

**AGENDA**  
**TRAFFIC COMMITTEE MEETING**  
**SEPTEMBER 19, 2012 – 7:30 P.M.**  
**LOWER LEVEL CONFERENCE ROOM - TROY CITY HALL**  
**500 W. BIG BEAVER ROAD**

1. Roll Call
2. Minutes – May 16, 2012

**REGULAR BUSINESS**

3. Request for Traffic Control – Columbia at Rhode Island  
Requested by Art Morante, 2289 Columbia
4. Revise No Stopping, Standing, Parking Zone Hours – Barnard Elementary  
Requested by Troy Police Department
5. Revise No Stopping, Standing, Parking Zone Hours – Hill Elementary  
Requested by Kerry Schmitt, 2816 Quincy
6. Establish Fire Lanes at 550 Oliver  
Requested by Fire Department
7. Establish Fire Lanes at 2873 – 2897 W. Maple  
Requested by Fire Department
8. Request for No Parking Zone – Kenyon at Jamaica  
Requested by Gerald Scheich, 660 Kenyon
9. Public Comment
10. Other Business
11. Adjourn

- cc: Item 3: Art Morante, 2289 Columbia  
Residents within 300 feet of Columbia at Rhode Island intersection
- Item 4: Residents within 300 feet of Forge at Anvil Intersection
- Item 5: Kerry Schmitt, 2816 Quincy  
Residents within 300 feet of Quincy and Mill Pond Intersection
- Item 6: Good Herbs, 550 Oliver
- Item 7: 2873, 2875, 2879, 2881, 2885, 2891, 2897 W. Maple  
2875 Maple LLC, Attn: Robert Rosette, PO Box 987, Troy, MI 48099
- Item 8: Gerald Scheich, 660 Kenyon  
Residents within 300 feet of Kenyon at Jamaica intersection

Traffic Committee Members

Captain Robert Redmond & Sgt. Mike Szuminski, Police Department

Lt. Eric Caloia, Fire Department

William J. Huotari, Deputy City Engineer/Traffic Engineer

## TRAFFIC COMMITTEE

### MESSAGE TO VISITORS, DELEGATIONS AND CITIZENS

The Traffic Committee is composed of seven Troy citizens who have volunteered their time to the City to be involved in traffic and safety concerns. The stated role of this Committee is:

- a. To give first hearing to citizens' requests and obtain their input.
- b. To make recommendations to the City Council based on technical considerations, traffic surveys, established standards, and evaluation of citizen input.
- c. To identify hazardous locations and recommend improvements to reduce the potential for traffic accidents.

Final decisions on sidewalk waivers will be made by the Committee at this meeting.

The recommendations and conclusions arrived at on regular items this evening will be forwarded to the City Council for their final action. Any citizen can discuss these recommendations before City Council. The items discussed at the Traffic Committee meeting will be placed on the City Council Agenda by the City Manager. The earliest date these items might be considered by City Council would normally be 10 days to 2 weeks from the Traffic Committee meeting. If you are interested, you may wish to contact the City Manager's Office in order to determine when a particular item is on the Agenda.

Persons wishing to speak before this Committee should attempt to hold their remarks to no more than 5 minutes. Please try to keep your remarks relevant to the subject at hand. Please speak only when recognized by the Chair. These comments are made to keep this meeting moving along. Anyone wishing to be heard will be heard; we are here to listen and help in solving or resolving your particular concerns.

## REGULAR BUSINESS

### **3. Request for Traffic Control – Columbia at Rhode Island**

Art Morante of 2289 Columbia requested that the intersection of Columbia and Rhode Island be reviewed for the purpose of installing a Stop or Yield sign on Rhode Island. Mr. Morante states that lack of traffic control at the intersection creates a hazardous situation.

#### **SUGGESTED RESOLUTIONS (Item 3):**

- a. **RESOLVED**, that the Traffic Committee recommends that the intersection control at Columbia and Rhode Island be modified from “no traffic control” to a YIELD sign on the Rhode Island northbound approach to the intersection.
- b. **RESOLVED**, that the Traffic Committee recommends that the intersection control at Columbia and Rhode Island be modified from “no traffic control” to a STOP sign on the Rhode Island northbound approach to the intersection.
- c. **RESOLVED**, that the Traffic Committee recommends no changes at the intersection of Columbia and Rhode Island.

### **4. Request to Revise No Stopping, Standing, Parking Zone Hours – Barnard Elementary**

Troy Police Department requested that the times listed on the No Stopping, Standing, Parking signs on Anvil and Forge, near Barnard Elementary, be revised to reflect the new school day hours at the school.

#### **SUGGESTED RESOLUTIONS (Item 4):**

- a. **RESOLVED**, that the Traffic Committee recommends that the No Stopping, Standing, Parking signs on Anvil and Forge, near Barnard Elementary, be revised to prohibit stopping, standing, parking between the hours of 7:30 a.m. to 8:30 a.m. and 3:30 p.m. to 4:30 p.m. SCHOOL DAYS ONLY.
- b. **RESOLVED**, that the Traffic Committee recommends no changes to the existing No Stopping, Standing, Parking signs on Anvil and Forge, near Barnard Elementary.

### **5. Request to Revise No Stopping, Standing, Parking Zone Hours – Hill Elementary**

Kerry Schmitt of 2816 Quincy requested that the times listed on the No Stopping, Standing, Parking signs on Quincy and Mill Pond, near Barnard Elementary, be revised to reflect the new school day hours at the school.

#### **SUGGESTED RESOLUTIONS (Item 4):**

- a. **RESOLVED**, that the Traffic Committee recommends that the No Stopping, Standing, Parking signs on Quincy and Mill Pond, near Hill Elementary, be revised to prohibit stopping, standing, parking between the hours of 8:00 a.m. to 9:00 a.m. and 3:00 p.m. to 4:00 p.m. SCHOOL DAYS ONLY.

- b. **RESOLVED**, that the Traffic Committee recommends no changes to the existing No Stopping, Standing, Parking signs on Quincy and Mill Pond, near Hill Elementary.

#### 6. **Establish Fire Lanes at 550 Oliver**

Section 8.28, Chapter 106, Troy City Code, provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown on the attached sketch be provided to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

##### **SUGGESTED RESOLUTIONS (Item 5):**

- a. **RESOLVED**, that the Traffic Committee recommends establishing fire lanes at 550 Oliver.
- b. **RESOLVED**, that the Traffic Committee recommends no changes at 550 Oliver.

#### 7. **Establish Fire Lanes at 2873 – 2897 W. Maple**

Section 8.28, Chapter 106, Troy City Code, provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown on the attached sketch be provided to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

##### **SUGGESTED RESOLUTIONS (Item 5):**

- a. **RESOLVED**, that the Traffic Committee recommends establishing fire lanes at 2873 – 2897 W. Maple.
- b. **RESOLVED**, that the Traffic Committee recommends no changes at 2873 – 2897 W. Maple.

#### 8. **Request for No Parking Zone – Kenyon at Jamaica**

Gerald Scheich of 660 Kenyon requested that a No Parking zone be established on Kenyon, between the intersection with Jamaica and the cul-de-sac to the east. Mr. Scheich states that vehicles parking on the south side of Kenyon create a hazardous situation.

##### **SUGGESTED RESOLUTIONS (Item 3):**

- a. **RESOLVED**, that the Traffic Committee recommends that a NO PARKING zone be established between Kenyon and the start of the cul-de-sac to the east.
- b. **RESOLVED**, that the Traffic Committee recommends no changes at the intersection of Kenyon and Jamaica.

#### 8. **Public Comment**

#### 9. **Other Business**

**10. Adjourn**

A regular meeting of the Troy Traffic Committee was held Wednesday, May 16, 2012 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  
Richard Kilmer  
David Ogg  
Al Petruilis  
Pete Ziegenfelder

ABSENT: John Diefenbaker  
Ted Halsey

Also present: Charles & Linda Houff, 1072 Brooklawn Court  
Russell & Tyra Lewis, 1068 Brooklawn Court  
Stevan Popovic, 353 Hickory  
Kathy Mooney, 2529 Coolidge  
Lawrence Gjeldum, 2529 Coolidge  
Jeanne Stine, 1915 Boulan  
Lt. Robert Redmond, Troy Police Dept.  
Bill Huotari, Deputy City Engineer/Traffic Engineer

**2. Minutes – April 18, 2012**

RESOLUTION # 2012-05-12

Moved by Kilmer  
Seconded by Binkowski

To approve the April 18, 2012 minutes as printed.

YES: All-5  
NO: None  
ABSENT: 2 (Diefenbaker, Halsey)  
MOTION CARRIED

**REGULAR BUSINESS**

**3. Reconsideration – Remove No Parking Restrictions – Hickory, Plum to Kirkton**

This item was originally considered at the April 18, 2012 Traffic Committee meeting but was tabled to allow for Traffic Engineering to provide information relative to the existing street width and questions of the US Post Office.

The street varies in width from 20.6' to 21.5'.

The Post Office would not consider moving the mail boxes to the north side based on:

1. The current locations have been in place for over 40 years.
2. The established line of delivery would have to be modified.
3. Residents would have to pay to move the mailboxes as the Post Office does not pay to move mailboxes.
4. The post office would require that all mailboxes along Hickory, from Livernois to the east end, be moved to the north side of the street, which would involve approximately 65 residents. They would not allow just this one section, between Plum and Kirkton, to move mailboxes to the north side while the remainder of the street remained on the south side.

Stevan Popovic of 353 Hickory requested that the No Parking restrictions on the south side of Hickory, from Plum to Kirkton be removed so that residents can park on one side of Hickory. The north side is posted No Parking due to fire hydrants. The south side of Hickory is posted No Parking from 8:00 a.m. to 6:00 p.m., Monday through Saturday. The current No Parking zone on the south side was approved by Traffic Control Order #79-2-P and has been in place since April 16, 1979.

Mr. Popovic was present at the meeting and supports the removal of the No Parking zone on the south side of the street. In support of his request, Mr. Popovic provided information on existing street width as it compares to a large vehicle and fire truck. Mr. Popovic's calculations show that a standard fire truck could safely navigate past a parked Hummer H2 with approximately 6' of extra space. Mr. Popovic also discussed the petition that he had submitted at the April Traffic Committee meeting. The petition was signed by nine (9) of the seventeen (17) properties in support of removing the No Parking zone on the south side.

There were no other members of the public that addressed this item.

Mr. Kilmer noted that if cars park on the south side of Hickory and block the mailboxes, the postal carrier will not deliver mail.

Mr. Ogg commented regarding the existing No Parking zone on the north side and that residents from both sides of Hickory would park on the south side.

Ms. Binkowski commented that the majority of residents between Plum and Kirkton are in favor of removing the No Parking zone on the south side. Numerous streets allow parking on one side of the road, including the east end of Hickory, from Kirkton to the east end.

Mr. Petrusis commented on the current parking situation on Hickory.

Mr. Kilmer questioned what size emergency vehicles that the City uses and if they would be larger than the information presented by Mr. Popovic.

General discussion among the Traffic Committee members ensued.

RESOLUTION # 2012-05-12

Moved by Binkowski  
Seconded by Ogg

**RESOLVED**, that the Traffic Committee recommends that the “No Parking” zone on the south side of Hickory, between Plum and Kirkton, be removed.

YES: 3 (Binkowski, Ogg, Petruilis)  
NO: 1 (Kilmer)  
ABSENT: 2 (Diefenbaker, Halsey)  
MOTION CARRIED

**4. Request to Establish No Parking Zone – Gloucester at Saint Alan Church**

Reverend Donald Demmer, of Saint Alan Church at 3077 Gloucester, requested that a No Parking zone be established near the driveway to their parking lot on the south side of Gloucester.

Jeanne Stine of 1915 Boulan was present representing Saint Alan Church. Ms. Stine reports that there have been near collisions at the parking lot and Gloucester. Vision is obstructed by vehicles that park in close proximity to the driveway to the parking lot.

Kathy Mooney of 2529 Coolidge lives in the apartment complex directly to the north and has concerns about on-street parking availability for residents living in the apartments as well as times when they have guests. Ms. Mooney said that they have not had issues with the church.

Larry Gjeldum of 2529 spoke about the lack of parking availability at the apartment complex and the need to keep the parking as-is on Gloucester.

Ms. Stine stated that the church would allow residents to use the church parking lot for additional parking if needed.

There were no other members of the public that addressed this item.

Lt. Redmond was asked about posting an area adjacent to the driveway as No Parking and he agreed that it would provide for a safer situation in the area.

Mr. Kilmer pointed out that there are three access points to the parking lot, one from Gloucester and two from Coolidge.

A 25' No Parking zone versus a 15' No Parking zone was discussed. The 25' measurement would be based on typical corner clearance at an intersection and a 15' measurement was based on the distance required to park from a Stop sign.

General discussion among the Traffic Committee members ensued.

RESOLUTION # 2012-05-13

Moved by Binkowski  
Seconded by Ogg

**RESOLVED**, that the Traffic Committee recommends that a “NO PARKING, TOW AWAY” zone be established on the south side of Gloucester, from the driveway to the Saint Alan Church parking lot to a point 15 feet west.

YES: 3 (Binkowski, Ogg, Ziegenfelder)  
NO: 2 (Kilmer, Petrulis)  
ABSENT: 2 (Diefenbaker, Halsey)  
MOTION CARRIED

**5. Request to Extend No Parking Zone – Brooklawn Court**

Linda Houff of 1072 Brooklawn Court and Tyra Lewis of 1068 Brooklawn Court, requested that the No Parking zone in the cul-de-sac area be extended to cover the entire cul-de-sac. The current no parking zone starts midway along 1050 Brooklawn and ends approximately 2/3 of the way around the cul-de-sac at the property line between 1076 and 1080 Brooklawn Court.

Russell Lewis of 1068 Brooklawn Court supports extending the No Parking zone to encompass the entire cul-de-sac. Large delivery vehicles, garbage trucks, etc. cannot exit the cul-de-sac without driving over the island when the truck is parked near the end of the cul-de-sac.

Tyra Lewis of 1068 Brooklawn Court reports that damage to the island is continuous and the residents of the cul-de-sac must continually repair the island to keep the area looking good.

Linda Houff of 1072 Brooklawn reiterated that a vehicle parked at the end of the cul-de-sac creates an unsafe situation as it is difficult for a passenger vehicle to exit the cul-de-sac and near impossible for a large vehicle such as a UPS or garbage truck. In addition, the situation is made much worse in the winter when snow encroaches on the road and makes the passable area even smaller.

Charles Houff of 1072 Brooklawn stated that he has talked with the resident who parks a truck at this location in the past with no success. He requests that the No Parking Ends sign be moved to encompass the entire cul-de-sac.

There were no other members of the public that addressed this item.

Lt. Redmund did have the opportunity to drive this area and the truck was parked near the end of the cul-de-sac and Lt. Redmund reports that it is very difficult to navigate around the end of the cul-de-sac and avoid driving over the island area.

General discussion among the Traffic Committee members ensued.

RESOLUTION # 2012-05-14

Moved by Binkowski  
Seconded by Petrulis

**RESOLVED**, that the Traffic Committee recommends that the existing No Parking zone be extended to encompass the entire Brooklawn Court cul-de-sac, ending at a point near the northeasterly edge of the driveway to 1080 Brooklawn Court.

YES: 3 (Binkowski, Ogg, Petrulis)

NO: 1 (Kilmer)

ABSENT: 2 (Diefenbaker, Halsey)

MOTION CARRIED

**6. Public Comment**

There was no additional public comment.

**7. Other Business**

Mr. Ziegenfelder reports that a bush at the southwest corner of Niagara and Eagle, on private property, creates a sight distance obstruction. In addition, the grass at 2137 Niagara is very high. Traffic Engineering will forward the concerns to Code Enforcement for investigation.

Mr. Kilmer reports that the traffic counter tubes are still out on Hickory. Traffic Engineering will remove the tubes as soon as possible.

**8. Adjourn**

The meeting adjourned at 8:28 p.m.

\_\_\_\_\_  
Pete Ziegenfelder, Chairperson

\_\_\_\_\_  
Bill Huotari, Recording Secretary



## **TRAFFIC COMMITTEE REPORT**

August 27, 2012

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: Columbia at Rhode Island  
Request for Stop or Yield Sign

### Background:

Art Morante of 2289 Columbia requested that the intersection of Columbia and Rhode Island be reviewed for the purpose of installing a Stop or Yield sign on northbound Rhode Island. Mr. Morante states that the lack of traffic control creates a hazardous situation.

The posted speed limit on both streets is 25 mph. Columbia should be assigned right of way as it is the continuing road and Rhode Island terminates in a dead end to the south.

There have been no crashes recorded in the past three (3) years at the intersection.

The major sight distance obstructions at the intersection are the houses in the southern quadrants. The homes come into play when determining the safe approach speeds for the intersection. The safe approach speed was found to be greater than 10 mph on Rhode Island, so a YIELD sign is the minimum recommended treatment for the intersection.

The city requested that our traffic engineering consultant, OHM, review the request and provide their findings and recommendations (copy attached).

### Recommendation:

Recommend that traffic control be installed at the intersection and that the minimum recommended treatment would be the installation of a YIELD sign on northbound Rhode Island at Columbia.

August 16, 2012



Mr. William Huotari, PE  
Deputy City Engineer  
City of Troy  
500 W Big Beaver Road  
Troy, MI 48084

Subject: Traffic Control Recommendation for the intersection of Rhode Island Drive and Columbia Drive  
OHM JN: 0128-12-0050

Dear Mr. Huotari:

As requested, we have reviewed the Rhode Island Drive/Columbia Drive intersection to determine the proper traffic control. The subject intersection is a T-intersection located in the City of Troy, approximately ¼ mile east of John R Road and ¼ mile north of Big Beaver Road. Both Rhode Island Drive and Columbia Drive are local streets, with Rhode Island Drive running in the north-south direction and Columbia Drive running east-west. The speed limit on both streets is 25 mph. There is currently no traffic control on any of the approaches. Reference the attachments for an aerial and intersection photos.

#### **Background on Traffic Control Determination**

Based on the *Michigan Manual of Uniform Traffic Control Devices (MMUTCD)* there are four conditions where STOP signs may be warranted:

- At the intersection of a less important road with a main road where application of the normal right-of-way rule is unduly hazardous.
- On a street entering a through highway or street.
- At an unsignalized intersection in a signalized area.
- At other intersections where a combination of high speed, restricted view, or crash records indicate a need for control by the STOP sign.

Many times STOP signs are installed where they may not be warranted. Traffic experts agree that unnecessary STOP signs:

- Cause accidents they are designed to prevent.
- Breed contempt for other necessary STOP signs.
- Waste millions of gallons of gasoline annually.
- Create added noise and air pollution.
- Increase, rather than decrease, speeds between intersections.

The use of a YIELD sign is intended to assign the right-of-way at intersections where it is not usually necessary to stop before proceeding into the intersection. Conversely, the STOP sign is intended for use where it is usually necessary to stop before proceeding into the intersection. The following conditions should be fully evaluated to determine how the right-of-way should be assigned:

- Traffic Volumes: Normally, the heavier volume of traffic should be given the right-of-way.

- Approach Speeds: The higher speed traffic should normally be given the right-of-way.
- Types of Highways: When a minor highway intersects a major highway, it is usually desirable to control the minor highway.
- Sight Distance: Sight distance across the corners of the intersection is the most important factor and is critical in determining safe approach speeds.

### **Crash Analysis**

Based on information obtained through Traffic Improvement Association of Michigan, there have been no crashes recorded in the past 3-years at the Rhode Island Drive/Columbia Drive intersection.

### **Approach Speeds**

The approach speed limit on both streets is 25 mph. Speed limits alone cannot be used in this case to determine which direction of traffic should be assigned the right-of-way.

### **Types of Highways**

Although both Rhode Island Drive and Columbia Drive are considered local streets, Columbia Drive should be assigned right of way in this case, as it is the continuing road and Rhode Island Drive terminates at Columbia Drive and is also a dead end road. Driver expectation is that the continuing road does not have to stop and the terminating road must at a minimum slow to make the turn.

### **Sight Distance**

The major sight distance obstructions at the intersection are the houses in the southern quadrants. The homes come into play when determining the safe approach speeds for the intersection. The safe approach speed is the speed at which a vehicle can approach an intersection and still stop in time to avoid a collision with a vehicle on the cross street. Safe approach speeds are determined through calculations.

When the safe approach speed is found to be less than 10 mph for the minor road, a STOP sign is commonly used. In this case, the safe approach speed on Rhode Island Drive was found to be greater than 10 mph; therefore a YIELD sign is the recommended treatment. The safe approach speed calculation spreadsheet is attached for your reference.

### **Recommendation**

OHM recommends that the intersection control be modified from "no traffic control" to a YIELD sign on the Rhode Island Drive northbound approach to the intersection.

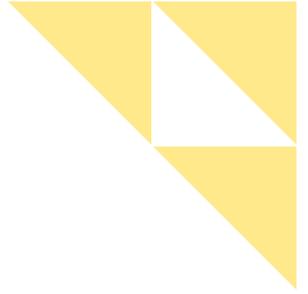
Sincerely,  
Orchard Hiltz & McCliment, Inc.



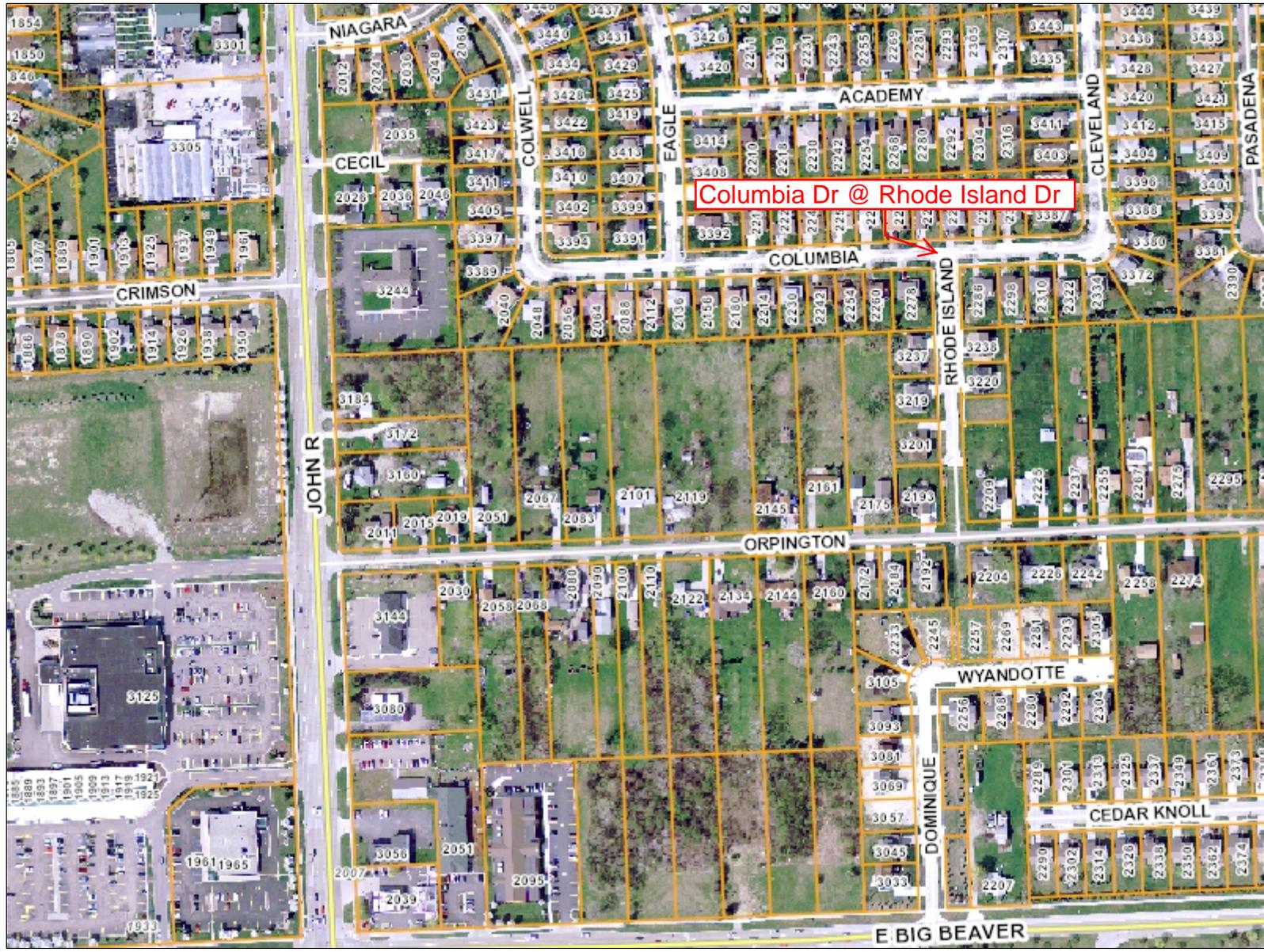
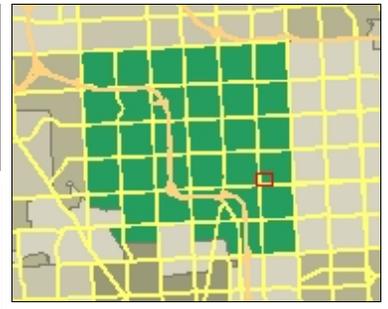
Steven M. Loveland, PE, PTOE  
Traffic Project Engineer

### **Attachments:**

- Aerial and Intersection Photos
- Safe Approach Speed Calculation Spreadsheet



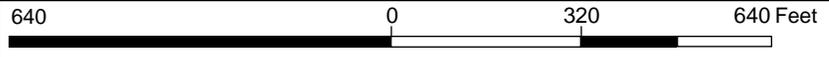
# Attachments



### Legend

- Road Centerline
  - Major Road
  - Industrial Road
  - Local Road
- Ponds and Basins
- Streams and Creeks
- Parcels
- Aerial Photos - 2010
  - Red: Band\_1
  - Green: Band\_2
  - Blue: Band\_3

1:3,840



Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.

Notes  
Columbia at Rhode Island



EB Columbia approaching Rhode Island (looking E)



EB Columbia approaching Rhode Island (looking E)



EB Columbia approaching Rhode Island (looking SE)



WB Columbia approaching Rhode Island (looking W)



WB Columbia approaching Rhode Island (looking SW)



WB Columbia approaching Rhode Island (looking SW)



NB Rhode Island approaching Columbia (looking N)



NB Rhode Island approaching Columbia (looking NE)

# Safe Approach Speed Calculation

Rhode Island at Columbia  
City of Troy

Road A = Columbia  
Road B = Rhode Island

Date: 8/16/2012  
Analyst: S.M. Loveland

## Measured:

Width of Roads

Road A = 28 (ft)

Road B = 28 (ft)

Distance to Obstruction

a = 40 (ft)

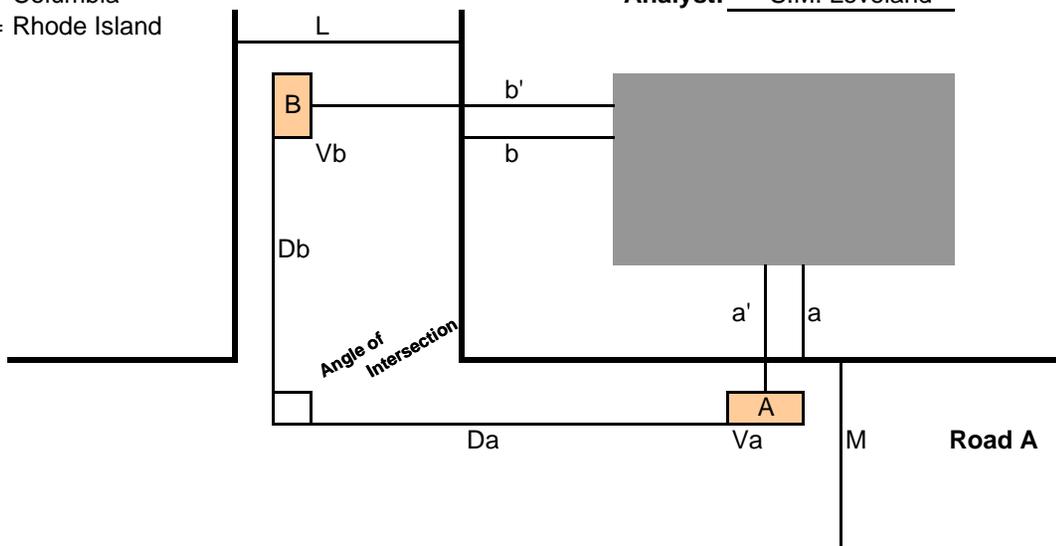
b = 40 (ft)

Angle of Intersection

Delta = 90 (degrees)

Road A Posted

Speed Limit = 25 (mph)



## Assumed:

Speed of Vehicle A = Posted Speed Limit

on Road A + 5 (mph)

Va = 30 (mph)

Perception / Reaction Time (AASHTO)

t = 2.5 (sec)

Deceleration rate (AASHTO)

A = 11.20

Clearance distance in excess of safe stopping distance (AAA)

C = 0 (ft)

Intermediate Calculations:

Da = 196

a' = 51

Db = 71.9

b' = 57

Based On  $Da = (1.075 Va^2 / A) + 1.4667 Va t + C$

$Db = \frac{a * Da}{(Da - b)}$

Calculated Safe Approach Speed for Vehicle

Approaching on Road B

Vb = 14.3 (mph)

Notes: Enter field measurements in yellow highlighted area.

Blue fields are std. default values; change only for cause.

Calculated by spreadsheet

Recommended ROW control for Road B

based on safe approach speed : **YIELD Sign**



## **TRAFFIC COMMITTEE REPORT**

August 27, 2012

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: Anvil and Forge, Near Barnard Elementary  
Revise No Stopping, Standing, Parking Zone Hours

### Background:

Officer Larry Schultz requested that the existing No Stopping, Standing, Parking signs on Anvil and Forge near Barnard Elementary be revised to reflect the new start and end times of the school. Existing No Stopping, Standing, Parking signs are located on the west side of Anvil, north and south of the intersection and the south side of Forge, from Anvil to the school. The opposite sides of the road are posted No Parking permanently.

Troy School District has revised start and end times at several schools and as such, some signs are no longer consistent with the new school times (copy of TSD 2012-13 School Times is attached).

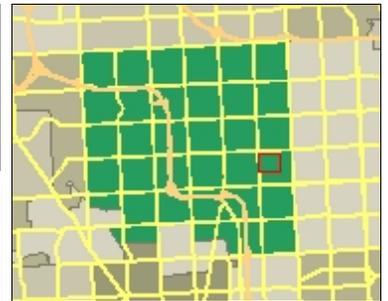
Barnard Elementary arrival is now 9:10 a.m. and dismissal is 4:01 p.m. The existing signs at this location were previously approved with restrictions between 7:45 to 8:45 a.m. and 2:45 to 3:45 p.m. With the new school times to be effective with the start of the 2012-13 school year, a temporary traffic control order was issued on August 15, 2012 to revise the times on the signs to 8:30 to 9:30 a.m. and 3:30 to 4:30 p.m.

A temporary traffic control order is valid for up to 90 days. After that time, it must either be replaced with a permanent traffic control order or it expires.

Traffic Engineering is currently reviewing all other schools to verify if the existing signs are consistent with the current arrival/dismissal times.

### Recommendation:

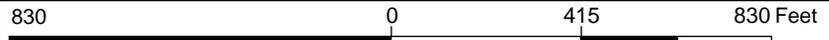
Recommend that the No Stopping, Standing, Parking zones on Anvil and Forge, near Barnard Elementary, be revised to 8:30 a.m. to 9:30 a.m. and 3:30 p.m. to 4:30 p.m.



**Legend**

- Road Centerline
  - Major Road
  - Industrial Road
  - Local Road
- Ponds and Basins
- Streams and Creeks
- Parcels
- Aerial Photos - 2010
  - Red: Band\_1
  - Green: Band\_2
  - Blue: Band\_3

1:4,981



Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.

**Notes**  
Barnard Elementary

# **Troy School District 2012-2013 School Times**

## **Troy and Athens High Schools**

**Full day: 7:20 a.m. - 2:04 p.m.  
First day of school: 7:20 a.m. - 10:32 a.m.  
All other half days: 7:20 a.m. - 10:36 a.m.**

## **International Academy East**

**Full day: 7:45 a.m. - 2:35 p.m.**

## **Niles Community High School**

**Monday-Thursdays: 7:35 a.m. - 2:40 p.m.  
Fridays: 7:35 a.m. - 12:20 p.m.**

### **Boulan/Larson**

#### **Early**

**7:55 a.m. – 2:32 p.m.  
7:55 a.m. – 11:12 a.m.  
7:55 a.m. – 11:08 a.m.**

### **Middle Schools**

**Full Day  
First Day of School  
All other half days**

### **Baker/Smith**

#### **Late**

**8:20 a.m. – 2:57 p.m.  
8:20 a.m. – 11:37 a.m.  
8:20 a.m. – 11:33 a.m.**

## **Bemis, Hill, Martell, Troy Union, Wass and Wattles Elementary Schools**

**Full day: 8:40 a.m. - 3:31 p.m.  
First day of school: 8:40 a.m. - 12:14 p.m.  
All other half days: 8:40 a.m. – 12:15 p.m.**

## **Barnard, Costello, Hamilton, Leonard, Morse and Schroeder Elementary Schools**

**Full day: 9:10 a.m. - 4:01 p.m.  
First day of school: 9:10 a.m. - 12:44 p.m.  
All other half days: 9:10 a.m. – 12:45 p.m.**

## **Leonard Developmental Kindergarten**

**9:10 a.m. – 12:15 p.m.**



## **TRAFFIC COMMITTEE REPORT**

September 5, 2012

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: Quincy and Mill Pond, Near Hill Elementary  
Revise No Stopping, Standing, Parking Zone Hours

### **Background:**

Kerry Schmitt of 2816 Quincy requested that the existing No Stopping, Standing, Parking signs on Quincy and Mill Pond near Hill Elementary be revised to reflect the new start and end times of the school. Existing No Stopping, Standing, Parking signs are located on Quincy, 100 feet east of Mill Pond and on Mill Pond, 100 feet north of Quincy.

Troy School District has revised start and end times at several schools and as such, some signs are no longer consistent with the new school times (copy of TSD 2012-13 School Times is attached).

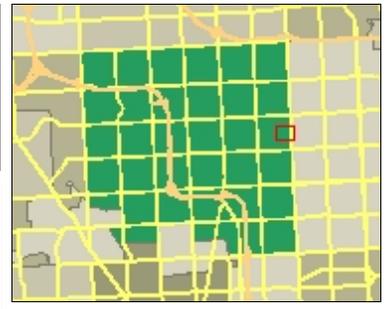
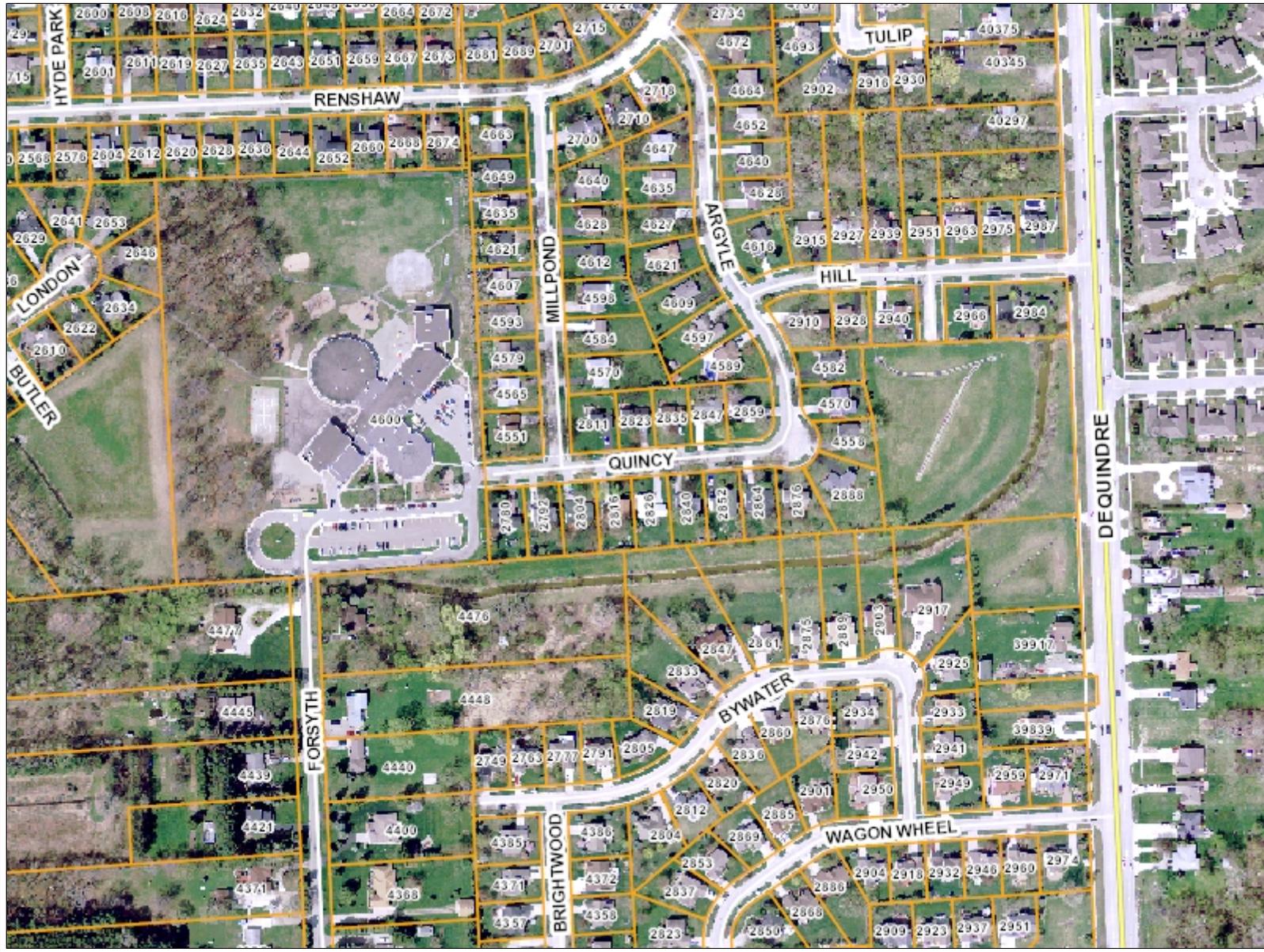
Hill Elementary arrival is now 8:40 a.m. and dismissal is 3:31 p.m. The existing signs at this location were previously approved with restrictions between 8:30 to 9:30 a.m. and 3:30 to 4:30 p.m. With the new school times to be effective with the start of the 2012-13 school year, a temporary traffic control order was issued on September 5, 2012 to revise the times on the signs to 8:00 to 9:00 a.m. and 3:00 to 4:00 p.m.

A temporary traffic control order is valid for up to 90 days. After that time, it must either be replaced with a permanent traffic control order or it expires.

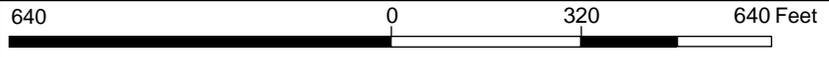
Traffic Engineering is currently reviewing all other schools to verify if the existing signs are consistent with the current arrival/dismissal times.

### **Recommendation:**

Recommend that the No Stopping, Standing, Parking zones on Quincy and Mill Pond, near Hill Elementary, be revised to 8:00 a.m. to 9:00 a.m. and 3:00 p.m. to 4:00 p.m.



- Legend**
- Road Centerline
    - Major Road
    - Industrial Road
    - Local Road
  - Ponds and Basins
  - Streams and Creeks
  - Parcels
  - Aerial Photos - 2010
    - Red: Band\_1
    - Green: Band\_2
    - Blue: Band\_3



Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.

1: 3,840

Notes  
Hill Elementary

**Fire Department**

500 West Big Beaver Road

Troy, Michigan 48084

Phone: 248-524-3419

Fax: 248-689-7520

August 31, 2012

Good Herbs  
550 Oliver  
Troy MI 48084

Dear Owner:

The Troy Fire Department has surveyed the above captioned property for the establishment of fire lanes. This action is pursuant to Chapter 1076 of the Troy City Code, and was recommended by the Fire Department and the Traffic Committee.

**This letter is to notify you that the installation and maintenance of the fire lane signs is the obligation of the property owner.** The fire lane signs are to be installed and maintained in compliance with the criteria as set forth in the Michigan Manual of Uniform Traffic Control Devices.

Some of the criteria as set forth in the Michigan Manual of Uniform Traffic Control Devices are as follows:

1. Signs shall be red on white background and shall read,  
**"No Parking, Standing, Stopping – Fire Lane – Tow Away Zone"**
2. Spaced no further than 100 feet apart.
3. Installed at right angle or 90°.
4. Seven (7) feet from the bottom of sign to grade.
5. Double faced where possibility exists for left wheel to curb parking.

You may purchase the signs at a location of your choice. However, they must accommodate the regulations. For your convenience, the attachment provides you with four companies at which you may purchase the regulatory signs. Ask about installation; most sign companies will install them for you.

It is the requirement of the Troy Fire Department that compliance be attained **within 30 days**. A diagram of your property and fire lane sign placement is attached for your reference.

If you have any questions concerning this notice, please contact the Troy Fire Department at 248-524-3419. Thank you for your cooperation in this matter.

The Traffic Committee meets on every third Wednesday of the month. The next meeting is scheduled for September 19, 2012, in the Lower Level Conference Room at City Hall at 7:30 p.m. If you have no problems with the posting of the signs, you need not attend this meeting. Please call 248 524-3379 to verify the date of the meeting.

Protectively,

TROY FIRE DEPARTMENT

A handwritten signature in cursive script that reads 'Chuck Riesterer/AS'.

Chuck Riesterer  
Lieutenant

cc: Janet Parsons  
Engineering



City of Troy Geographical Information Systems - Department of Information Technology

Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.



**Legend**

- 1-75
- Road Centerline
- Major Road
- Industrial Road
- Local Road
- Ponds and Basins
- Streams and Creeks
- Parcels
- Aerial Photos - 2010
- Red: Band 1
- Green: Band 2
- Blue: Band 3

**X = FIRE LANE**

**REVIEWED**  
 CITY OF TROY  
 FIRE PREVENTION DIVISION  
 DATE 8/31/12 BY *RCW*  
 PF 0994-0000  
**SUBJECT TO FIELD INSPECTION**

1: 728



**Notes**

Enter Map Description



**Fire Department**  
500 West Big Beaver Road  
Troy, Michigan 48084  
Phone: 248-524-3419  
Fax: 248-689-7520

September 5, 2012

Maple Road Retail Development  
2873 W. Maple Rd.  
Troy MI 48084

Ref: 2873 – 2897 W. Maple

Dear Owner:

The Troy Fire Department has surveyed the above captioned property for the establishment of fire lanes. This action is pursuant to Section 8.28, Chapter 106 of the Troy City Code, and was recommended by the Fire Department. This recommendation will be presented to the Traffic Committee at their next available meeting.

**This letter is to notify you that the installation and maintenance of the fire lane signs is the obligation of the property owner.** The fire lane signs are to be installed and maintained in compliance with the criteria as set forth in the Michigan Manual of Uniform Traffic Control Devices.

Some of the criteria as set forth in the Michigan Manual of Uniform Traffic Control Devices are as follows:

1. Signs shall be red on white background and shall read,

**FIRE LANE  
NO PARKING  
NO STOPPING  
NO STANDING  
TOW AWAY ZONE**

2. Spaced no further than 100 feet apart.
3. Installed at right angle or 90°.
4. Seven (7) feet from the bottom of sign to grade.
5. Double faced where possibility exists for left wheel to curb parking.

You may purchase the signs at a location of your choice. However, they must accommodate the regulations. For your convenience, the attachment provides you with three companies at which you may purchase the regulatory signs. Ask about installation; most sign companies will install them for you.

It is the requirement of the Troy Fire Department that compliance be attained 30 days of Council approval. A diagram of your property and fire lane sign placement is attached for your reference.

If you have any questions concerning this notice, please contact the Troy Fire Department at 248-524-3419. Thank you for your cooperation in this matter.

The Traffic Committee meets on the third Wednesday of the month, as necessary. The next meeting is scheduled for September 19, 2012, in the Lower Level Conference Room at City Hall at 7:30 p.m. If you have no objections with the posting of the signs, you need not attend this meeting. Please call 248 524-3387 to verify the date of the meeting.

Protectively,

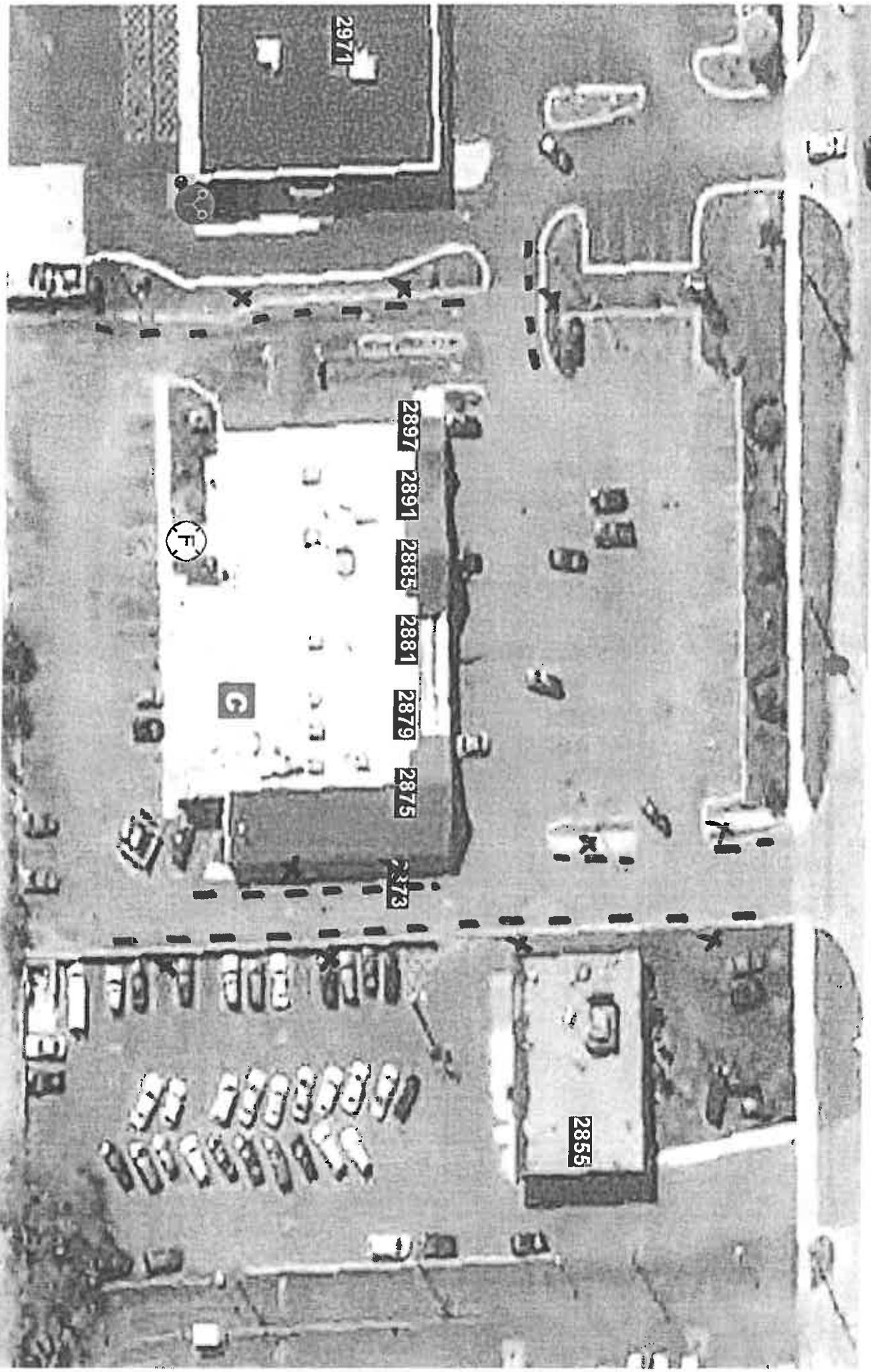
TROY FIRE DEPARTMENT

A handwritten signature in black ink that reads "Eric Caloia" followed by a stylized flourish.

Eric Caloia  
Lieutenant

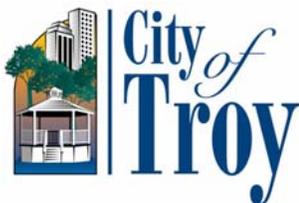
cc: Bill Huotari  
Engineering

FIVE LINES -----



MAPLE RD DETAIL DRAWG

2073-2897 W. MAPLE



## TRAFFIC COMMITTEE REPORT

September 6, 2012

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: Kenyon at Jamaica  
Request for No Parking Zone

### Background:

Gerald Scheich of 660 Kenyon requested that a No Parking zone be established on Kenyon, between the intersection with Jamaica and the cul-de-sac to the east (abutting the north property line of address #510).

Vehicles parking on the south side of Kenyon, just east of the intersection cause motorists to drive around the parked vehicle to the north side of the road. Exacerbating the issue is that the existing no parking zone on Kenyon north is on the east side of the road. This creates a potential situation where a northbound Kenyon driver meets up with a southbound Kenyon driver at the cul-de-sac both on the same side of the road.

It is approximately forty (40) feet from the sidewalk on Kenyon to the start of the cul-de-sac to the east. Establishing this area as a No Parking Zone would provide for better sight distance, more reasonable turning areas around the corner from both northbound and southbound directions and allow for drivers to navigate the corner without forcing them into a potential head-on with drivers in the opposite direction.

### Recommendations:

Recommend that a NO PARKING zone be established between Kenyon and the start of the cul-de-sac to the east.

