A regular meeting of the Troy Traffic Committee was held Wednesday, May 18, 2005 in the Lower Level Conference Room at Troy City Hall. Jan Hubbell called the meeting to order at 7:30 p.m.

1. Roll Call

PRESENT: John Diefenbaker
Jan Hubbell
Richard Minnick
Peter Ziegenfelder
Ted Halsey
Richard Kilmer

ABSENT: Charles Solis

Also present: John Abraham, Traffic Engineer
Lt. Scott McWilliams, Police Department
Lt. Robert Matlick, Fire Department

and Dr. Arends, 6448 Park View
Barb Yagley, 860 Huntsford
Jefree Vang, 2345 Dalesford
Sim Acton, 800 Ottawa
Patrick Carolan, 6431 Park View
Brian Carolan, 4593 Cahill

2. Minutes – March 16, 2005

RESOLUTION #2005-05-14
Moved by Halsey
Seconded by Ziegenfelder

To approve the March 16, 2005 minutes.

YES: All-6
NO: None
ABSENT: 1 (Solis)

MOTION CARRIED

Resolution to Excuse Absent Members

RESOLUTION #2005-05-15
Moved by Kilmer
Seconded by Minnick

To excuse the absence of Charles Solis.

YES: All-6
NO: None
ABSENT: 1 (Solis)

3. Establish Fire Lanes at 50 and 100 West Big Beaver Road

During a recent review of fire lanes, the Fire Department determined that the fire lanes at 50 and 100 West Big Beaver have not been officially approved by the Traffic Committee or the City Council.

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).

Lt. Matlick reported that these signs have already been installed.

RESOLUTION #2005-05-16

Moved by Kilmer
Seconded by Ziegenfelder

Recommend that the fire lanes/tow away zones shown in the attached sketch be established at 50 and 100 W. Big Beaver.

YES: All-6
NO: None
ABSENT: 1 (Solis)

4. Install STOP sign on Peacock at Ottawa

Cicero Acton, 800 Ottawa, requests a STOP sign on Peacock at Ottawa. Mr. Acton reports that he sees a lot of vehicles on Peacock not yielding to traffic on Ottawa. This problem could get even worse when the new homes on Peacock are built. He feels that a YIELD sign may not help much and requests a STOP sign on Peacock at Ottawa.

Ottawa is a very old street in the City and Peacock is relatively new. New homes are being built on Peacock, which connects to Quill Creek, which further connects to Norton. Traffic on Ottawa has the right of way at the intersection since Peacock ends in a T-intersection with Ottawa. Traffic counts indicate that Ottawa carries around 384 vehicles in a day going eastbound and 438 vehicles going westbound. Around 148 vehicles enter the intersection from Peacock. It should be noted that the homes in the new subdivision (Peacock Farms) on Peacock are not completed yet; the counted traffic may be construction and other traffic going to the homes under construction. Field observations show no major sight obstructions at the intersection. As Mr. Acton indicated, traffic on Ottawa may not be used to seeing traffic coming from Peacock, since Peacock is a brand new street.

Cicero Acton stated that this is an unsafe corner since they opened Peacock to traffic. The people on Peacock do not slow down when they reach Ottawa, and somehow think they don't have to stop. His daughter has had a crash at this intersection and his neighbor had a near crash. He stated that right now it is possible to see the cars coming down Peacock but if they build more houses on Peacock you will not be able to see any traffic coming down Peacock to Ottawa.

Minnick asked why there are gates on Peacock and what their purpose is. Dr. Abraham stated that there is a NO OUTLET sign on Peacock and believes this sign was there before the street was connected, and that maybe that is why the gates are there also.

Halsey stated that there would probably be 30-40 more houses built on Peacock and when everything is built out there, the additional traffic will warrant a stop sign.

RESOLUTION #2005-05-17
Moved by Halsey
Seconded by Kilmer

To recommend Installing a STOP sign on Peacock at Ottawa.

YES: All-6
NO: None
ABSENT: 1

5. Install STOP sign on Ridgedale at Park View

Patrick Carolan, 6431 Parkview, requests a STOP sign on Ridgedale at Park View. Mr. Carolan lives at the corner and has observed near misses at the intersection due to vehicles on Ridgedale not yielding to vehicles on Parkview. He feels that a STOP sign at the intersection will eliminate this concern.

Ridgedale is the entrance to the subdivision and is a very short street, 200 feet in length. Ridgedale ends in a T-intersection and serves as the connection between Beach Road and Park View. Park View further connects to other subdivision roads in the Hills of Charnwood subdivision. The T-intersection has 182 vehicles entering from Park View from the north, 130 vehicles entering from the south and 217 vehicles entering from the west from Ridgedale. Traffic volumes on Troy residential streets range between 300 and 5000, and the values observed at this intersection are in the low end of the usual residential traffic volumes. A traffic crash study was performed for this intersection and for the past 4 years, there have been NO reported traffic crashes at this location. There are no major sight obstructions at the intersections and field observations did not reveal any major confusion as to who has the right-of-way at the intersection.

Patrick Carolan addressed the Committee. He lives at the corner of Park View and Ridgedale and sees very close misses from people not yielding the right of way from Ridgedale when they reach Park View. He has installed stones to help keep people off his lawn and stated that his neighbor at 6448 Park View has done the same. He has had two cars on his front lawn this winter from people not

slowing down. He also mentioned that many pedestrians use the crosswalk to cross Ridgedale, and lack of a STOP sign could be dangerous for them.

Mr. Carolan says that the traffic study that was done at that corner was not a fair study as it was conducted during the work week and during the day and that all the near misses he sees are either at dusk or on the weekends. He stated that the traffic study found "no major confusion observed," and John Abraham told him that the traffic study does not say that, but rather there were "no major obstructions observed," and the volume study was done for an entire day.

Mr. Carolan says he is not overly concerned about the speed people are driving but rather is tired of people ending up on his lawn. He is surprised that people walking on the sidewalk have not been hit.

Mr. Halsey recommended installing STOP sign on Ridgedale at Park View.

One speaker had not had an opportunity to address the committee. Dr. Arends, of 6448 Park View, stated that he has lived on this street for 25 years and has never seen any near misses, and has a petition from 12 other residents who do not want a STOP sign either. He states that the area is beautiful and he does not want any signs ruining the beauty of the area.

He stated that the stones on his lawn were put there years ago because the teenagers used to use his drive and lawn as a turnaround to go back out to Ridgedale. They were not put there to stop people from coming down Ridgedale and ending up on his lawn – he has never had that problem. He said that the traffic study was correct that this is a very low volume intersection, he has not seen any crashes in the past 25 years and a STOP sign is not warranted on this corner. Based on crash report analysis, there have been no reported crashes in the past four years.

Mr. Minnick stated that his subdivision is very similar to this one with the short entrance street, and although a STOP sign was recently installed on the corner, only about 3% of the drivers even slow down there. He said that even installing a YIELD sign at the corner of Ridgedale and Park View would only determine who was at fault in an accident and will not help anything else.

Patrick Carolan said that this intersection is very busy. He has driven through several subdivisions that all have the short street entrances, and every one of them has a YIELD or STOP sign; this subdivision is no different and should have one also (he submitted photos of two streets with STOP signs).

Mr. Kilmer asked if they have gone to their association to request that the association contact the City. Mr. Carolan said that he did go to the association and was told there was nothing they could do. Mr. Kilmer said that the association should work with the City on this situation. Mr. Minnick stated that he would feel better about this situation if the association would come in with a request and show that a majority of the citizens in the association wanted this sign.

Jan Hubbel said that studies show that signs that are not deemed necessary by the public are not obeyed, creating a worse situation.

RESOLUTION #2005-05-18
Moved by Halsey
Seconded by Kilmer

To recommend no changes to the intersection at Ridgedale and Park View.

YES: 5 (Hubbell, Kilmer, Halsey, Diefenbaker, Minnick)
NO: 1 (Ziegenfelder)
ABSENT: 1

Mr. Ziegenfelder voted against the resolution because he believes that all intersections should have some kind of traffic control device.

Mr. Carolan stated that in recommending no changes, this Committee has made a big mistake and that he would go to City Council and try to override this decision.

6. Install STOP sign on Glyndebourne at Dalesford

Jefree Vang, 2345 Dalesford, requests STOP signs on Glyndebourne at Dalesford. The Traffic Committee considered this item a number of times in the past. The present configuration has STOP signs on all approaches that have sight obstructions. Basically, this intersection has five approaches and only Glyndebourne does not have any traffic control. A traffic crash analysis shows no reported crashes in the past five years. Adding STOP signs on Glyndebourne will create more confusion, since this is a five-legged intersection. The only other option is to do some physical changes to the intersection so that a "T" intersection is created at Glyndebourne/Chalgrove, and a four-way intersection at Glyndebourne/Dalesford, as shown in the attachments. Field observations indicate that currently the intersection operates in such a way that there is the least confusion. Attached are copies of earlier items considered by the Traffic Committee on this matter.

Current traffic volumes on the streets entering the intersection in a day are: Dalesford from the east, 114 vehicles per day; Dalesford from the west, 66 vehicles per day; Chalgrove from the south, 257 vehicles per day; Chalgrove from the north, 83 vehicles per day; Glyndebourne from the north, 167 vehicles per day. Traffic volumes on Troy residential streets range between 300 and 5000, and the values observed at this intersection are in the low end of the usual residential traffic volumes.

Mr. Vang stated that this is a very unsafe intersection and does not really know what to do about it but something needs to be done. He said even though he does not know how to cure this problem, safety is the main issue.

John Abraham stated that years ago a recommendation went to Council to enclose one side of the island so that it would create a three-way T-intersection at

Chalgrove and Glyndebourne, and a four-way intersection at Dalesford, Chalgrove and Glyndebourne and was approved. However, one resident went to Council to oppose this and the decision was overturned. The concern with adding more STOP signs here it that a six-way stop-controlled intersection would be created and cause even more confusion. He would like the petitioner to talk to area residents and see if they would be receptive to blocking off the short street from Chalgrove to Dalesford and reconfiguring this intersection to make a 3-way T-intersection and a 4-way intersection. He says that reconfiguring is the best solution. A roundabout would work but would also be costly.

Minnick said he sat on Sunday last week for about an hour at this intersection and there was a lot of confusion and he almost got hit a couple of times.

Lt. McWilliams stated that if an accident were to happen at this intersection he would not be able to determine who was at fault because of all the confusion of the streets coming together.

Mr. Diefenbaker said that a KEEP RIGHT sign should be at the bottom of the island on Dalesford and that the Chalgrove and Glyndebourne legs around the island should be one way only.

RESOLUTION #2005-05-19
Moved by Diefenbaker
Seconded by Ziegenfelder

To recommend that the Glyndebourne/Chalgrove/Dalesford intersection be modified to create a T-intersection at Glyndebourne/Chalgrove and a 4-way intersection at Glyndebourne/Dalesford. Put up a KEEP RIGHT sign at the bottom of the island and make both legs around the island one way, and install a temporary stop sign on Glyndebourne at Dalesford.

YES: All-6
NO: None
ABSENT: 1 (Solis)

Dr. Abraham would like to hold off on any recommendations regarding this intersection until he can speak with Engineering and see if this intersection can be reconfigured and how long it would take.

RESOLUTION #2005-05-20
Moved by Diefenbaker
Seconded by Kilmer

To rescind the previous Resolution #2005-05-19.

YES: All-6
NO: None
ABSENT: 1 (Solis)

RESOLUTION #2005-05-21
Moved by Minnick
Seconded by Diefenbaker

To recommend tabling this item until the Traffic Engineer has a chance to talk to Engineering and get a report on how long it would take to reconfigure this intersection.

YES: All-6
NO: None
ABSENT: 1 (Solis)

7. Visitors' Time

Barbara Yagley appeared before the committee to request that yellow slash lines be painted in the left turn lanes, before the open gate for intersection left turns, at Livernois and Wattles, Livernois and Maple, and Maple at Livernois and any other major intersections to help inform drivers that it is illegal to enter the left turn lane for a left turn before the gate opens. She presented a detailed letter. Her request was prompted by a traffic ticket she received recently for entering the center left-turn lane well ahead of the left-turn storage lane. She said that the violation was for "improper passing."

John Abraham has received her letter (attached) and an e-mail, which he has forwarded to Oakland County Road Commission, as some of the roads she is asking about are under county jurisdiction, not City roads. Dr. Abraham has been in contact with the county regarding this request. He states that there are Uniform Traffic Control Device guidelines and that typically slashed lines are not used, but he has addressed the concern with the County.

Mr. Halsey wanted to know how it is determined how long a left-turn lane should be, and Dr. Abraham told him that traffic volume of the intersection and existing driveways at the intersection are reviewed to determine the length of the left turn lanes. A determination of the length of left-turn lanes was done around six years ago and the storage lengths were upgraded on all City roads.

8. Other Business

Ziegenfelder suggested that the northbound right through lane of Rochester at Big Beaver be made a right-turn lane, providing two right-turn lanes for Big Beaver at this intersection.

Dr. Abraham says that possibly a right/through lane for the right lane would be warranted. He will have a traffic study conducted and bring it to the committee next month

Lt. McWilliams is concerned that the intersection of west bound Maple at Coolidge is misaligned and that people making a right turn from west bound Maple to northbound Coolidge are seeing an optical illusion when turning on red. The lane jogs coming across Maple and it appears that there is no one in the right lane and

the turns are made causing accidents because there really is someone in the right lane. He would like a "No Right Turn on Red" sign installed.

Dr. Abraham has talked to the county and the Traffic Information Association regarding this problem already and they have said that the "No Right Turn On Red" sign is not warranted, but will bring a report to the committee at the next meeting.

Diefenbaker is concerned that signs on the north side of Blanche are still not up – this was discussed at the March meeting.

Lt. McWilliams also mentioned the first driveway from Midtown Square onto Coolidge south of Maple has a two-lane exit. Both lanes have to make a right turn and Lt. McWilliams has seen sideswipe crashes due to improper lane usage. The Committee felt that it might be safer if the two lanes were consolidated into one lane. Since this is private property, the Traffic Engineer and the Lieutenant will meet with the developer to explore the possibility of modifying the driveway.

Mr. Ziegenfelder asked if there was any plan to repair/resurface New King Street, the stretch from 5555 New King to the end of the street at Crooks Road. Dr. Abraham will report back after consulting the Department of Public Works.

9. Adjourn

The meeting adjourned at 9:15 p.m.

Jan Hubbell
Vice Chair

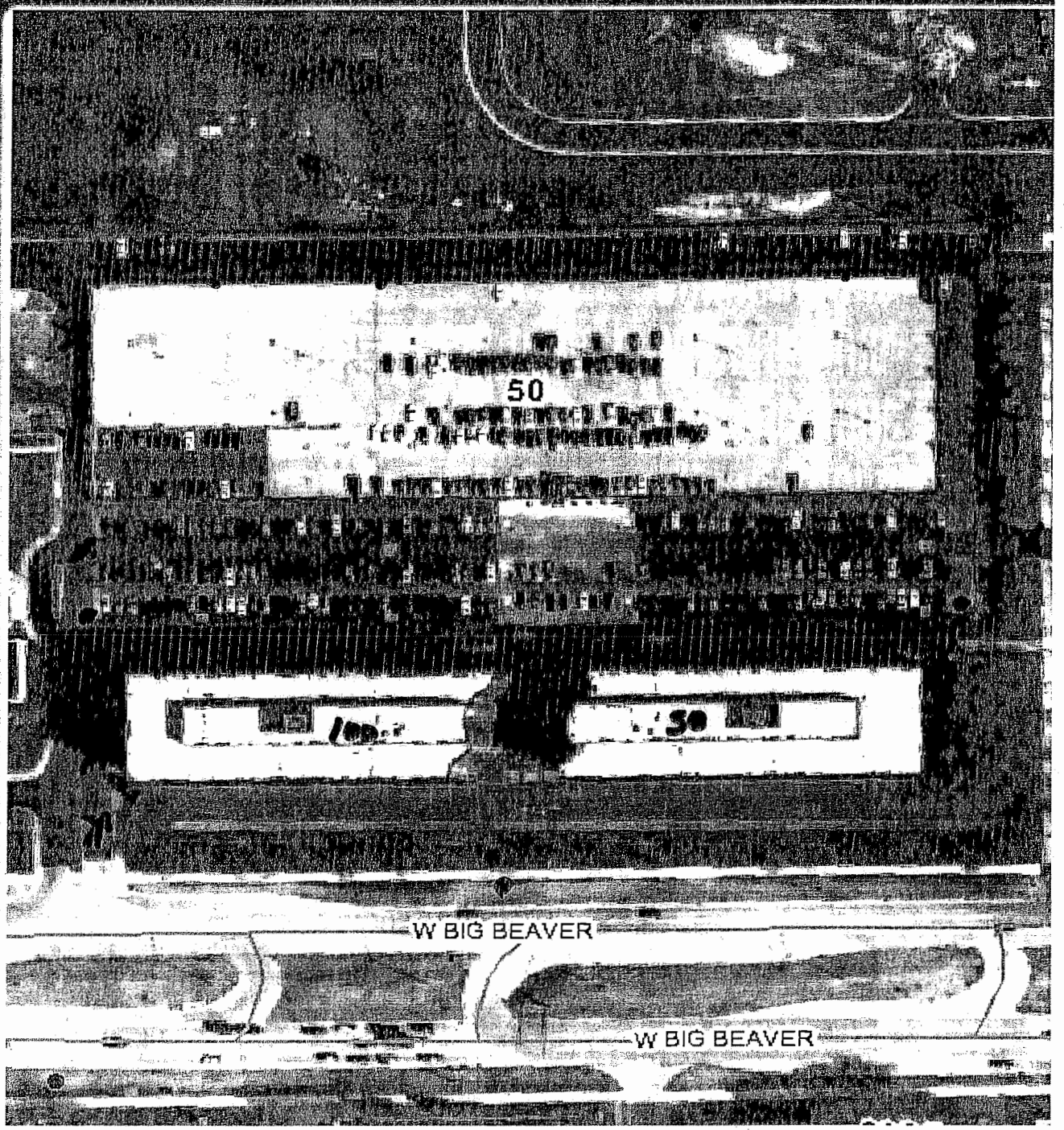
Janet Parsons
Recording Secretary

Fire Lanes

ITEM 3

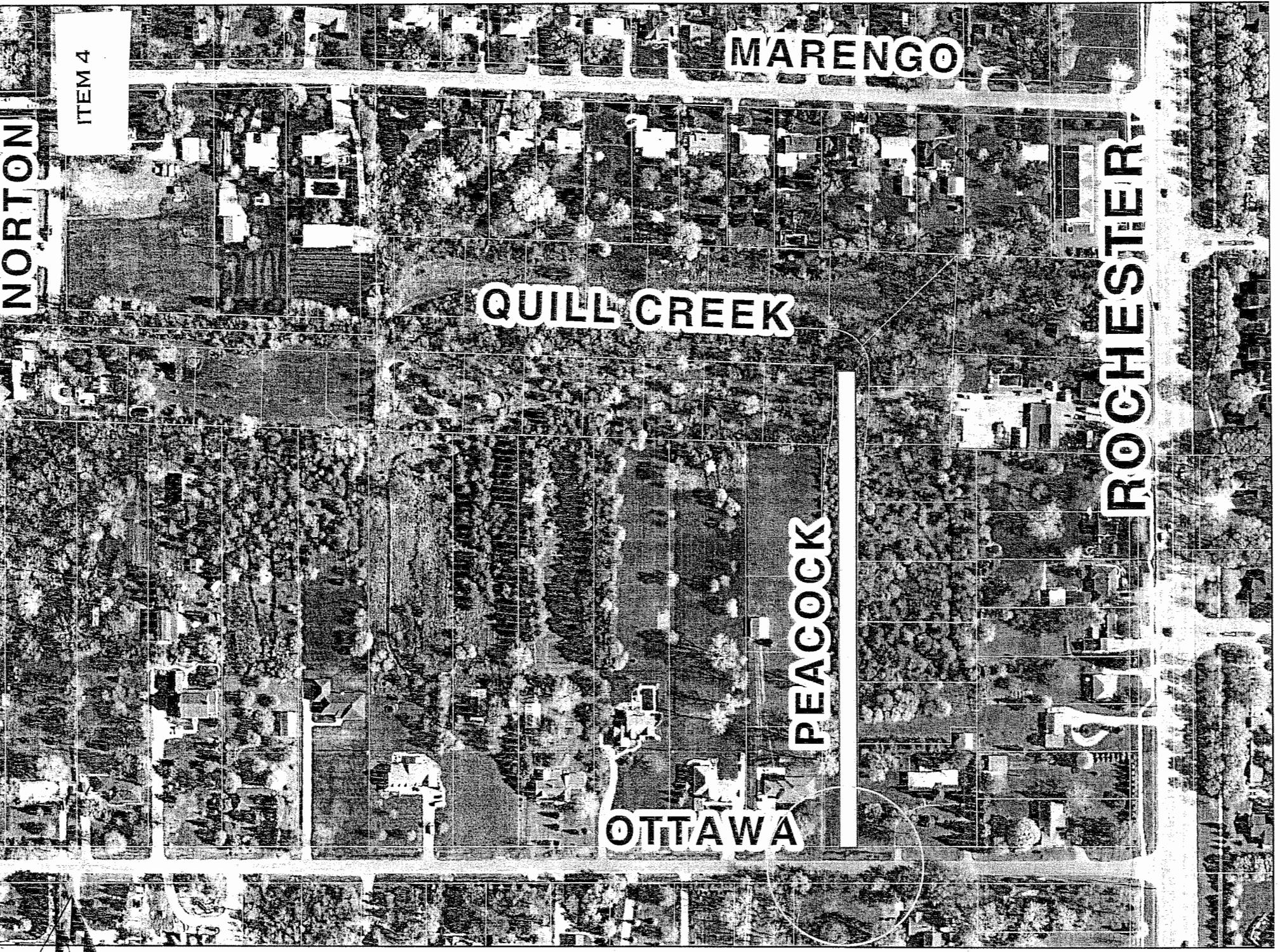
City of Troy

Geographical Information Systems Online



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.

ITEM 4



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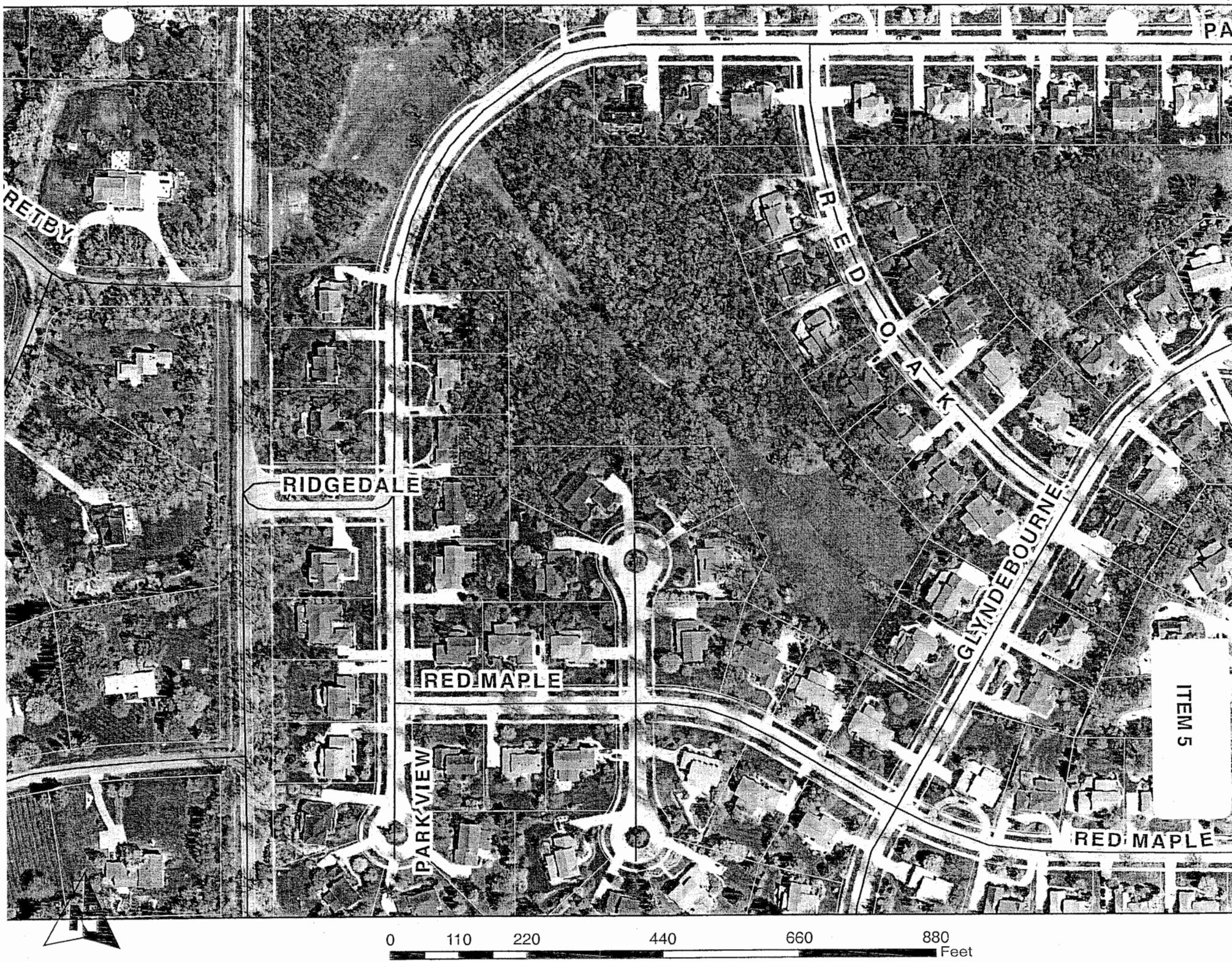
PA
RETBY
RIDGEDALE
RED MAPLE
PARKVIEW
RED OAK
GLYNDEBOURNE
RED MAPLE
ITEM 5
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Those who oppose a stop sign on Ridgedale and Parkview

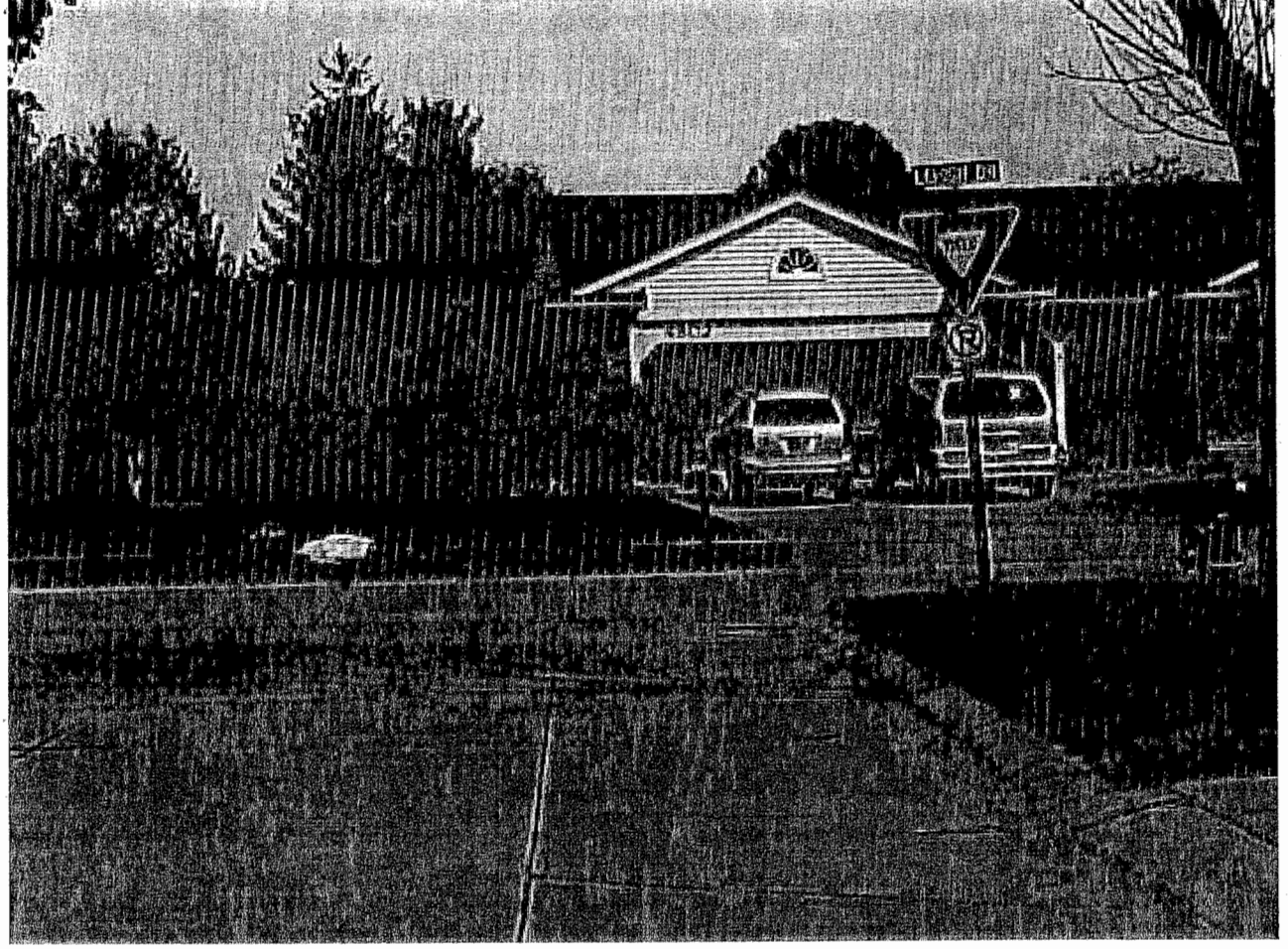
We, the undersigned oppose either a stop sign or yield sign on Ridgedale or Parkview for the following reasons:

1. Traffic volumes have been proven to be the low end of usual patterns.

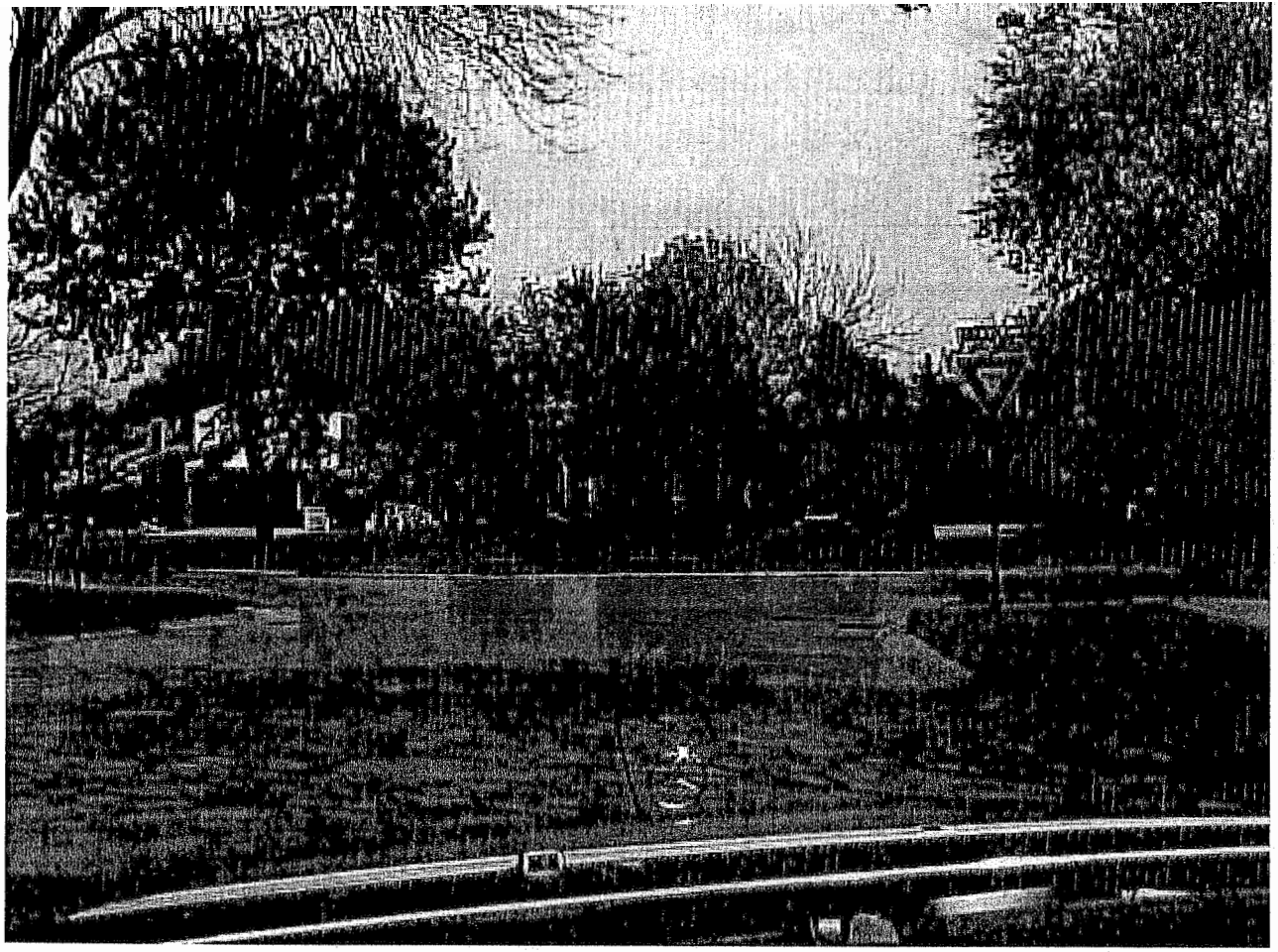
2. A traffic crash study for the past four years shows no traffic crashes at this location. In addition, Dr. Arends and Terry Nigolian, who have lived at this corner for the past 25 years, have also never witnessed any incident at all.

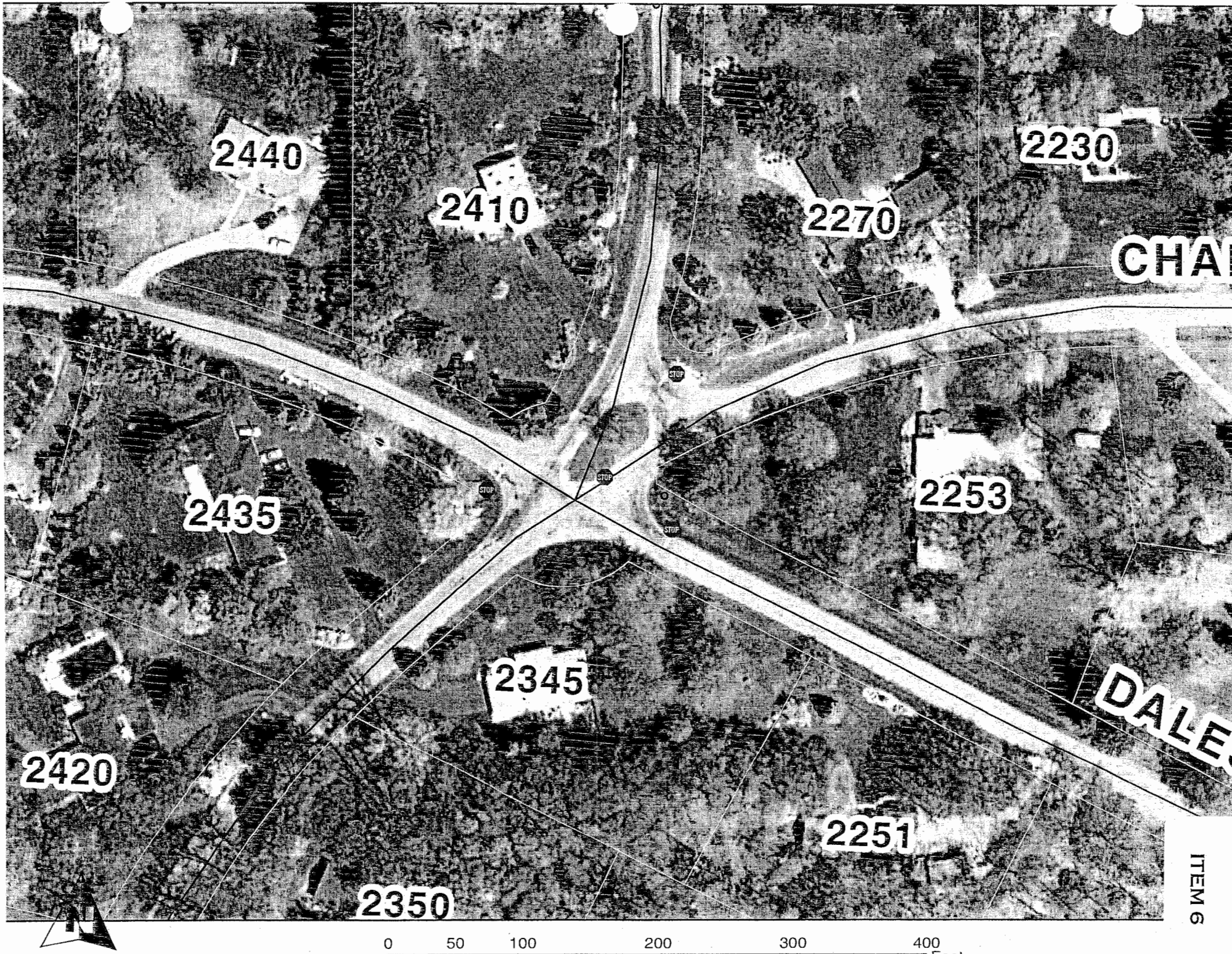
3. Adding more traffic signs will only deter from the beauty of the area.

Signature	Address
1. J. Arends M.D.	6448 Parkview
2. Alex Bogaerts	6501 Parkview
3. Dale G. [illegible]	6500 Parkview Dr.
4. Edward W. Crowder	6480 Parkview Dr.
5. Charles Schaffer	6430 Parkview
6. Vish Gadgil	2474 Red Maple
7. Michael Pickering	6395 Parkview Dr.
8. Timothy A. Caserta	6413 Parkview Dr.
9. Linda Mitchell	6466 Parkview Dr.
10. [illegible]	6463 Parkview
11. [illegible]	2475 Red Maple Dr
12. Terri Nigolian	6475 Parkview
13. [illegible]	6377 Parkview



ITEM 5

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ITEM 6

The attached collision diagrams for this intersection for the years 1986, 1987, and 1988 indicate that Warrant 6, Accident Experience, is not met because accidents at this location are a relatively rare occurrence.

A traffic signal warrant study was conducted on October 13, 1988 for the intersection of Long Lake and Calvert. This study indicates that traffic volumes on Calvert are high enough to warrant a traffic signal only between 7:00 and 8:00 AM and between 12:00 Noon and 1:00 PM. To meet the requirements of Warrant 2, Interruption of Continuous Traffic, this volume level must be equal or exceeded for 8 hours during an average day.

SUGGESTED RESOLUTIONS

(a) Recommend that a traffic signal be installed at Long Lake/Calvert.

(b) Recommend that a traffic signal not be installed at Long Lake/Calvert.

5. Install Stop Signs at Glyndebourne/Chalgrove/Dalesford.

Debbie Dobroy, 2161 Chalgrove, has called to express her concern about the confusion motorists experience when approaching the intersection of Glyndebourne/Chalgrove/Dalesford. There are some sight restrictions because of nearby trees and it is not entirely clear which path motorists should be taking. However, there have been no reported accidents at the intersection during the past three years.

One approach to address this confusion would be to install stop signs on intersection approaches where sight distance is restricted. Another approach would be to modify the intersection to create two separate intersections as indicated on the attached sketch. This would create an intersection of Glyndebourne and Chalgrove and a second intersection of Dalesford and Glyndebourne.

This item was discussed at the October, 1988 Traffic Committee meeting, but it was tabled to allow time to gather traffic count information on the streets involved. This traffic count information is attached. Daily traffic volumes were 43 on Dalesford, 170 on Chalgrove, and 207 on Glyndebourne. The attached aerial photographs show how this intersection might be modified to create two "T" intersections.

SUGGESTED RESOLUTIONS

(a) Recommend that a stop sign be installed on Chalgrove at Glyndebourne.

(b) Recommend that stop signs be installed on Dalesford at Glyndebourne.

(c) Recommend that no change be made to the existing traffic control devices at Glyndebourne/Chalgrove/Dalesford.

(d) Recommend that the Glyndebourne/Chalgrove/Dalesford intersection be modified to create a T-intersection at Glyndebourne/Chalgove and a 4-way intersection at Glyndebourne/Dalesford.

(e) Recommend that the Glyndebourne/Chalgrove/Dalesford intersection be modified to create a T-intersection at Chalgove/Dalesford and a 4-way intersection at Glyndebourne/Dalesford.

Item 5 Contd.

the school bus. She said that it was unclear to her, however, as to the location of the bus stop. She wondered why all of the suggested resolutions seem to be for stopping east-west traffic, not Glyndebourne where there is rapid traffic and the most traffic.

Mr. Beaubien explained that the right of way is given to the street which is more important and having the higher traffic volume, such as Glyndebourne which is a collector street.

Mr. Beaubien reported that he had received a call from Patricia Lowring who believes that there is not enough traffic to do anything different at this intersection. Also, the attached letter was received from Dr. Weinberger who believes that the best solution is modifying the Glyndebourne/Chalgrove/Dalesford intersection to create a T-intersection at Glyndebourne/Chalgrove and a 4-way intersection at Glyndebourne/Dalesford.

Mr. Halsey feels there is a problem at this intersection, even if it is just shrubs and bushes. Mr. Beaubien agreed that there is some sight restriction.

The Committee discussed cutting back the island for better alignment of Glyndebourne, seeding the island for creating a T-intersection at Glyndebourne/Chalgrove and a 4-way intersection at Glyndebourne/Dalesford, and the signing of these intersections.

Moved by Halsey
Supported by Perry

Recommend that the Glyndebourne/Chalgrove/Dalesford intersection be modified to create a T-intersection at Glyndebourne/Chalgove and a 4-way intersection at Glyndebourne/Dalesford and that a stop sign be installed on Chalgrove at Glyndebourne.

YEAS:	6	Coleman, Cotsonika, Halsey, Hanna, Perry, Rudell
NAYS:	0	
ABSENT:	1	Diefenbaker

MOTION PASSED

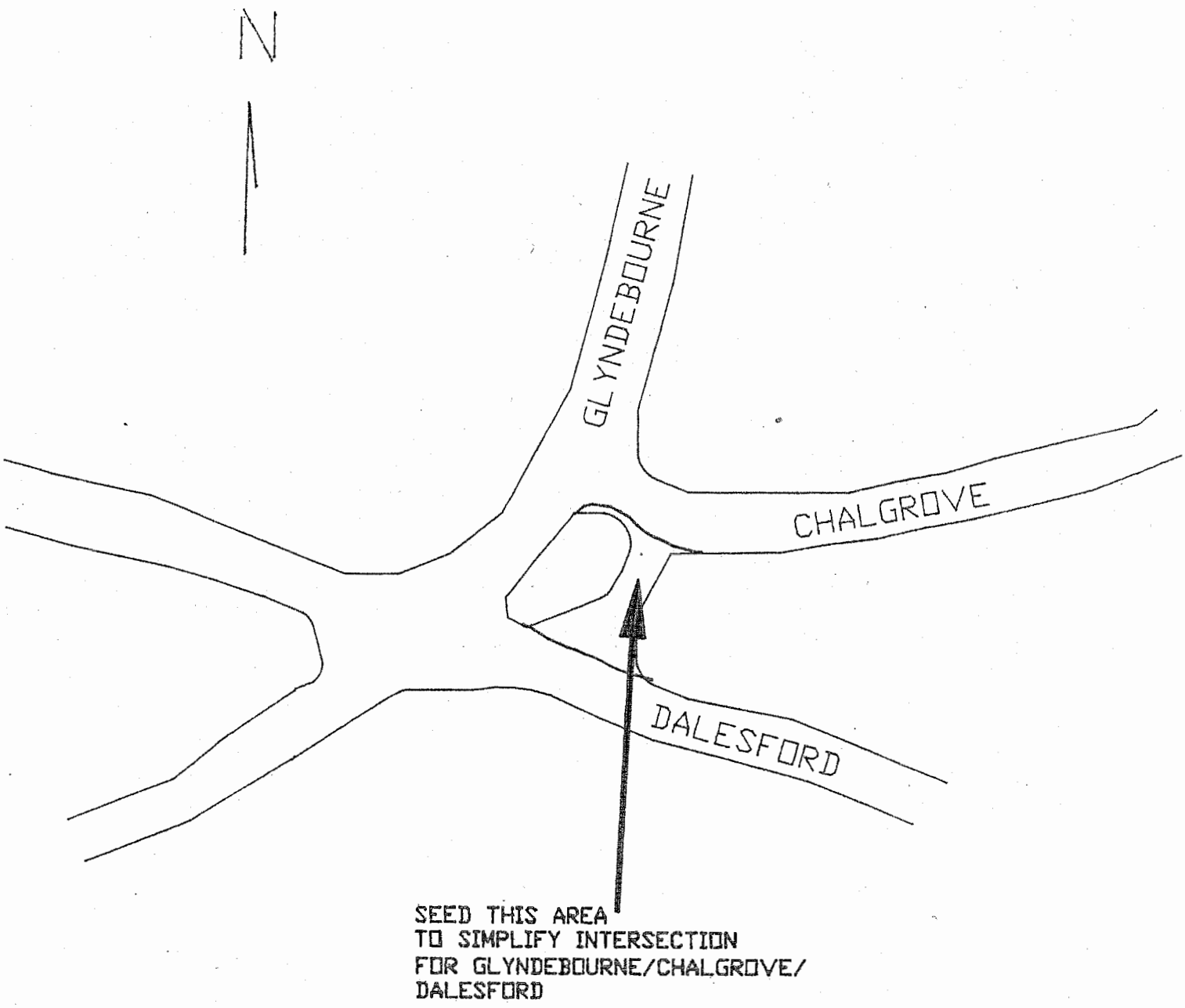
Moved by Halsey
Supported by Hanna

Recommend that stop signs be installed on Dalesford at Glyndebourne.

YEAS:	6	Coleman, Cotsonika, Halsey, Hanna, Perry, Rudell
NAYS:	0	
ABSENT:	1	Diefenbaker

MOTION PASSED

PROPOSED INTERSECTION REALIGNMENT
(FOR GLYNDEBOURNE,CHALGROVE AND DALESFORD)



CREATE "T" INTERSECTION
AT CHALGROVE/GLYNDEBOURNE

ITEM 6

Traffic Committee Recommendations - Meeting of November 16, 1988 C-2

b) Install Stop Signs at Glyndebourne/Chalgrove/ Dalesford

i) Suggested Resolution

Resolution #88-1188
Moved by Pallotta
Supported by Husk

RESOLVED, that the Glyndebourne/Chalgrove/ Dalesford intersection be modified to create a T-intersection on Chalgrove at Glyndebourne and an intersection having four 90° legs at Glyndebourne/Dalesford Streets.

Yeas: All-4
Absent: Schilling, Stine, Taucher

ii) Suggested Resolution

Resolution #88-1189
Moved by Pallotta
Supported by Husk

RESOLVED, that Traffic Control Order No. 88-36-SS is hereby approved for the installation of a Stop Sign on Chalgrove at Glyndebourne after modification of the intersection, as recommended by the Traffic Committee.

Yeas: All-4
Absent: Schilling, Stine, Taucher

iii) Suggested Resolution

Resolution #88- 1190
Moved by Pallotta
Supported by Husk

RESOLVED, that Traffic Control Order No. 88-37-SS is hereby approved for the installation of Stop Signs on Dalesford at Glyndebourne after modification of the intersection, as recommended by the Traffic Committee.

Yeas: All-4
Absent: Schilling, Stine, Taucher

c) Install 4-Way Stop at Northfield/Durand/Wintergreen

Resolution #88- 1191
Moved by Pallotta
Supported by Johnson

RESOLVED, that no change be made to existing traffic control devices at Northfield/Durand/ Wintergreen, as recommended by the Traffic Committee.

Yeas: All-4
Absent: Schilling, Stine, Taucher

AGENDA EXPLANATION
FROM
TRAFFIC COMMITTEE MEETING
OF
NOVEMBER 15, 1989

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1. Roll Call.

2. Minutes - September 27, 1989.

3. Visitors Time. - (Items not on the Agenda)

4. Change the Yield Sign to a Stop Sign at Lanergan and Beach.

Jim Forrer of 3592 Eastbourne requested a study of this intersection to determine if a stop sign should be installed in place of the existing yield sign.

A review of the accidents indicate that there were two accidents at this location since 1983. One on January 4, 1985 and the other on September 16, 1987. Both of these were for a failure to yield.

This item was tabled at the September 27, 1989 Traffic Committee meeting to allow time to gather traffic information on Beach and every street intersecting Beach from Palmerston to Wattles for review and consideration. This information is attached.

SUGGESTED RESOLUTIONS

(a) Recommend that the yield sign on Lanergan at Beach be changed to a stop sign.

(b) Recommend that no change be made to the traffic control devices at Lanergan and Beach.

5. Review of Dalesford/Glyndebourne Intersection.

The Committee requested that this intersection be reappraised in view of comments made by Gil Maestri at the September 27, 1989 meeting. The Committee recommendation of November 16, 1988 was to make a four-way intersection at Glyndebourne and Dalesford and close the Chalgrove entrance to Dalesford by making it a 'T' intersection with Glyndebourne and that a stop sign be installed on Chalgrove at Glyndebourne and that stop signs be installed on Dalesford at Glyndebourne.

The grading and landscaping to make the 'T' intersection at Chalgrove and Glyndebourne was not completed due to concerns expressed by the adjacent property owner. The stop sign approved for this location then got placed at Chalgrove and Dalesford.

I would recommend that a stop sign be installed on Chalgrove and Glyndebourne and that the stop sign be retained on Chalgrove for Dalesford. This then makes Glyndebourne the through street at this intersection. The shrubs and trees that created the sight obstruction have been removed.

The traffic volumes on Glyndebourne are 207 vehicles in a 24-hour period, Dalesford 43 vehicles in 24 hours, and Chalgrove 85 in 24 hours.

SUGGESTED RESOLUTION

Recommend that a stop sign be installed at Chalgrove and Glyndebourne, at Chalgrove and Dalesford, and that the 'T' intersection design be rescinded.

6. Install a "Handicap Crossing" Sign at the End of Robinwood at the Entrance to Section 27 Municipal Park.

Roy Bemis, 655 Robinwood, requests a "Handicap Crossing" sign at the end of Robinwood at the entrance to Section 27 Municipal Park. This crossing point allows Mrs. Bemis, who is handicapped, to travel on the sidewalk with her electric scooter and cross Robinwood at this curve to enter the park to spend time with her daughter. Mr. Bemis is requesting this sign to further alert drivers that a handicapped person is crossing on this curve. This crossing area also serves as a regular pedestrian access to the park at this location and serves a paved path.

SUGGESTED RESOLUTION

Recommend that a "Handicap Crossing" sign be installed at the end of Robinwood at the entrance to Section 27 Municipal Park.

7. Establish Fire Lanes at 5909-5953 John R.

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 at 5909-5953 John R to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

SUGGESTED RESOLUTION

Recommend that the fire lanes shown on the attached sketch be established at 5909-5953 John R.

ITEMS TAKEN OUT OF ORDER - CONTINUED

Traffic Committee Recommendations - Meeting of December 6, 1989 C-15

a) Install Stop Signs on Beach Road at All Intersections South of Wattles Road

Resolution #89-1152
Moved by Stine
Supported by Pallotta

RESOLVED, that the yield signs on Lanergan at Beach and on Hampton/Newport at Beach be removed to be replaced by stop signs; and

BE IT FURTHER RESOLVED, that Traffic Control Order No. 89-8-SS is hereby approved for the installation of stop signs on Lanergan at Beach, on Hampton/Newport at Beach, and on the T-intersections of Wembly/Beach, Townhill/Beach, Avonhurst/Beach and Oxford/Beach, as recommended by the Traffic Committee.

Yeas: All-6
Absent: Johnson

b) Review of Dalesford/Glyndebourne Intersection

Resolution #89-1153
Moved by Stine
Supported by Pallotta

RESOLVED, that Resolution #88-1188a, closing the Chalgrove entrance to Dalesford by making it a T-intersection with Glyndebourne, be rescinded, and Traffic Control Order No. 89-9-SS is hereby approved for the installation of Stop signs on Chalgrove at Glyndebourne.

Yeas: All-6
Absent: Johnson

e) Recommendation that a Four-Way Stop Not Be Installed at Hartland and Kilmer (Section 22)

Resolution #89-1154
Moved by Pallotta
Supported by Stine

RESOLVED, That this item be TABLED.

Yeas: All-6
Absent: Johnson

c) Installation of "Pedestrian Crossing" Signs at the Entrances to Section 27 Municipal Park on Robinwood East of the Park and on Cherry West of the Park

Resolution #89-1155
Moved by Pallotta
Supported by Schilling

RESOLVED, that Traffic Control Order No. 89-15-MR is hereby approved for the installation of "Pedestrian Crossing" signs at the entrances to Section 27 Municipal Park on Robinwood east of the park and on Cherry west of the park, as recommended by the Traffic Committee; and

BE IT FURTHER RESOLVED, that pavement markings be placed when weather permits, as recommended by the Traffic Committee.

Yeas: All-6
Absent: Johnson

Barbara A. Yagley
860 Huntsford Rd.
Troy, MI 48084
248-244-9214

May 10, 2005

Mr. John Szerlag
City Manager, City of Troy
500 W. Big Beaver Rd.
Troy, MI 48084

Dear Mr. Szerlag;

I wrote this letter to request to the City to paint diagonal yellow stripes in the sections of the shared left turn lanes throughout the city where is it unsafe for vehicles to be.

Background:
On December 15, 2004, members of the Troy Police Department gave me a traffic ticket for "improper passing" because I entered the Livernois northbound left turn lane at Scottsdale Rd. This case was tried before Judge Drury on March 7, 2005 and I was found responsible for "improper lane use". No one contested that the traffic was backed up to Scottsdale Rd., or that the backup was the reason I moved over into the left turn lane there. The judge advised me that I was "not supposed to enter to make a left turn until there's the gate as it's called or break". However, the "What Every Driver Should Know" booklet published by the Michigan Dept. of State defines "Center lane. Left-turn-only" as being marked with a solid yellow line with broken yellow lines on the inside edges", such as found the length of Livernois between Big Beaver and Wattles (and further north). It further states, "Left turns must be made from within this lane, and may be made from either direction."

Based on this information (and common practice) I had thought it was proper to enter the left turn lane when I did. However, the judge told me that it was dangerous, there had been fatalities in Troy and that was why the officers cited me.

Now my family and I refrain from moving into the center left turn lane until we reach the break in the lines and find that we are having near misses with other drivers who have not had the benefit of the lesson taught by Judge Drury or the Troy Police Department. This is why I am requesting the City to paint yellow diagonal stripes across the center lanes where it is unsafe for vehicles to be. Yellow diagonal stripes clearly indicate to drivers to stay out of the lane. I suggest these stripes be placed on the primary roads intersecting Wattles and Maple and also on Maple itself (when the roadwork is done) or wherever else these fatal accidents have occurred.

I am attaching the relevant portions of the court transcript for your information. I would appreciate a reply to this request and your recommendations for next steps for me to follow.
Thank you,

Barbara A Yagley

Attachments

ITEM 7

STATE OF MICHIGAN

IN THE DISTRICT COURT FOR THE 52-4 JUDICIAL DISTRICT

PEOPLE OF THE CITY OF TROY,

Plaintiff,

vs. District Court No. 04 006003 OI

BARBARA ANN YAGLEY,

Defendant,

_____/

FORMAL HEARING

BEFORE THE HON. DENNIS C. DRURY, DISTRICT JUDGE

Troy, Michigan Monday, March 7, 2005

APPEARANCES: ROBERT DAVISSON
Asst. Prosecuting Attorney
For the City of Troy
On Behalf of the People

BARBARA YAGLEY
In Pro Per

RECORDED BY: ROBIN A. NICE
District Court Recorder, CER 3139
(248) 528-0400

TRANSCRIBED BY: PEGGY A. KANAAN
Certified Electronic Recorder,
CER 6426
(248) 651-2990

740 PENGAD • 1-800-631-6989

FORM 740 PENGAD • 1-800-631-691

18 THE COURT: -- how far south. But you also
19 neglected to think about the fact that people using
20 that lane that are making a left turn to come out of
21 any one of those driveways because they have a right
22 to use that left lane to merge into traffic that's
23 southbound. So as an example, and here's what happens
24 in Troy all the time, and I don't know how many
25 fatalities we've had but I can think of two or three
in the last five years. Traffic stops and being

2 courteous, they let somebody out of a driveway to get
3 into southbound lanes. And guess who they meet in the
4 left turn lane coming at a substantial rate of speed
5 northbound in the left turn lane passing the other
6 vehicles and you can't see the car and bam, you meet
7 each other. That's why they enforce it that way
8 because they don't want people to get hurt or killed.
9 Anyhow, I'm going to find you responsible but
10 I'll make it improper lane use. I'll give you that
11 because it's not supposed to be used to pass other
12 vehicles. You're not supposed to enter to make a left
13 turn until there's the gate as it's called or break
14 and -- so it will be a three point, not a four.
15 Is it a three point and not a four, or a two?
16 I don't know. Whatever it is, it's one point less,
okay?
17 MS. YAGLEY: All right.

31 6989

Customer Service is a top [illegible]

[illegible] Secretary of State Web site [illegible] and [illegible] at your fingertips. Visit [illegible] web [illegible] of business with the [illegible] of [illegible] homes. Visit www.Michigan.gov/[illegible] also [illegible] Secretary of State services, programs [illegible]

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Fax-on-Demand

Fax-on-Demand allows you to use a touch-tone telephone to request copies of the department s forms and documents. To reach Fax-on-Demand, call 517/335-4FAX (4329). There is no charge for this service, except for the cost of the telephone call.

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Individuals with a disability will find Secretary of State branch offices in compliance with standards established by the Americans with Disabilities Act (ADA). If you need accommodation or have been denied services, telephone 517/322-1460 (voice) or 517/322-1477 (TTY).

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Foreign Language Tests

Original driver s license tests are available in many foreign languages, with English and Spanish versions available on audiotape.

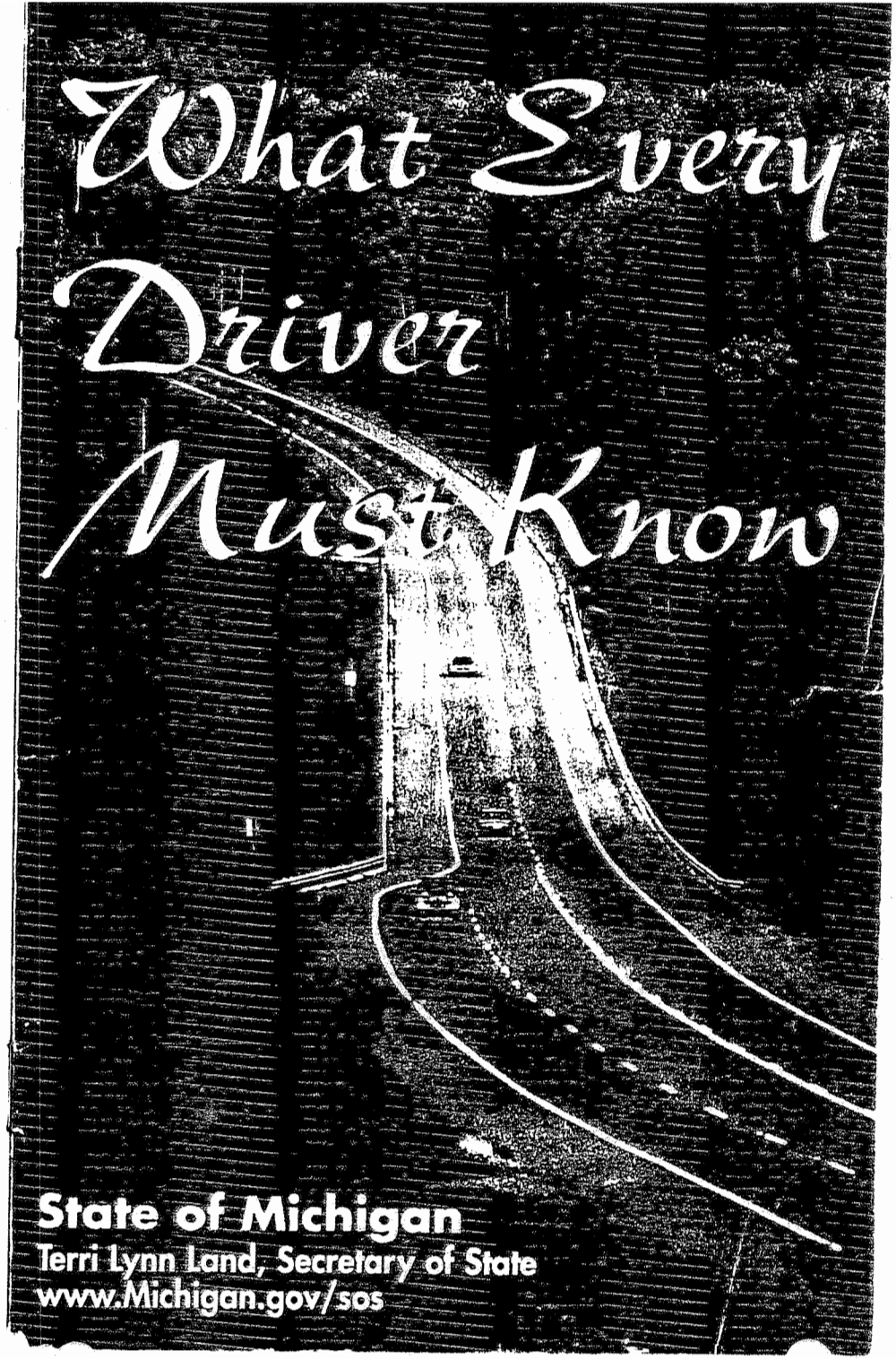
Evening Hours!

Most Secretary of State branch offices are open Wednesdays 11 a.m. to 7 p.m., providing convenient hours for customers with traditional workday hours. Branch offices are open Mondays, Tuesdays, Thursdays, and Fridays 9 a.m. to 5 p.m.

[illegible] general information not listed, telephone 517/322-1460.

Secretary of State
Terri Lynn Land
www.Michigan.gov/sos

What Every Driver Must Know



State of Michigan
Terri Lynn Land, Secretary of State
www.Michigan.gov/sos

acceleration and deceleration lanes, and other parts of the road where lane changes are considered dangerous.

A double solid white line is used to show a travel path where driving in the same direction is permitted on both sides of the line, but crossing the line is prohibited.

These lines are used to separate traffic for safety reasons such as bicycle ways, pedestrian ways, or where one lane of traffic is usually traveling at a higher speed than the other lane:

- **Crosswalk lines:** Solid white lines mark many pedestrian crosswalks. When these lines are used, they go all the way across the pavement. Notice them at intersections and, sometimes, between intersections. Stop the vehicle behind the crosswalk line.
- **Stop lines:** Wide white lines painted across a traffic lane mark where you must stop the vehicle at intersections. This keeps the vehicle out of the way of pedestrians and cross traffic. If there are no stop lines or crosswalks, stop the vehicle before entering the intersection. You should be able to see traffic from all directions.

Yellow lines separate vehicle traffic lanes moving in opposite directions. They include:

- **Broken yellow lines:** A single broken yellow line usually marks the centerline of a two-way roadway where a vehicle may pass, if it is safe.
- **Solid yellow lines:** If a solid yellow line is on your side of the centerline of a roadway, do not cross over it to pass. On a four-lane divided roadway or a one-way road, a solid yellow line usually marks the left edge of the pavement. A double solid yellow line down the middle of a two-lane roadway means that passing is not allowed for vehicles traveling in either direction.
- **Center lane, left-turn-only:** Many roads have a left-turn-only lane to help traffic flow more smoothly. Each outside edge of this lane is marked with a solid yellow line with

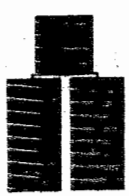
broken yellow lines on the inside edges. Left turns must be made from within this lane, and may be made from either direction. Using this lane to pass other vehicles or as a merge lane is both dangerous and illegal.

Signals

Traffic signals control traffic at intersections. Do not drive across public or private property, such as a store parking lot, to avoid a traffic control device. Combinations of traffic signals, signs, pavement markings, and other traffic control devices may be used at railroad crossings, schools, street and highway construction, and maintenance operations. Pedestrian signals control pedestrian traffic. Always give the right-of-way to pedestrians.

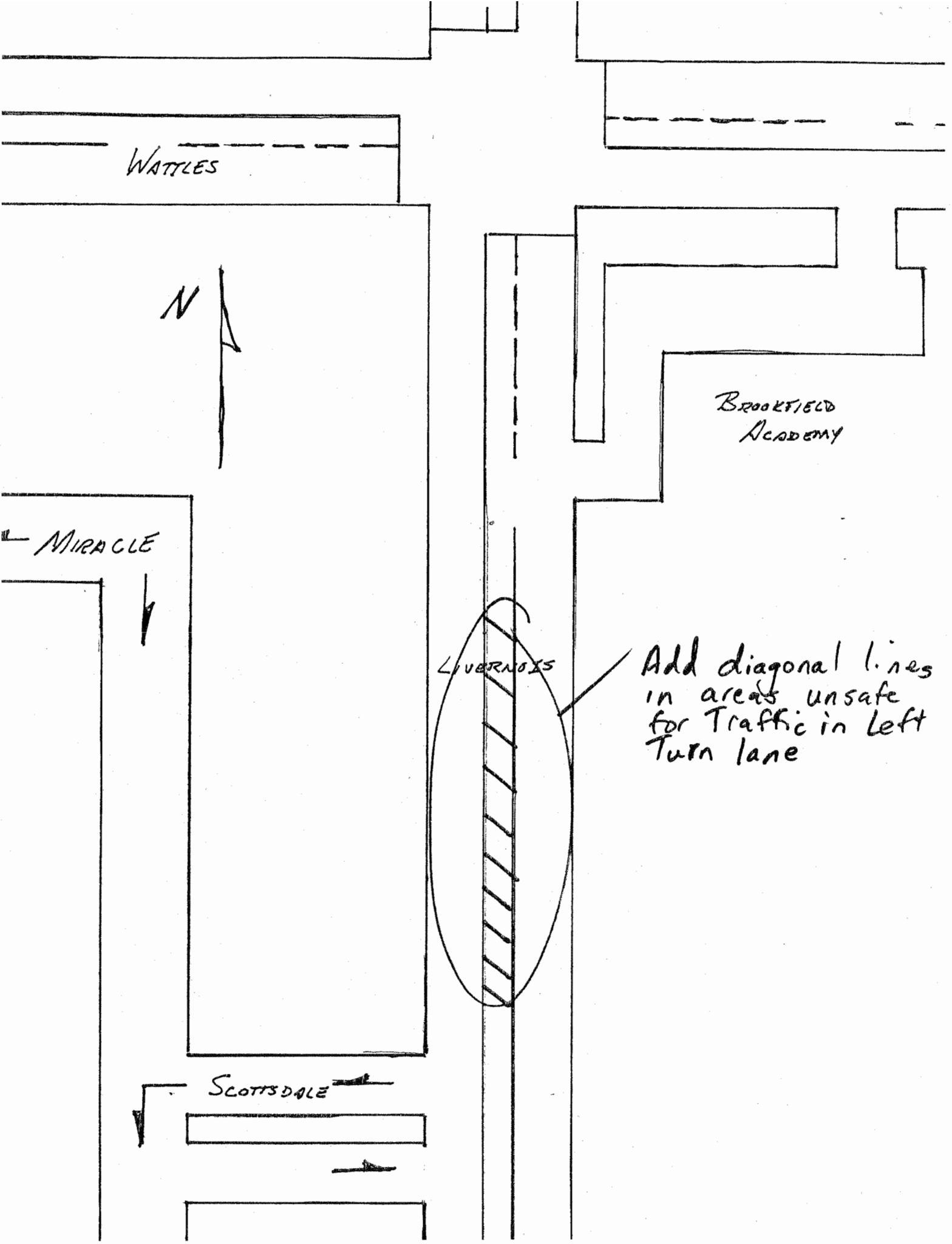
Traffic Control Signals

A red light means stop. It is at the top of a traffic signal in Michigan. Stop the vehicle behind a crosswalk or stop line. A yellow light means the green signal has ended and the signal is about to turn red. You are required to stop on a yellow light. If you cannot stop safely, do not speed up but drive cautiously through the intersection. A green light means proceed cautiously after checking for pedestrians and vehicles. If a traffic light is not working at an intersection, and there are no law enforcement officers or alternate traffic signal devices present to control the flow of traffic, you should treat the intersection as a four-way stop.



(Left turn)

The 5-section head signal, or "doghouse signal," is used to regulate left and right turns at intersections. This type of signal has a red light on top, a green and yellow turn arrow, and a green and yellow light. When the green arrow is lit, turning drivers have a "protected turn,"


WATTLES
N
BROOKFIELD ACADEMY
MIRACLE
LIVERNOIS
Add diagonal lines in areas unsafe for Traffic in Left Turn lane
SCOTTSDALE