

The Traffic Committee meeting was held in the Council Chambers at City Hall on April 26, 1978. The meeting was called to order by Robert Hanna, Chairman, at 7:30 P.M.

ITEM: 1

ROLL CALL

PRESENT:

Robert F. Hanna
Arnold Petterson
Tapan Datta
Leon Denison
Carl Stellin
Stewart Slatkin

ABSENT:

Jack Dion

Also present were Robert Riker, 4347 Allegheny, Troy, David T. Horton, representing Northfield Hills, Ellen Ritteman, representing Courtwood Villa, Anne Hiemstra, representing Northfield Hills, Hank Hartfelder, Troy Police, Richard Sinclair, Troy Fire and Richard F. Beaubien, Transportation Engineer.

ITEM: 2

MINUTES

Moved by Datta
Supported by Stellin

That the minutes of March 22, 1978 be approved as printed.

Yeas: 6, Hanna, Petterson, Datta, Denison, Stellin, Slatkin

Nays: 0

Absent: 1, Dion

MOTION PASSED

ITEM: 3

VISITORS TIME

See Items 4, 9 and 10.

ITEM: 4

RECONSIDERATION OF FIRE LANES AT NORTHFIELD HILLS

Ms. Hiemstra and Mr. Horton appeared in behalf of this item.

Section 8.28, Chapter 105, Troy City Code provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown in the attached sketch be provided at Northfield Hills to allow proper deployment of and travel by emergency vehicles (fire, police, medial). Fire lanes at Northfield Hills were approved at the Traffic Committee meeting of February 23, 1978 but property owners were given only a 9 day notice of the meeting instead of the 10 days required by City Code. These fire lanes were reconsidered so that property owners would have adequate notice of their right to appear and comment. It was recommended that the fire lanes shown in the attached sketch be established at Northfield Hills.

C44 29-1

ITEM 4 (contd)

Ms. Ann Heimstra, attorney representing Northfield Hills and Rouge Lees, advised the Traffic Committee that residents of these residential complexes are requesting a variation on the posting of fire lane signs as specified in the Ordinance (Section 8.28, Chapter 105). It is their opinion that the posting of signs every 100 feet would detract from the appearance of the development. Also, they object to the expense of the signs, not only the initial cost but the maintenance necessary to keep the signs and surrounding areas in good condition.

Ms. Heimstra stated the suggestion was made to paint the curb areas along the designated fire routes indicating "no parking", and at the entrances have a sign stating there is no parking in designated areas.

Ms. Heimstra informed the members she had talked with Fire Chief, Jim Halsey, and that he advised that the designating of fire lane routes must conform to the Uniform Code. She also spoke with William Wolanin, City Attorney. According to Ms. Heimstra, Mr. Wolanin gave a tentative opinion that a variation in the direction Northfield Hills wanted could be accomplished. Mr. Wolanin wanted to confer with Dennis Grifka, his assistant, who handles ordinance enforcement for a possible recommendation, he told Ms. Heimstra.

Mr. Stellin advised Ms. Heimstra that this ordinance is similar to the one for all subdivisions, and that the posting of fire lanes is for the protection and safety of the residents. In the event of a fire or other emergency, equipment must be able to operate in an expedient manner.

Traffic Committee members agreed that the suggestion of painting the curb area was not a sound or practical recommendation, especially during our Winter season when snow would conceal curb markings.

Mr. Datta observed that if the variation was approved and a catastrophe occurred in the Northfield Hills area, the City of Troy could be held liable.

Mr. Slatkin stated that he felt the City could work toward the posting of a minimum of signs for this complex, since this seemed to be one of the objections.

For clarification, Mr. Beaubien read from Chapter 105, Sec. 8.28 c: Posting, uniformity, responsibility.

"All fire lanes shall be conspicuously posted with uniform fire lane signs in keeping with the standard established in the Michigan Manual of Uniform Traffic Control Devices as revised as as prescribed by the Fire Chief or his designated representative and erected no further than one hundred (100) feet apart in all areas designated as fire lanes. The erection and maintenance of said signs shall be the responsibility of the property owner. Any owner, who, upon notification that a fire lane has been established on his property and within (30) thirty days thereof fails to erect uniform fire lane signs shall be in violation of this article and subject to punishment as provided by ordinance. Further, when said signs are not erected within (30) thirty days of notification, the City Council may direct said signs to be erected and the cost thereof assessed against the property on the next general assessment roll of the City.

ITEM 4 (contd)

When such fire lanes are adjacent to a parking lot such fire lanes shall be clearly outlined with curbing, posts or other markings raised above the grade sufficiently so they will not be obscured by snow or other materials....."

To the question by Traffic Committee members to Ms. Heimstra as to what would be the attitude of the residents if the decision by City Council is that the ordinance must be adhered to, she stated they would accept the decision.

Moved by Datta

Supported by Stellin

Recommend that Item 4 be tabled until the Traffic Committee's meeting of May 24 at which Mr. Beaubien will convey the report from the City Attorney's office.

Yeas: 6, Hanna, Petterson, Datta, Denison, Stellin, Slatkin

Nays: 0

Absent: 1, Dion

MOTION PASSED

ITEM 5 RECONSIDERATION OF FIRE LANES AT ROUGE LEES

Ms. Hiemstra and Mr. Horton appeared in behalf of this item.

Section 8.28, Chapter 105, Troy City Code provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown in the attached sketch be provided at Rouge Lees to allow proper deployment of and travel by emergency vehicles (fire, police, medical). Fire lanes at Rouge Lees were approved at the Traffic Committee meeting of February 23, 1978 but property owners were given only a 9 day notice of the meeting instead of the 10 days required by City Code. These fire lanes were reconsidered so that property owners would have adequate notice of their right to appear and comment. It was recommended that the fire lanes shown in the attached sketch be established at Rouge Lees.

Moved by Datta

Supported by Stellin

Recommend that Item 5 also be tabled until the Traffic Committee's meeting of May 24 at which Mr. Beaubien will convey the report from the City Attorney's office.

Yeas: 6, Hanna, Petterson, Datta, Denison, Stellin, Slatkin

Nays: 0

Absent: 1, Dion

MOTION PASSED

ITEM: 6 RECONSIDERATION OF FIRE LANES AT CHARTER SQUARE
 APARTMENTS

Section 8.28, Chapter 105, Troy City Code provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown in the attached sketch be provided at Charter Square Apartments to allow proper deployment of and travel by emergency vehicles (fire, police, medical). Fire lanes at Charter Square Apartments were approved at the Traffic Committee meeting of February 23, 1978 but property owners were given only a 9 day notice of the meeting instead of the 10 days required by City Code. These fire lanes were reconsidered so that property owners would have adequate notice of their right to appear and comment.

Moved by Stellin
Supported by Datta

Recommend that the fire lanes shown in the attached sketch be established at Charter Square Apartments.

Yeas: 6, Hanna, Petterson, Datta, Denison, Stellin, Slatkin
Nays: 0
Absent: 1, Dion

MOTION PASSED

ITEM: 7 RECONSIDERATION OF FIRE LANES AT CANTERBURY SQUARE
 APARTMENTS

Section 8.28, Chapter 105, Troy City Code provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown in the attached sketch be provided at Canterbury Square Apartments to allow proper deployment of and travel by emergency vehicles (fire, police, medical). Fire lanes at Canterbury Square Apartments were approved at the Traffic Committee meeting of February 23, 1978 but property owners were given only a 9 day notice of the meeting instead of the 10 days required by City Code. These fire lanes were reconsidered so that property owners would have adequate notice of their right to appear and comment. It was recommended that the fire lanes shown in the attached sketch be established at Canterbury Square Apartments.

Moved by Stellin
Supported by Datta

Recommend that the fire lanes shown in the attached sketch be established at Canterbury Square Apartments.

Yeas: 6, Hanna, Petterson, Datta, Denison, Stellin, Slatkin
Nays: 0
Absent: 1, Dion

MOTION PASSED

ITEM: 8 RECONSIDERATION OF FIRE LANES AT WEXFORD CONDOMINIUMS

Section 8.28, Chapter 105, Troy City Code provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown in the attached sketches be provided at Wexford Condominiums to allow proper deployment of and travel by emergency vehicles (fire, police, medical). Fire lanes at Wexford Condominiums were approved at the Traffic Committee meeting of February 23, 1978 but property owners were given only a 9 day notice of the meeting instead of the 10 days required by City Code. These fire lanes were reconsidered so that property owners would have adequate notice of their right to appear and comment. It was recommended that the fire lanes shown in the attached sketches be established at Wexford Condominiums.

Moved by Stellin
Supported by Datta

Recommend that the fire lanes shown in the attached sketches be established at Wexford Condominiums.

Yeas: 6, Hanna, Petterson, Datta, Denison, Stellin, Slatkin
Nays: 0
Absent: 1, Dion

MOTION PASSED

ITEM: 9 ESTABLISH FIRE LANES AT COURTWOOD VILLA CONDOMINIUMS

Ms. Ellen Ritteman appeared in behalf of this item. She stated that the fire lanes as indicated in the sketch would meet the approval of Courtwood Villa Condominiums.

Section 8.28, Chapter 105, Troy City Code provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown in the attached sketch be provided at Courtwood Villa Condominiums to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

Moved by Stellin
Supported by Datta

Recommend that the fire lanes shown in the attached sketch be established at Courtwood Villa Condominiums.

Yeas: 6, Hanna, Petterson, Datta, Denison, Stellin, Slatkin
Nays: 0
Absent: 1, Dion

MOTION PASSED

ITEM: 10 INSTALL STOP SIGNS ON HILLCRESCENT AT ALLEGHENY

Mr. Robert Riker, 4347 Allegheny, appeared in behalf of this item. He had requested the installation of stop signs (3-way) on Hillscrescent at Allegheny to control speeding on Hillcrescent. He is concerned for the safety of children playing along Hillcrescent. Since a yield sign has been placed on Allegheny at Hillcrescent, this sign would have to be removed if stop signs on Hillcrescent were approved. To be made part of the record, Mr. Riker submitted a letter from Mr. and Mrs. George P. Hall, 2199 Hillcrescent, in support of this recommendation.

Mr. Stellin informed Mr. Riker of the past numerous requests from other subdivisions the Traffic Committee had received asking for the installation of stop signs to control speeding. He also advised how after in-depth studies conducted by the City of Troy's Traffic Engineering Division, it was determined that stop signs do not control speeding. Mr. Stellin, and other members, pointed out to Mr. Riker that 99% of the speeding drivers were most probably subdivision residents, to which Mr. Riker agreed. They also pointed out that the indiscriminate posting of stop signs gives children a false sense of security, expecting that cars will stop at the sign, when possibly the driver may not stop at all, or merely come to a rolling stop. Also, Mr. Riker was advised that stop sign installation must conform with the Michigan Manual of Uniform Traffic Control Devices. The City is open for lawsuits in the case of accidents if signs are not warranted.

To Mr. Riker's comment that the prime offenders were teenage drivers during the weekends, Mr. Datta suggested that police surveillance would be in order. Patrolman Hartfelder agreed this was possible and suggested to Mr. Riker that he contact the Police Department or Mr. Beaubien to set up an enforcement program.

Traffic Committee members further advised Mr. Riker to conduct an educational program in his subdivision, possibly through their newsletter. Identification of vehicle, license number and if identifiable, the driver, could be printed in the newsletter to alert residents that the speeding drivers are subdivision residents. If complete identification is available, speeding drivers can also be reported to the Police Department and a warrant issued.

Moved by Datta
Supported by Stellin

Recommend that no change be made in the traffic control devices at the Hillcrescent/Allegheny intersection, but that the Troy Police Department is to take action in terms of speed enforcement upon receipt of definite time to be requested by Mr. Riker to either Cpl. Wm. Maur of the Police Department, or Mr. Beaubien, Transportation Engineer. The Traffic Committee is to be fully informed of the results of this surveillance.

Yeas: 6, Hanna, Petterson, Datta, Denison, Stellin, Slatkin
Nays: 0
Absent: 1, Dion

MOTION PASSED

ITEM: 11 PROHIBIT PARKING ON THE SOUTH SIDE OF ROBINWOOD

No parking signs are needed on the south of Robinwood to assure that at least 20 feet of pavement, unobstructed by parked vehicles, is available for traffic. The 20 ft. minimum pavement width is required on all City Major Streets under the Uniform Criteria for Major Streets promulgated by the Michigan Department of State Highways and Transportation. In March 1976, Troy City Council adopted a program to assure that all the City's Major Streets would comply with the Uniform Criteria. This program called for the prohibition of parking on the south side of Robinwood, Cherry to Rochester, during 1978.

Removal of parking from the south side of Robinwood also also be consistent with our policy of prohibiting parking on the fire hydrant side of the street. Therefore, it was recommended by Mr. Beaubien that parking be prohibited on the south side of Robinwood from Cherry to Rochester.

Mr. Datta questioned whether the width of Robinwood, despite the shoulder area, is wide enough to allow parking on the north side. He felt the committee should recommend no parking on either side (north and south) of Robinwood from Cherry to Rochester until a further investigation is made by Mr. Beaubien.

- For clarification, Mr. Beaubien read from the Uniform Criteria for Major Streets, as follows: "The following minimum criteria will apply, in order to maintain an effective and safe existing Major Street network.

Non-Curbed Streets

Pavement Width

Parallel Parking on Pavement One Side

28' (end of quote)

Moved by Slatkin

Supported by Denison

Recommend that Item 11, to prohibit parking on the south side of Robinwood from Cherry to Rochester, be withdrawn for further investigation.

Yeas: 6, Hanna, Petterson, Datta, Denison, Stellin, Slatkin

Nays: 0

Absent: 1, Dion

MOTION PASSED

ITEM: 12 PROHIBIT WESTBOUND THROUGH TRAFFIC ON DERBY AT ADAMS

The attached letter from the City of Birmingham contains a request for the City of Troy to prohibit the "west to east (sic.) through movement across Adams between Derby and Mohegan". (We understand their request to be for the prohibition of westbound through traffic from Derby to Mohegan). Birmingham feels this regulation is needed to reduce "cut-through" traffic in the subdivision to the west.

Item 12 (contd)

Traffic counts conducted by the City of Troy in January 1978 indicated that ~~the~~ the westbound through movement on Derby was 22 vehicles between 7:30 A.M. and 8:30 A.M. and 16 vehicles between 2:45 P.M. and 3:45 P.M. This compares with a daily volume of 824 counted on Mohegan by Birmingham's consultant in the Summer of 1977.

In October 1977 no through traffic signs were placed to prohibit the east-west through movement at the Meijer/Crooks/Elmwood intersection. Observation of this intersection in April 1978 indicated that through movements in both directions were still being made in spite of the prohibition.

It should be noted that if Birmingham wishes to implement the "all traffic must turn" strategy, through traffic from west to east should also be prohibited since it is possible for through traffic to travel in either direction on Mohegan.

In spite of the through traffic, Mohegan carries a reasonably low volume of traffic compared to most residential streets in Troy. This relatively low volume would not appear to present a sufficiently large problem to warrant adoption of a traffic regulation requiring all westbound Derby traffic to turn on to Adams. Such a regulation would not command the respect of the motoring public and would be difficult to enforce. A westbound driver going through from Derby to Mohegan would be ticketed by a Birmingham Police Officer enforcing a Troy ordinance. Adoption of an "all traffic must turn" regulation for westbound Derby at Adams was not recommended.

After discussion, Traffic Committee members agreed they did not feel there should be a change in this regulation.

Moved by Slatkin
Supported by Datta

Recommend that an "all traffic must turn" regulation not be adopted for westbound Derby at Adams, and that Mr. Beaubien, after City Council's decision, send an appropriate reply to the Birmingham Police Department.

Yeas: 6, Hanna, Petterson, Datta, Denison, Stellin, Slatkin
Nays: 0
Absent: 1, Dion

MOTION PASSED

ITEM: 13

OTHER BUSINESS

Mr. Beaubien informed Traffic Committee members of the Big Beaver Road Public Hearing scheduled for May 17, 1978 at 7:30 P.M., Troy City Hall. He stated that their input would be valuable for the formulation of this needed widening project. He noted that if they are unable to attend, their view could be added to the record by writing to the Oakland County Road Commission.

Mr. Beaubien read excerpts from Oakland County Road's Negative Declaration Statement (items 1 through 9) to the Traffic Committee members and presented each member with a copy of the statement for their review.

Mr. Beaubien told members that present plans for Big Beaver call for a 4-lane boulevard pavement with a wide center median, from Coolidge to Livernois. East of Livernois widening is tentatively scheduled for 1982-86, but it is hoped this would occur sooner than 1982. Macomb County is now planning for the continuation of Metro Parkway widening to Dequindre, scheduled for this Summer.

Mr. Beaubien said we hope to see the widening of both Rochester and Big Beaver during the Summer of 1979.

ITEM: 14

ADJOURNMENT

Moved by Datta

Supported by Petterson

That the Traffic Committee meeting of April 26, 1978 be adjourned at 9:00 P.M.

Yeas: 6, Hanna, Petterson, Datta, Denison, Stellin, Slatkin

Nays: 0

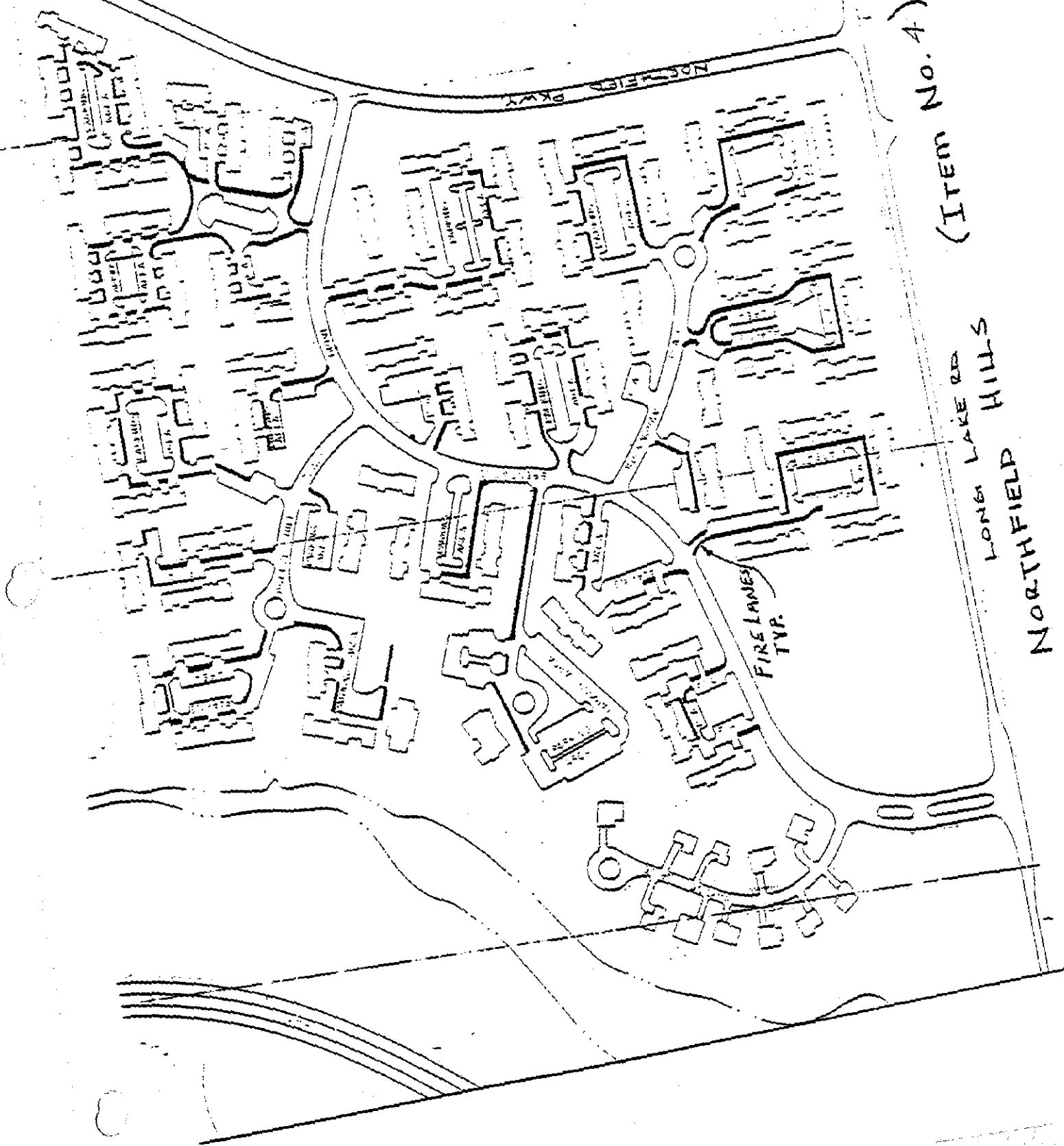
Absent: 1, Dion

MOTION PASSED

ROBERT HANNA,
CHAIRMAN

hd

47
No Scale



(Item No. 4)
LONG LAKE RD
NORTHFIELD HILLS

LAKE

I-75

(CHRYSLER FREEWAY)

PARKING AREA

FOUND

PARKING AREA

FIRE LANES
TYP.

NORTHFIELD

PARKWAY

WHITFIELD



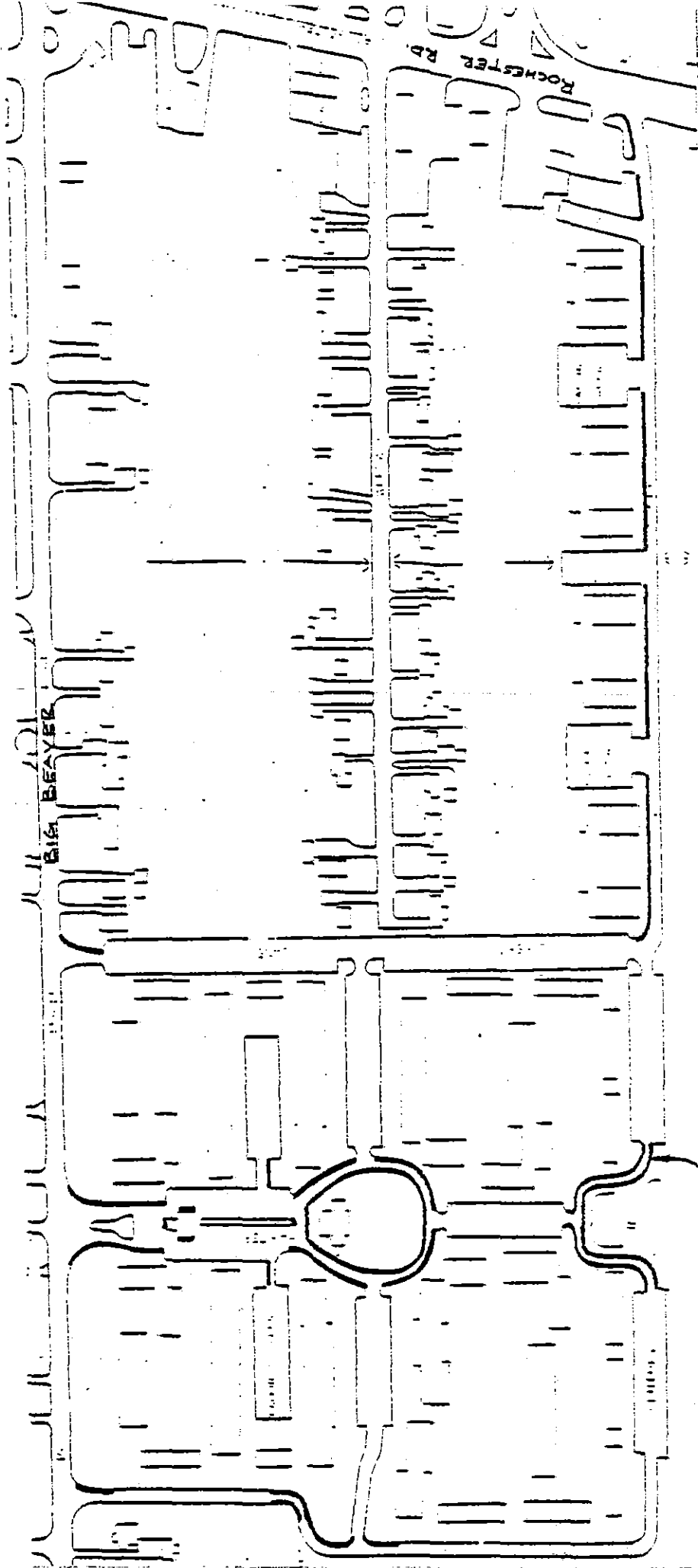
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ROUGE LEES
NORTH AND SOUTH

(ITEM No. 5)

AZ

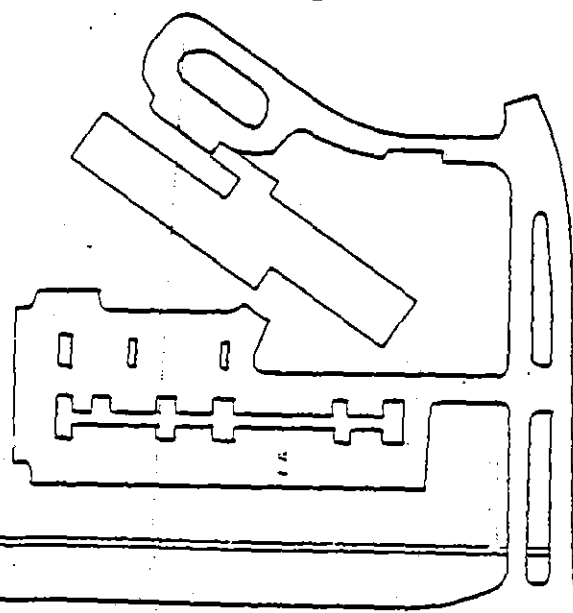
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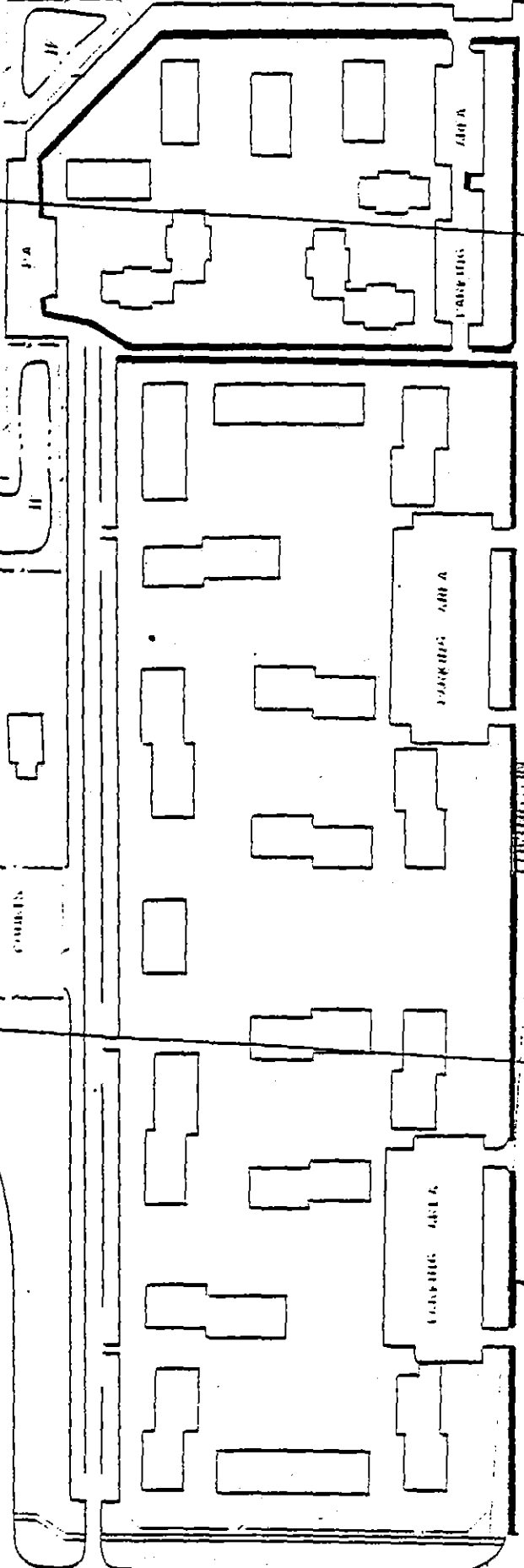
CHARTER SQUARE APT.

(Item No. 6)

NO SCALE



TOILET
COURT



PARKING AREA

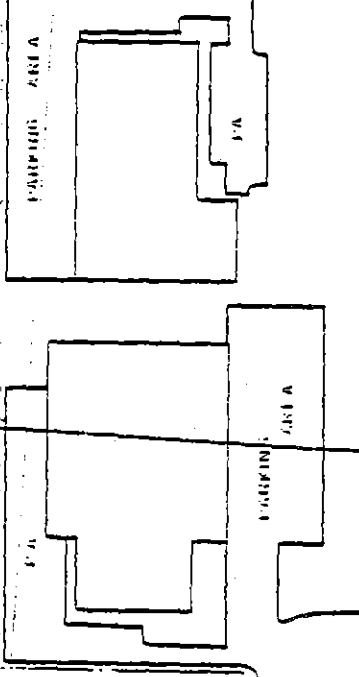
PARKING AREA

PARKING

PARKING

FIRE LANE STYR

CANTERBURY SQUARE APT (ITEM No. 7)



PARKING

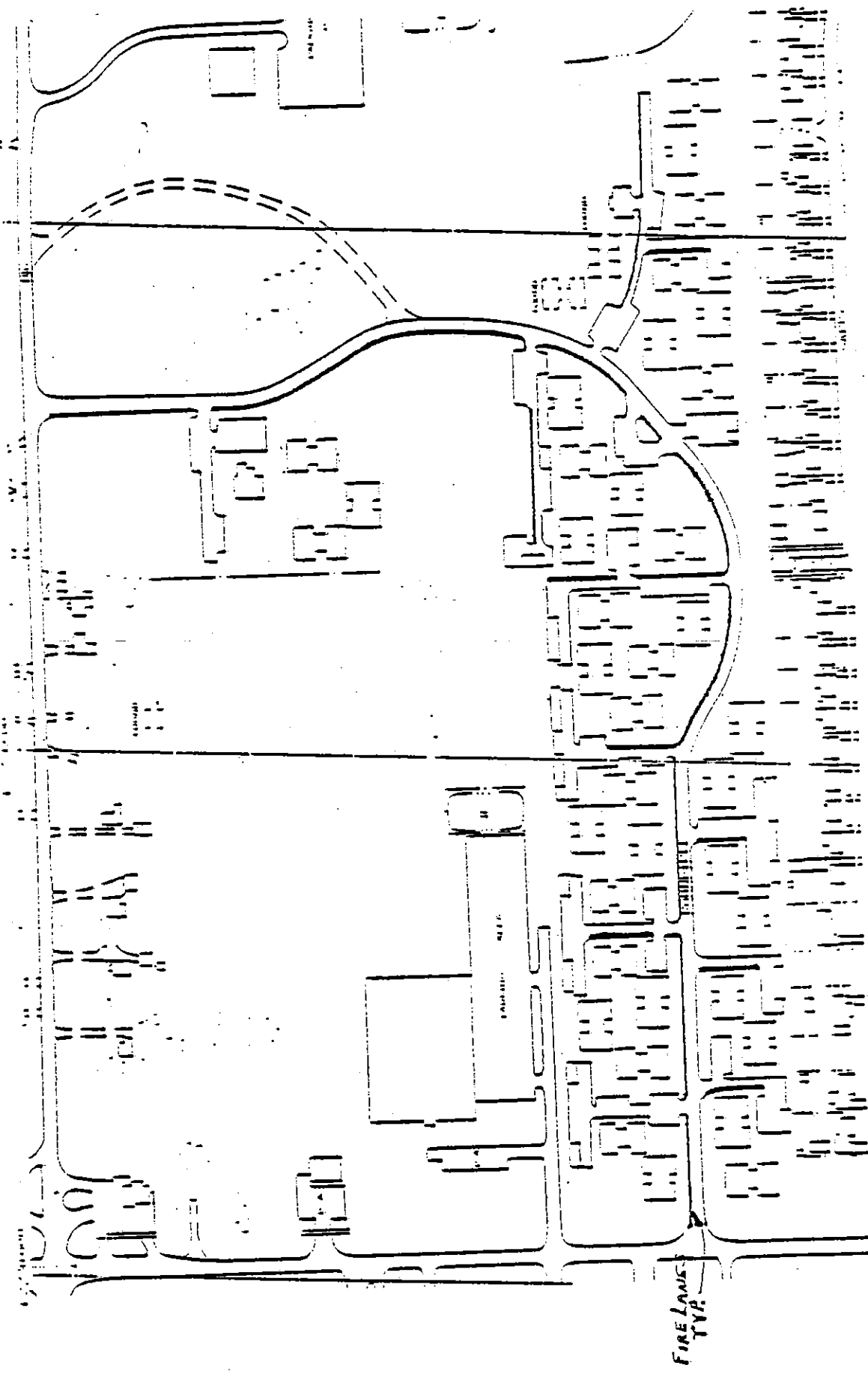
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PARKING AREA

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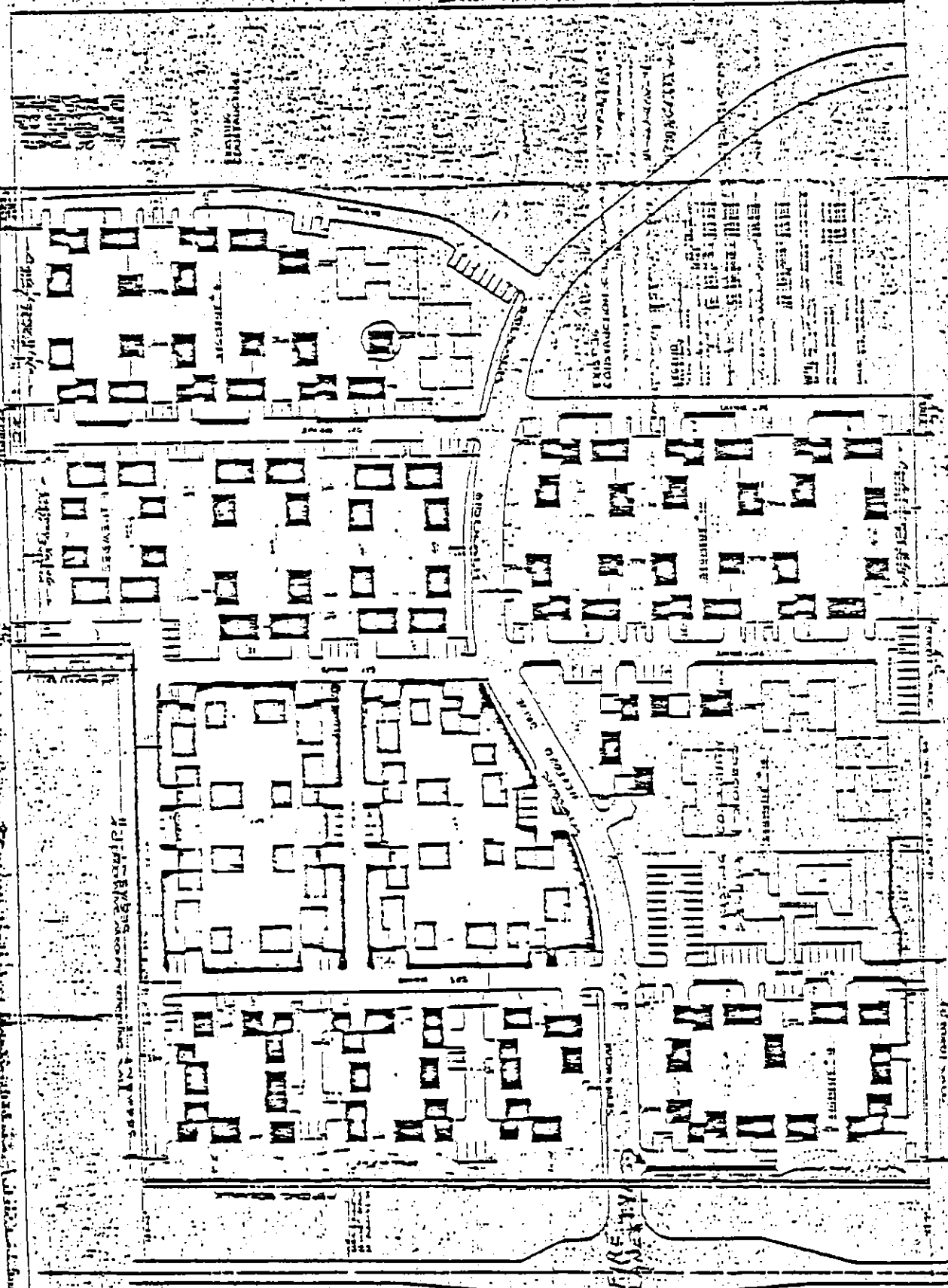


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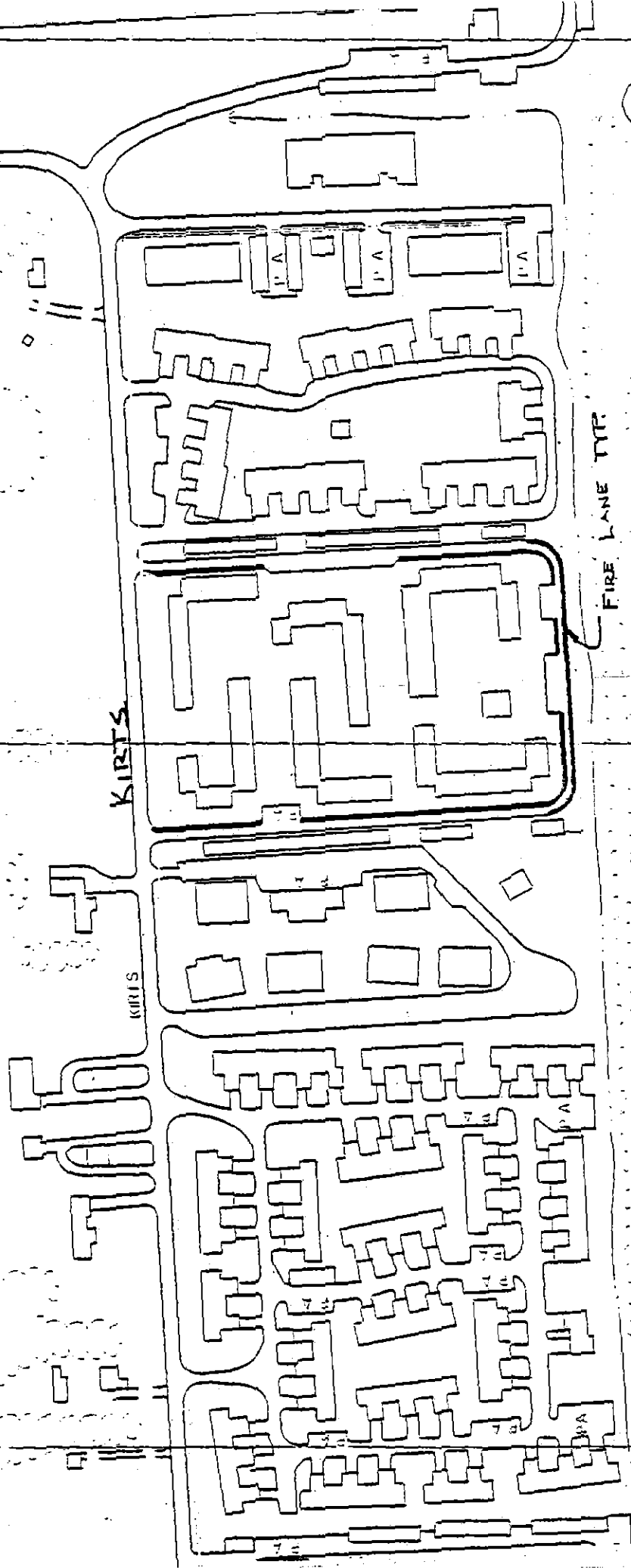
(EM NO. 8)

WEXFORD



SITE PLAN - WEXFORD (ITEM No. 6)

NO SCALE



COURTWOOD VILLA APT.

(ITEM No. 9)

HALL INDUSTRIES CORP.

31855 VAN DYKE AVE.

Post Office Box 809

WARREN, MICHIGAN 48090

GEORGE E. HALL

VICE PRESIDENT-MARKETING

TELEPHONE

313 268-9540

April 25, 1978

City of Troy Public Works Department
500 W. Big Beaver Road
Troy, Michigan 48084

ATTENTION: Richard Beaubien, Transportation Engineer

Dear Mr. Beaubien:

My wife and I were unable to attend the meeting scheduled for Wednesday, April 26, 1978, but we felt obligated to write and express our views regarding the request for three stop signs at the intersection of Allegheny and Hillcrescent Drive. It is certainly our feeling that these signs are necessary in order to prevent a needless tragedy that is likely to occur without them.

It is apparent that many an unthinking child (our own included) in the neighborhood dash across these two streets near this intersection many times during any given day. It is also apparent that many teenage drivers have chosen these two streets as their favorite drag strips, both day and night! All of us in the area have witnessed several close calls and it is our considered opinion that stop signs would slow the traffic pattern to a point where it would be safer for all concerned.

We are, therefore, strongly advocating the proposal or petition for three stop signs at this dangerous intersection and would hope that the Troy Public Works Department will respond affirmatively to this appeal.

Very truly yours,

George E. Hall, Yvonne P. Hall

George E. & Yvonne P. Hall
2199 Hillcrescent Drive
Troy, Michigan 48098

GEH:gd

City of Troy

April 19, 1978

Edward P. Ostin,
Acting Chief of Police
Birmingham Police Department
151 Martin Street
Birmingham, Michigan 48011

Dear Mr. Ostin:

Your letter of April 5 requesting that Troy adopt a traffic regulation requiring all westbound Derby traffic to turn on to Adams has been referred to the Troy Traffic Committee. The Traffic Committee is expected to make a recommendation to Troy City Council during the month of May.

Very truly yours,

Richard F. Beaubien

Richard F. Beaubien, P.E.
Transportation Engineer

RFB:hd

cc: Traffic Committee Members, including Ex-officio Members
Frank Gerstenecker, City Manager
William M. Costick, Assistant City Manager
Richard L. Graham, Director of Public Works
William Maur, Troy Police Department

Birmingham Police Department

1ST MARTIN STREET
BIRMINGHAM, MICHIGAN 48011
313/644-3400

AM

PM

EDWARD P. OSTIN
Acting Chief of Police

April 5, 1978

City of Troy
500 West Big Beaver Road
Troy, Michigan 48054

Attn: Richard Beaubien, P.E.
Transportation Engineer

Dear Mr. Beaubien:

In a recent traffic study conducted by Mr. Samuel A. Walker, III, in a residential area west of Adams and north of Maple, there was a recommendation to prevent westbound Derby traffic from crossing Adams and entering Mohegan, the street opposite Derby. It was thought that the elimination of this west to east through movement between Derby and Mohegan would aid in reducing the cut-through traffic in the subdivision.

To accomplish this, it was felt that the green indicators on the traffic signal for westbound Derby at Adams would have to be altered to show only a right/left arrow indication. The Birmingham City Commission has asked us to pursue this recommendation and since this is a boundry line traffic signal, your agreement is necessary to undertake this revision.

If you need additional information please contact me.

Very truly yours,

Edward P. Ostin
Acting Chief of Police

Millard D. Squire

by: Millard D. Squire
Lieutenant
Administrative Division

MDS/rak