



## CITY COUNCIL AGENDA ITEM

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Date: September 26, 2011

To: John Szerlag, City Manager

From: Mark F. Miller, Director of Economic & Community Development  
Steven J. Vandette, City Engineer  
William J. Huotari, Deputy City Engineer/Traffic Engineer

Subject: Traffic Committee Recommendations and Minutes  
September 21, 2011

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### Background & Recommendations

The Traffic Committee considered these items at the September 21, 2011 meeting and made the following recommendations (minutes attached):

- Recommend changing existing YIELD sign to STOP sign at Prescott at Milburn. **(Item 3)**
- Recommend changing existing YIELD sign to STOP sign at Brinston at Milburn. **(Item 4)**
- Tabled request for upgrading intersection to 4-Way STOP control at Barclay at Holly at the direction of the Traffic Committee until such a time that a speed study has been completed and the results are presented at a future Traffic Committee meeting. **(Item 5)**
- Tabled request for Wattles Road, Coolidge to Livernois speed limit change at the direction of the City Attorney and Police Chief until further investigation can be completed. **(Item 6)**
- Tabled request for Wattles Road, Adams to Beach speed limit change at the direction of the City Attorney and Police Chief until further investigation can be completed. **(Item 7)**
- Tabled request for Wattles Road, Beach to Coolidge speed limit change at the direction of the City Attorney and Police Chief until further investigation can be completed. **(Item 8)**

A regular meeting of the Troy Traffic Committee was held Wednesday, September 21, 2011 in the Lower Level Conference Room at Troy City Hall. Pete Ziegenfelder called the meeting to order at 7:30 p.m.

**1. Roll Call**

PRESENT: Sarah Binkowski  
John Diefenbaker  
Ted Halsey  
Richard Kilmer  
Gordon Schepke  
Pete Ziegenfelder

ABSENT: Jan Hubbell

Also present: Bill Huotari, Deputy City Engineer/Traffic Engineer  
Lt. Robert Redmond, Troy Police Dept.

And: Chester Maciejewski, 2118 Prescott  
Janice Daniels, 5413 Breeze Hill Place  
Cindy Keiser, 692 Barclay  
Loraine Whitfield, 691 Barclay  
Karen Farrington, 2142 Prescott  
Nigel Farrington, 2142 Prescott  
Frank Daley, 2206 W. Wattles  
Ron Boitkus, 120 W. Wattles  
Forrest Dunkel, 2134 W. Wattles  
Frank Howrylak, 3035 Newport Ct.  
Ray Watts, 133 MacLynn Dr.

**2. Minutes – June 15, 2011**

RESOLUTION # 2011-09-11

Moved by Binkowski  
Seconded by Schepke

To approve the June 15, 2011 minutes as printed.

YES: All-6  
NO: None  
ABSENT: 1 (Hubbell)  
MOTION CARRIED

**REGULAR BUSINESS**

**3. Change YIELD sign to STOP sign at Prescott at Milburn**

Sherwin DeLeon of 2130 Prescott requested that the existing Yield sign on Milburn at Prescott be changed to a Stop sign. The posted speed limit on both streets is 25 mph. Milburn is considered the local road. Average Daily Traffic (ADT) on Prescott exceeds 1,000 while Milburn has an ADT of approximately 400. There has been one (1) crash recorded in the past three (3) years. The homes in the northwest and northeast quadrants of the intersection create a sight distance obstruction.

Chester Maciejewski, 2118 Prescott, has lived at this address prior to the existing Yield sign being placed (2005). He states that most drivers do not yield at the existing sign and has seen close calls. He would prefer a Stop sign rather than the Yield sign.

Karen Farrington, 2142 Prescott, has lived at this address for 4 ½ years. Drivers do not stop at the Yield sign. Ms. Farrington provided pictures of her mailbox damaged by two vehicles sliding through the intersection last January. A police report was filed on January 6, 2011 (#11-567). The side of the street with the Yield sign (southbound) is posted No Parking, but several cars park there illegally. This is a frequent occurrence and exacerbates the issues at the intersection. Troy Police will review the parking issue and provide enforcement.

Discussion ensued among Traffic Committee members, Traffic Engineer, Lt. Redmond and residents and centered around lack of compliance with Yield signs in general and concerns about illegal parking near the intersection. Police reiterated that they will add the area to their list and provide enforcement.

**RESOLUTION # 2011-09-12**

Moved by Schepke  
Seconded by Halsey

Recommend that the existing YIELD sign be changed to a STOP sign on southbound Milburn at Prescott.

YES: All-6  
NO: None  
ABSENT: 1 (Hubbell)  
MOTION CARRIED

**4. Change YIELD sign to STOP sign at Brinston at Milburn**

Traffic Engineering requested that the existing Yield sign on Milburn at Brinston be changed to a Stop sign. The posted speed limit on both streets is 25 mph. Milburn is considered the local road. Average Daily Traffic (ADT) on Brinston exceeds 1,000 while Milburn has an

ADT of approximately 400. There has been one (1) crash recorded in the past five (5) years. The trees and landscaping in the southeast quadrant of the intersection create a sight distance obstruction.

No one wished to address the committee on this item as Brinston is one block north of Prescott and has very similar issues.

Richard Kilmer asked that Troy Police provide enforcement of signs once installed and review parking concerns.

**RESOLUTION # 2011-09-13**

Moved by Halsey

Seconded by Binkowski

Recommend that the existing YIELD sign be changed to a STOP sign on northbound Milburn at Brinston.

YES: All-6

NO: None

ABSENT: 1 (Hubbell)

MOTION CARRIED

**5. Request for 4-Way STOP Control at Barclay at Holly**

Cindy Kaiser of 692 Barclay requested that the intersection of Barclay at Holly be modified to 4-way Stop control. There are currently Stop signs posted on the Holly Drive approaches to the intersection. The posted speed limit on both streets is 25 mph. Holly Drive is considered the local road. Average Daily Traffic (ADT) on Barclay is 580 with Holly Drive at 359. There has been one (1) crash recorded in the past five (5) years. The trees and fence in the southwest quadrant of the intersection creates a sight distance obstruction and is justification for the existing Stop signs on Holly.

Cindy Kaiser, 692 Barclay, was present representing multiple neighbors and their concerns. Her primary concern is cut through traffic and speeds traveling on Barclay. She recognizes that Stop signs do not control speeds, but may address or diminish cut through traffic. Her opinion is that parking on the south side of Barclay near Holly creates a sight distance issue. She said that most residents that live near this intersection have a tendency to stop or slow down on Barclay even without a sign as most have had close calls in the past.

Loraine Whitfield, 691 Barclay, discussed the need for a Stop sign due to the number of children in the area. Barclay is a convenient cut through road with no Stop signs for its entire length. She feels that it may be younger drivers avoiding traffic on Rochester and/or going to and from home that are driving too fast and Stop signs would be effective in at least forcing them to stop at the intersection.

Janice Daniels, 5413 Breeze Hill Place, asked if establishing No Parking zones would help. Discussion ensued as to the fact that the north side of Barclay is already posted as No Parking due to fire hydrants. It was not recommended to post both sides of the road as No Parking, which could create a hardship for residents living in the area with minimal benefits in most instances.

Ted Halsey added that it sounded like a speed issue. Lt. Redmond confirmed that they have had the radar trailer on Barclay in the past and provided select enforcement in this area.

Gordon Schepke added that multiple Stop signs (i.e. one at Barclay and one at Randall) could provide a deterrent to cut through traffic.

Discussion ensued among Traffic Committee members, Traffic Engineer, Lt. Redmond and residents and centered on what a Stop sign can and can't do and/or is perceived to do. Stop signs do not control speed. Pedestrians still need to be observant at Stop signs and not assume that a vehicle will stop just because a sign is posted.

The Traffic Committee requested that a speed study be performed. Residents asked that the speed study include a Friday and Saturday as these seem to be the highest volume/speed days.

**RESOLUTION # 2011-09-14**

Moved by Kilmer  
Seconded by Schepke

Recommend that Traffic Engineering perform a speed study on Barclay, between Randall and Holly and that the request for 4-Way Stop control be tabled pending the results of the speed study and further discussion.

YES: All-6  
NO: None  
ABSENT: 1 (Hubbell)  
MOTION CARRIED

**6. Wattles Road, Coolidge to Livernois Speed Limit Changes**

This item was postponed to a later date. City Administration removed the item from the agenda in order for further research at the direction of the City Attorney and Police Chief.

**7. Wattles Road, Adams to Beach Speed Limit Changes**

This item was postponed to a later date. City Administration removed the item from the agenda in order for further research at the direction of the City Attorney and Police Chief.

**8. Wattles Road, Beach to Coolidge Speed Limit Changes**

This item was postponed to a later date. City Administration removed the item from the agenda in order for further research at the direction of the City Attorney and Police Chief.

**9. Public Comment**

Ron Boitkis, 120 W. Wattles, commented on the proposed speed limit changes. He lives near the museum and is concerned that a higher speed limit would create a public safety hazard for events at the museum. He stated that with the privatization of the museum that they will be holding more events to raise funds. Many children cross Wattles Road at Ruthland to go to the museum. Traffic does not drive 40 mph currently and will only drive faster if the speed limit is raised. There are no sidewalks on the north side of Wattles so pedestrians and bikers use the road and/or shoulder. Children crossing Wattles from the museum wait in his driveway for traffic to clear before crossing. Gravel trains traveling eastbound are driving too fast to make the light at Livernois. He lives at the end of the taper from the intersection on westbound Wattles and observes aggressive drivers using the taper to try and pass other vehicles traveling in the same direction. He feels that the speed limit should be lowered to 35 mph from the current 40 mph rather than being raised to 45 mph.

Forrest Dunkel, 2134 Wattles, agreed with the engineering studies as he believes that most drivers exceed the posted speed limit on most all roads. He believes that if you increase the speed limit drivers will just drive faster. He asked if there is any gain to the City by changing the speed limits.

Frank Daley, 2206 W. Wattles, stated that Wattles is a residential area and over 70% of the residents in the Beach to Coolidge section are over 65 years old. He has had issues getting in and out of his driveway due to the high rates of speed of passing vehicles. He reported that there was a crash on Wattles just the other night. He requested that Troy Police Department sit at Estates Drive once a week to enforce the current speed limit. He stated that this is not like Coolidge where there are few driveways connecting directly to the major road. He is also concerned about lower property values if the speed limit were increased. Mr. Daley stated that there are no other residential areas in Oakland or Macomb County that he is aware of that are posted at 45 mph. Mr. Daley called on September 22, 2011 to add that a lot of children (30-40 per day) cross Wattles Road at Estates to go the back way to Schroeder Elementary to get to the swim club and tennis courts.

Gordon Schepke, stated that speed limits should be set for all conditions as this is Michigan and we do get rain and snow for many months of the year. He also stated that there are many animals that cross Wattles Road.

Janice Daniels, 5314 Breeze Hill Place, stated that she walks on Wattles Road and it has a unique character. She said that it is dangerous at the current posted speed and that a ticket should cost enough to discourage speeding. She would like to see the pro's vs. con's of raising the speed limit. She feels that there is no reason to raise the speed limit. She also

requested that all members of the Traffic Committee as well as City Council walk Wattles Road to observe the conditions.

Richard Kilmer does not think that the speed limit should be raised. He stated that 17 Mile (Wattles) is a bad road and the speed limit should stay the way it is.

**10. Other Business**

Mr. Schepke reported that the EVA between Paragon and Hedgewood is being used as a cut through. The temporary measures that were placed have been moved or fallen over and is not prohibiting vehicles from using this as a cut through. Traffic Engineering has referred this to DPW for action.

**11. Adjourn**

The meeting adjourned at 8:37 p.m.

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Pete Ziegenfelder, Chairperson

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Bill Huotari, Recording Secretary

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