that there could potentially be approximately 85. He said that he knows there are more than 2; more like 6-8 at the very least on that street, with the majority from other streets.

Mr. Halsey asked Lt. Hay if he was able to determine violations from the area. Lt. Hay indicated there was heavy enforcement for 2 weeks with 22 tickets logged but believed that probably more were issued. A lot were local, including 5 teachers, 1 social worker, and a teacher's aide who was stopped for 53 mph. Lt. Hay said that he had called Dr. Garrett, the principal of Wattles Elementary School, and told her that people would be up in arms with these speeds and she should say something to her staff. Lt. Hay said that the police were back enforcing today on limited availability and stopped a business woman cutting thru at 45 mph.

The Wattles Road/Rochester Road Partnership is a group of 25-30 people (transient). They requested the stop signs as a first step and appreciate assistance for enforcement to slow down the traffic.

For clarification, it was pointed out that there are school crossing signs - 1 on westbound Colebrook, 1 on eastbound Colebrook, and 1 on Ellenboro - and stop signs on Ellenboro, north and south.

Mr. Townson said that he had observed on the northeast corner of the intersection that there is a sight obstruction caused by 4 foot high bushes and a telephone pole.

Mrs. Perry, inquiring as to where the school crossings are, feels that if the intersection is indeed a school crossing, she would be in favor of a 4-way stop to enforce the school crossing. She feels the existing signs are on the wrong street but would not want to pull out what is there, therefore a 4-way stop.

Mr. Halsey wishes to consider Troy School District input and would like to know how many walkers there are. With no sidewalks, the children walk in the street. A 4-way stop is only to get across the street. An education program at the school was suggested. Mr. Halsey said that he is experienced with the area and knows that the kids need training on how to walk to and from school.

Mr. Carney commented that he had received support from Dr. Garrett. Mr. Halsey indicated that he understands the speeding problem but pointed out that "No Thru Traffic" signs only advertise that it is a way to cut thru and will double the volume of traffic.

Lt. Hay mentioned that the radar trailer was in the area earlier but cannot be deployed now with the ice. He pointed out that "No Thru Traffic" signs are unenforceable. He continued by saying that the majority are area residents, the police will be in the area, and suggested that the residents talk to Dr. Garrett, their Homeowners Association, and the School District.

Moved by Perry
Supported by Townson

Recommend that a 4-way stop be installed at Ellenboro and Colebrook and a directive be forwarded to the Troy School District for education of traffic safety for staff and students at Wattles Elementary School.

YEAS: 3 Perry, Solis, Townson

NAYS: 2 Halsey, Hubbell

ABSTAIN: 1 Cotsonika

ABSENT: 1 Diefenbaker

MOTION PASSED

Mr. Halsey was opposed because he wants a report from the Troy School District Safety Committee before voting.

Mrs. Hubbell agreed and would like to see the Troy School District report before discussing the warrants for a 4-way stop at this intersection.

Mr. Cotsonika abstained, saying that although he is not opposed to the signs, he does not feel they are the appropriate solution for the problem and wonders about a 4-way stop at a dead end.

**ITEM: 5 REQUEST FOR TRAFFIC CONTROL ON ALPINE, McCLURE,
 BANMOOR, MUER AND BOULAN.**

Several residents of this area have requested yield signs, no thru traffic signs, etc. to reduce the speed and volume of traffic on these streets.

This area was studied in April, 1992. These counts are compared with those taken in November, 1994 and are shown on the attached map.

These volumes are generally within the range of the traffic that is generated from within the neighborhood on an average weekday. It is likely that there is some cut thru traffic; the majority of traffic is destined to or from the neighborhood. The estimated trips per household per day is indicated on the attached map.

The study indicates that the 85P speed is higher than normal and requires continued speed enforcement.

Wendy Caruso sent the attached letter to the area residents. Forty agree with the need for traffic control signs. She reported counting 54 cars on Boulan from 8-8:30 AM; a vehicle swerved around a bus with flashing lights; license plate numbers are of business people cutting thru; there are handicapped children and adults; kids from Washington Square cut thru; there are no sidewalks on Boulan; 39.4-39.8 mph speeds are a danger to kids. She is concerned about the children's safety and would like City Council to push for signs on these streets.

Sharon Mitchell said that she is not giving up on "No Thru Traffic" signs. For 17 years she has lived there. When Big Beaver was improved, a child (on the side of the street) was hit by a cut thru vehicle. She has 2 small children, 1 is special ed, who walk to and from school. They also ride bikes. Once when there were 3 cars, the third car passed the other 2 cars. Motorists pass school buses. In 17 minutes she counted 33 cars cut thru. She believes that yield signs are needed at Banmoor/McClure and at Muer/McClure.

Tom Krent said that he understands what the neighbors are saying but he doesn't know any solutions. He feels that yield signs won't stop cut thru vehicles or slow down traffic. When driving his son to school, going 25 mph, a man behind him started honking. He questioned what can be done. There is a backup of traffic, southbound on Crooks to Big Beaver, between 8-8:30 in the morning.

Lt. Hay stated that traffic is a chronic complaint in this area. There has been sporadic enforcement. It is cut thru traffic and he doesn't know if fine tuning of the lights at Crooks/Big Beaver helps. In the morning there is a definite pattern; in the evening it is the same pattern in reverse. The police will continue enforcement in an organized fashion. The cut thru traffic is heading to all businesses on Big Beaver but he doesn't know if a letter would have any affect. It is not the only problem area. He doesn't know if signs will help. The backup on Crooks is the main problem .

Mrs. Perry verified the cut thru traffic and that enforcement is difficult because the police would have to follow a vehicle all the way through. She suggested signs prohibiting vehicles from turning into streets during certain peak times as an enforceable option. Although the signs would be enforceable, they would restrict the parents and residents.

Mr. Krent remarked that he noticed a reduction in speed over the 2 week enforcement period.

Jackie Walley, a new resident of 2 months who lives on the corner of McClure and Banmoor, spoke of the peak times for loud traffic and great speeds at what she believes are 2 very dangerous intersections - McClure/Banmoor and McClure/Muer.

Jerry DeBusschere said that he had spoken to the police officers and understood that the motorists had to average better than 42 mph to get a citation. He does not think that yield signs or stop signs will help. Last year he had \$400 property damage (mailbox, post, 2 stones). He believes the totalled car must have hit at 60-70 mph. He does not mind the inconvenience of "No Right Turn" or "No Left Turn" signs from 7-9 am and 4-6 pm.

Tom Cox moved here 4 years ago. He mentioned that there are no sidewalks due to the great expense because of drainage.

Lt. Hay said that they will get in for a couple of weeks of heavy enforcement and hopes for some impact. He said that he will be there tomorrow.

Mr. Halsey remarked that the 24 hour volume was not that great because trips are generated by each house. The high speeds are an enforcement problem. Jackie Walley questioned what is not high. There are only 20-30 residences. She said to put statistics aside; it is obvious there are problems.

Mr. Halsey gave Colebrook volumes as a comparison. Mr. Townson said that there are 90 houses on his street (Garry) which is 1/2 mile long and connects to a street which runs thru sub for 1 mile and has approximately 3,000 vehicles per day.

Jerry DeBusschere noted their low density housing having 1/3 to 1/2 acre.

Mrs. Hubbell commented that we are dealing with changed driving habits. The backup is because of the lights. She has no objection to yield signs but they do not solve the problem because if motorists are inconvenienced, they tend to speed up. She agrees it is an enforcement problem. The cut thru traffic is from the businesses.

Mrs. Perry stated that she would agree to ban turns but would want input/feedback from the residents. She questioned tabling this item or obtaining a petition from the neighborhood.

Lt. Hay expressed that the best course is to get in there with enforcement. He said that the radar trailer was on Muer 10/5/94 and had volumes of 26 from 7 to 8 am; 32 from 8 to 9 am; and 32 from 9 to 10 am.

Moved by Perry
Supported by Cotsonika

Recommend that no additional traffic controls be installed and that speed enforcement be increased as much as possible on Alpine, McClure, Banmoor, Muer and Boulan. If the problem continues, the residents can get a petition and request to be heard again.

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

NAYS: 0

ABSENT: 1 Diefenbaker

MOTION PASSED

ITEM: 6 REQUEST FOR STOP SIGN TO REPLACE A YIELD SIGN ON STONETREE FOR MILLAY.

Debbie Winicki, 1258 Dickens, has requested that the Committee reconsider their previous action and the yield sign be replaced with a stop sign.

This was considered at the meeting of June 16, 1993 with a recommendation that no change in intersection control was necessary. Ms. Winicki stated she did not receive the notice for the meeting until several days after the meeting so she did not have an opportunity to state her concerns to the Committee.

There has been no changes at this intersection since that time. No accidents have occurred since the June, 1993 study. The information from the June, 1993 meeting is attached.

Debbie Winicki, who had a previous engagement, delivered the attached letter to be read at the meeting. Members of the Traffic Committee were provided with a copy of the letter and Mrs. Hubbell read the letter to all in attendance at the meeting.

The Committee noted that the warrants are not met.

Moved by Cotsonika
Supported by Perry

Recommend that a stop sign not be installed at Millay and Stonetree as it does not meet the warrants.

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

NAYS: 0

ABSENT: 1 Diefenbaker

MOTION PASSED

ITEM: 7 OTHER BUSINESS.

Mr. Halsey remarked about the County shooting them down on the request to reduce the speed on Big Beaver between Golfview and Adams.

Mr. Schroeder told the Committee that he was at a meeting about the SCATS sophisticated system with an Engineer from Australia. They discussed the unpredictable problems with the system. The County formed a Committee of users (Cities of Troy, Rochester Hills and Auburn Hills) and ask for suggestions. The County is proceeding to do a study on left turns and may eliminate the dedicated left turns on 20 intersections. A copy of the Troy Left-Turn Operation Evaluation is attached. Mr. Schroeder feels it will create confusion. He plans to present this matter to City Council as a D item.

Mr. Halsey expressed that this would be leaving the left turn movement to judgment and doing away with uniformity. The system needs to be consistent.

Lt. Hay remarked that the system has been working better the last month or so and has reduced left turn accidents. Mr. Schroeder noted that it is the County's position to eliminate the dedicated left turns on 20 intersections in Troy.

Discussion followed and the Committee indicated their desire to work as a Committee to prohibit eliminating the dedicated left turns on 20 intersections. A letter to City Council as a unified body or as an item on a Traffic Committee agenda was questioned for making their feelings known formally. They feel this elimination of dedicated left turns on 20 intersections will increase accidents and that the system should be consistent so that drivers are not confused; the system has virtually eliminated left turn accidents, so why reduce safety. A decision was made to present the following in the minutes of this meeting:

Since it was brought to the Committee's attention that the County plans to eliminate dedicated left turns at 20 intersections in Troy, the Committee feels very strongly in recommending that City Council vehemently oppose any changes to the system that would affect its consistency and thereby reduce the safety benefits that have been derived by the system, such as the dramatic reduction in left turn accidents within the intersections.

Mr. Cotsonika commented that because of the accidents at Beach and Long Lake, that intersection is now going to get a signal, but with the many accidents at Troy High School with inexperienced drivers, they cannot get a signal. He does not understand - there are signals at other schools.

ITEM: 8 ADJOURN.

The Traffic Committee meeting of December 14, 1994 adjourned at 9:20 PM.

Jan Hubbell, Chairperson

JH/ct



A Wattles Road / Rochester Road Partnership

October 30, 1994

720 Colebrook Troy MI 48083
(810) 689-5217

Mr. John Robbins
Transportation/Engineering Department
City of Troy
500 West Big Beaver
Troy, Michigan 48084

Dear John:

Recently the Wattles Road/Rochester Road Neighbor by Neighbor Partnership was formed to address the concerns of the residents in the respective area. As a result, the Traffic/Safety Committee (the "Committee") was established and currently operates to address residents' concerns regarding traffic safety issues, as well as other safety issues. The Committee has identified one traffic safety issue which you may help us address.

The entrance to Wattles Grade School is situated at the intersection of Ellenboro Road and Colebrook Road. Two-way stop signs are located at this intersection on Ellenboro Road and at the exit for Wattles Grade School. There is no stop sign on the length of Colebrook Road. Colebrook Road "feeds" directly into Rochester Road. During the school year, Colebrook Road is heavily traveled by students walking to and from school, parents transporting children to and from school, and by local residents for commuting purposes. Of primary concern is the safety of the children who must walk on Colebrook Road to reach the grade school or their bus stop, and children who must cross Colebrook Road to reach the grade school. It is the opinion of many neighborhood residents, that it is only a matter of time before the mix of traffic and pedestrians results in serious injury or, worse, a fatality.

Our request to you is twofold. We first request that you perform a study to determine if four-way stop signs could be installed at the intersection of Ellenboro Road and Colebrook Road. This would afford our children the chance to safely cross both Colebrook and Ellenboro on their way to or from the grade school. Additionally, we would appreciate any recommendations that you may have that would result in less traffic on Colebrook Road, as well as traffic that is traveling at a reasonable rate of speed. Ideas discussed by the committee included a flashing "slow traffic" sign, as well as "no through traffic" signs installed on Colebrook Road.

We would be interested in discussing with you any assistance that you can provide to us in satisfying these requests. We are also interested in receiving a report outlining the results of your study, as soon as possible. Please call Bill McMahan at (810) 689-5217 or Ed Carney at (313) 556-1834 with any suggestions or questions.

Sincerely,

Ed Carney
Secretary

WARRANTS FOR MULTI-WAY STOP SIGNS

LOCATION Colebrook and Ellenboro

Warrant Satisfied

Minimum Requirement

Yes _____ No _____

_____ X

Warrants for a traffic signal are met but not installed.

_____ X

5 or more accidents in a 12 month period of a type susceptible of correction - includes right and left turn accidents and right angle accidents.

Number in 12 mos. 0

Number in 36 mos. 0

_____ X

(a) Average of 500 vehicles per hour entering the intersection for any 8 hours of an average day.

Highest Average Hour 160

_____ _____

(b) The combined vehicular and pedestrian volume from the minor street must average 200 units per hour for the same 8 hours, with an average delay of at least 30 seconds per vehicle during the maximum hour.

Highest Average Hour _____

Number of Hours warrant was met. 0

_____ X

(c) When the 85-percentile approach speed of the major street exceeds 40 mph, the minimum vehicular warrant is 70% of the above requirement.

85P 33 mph

School Crossing

Yes X No _____

School Crossing Warrant Met

Yes _____ No X

XX Stop Sign does not meet the warrants.

_____ Stop Sign meets the warrants.

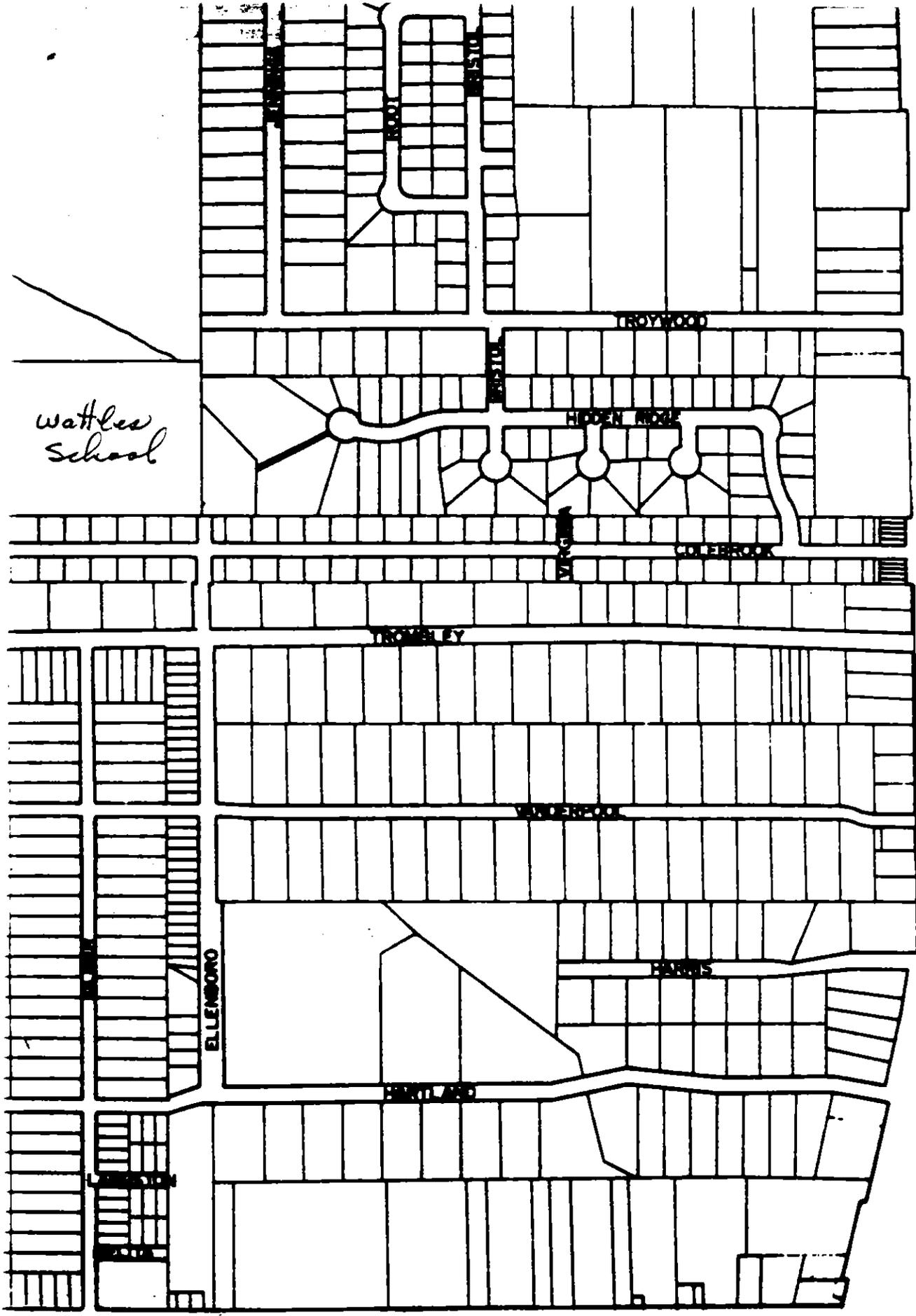
Ellenboro, South of Colebrook			
Friday 11/11/94	Saturday 11/12/94	Sunday 11/13/94	Monday 11/14/94
980	589	590	897
8-9 (105)	8-9 (22)	8-9 (13)	8-9 (103)
3-4 (100)	2-3 (46)	11-12 (66)	3-4 (105)
5-6 (144)	4-5 (50)	4-5 (44)	5-6 (99)
85P = 32 mph			

Ellenboro, North of Colebrook			
Friday 11/11/94	Saturday 11/12/94	Sunday 11/13/94	Monday 11/14/94
794	135	314	688
8-9 (178)	-	8-9 (12)	8-9 (184)
11-12 (58)	10-11 (44)	11-12 (100)	12-1 (46)
3-4 (115)	-	-	3-4 (108)
85P = 19.58 mph			

Colebrook, West of Ellenboro			
Friday 11/11/94	Saturday 11/12/94	Sunday 11/13/94	Monday 11/14/94
289	325	235	268
7-8 (17)	7-8 (17)	-	7-8 (19)
1-2 (30)	10-11 (22)	11-12 (16)	12-1 (20)
3-4 (23)	3-4 (27)	5-6 (23)	3-4 (22)
6-7 (23)	-	-	6-7 (26)
85P = 32.9 mph			

Colebrook, East of Ellenboro			
Friday 11/11/94	Saturday 11/12/94	Sunday 11/13/94	Monday 11/14/94
1307	781	790	1104
8-9 (147)	9-10 (24)	9-10 (77)	7-9 (164)
11-12 (87)	10-11 (72)	11-12 (108)	3-4 (130)
3-4 (136)	3-4 (53)	5-6 (57)	5-6 (96)
5-6 (135)	7-8 (52)	7-8 (48)	6-7 (84)
85P = 33.6 mph			

Colebrook, West of Hidden Ridge			
Friday 11/11/94	Saturday 11/12/94	Sunday 11/13/94	Monday 11/14/94
1257	837	810	1070
8-9 (142)	8-9 (27)	10-11 (74)	8-9 (150)
11-12 (78)	9-10 (58)	11-12 (108)	12-1 (57)
3-4 (123)	10-11 (73)	3-4 (54)	3-4 (113)
5-6 (141)	3-4 (51)	5-6 (57)	5-6 (94)
	7-8 (60)		
85P = 39.4 mph			



Wattles School

TROYWOOD

HIDDEN RIDGE

COLFERBROOK

TROMBLEY

WAREWOOD

HARRIS

BARTLETT

ELLEMBORO

11-4-94

To my Concerns Parents & Neighbor,
We NEED to take action about the high volume of traffic cutting through our streets because of traffic on Big Beaver or Crooks Road my daughter and I came close to being hit by a speeding car that decided to go around the bus while lights were flashing.

I also heard from one parent a child did get hit but he rolled under the car and never told his parents until it was too late.

Since school started I have counted 54-30 cars every morning from 8 AM - 8:30 AM then again around lunch hour. Just because they are in a hurry doesn't mean our kids should risk their lives for someone who is in a hurry.

On Nov 3, 1994 I wrote down 54 license plate numbers that came down Boulton Rd there is another resident on another street doing the same.

What I need for you as a concern parent and resident of Tray is to write to Mr. John Robbins Traffic Engineer to let him we NEED these signs up in our neighbor or we

As Resident will go over his head to our Major Mrs. Jean Stein. Or we get a Petition and have everyone sign and handitover to our Major and City Council.

Here is a list of signs we need you can add in the letter as will.

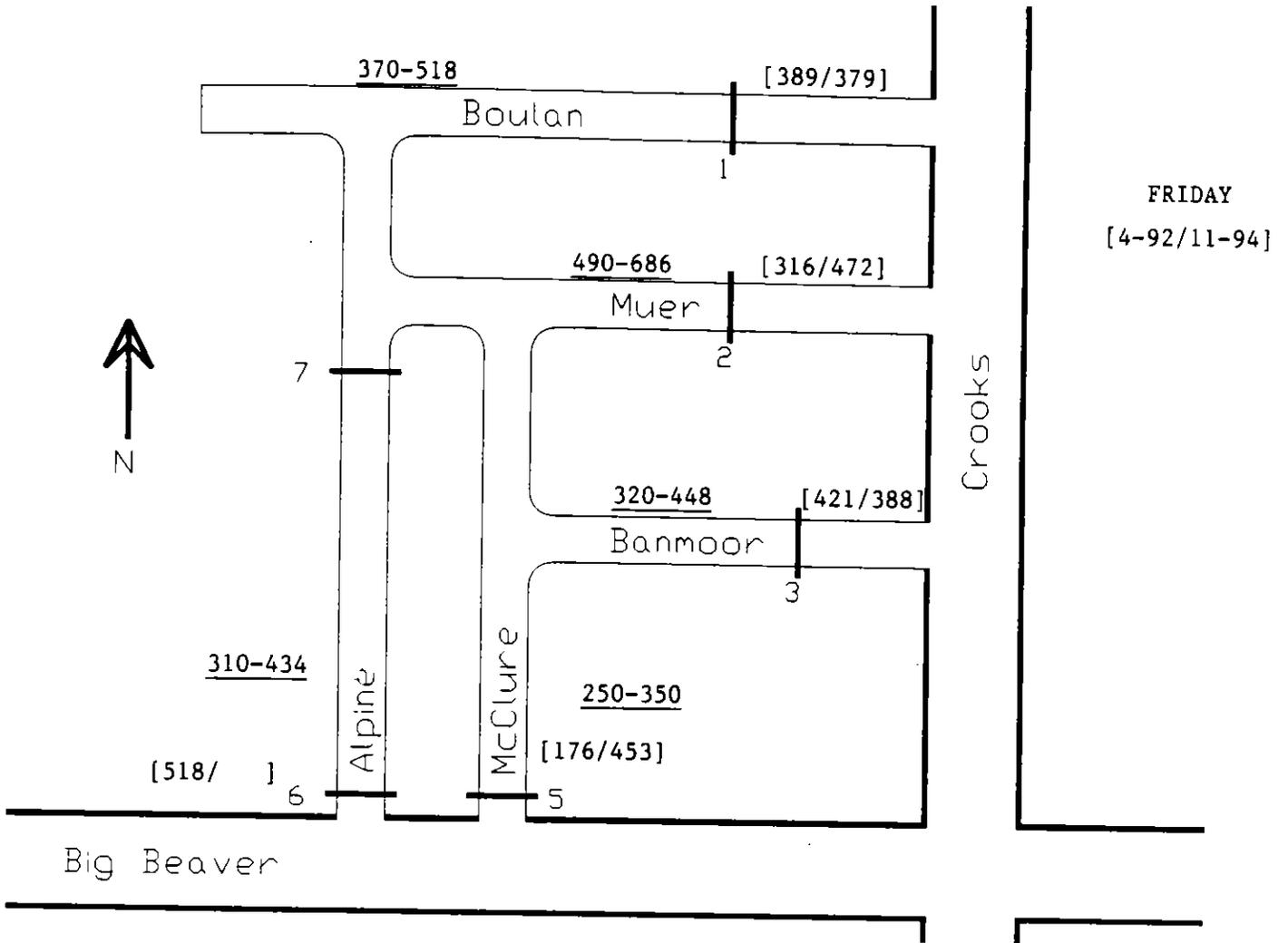
Yield or Stop signs At -
End of Ban Moor + McClure
McClure & Muer.

Residential No Threw Traffic Allow.
Crooks & Ban Moor
↓ & Muer
↓ & Baulin Rd
Big Beaver: McClure
Alpine

Here is the address you can send a letter to.

Mr. John Robbins
Traffic Engineer
City of Troy
500 W. Big Beaver
Troy, MI 48084

If you have any questions my name is Wendy Caruso 1781 Baulin Rd my phone is 649-2604. Thanks for the your time to read this.



Trips generated by the residents on the street
 based on 10-14 trips per household per day. XXX-XXX

Boulan, Alpine to Crooks				
	Friday 11/18/94	Saturday 11/19/94	Sunday 11/20/94	Monday 11/21/94
24 Hr.	379	239	240	381
AM	8-9 35	10-11 21	9-10 11	7-8 43
PM	6-7 70	3-4 21	4-5 25	5-6 35
85P = 39.6 mph				

Muer, McClure to Crooks				
	Friday 11/18/94	Saturday 11/19/94	Sunday 11/20/94	Monday 11/21/94
24 Hr.	472	271	208	444
AM	8-9 43	8-9 19	9-10 8	8-9 46
PM	5-6 70	3-4 23	3-4 20	4-5 56
85P = 38.3 mph				

Banmoor, McClure to Crooks				
	Friday 11/18/94	Saturday 11/19/94	Sunday 11/20/94	Monday 11/21/94
24 Hr.	388	200	171	389
AM	8-9 49	8-9 13	10-11 9	8-9 52
PM	5-6 65	4-5 18	3-4 15	4-5 48
85P = 38.1 mph				

McClure, North of Big Beaver				
	Friday 11/18/94	Saturday 11/19/94	Sunday 11/20/94	Monday 11/21/94
24 Hr.	453 4/3/92 - 328	158	124	437
AM	8-9 62	11-12 14	9-10 9	8-9 62
PM	6-7 75	3-4 15	3-4 16	4-5 68
85P = 39.6 mph				

Alpine, South of Muer				
	Friday 11/18/94	Saturday 11/19/94	Sunday 11/20/94	Monday 11/21/94
24 Hr.	490 4/3/92 - 295	218	155	464
AM	8-9 59	11-12 23	8-9 10-11 7	8-9 65
PM	5-6 83	3-4 26	12-1 5-6 16	4-5 58
85P = 34.2 mph				

TRAFFIC COMMITTEE MEETING OF JUNE 16, 1993

p. 11

**ITEM: 9 REQUEST TO INSTALL A STOP SIGN
 ON STONETREE FOR MILLAY.**

Debbie Winicki, 1258 Dickens, has requested that the existing yield sign on Stonetree at Millay be changed to a stop sign.

The peak hour traffic volumes are shown on the attached sketch. The predominate traffic volumes are turning movements. Since this is a T-intersection, there is no cross traffic. There have been no recorded accidents from January, 1990 to date.

The attached warrant analysis indicates that the intersection does not warrant a stop sign.

No one appeared before the Committee on behalf of this item.

Mrs. Hubbell requested and received assurance that warrants are not met.

Moved by Hubbell
Supported by Townson

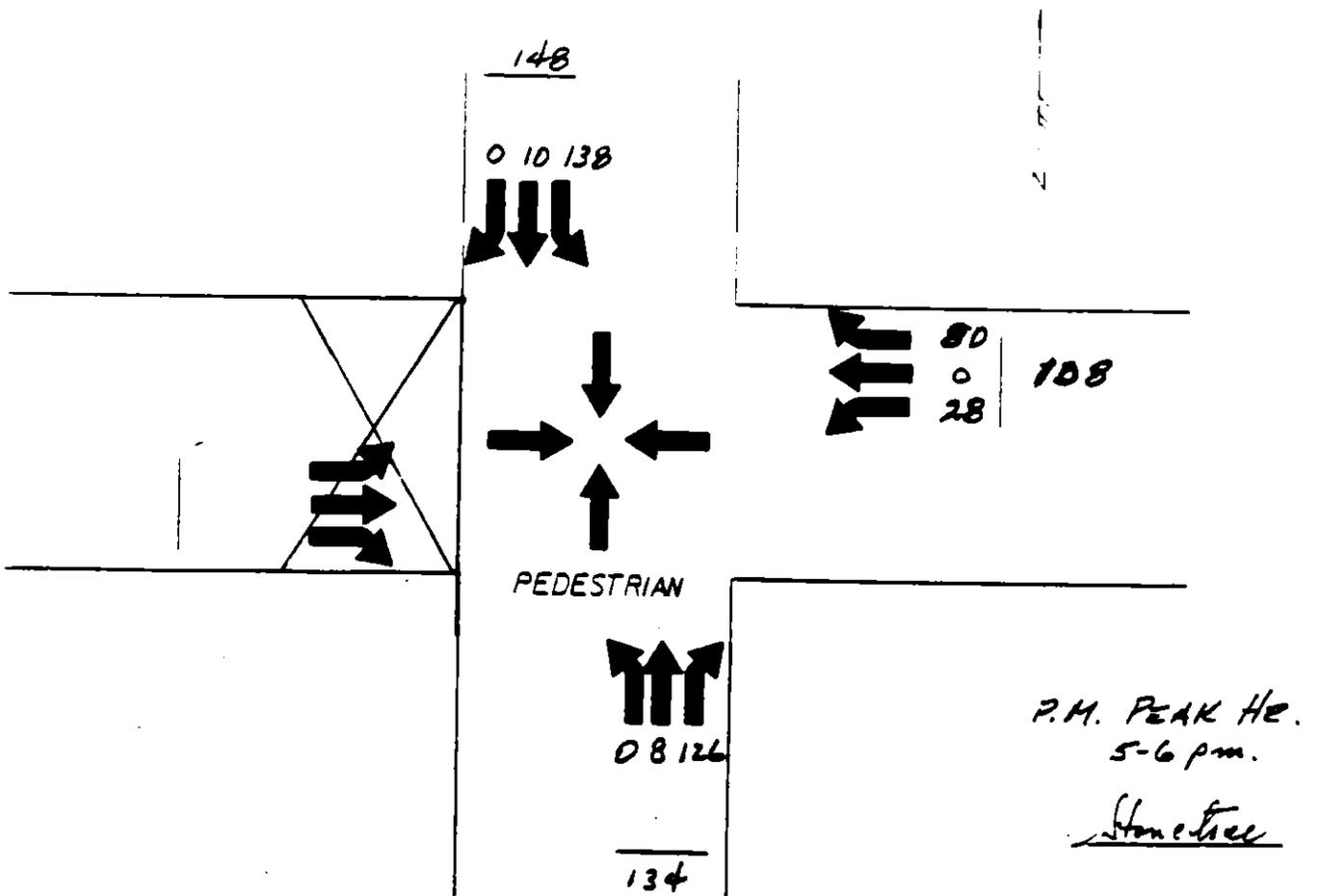
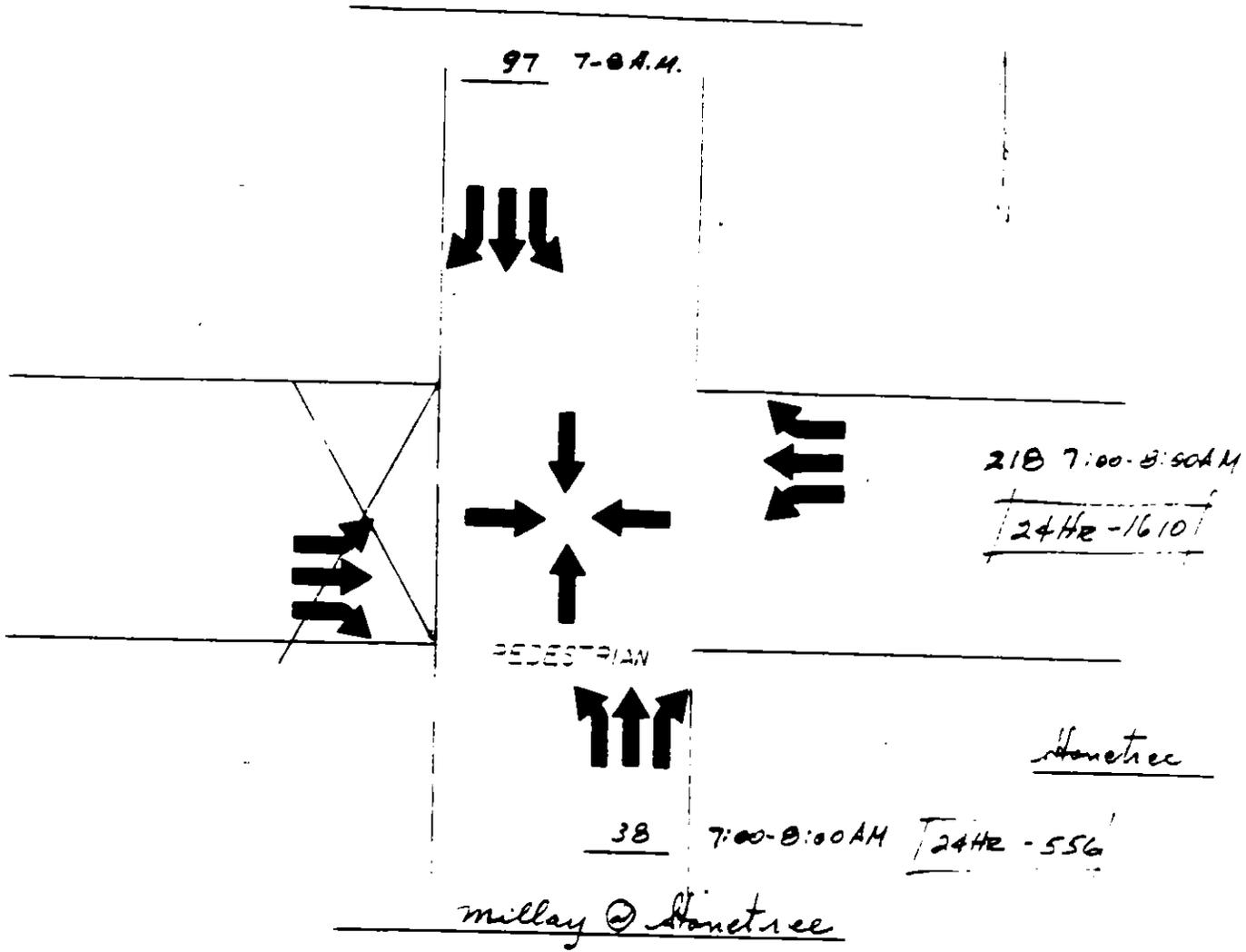
Recommend that a stop sign not be installed on Stonetree for Millay.

YEAS: 4 Diefenbaker, Hubbell, Perry, Townson

NAYS: 0

ABSENT: 3 Cotsonika, Halsey, Nagel

MOTION PASSED



WARRANTS FOR STOP SIGN

LOCATION Millay and Honetree

Warrant Satisfied

Minimum Requirement

Yes

No

—

X

Intersection of a less important road with a main road where application of the normal right of way rule is unduly hazardous.

—

X

Streets entering a thru street or highway.

High Speed

Yes —

No X

Restricted View

Yes —

No X

Accidents

No./Yr. 0/3 yrs 5 mos.

Intersections where a combination of high speed, restricted view, and serious accident record indicates a need for control by the stop sign.

School Crossing

Yes —

No X

X

Stop Sign does not meet the warrants.

—

Stop Sign meets the warrants.

Dec 11, 1994

Dear Traffic Committee

I received the agenda notice today, but regret that I have a prior engagement that I must attend. In my absence, I would like you to read my comments and concerns regarding changing the existing so called "yield sign" on Stonetree to a "stop sign".

The existing "yield sign" on the corner of Stonetree and Mully is being ignored by numerous drivers. I live on Dickens and enter and exit via Mully to get to Rochester Road. When driving past Stonetree, cars are NOT yielding, but proceeding without caution. My family has had several close incidents, which has prompted me to change this intersection. Several weeks ago this lady almost hit the passenger seat of my car, in which my 5 month old daughter was seated and my 3 year old son in the back seat. I had to come to a complete stop and back up for her, so she could turn in front of me without hitting my car (she has the yield sign & I have the right-of-way). This type of incidents has happened before and I don't want myself or my children to be killed because people are careless and

not reading "yield signs". This sign should be changed to a "stop sign" to protect residents in our community.

You can conduct all the studies and funding and report reasons why "NOT" to put a "stop sign" on this corner. In reality, no charts, no graphs, no numbers. I am more concerned of the actuality is the reason why a "stop sign" needs to be put here. It might take people 3-5 seconds to stop, but a life is worth more than this.

In closing, I would like to thank you for evaluating my concerns for the safety of my family and others. I hope a "stop sign" will be put on the corner of Stonetree and Millay for safety reasons to all. I'll await a copy or call with your decision. If you need names of all who support this in the area, I would be happy to supply it.

Thank you.

Rebbie Womack
1258 Pickens
6895831

December 13, 1994

Mr. John Robbins
Traffic Engineer
City of Troy
500 West Big Beaver Road
Troy, MI. 48084

Dear Mr. Robbins:

Attached is a copy of a left turn operation analysis performed at 20 intersections in the City of Troy. The purpose of the analysis is to determine the appropriate signal control for left turns. The basis of this review are the guidelines in the FHWA "Traffic Control Devices Handbook". Critical approaches were evaluated using the product of the left turn volume multiplied by the opposing through traffic for the highest hour for each approach. The high hourly left turn volume was examined to see if all of the left turns could be made on gaps. The 1992 accidents were also reviewed to determine the left turn accident experience. Finally, the capacity was evaluated using the Highway Capacity Manual software to determine the delay and level of service for protected left turn control, permissive left turn control and for no left turn control.

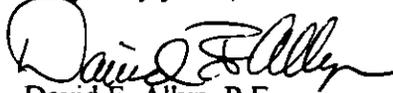
The review resulted in a recommendation for each of the intersections. The recommendations are to either remove left turn control or provide permissive operation. We are proposing to implement flashing red permissive operation with lagging left turns, where permissive is recommended. This operation is allowed in the agreement between MDOT and FHWA.

The left turn signals at the following locations are still under evaluation: Maple Road at Coolidge, Crooks, Livernois, Rochester and John R; Long Lake at Rochester, Wattles at Rochester, Adams at Big Beaver, Rochester at South Blvd., and Square Lake at Adams. We will contact you with our recommendations as soon as we are completed.

We are requesting the City of Troy's concurrence for the recommended changes, especially for those where one or more approaches are under city jurisdiction. As soon as we receive your concurrence, we will implement the changes.

If you have any questions, do not hesitate to contact us.

Very truly yours,



David F. Allyn, P.E.

Director, Traffic-Safety Dept.

cc: Neil Schroeder
Brent Bair
Gerald Holmberg
Lester Akey



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

Board of Road Commissioners

Rudy D. Lozano
Chairman

John E. Olsen
Vice-Chairman

Richard V. Vogt
Commissioner

Brent O. Bair
Managing Director

Gerald M. Holmberg
Deputy Managing Director
County Highway Engineer

2420 Pontiac Lk. Rd.
Waterford, MI
48328

313-858-4820

FAX

313-858-7607

TROY LEFT-TURN OPERATION EVALUATION

INTERSECTION	Based On Critical Peak Hour Approach												Critical Approach				Recommended Control	
	LEVEL OF SERVICE						DELAY (SEC)						Turning Movement					1992 Accident
	Permissive Left-Turn		Protected Left-Turn		No Left-Turn		Permissive Left-Turn		Protected Left-Turn		No Left-Turn		Left	Opposing Thru/RT	Left	Opposing		
	Left	Thru, Right	Left	Thru, Right	Left	Thru, Right	Left	Thru, Right	Left	Thru, Right	Left	Thru, Right						Left
1. South Blvd & Crooks EB WB NB SB	A	C	D	D	C	C	0	26.4	21	35.3	32.1	18.4	18.2	67	429	28743	1	Permissive Left
	D	D	F	F	D	C	26.4	28.8	28.8	N/A	127.1	36.2	23.3	356	187	66572	0	Permissive Left
	B	C	D	F	B	C	12.5	15.2	15.2	38.4	24.2	9.5	12.3	70	723	50610	0	No Left Control
2. Adams & Wadles EB WB NB SB	A	C	D	D	C	C	0	22.5	22.5	34.4	31	20.4	22.5	60	347	20820	0	No Left Control
	A	D	D	E	C	D	0	25.2	25.2	38.4	43.9	21.1	25.2	100	266	26600	0	No Left Control
	A	F	D	F	B	C	0	109.5	109.5	34.6	109.5	6.9	15.8	52	496	25792	0	No Left Control
3. Square Lake & Livernolds EB WB NB SB	C	F	F	F	C	B	0	21.3	21.3	34.7	21.3	8	9.3	56	807	45192	0	No Left Control
	C	C	E	D	F	C	16.6	17.3	N/A	N/A	N/A	24.7	74.5	240	250	60000	0	Permissive Left
	A	D	D	D	B	C	0	25.4	25.4	40	37.3	8.8	15	72	414	29808	0	Permissive Left
4. South Blvd & Livernolds EB WB NB SB	C	F	F	F	C	B	0	15.9	15.9	38.3	20.2	12.9	10.8	60	737	44220	1	No Left Control
	C	D	D	D	C	D	19.1	26.4	61.6	108.8	130.9	26.2	28.7	244	251	61244	0	Permissive Left
	A	F	F	F	B	C	0	87.7	87.7	38.2	N/A	9.4	22.4	32	854	27328	0	Permissive Left
5. Crooks & Wadles EB WB NB SB	A	F	D	D	C	B	0	20.3	20.3	38.7	23.9	11.6	12.1	55	780	42900	0	No Left Control
	C	D	D	E	C	D	0	104.3	104.3	35.7	N/A	19.1	30.8	53	870	46110	0	Permissive Left
	C	C	F	F	F	C	16.7	30.5	30.5	35.7	42.2	143.1	21.1	405	514	208170	0	Permissive Left
6. Long Lake & Adams EB WB NB SB	C	F	D	D	B	C	20.6	21.3	21.3	N/A	28.2	122.7	13.7	217	990	214830	5	Permissive Left
	C	E	D	D	C	B	N/A	16	16	43.9	19	N/A	10.8	124	1564	193936	2	Permissive Left
	C	F	F	F	C	B	17.1	44.8	44.8	36	97.7	30.5	24.1	78	571	44538	1	No Left Control
7. South Blvd & Adams EB WB NB SB	A	D	D	D	C	B	0	37.1	37.1	36.4	68.1	9	18	137	412	56444	0	No Left Control
	C	D	D	D	C	B	8	16.5	16.5	35	19.8	10.2	11.1	164	512	83968	0	Permissive Left
	C	D	D	D	C	B	17.5	29.5	29.5	36.5	39.4	18.9	20.8	84	408	34272	0	No Left Control
	A	D	D	D	C	B	0	20.3	20.3	35	26.1	9.7	13.1	176	549	96624	0	No Left Control
	A	D	D	D	C	B	0	30.5	30.5	38.5	51.2	10	16.5	79	771	60909	0	Permissive Left

TROY LEFT-TURN OPERATION EVALUATION

INTERSECTION	Based On Critical Peak Hour Approach												Critical Approach				Recommended Control	
	LEVEL OF SERVICE						DELAY (SEC)						Turning Movement		Left Multiplied By Opposing	1992 Accident		
	Permissive Left-Turn		Protected Left-Turn		No Left-Turn		Permissive Left-Turn		Protected Left-Turn		No Left-Turn		Left	Opposing Thru, Rt				
	Left	Thru, Right	Left	Thru, Right	Left	Thru, Right	Left	Thru, Right	Left	Thru, Right	Left	Thru, Right						
8. South Blvd & Rochester	EB	D	D	E	E	E	39.6	43.5	39.6	43.5	39.6	43.5	39.6	304	148	44992	0	No Left Control
	WB	C	C	D	D	D	25	25.4	25	25.4	25	25.4	25	34	460	15640	0	No Left Control
	NB	D	D	E	E	C	0	33.2	0	41.6	56.2	11.6	17.3	31	1945	60295	1	Permissive Left
	SB	C	C	E	E	F	17.6	17.5	21.2	52	21.2	N/A	11.8	104	1732	180128	1	Permissive Left
9. South Blvd & John R	EB	C	C	F	F	C	22.5	N/A	56.3	N/A	22.2	22.2	22.2	269	136	36584	0	No Left Control
	WB	A	D	D	D	C	0	25.2	33.9	26.2	17	17.5	17.5	30	466	13980	0	No Left Control
	NB	A	F	D	F	C	0	109.5	35.9	78.9	8.8	18.9	18.9	121	846	102366	0	No Left Control
	SB	A	C	D	C	B	0	21.3	33.7	19.1	8.7	10.8	10.8	55	914	50270	2	Permissive Left
10. Long Lake & John R	EB	C	F	E	F	C	N/A	41	N/A	N/A	21.2	75.8	75.8	128	403	51584	0	Permissive Left
	WB	C	D	E	E	F	30.1	40.8	41.1	41.1	N/A	21	21	113	785	88705	1	Permissive Left
	NB	A	C	E	C	B	0	58.9	21	17.4	10.1	11.7	11.7	95	1114	105830	1	Permissive Left
	SB	A	B	D	C	D	0	13.7	35.1	16.2	29.8	9.4	9.4	65	1244	80860	5	Permissive Left
11. Waddles & Dequindre	EB	A	D	A	D	C	25.5	0	29.9	0	20.6	19	19	80	506	40480	1	Permissive Left
	WB	C	F	C	F	C	N/A	20.3	N/A	21.9	60	60	60	205	256	52480	1	Permissive Left
	NB	A	C	A	C	B	0	15.7	0	18.7	9	10	10	77	506	38962	3	Permissive Left
	SB	A	D	A	E	C	0	27.2	0	42.4	8.8	15.6	15.6	123	787	96801	0	Permissive Left
12. Waddles & John R	EB	C	C	D	D	F	16.4	35.4	28	165.4	18.5	18.5	69	1270	87630	3	Permissive Left	
	WB	F	F	F	F	C	N/A	N/A	24.7	N/A	N/A	N/A	433	400	173200	1	Permissive Left	
	NB	A	B	C	C	B	0	12.8	34	15.2	122.7	21.8	21.8	128	516	66048	1	Permissive Left
	SB	A	D	D	E	C	0	28.9	36	53.1	8.6	15.9	15.9	101	1506	152106	2	Permissive Left
13. Waddles & Livermore	EB	F	D	F	F	D	81	35.1	69.5	N/A	34.9	22.5	22.5	258	455	117390	1	Permissive Left
	WB	D	C	E	D	D	25.7	42.7	28.7	33.7	33.7	18.8	18.8	121	807	97647	0	Permissive Left
	NB	A	E	F	F	B	0	53.8	74.1	110.3	11.1	19.4	19.4	166	639	106074	1	Permissive Left
	SB	B	B	D	C	F	8.2	14.7	17.4	150.3	8.6	10	10	67	1564	104788	2	Permissive Left
14. Square Lake & John R	EB	A	F	D	F	C	0	90	117	18.4	18.4	24.9	24.9	84	371	31164	0	No Left Control
	WB	C	D	D	D	C	17.9	29	31.9	80.5	19.6	19.6	84	612	51408	1	No Left Control	
	NB	A	F	F	F	D	0	85.5	48	N/A	10.1	35.1	35.1	135	489	66015	1	Permissive Left
	SB	A	C	D	C	B	0	15.2	34.7	21.2	21.1	11.6	11.6	55	914	50270	0	Permissive Left

TROY LEFT-TURN OPERATION EVALUATION

INTERSECTION	Based On Critical Peak Hour Approach												Critical Approach			1992 Accident	Recommended Control
	LEVEL OF SERVICE						DELAY (SEC)						Turning Movement	Left Multiplied By Opposing			
	Permissive Left-Turn		Protected Left-Turn		No Left-Turn		Permissive Left-Turn		Protected Left-Turn		No Left-Turn						
	Left	Thru, Right	Left	Thru, Right	Left	Thru, Right	Left	Thru, Right	Left	Thru, Right	Left	Thru, Right					
15. Long Lake & Dequindre	EB	D	F	E	C	C	0	32.2	61.4	53.4	21.1	21.8	155	474	73470	1	Permissive Left
	WB	C	D	D	C	C	18.5	24.2	37.4	27.7	22.7	18.3	92	780	71760	2	Permissive Left
	NB	A	C	C	B	B	0	15.6	35.9	18.6	9	10.6	75	651	48825	2	Permissive Left
	SB	A	B	C	B	B	0	14.5	42.5	17.1	10.7	9.9	120	774	92880	1	Permissive Left
16. Square Lake & Dequindre	EB	A	E	F	C	C	0	49.6	42	114	18.9	24.8	118	297	35046	1	No Left Control
	WB	C	D	D	C	C	16	27.3	35	33.6	18.5	19.9	63	458	28854	0	No Left Control
	NB	B	F	F	C	E	9.1	N/A	36.4	N/A	18.4	49.1	83	839	69637	0	Permissive Left
	SB	B	F	F	F	C	8.1	66.8	35.1	127.3	116.9	23.4	65	961	62465	2	Permissive Left
17. Wutless & Coakige	EB	A	D	F	C	C	0	38	34.3	71.5	16.9	23	45	292	13140	0	Permissive Left
	WB	C	D	D	C	C	16.8	27.1	40.9	35.8	18.6	19.8	291	333	96903	2	Permissive Left
	NB	A	C	C	B	B	0	19.1	40	N/A	12.7	9.8	244	504	122976	1	Permissive Left
	SB	A	B	C	C	C	0	13.9	34	16.4	21.8	9.5	37	1384	51208	0	Permissive Left
18. Square Lake & Rochester	EB	A	F	F	D	D	0	69.8	185.7	144.1	30.3	33.2	176	320	56320	1	Permissive Left
	WB	C	E	D	D	C	23.3	29.8	45.5	33.6	33	23.4	79	513	40527	1	Permissive Left
	NB	A	D	F	B	C	0	39	42.9	67.9	10.9	19.8	56	1066	59696	3	Permissive Left
	SB	B	C	C	C	F	13.6	18	48	21.2	N/A	12.6	91	1628	148148	0	Permissive Left
19. Square Lake & Coakige	EB	A	D	D	C	C	0	25.5	34.1	29.9	16.7	19	38	275	10450	0	No Left Control
	WB	A	D	D	C	C	0	26.4	37.6	31.6	17.9	19.5	232	258	59856	1	No Left Control
	NB	A	D	E	B	C	0	33	0	57.6	9.3	17.1	170	155	26350	1	No Left Control
	SB	A	B	C	B	B	0	12.8	0	15.1	8.9	8.8	40	712	28480	1	No Left Control
20. South Blvd & Dequindre	EB	E	F	F	D	D	48.2	32.4	N/A	98.4	33.8	17	594	44	26136	0	Lead Permissive
	WB	A	C	D	B	B	0	22.1	30.6	27.8	12.8	12.8	9	769	6921	0	Lead Permissive
	NB	C	D	D	C	C	17.6	20.3	38	30.5	13.1	20.3	38	384	14592	1	No Left Control
	SB	E	B	D	C	B	59.4	14.3	39.6	19.2	24.9	14.3	68	1096	74528	0	No Left Control