

A regular meeting of the Troy Traffic Committee was held Wednesday, July 20, 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: Jan Hubbell  
Richard Kilmer  
Richard Minnick  
Peter Ziegenfelder

ABSENT: John Diefenbaker  
Ted Halsey  
Charles Solis

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

and Joseph Oddo, 794 Island Court  
Sam Allen, 3874 Gatwick Drive

**Resolution to Excuse Absent Members****RESOLUTION #2005-07-30**

Moved by Kilmer  
Seconded by Minnick

To excuse absent members Diefenbaker, Halsey and Solis.

YES: All-4  
NO: None  
ABSENT: 3 (Diefenbaker, Halsey and Solis)

MOTION CARRIED

**2. Minutes – June 15, 2005****RESOLUTION #2005-07-31**

Moved by Kilmer  
Seconded by Minnick

To approve the June 15, 2005 minutes as printed.

YES: All-4  
NO: None  
ABSENT: 3 (Diefenbaker, Halsey and Solis)

MOTION CARRIED

RESOLUTION #2005-07-32

Moved by Kilmer  
Seconded by Ziegenfelder

To take Item 4 out of order.

YES: All-4  
NO: None  
ABSENT: 3 (Diefenbaker, Halsey and Solis)

MOTION CARRIED

**4. Install STOP Sign on Island Court at Gatwick**

Island Court is a cul-de-sac and has around seven homes. Gatwick runs off Wattles Road. Traffic volume studies indicate that Island Court carries around 77 vehicles per day, and Gatwick carries around 414 vehicles per day. Traffic volumes on Troy residential streets range between 300 and 5000 vehicles per day. Both Gatwick and Island Court have relatively low traffic volumes. A traffic speed study was performed using our mechanical counter for a day. Average speed of the 414 vehicles on Gatwick was 22.9 mph. The 85<sup>th</sup> percentile speed was 29.5 mph (85% of all traffic traveled at 29.5 mph or less). Average speeds on typical Troy residential streets range between 24 and 28 mph and the 85<sup>th</sup> percentiles range between 29 and 33 mph. Since we received concerns of speed in the neighborhood, our police department has been performing targeted enforcement and has also used the speed radar trailer as an educational tool. The Neighborhood Traffic Harmonization Project has also been initiated in the neighborhood.

Joe Oddo, 794 Island Court, said that Gatwick is a major cut-through between Rochester Road and Wattles, especially in the morning and evening peak hours, and stated that his request is for a STOP sign on Gatwick at Island Court so that there is a break in the speed of traffic.

The corners of Island Court and Gatwick and Inverness and Gatwick are school bus stops and traffic is heavy between 7:00 and 8:30 am when children are waiting for school buses. There are many kids along Gatwick from toddler age through high school, and some of them play in or near the street. Mr. Oddo said several children have almost been hit. There is also a blind curve on northbound Gatwick.

Mr. Oddo also questioned the results of the traffic speed and volume studies. They were done around the 4<sup>th</sup> of July when many people were out of town and

businesses on Rochester were closed. Mechanics from businesses on Rochester Road often test drive vehicles along Gatwick, adding to the problems. He would like the studies to be repeated.

Sam Allen, 3874 Gatwick, has a three-year-old child. He said Gatwick driveways are at an angle and he worries that if a ball rolls into the street the kids might run into the street without thinking. He and his neighbors bought their own "Slow Down - Children at Play" signs. He would like police officers to hide in the cul-de-sac and catch speeders. He also pointed out that the traffic studies were done during the time the auto workers were off for summer vacation.

Dr. Abraham said that Traffic Safety Officers have worked the area many times, and also set up the radar trailer twice. He said that one of the neighbors has initiated the Neighborhood Traffic Harmonization Project, and suggested that Mr. Oddo and Mr. Allen contact her to participate.

Ms. Hubbell pointed out that residents cannot rely on STOP signs to protect their children. Studies before and after STOP sign installations show that STOP signs don't control speeds. People often roll through them, and/or speed up in between to make up for lost time. Mr. Minnick pointed out that the worst speeders are usually neighborhood residents.

Lt. McWilliams said that he and his officers will pursue the speeding issue aggressively.

In response to Mr. Kilmer's question about speed humps, Dr. Abraham would like to consider them to target specific areas in conjunction with the NTHP. Two speed humps would cost approximately \$6,000, and the cost would be divided among the residents. The City also purchased six temporary speed humps; however, due to personnel reductions in the Department of Public Works and their increased workloads, they are not being installed.

Mr. Oddo and Mr. Allen agreed that a STOP sign may not be the best solution for the area, and they they will work with other residents on the NTHP.

RESOLUTION #2005-07-33

Moved by Kilmer

Seconded by Minnick

To table this issue until the November 2005 meeting to repeat the traffic studies and give the NTHP and police enforcement a chance to work.

YES: All-4

NO: None

ABSENT: 3 (Diefenbaker, Halsey and Solis)

MOTION CARRIED

### 3. Change YIELD Signs to STOP Signs on Berwyck at Hampshire

This item was originally scheduled to be discussed at the June meeting and was postponed as requested by the petitioner. The petitioner, Ruth Evans, 5317 Berwyck, requests changing the YIELD sign to a STOP sign on Berwyck at Hampshire. She says that motorists do not pay attention to the YIELD sign, and that a STOP sign would be more effective.

Hampshire runs off of Livernois and serves as the major entrance into the subdivision from Livernois. Berwyck runs off of Long Lake and serves as the other major entrance to the subdivision, from Long Lake. The intersection is controlled by YIELD signs on Berwyck at Hampshire.

For STOP signs to be installed at Berwyck at Hampshire, one of the following conditions should be satisfied as per the Michigan Manual of Uniform Traffic Control Devices:

- a. Intersection of a less important road with a main road, where application of a normal right of way rule is disruptive to capacity on the main road.
- b. Street entering a through highway or street.
- c. Unsignalized intersection in a signalized area.
- d. Other intersections with a combination of high speed, restricted view and serious accident record.

Traffic crash analysis show that there were no reported accidents at the intersection of Hampshire and Berwyck in the past 3 years.

Traffic volume at the intersection is as follows:

<u>Street</u>	<u>Vehicles per day</u>
Southbound Berwyck	232
Northbound Berwyck	292
Eastbound Hampshire	743
Westbound Hampshire	510

Field observations show no major sight obstructions at the intersection.

No one appeared to address the committee on this issue. The committee determined that none of the warrants were met for this intersection.

#### RESOLUTION #2005-07-34

Moved by Kilmer

Seconded by Minnick

To recommend no changes at Hampshire and Berwyck.

YES: All-4  
NO: None  
ABSENT: 3 (Diefenbaker, Halsey and Solis)

MOTION CARRIED

**5. Establish Fire Lanes at 1650 Research Drive**

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).

**RESOLUTION #2005-07-35**

Moved by Minnick  
Seconded by Ziegenfelder

To recommend that the fire lanes/tow away zones shown in the attached sketch be established at 1650 Research Drive.

YES: All-4  
NO: None  
ABSENT: 3 (Diefenbaker, Halsey and Solis)

MOTION CARRIED

**6. Establish Fire Lanes at 1775 Research Drive**

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).

**RESOLUTION #2005-07-36**

Moved by Minnick  
Seconded by Ziegenfelder

To recommend that the fire lanes/tow away zones shown in the attached sketch be established at 1775 Research Drive.

YES: All  
NO: None  
ABSENT: 3 (Diefenbaker, Halsey and Solis)

MOTION CARRIED

**7. Establish Fire Lanes at 1850 Research Drive**

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).

**RESOLUTION #2005-07-37**

Moved by Minnick

Seconded by Ziegenfelder

To recommend that the fire lanes/tow away zones shown in the attached sketch be established at 1850 Research Drive.

YES: All

NO: None

ABSENT: 3 (Diefenbaker, Halsey and Solis)

MOTION CARRIED

**8. Establish Fire Lanes at 1875 Research Drive**

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).

**RESOLUTION #2005-07-38**

Moved by Minnick

Seconded by Ziegenfelder

To recommend that the fire lanes/tow away zones shown in the attached sketch be established at 1875 Research Drive.

YES: All

NO: None

ABSENT: 3 (Diefenbaker, Halsey and Solis)

MOTION CARRIED

**9. Establish Fire Lanes at 1960 Research Drive**

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).

RESOLUTION #2005-07-39

Moved by Minnick

Seconded by Ziegenfelder

To recommend that the fire lanes/tow away zones shown in the attached sketch be established at 1960 Research Drive

YES: All-4

NO: None

ABSENT: 3 (Diefenbaker, Halsey and Solis)

MOTION CARRIED

**10. Establish Fire Lanes at 1965 Research Drive**

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).

RESOLUTION #2005-07-40

Moved by Minnick

Seconded by Ziegenfelder

To recommend that the fire lanes/tow away zones shown in the attached sketch be established at 1965 Research Drive.

YES: All-4

NO: None

ABSENT: 3 (Diefenbaker, Halsey and Solis)

MOTION CARRIED

**11. Visitors' Time – Items not on the agenda.****12. Other Business**

The committee previously required Mike Lamb to install a sidewalk and bridge over the Sturgis drain on Wattles in conjunction with his development. Mr. Kilmer mentioned that this has not been done. The Traffic Engineer will talk to the Troy engineer for this project, Scott Finlay.

RESOLUTION #2005-07-41

Motion by Kilmer

Seconded by Ziegenfelder

To cancel the August meeting. The next meeting is scheduled for September 21, 2005.

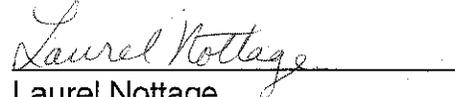
YES: All-4  
NO: None  
ABSENT: 3 (Diefenbaker, Halsey and Solis)

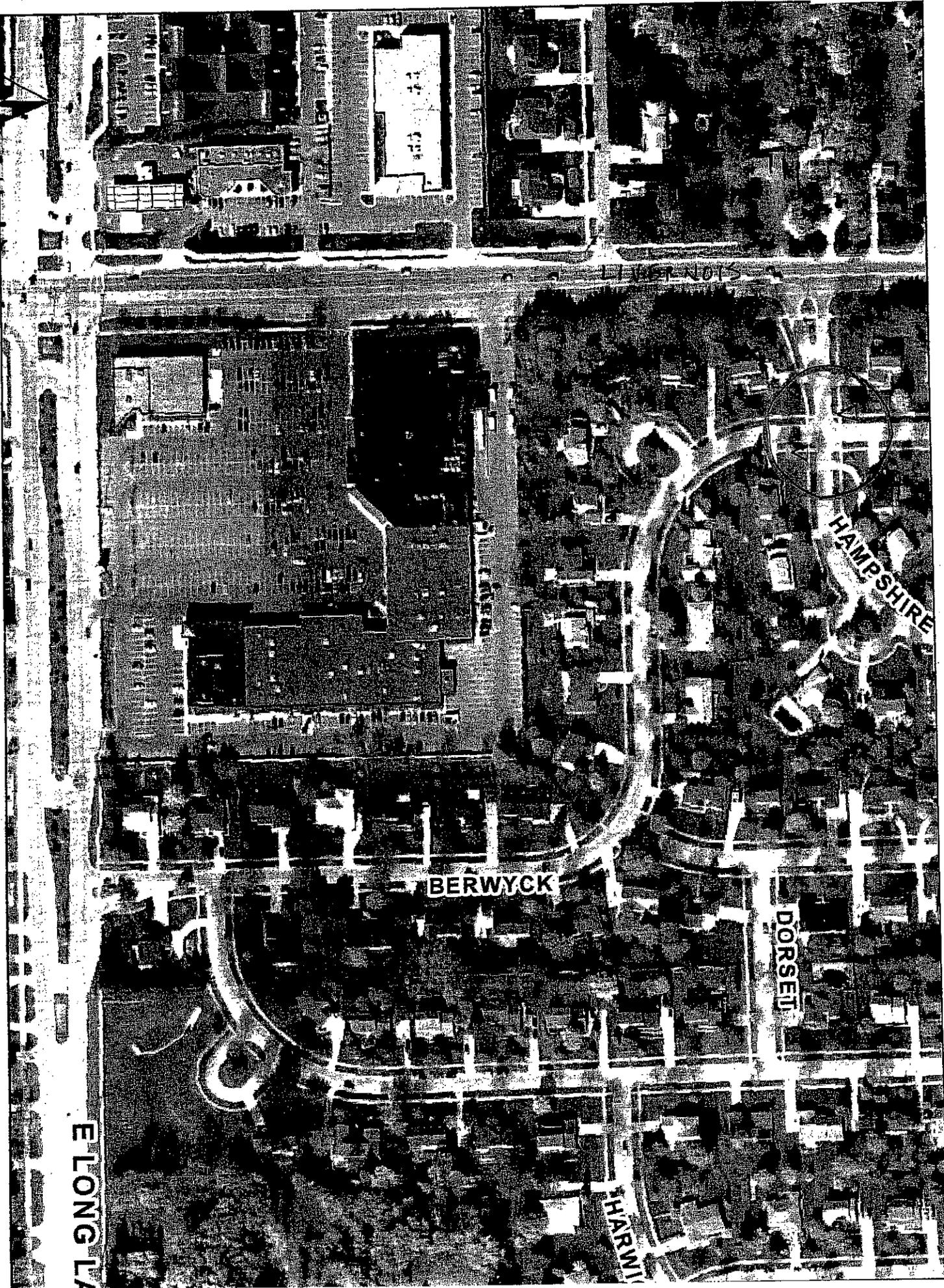
MOTION CARRIED

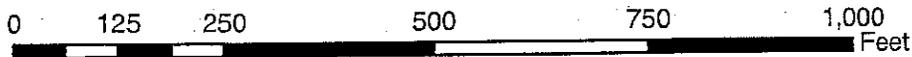
**13. Adjourn**

The meeting adjourned at 8:30.

  
\_\_\_\_\_  
Jan Hubbell  
Vice Chair

  
\_\_\_\_\_  
Laurel Nottage  
Recording Secretary





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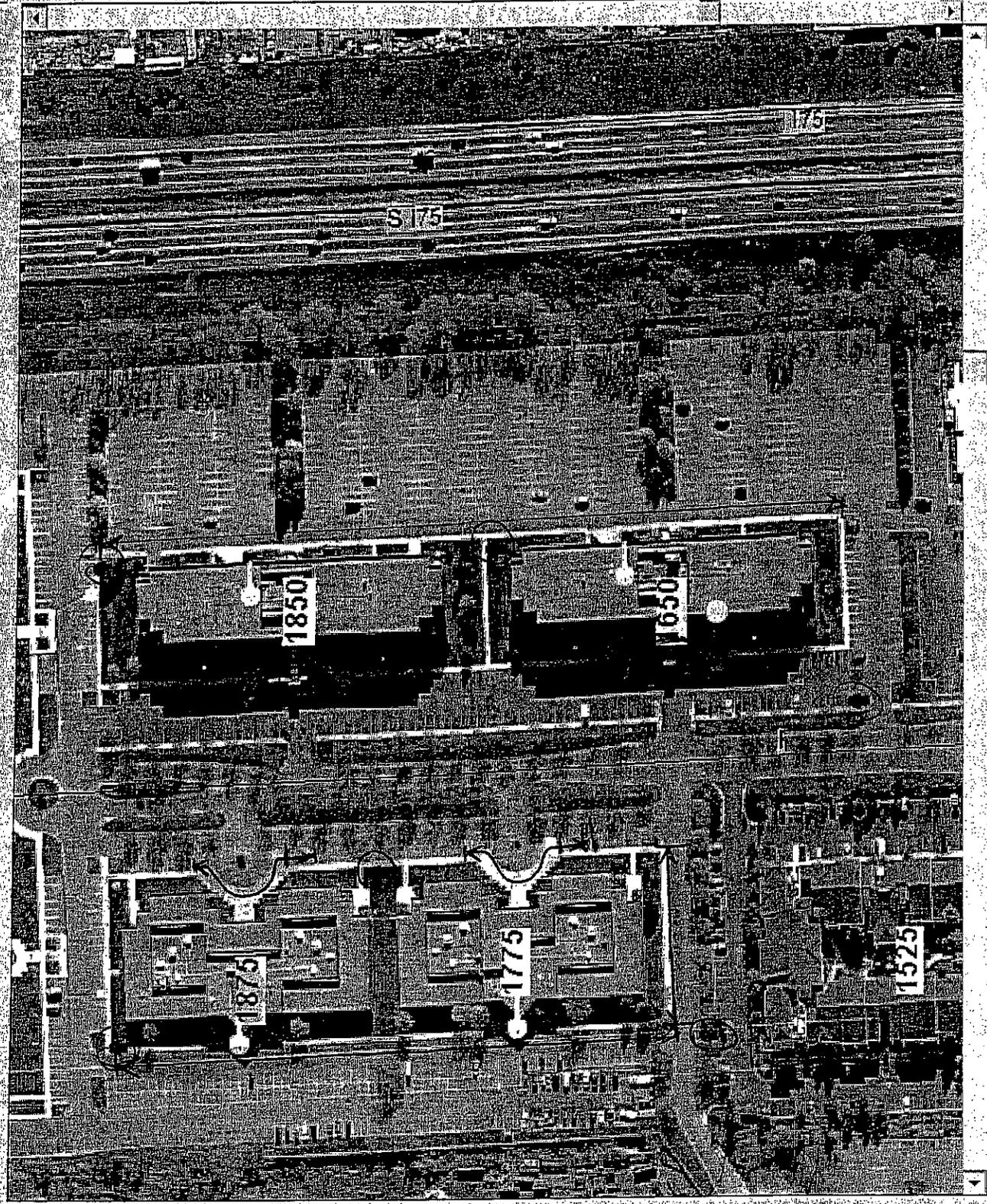
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RESEARCH DR

New Address

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GPS Status

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ITEM 6

RESEARCH DR

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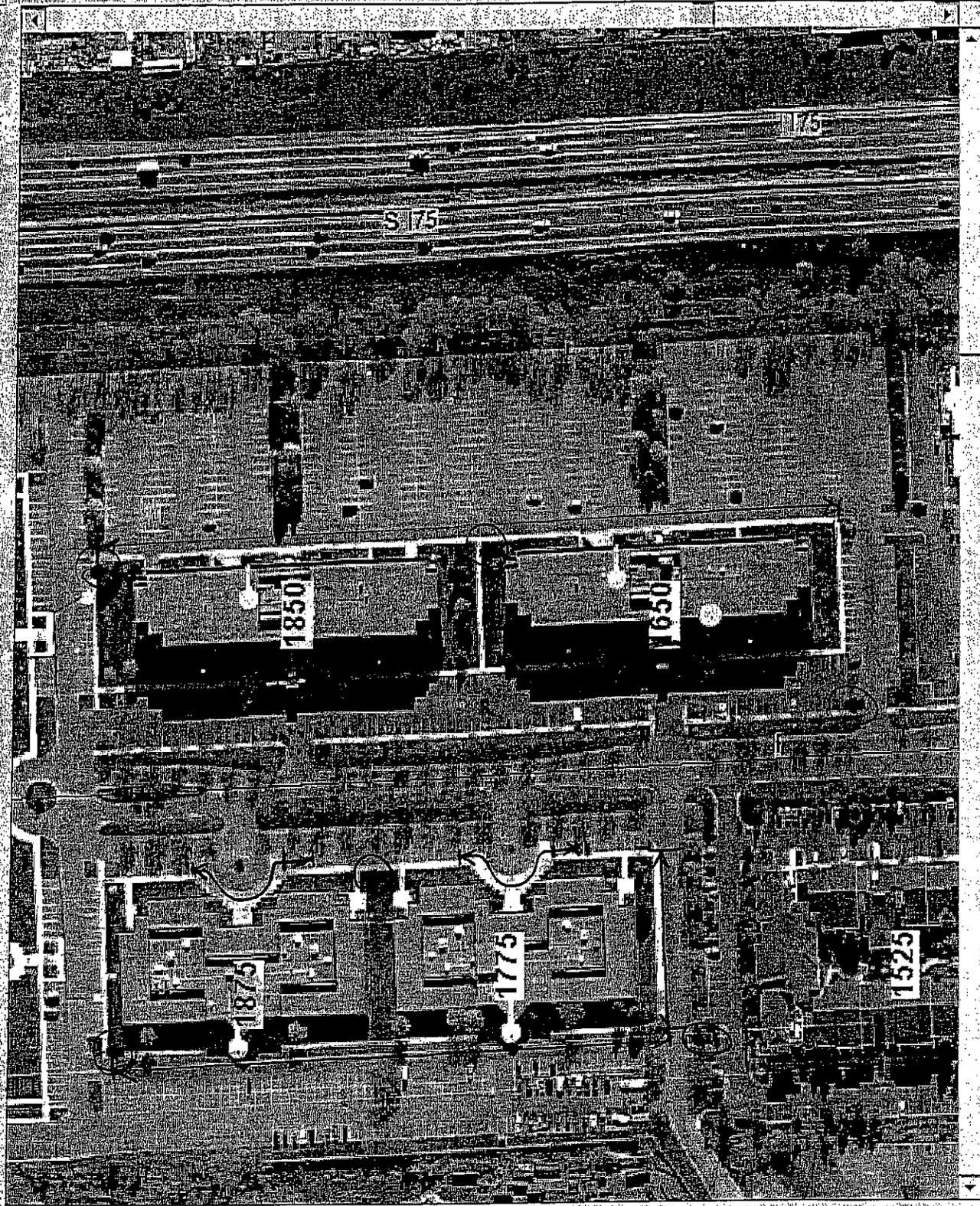
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ITEM 7

RESEARCH DR

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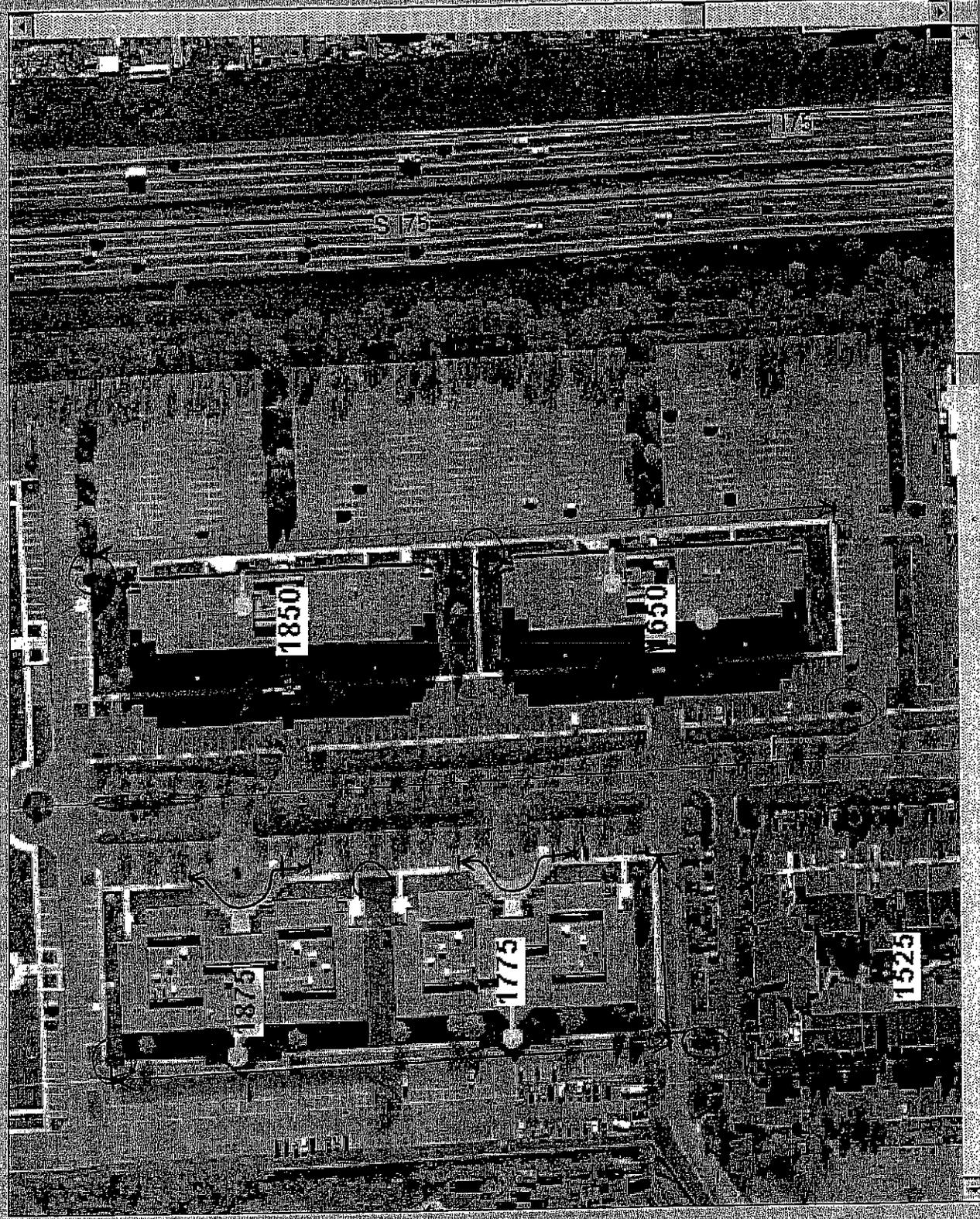
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ITEM 8



RESEARCH DR

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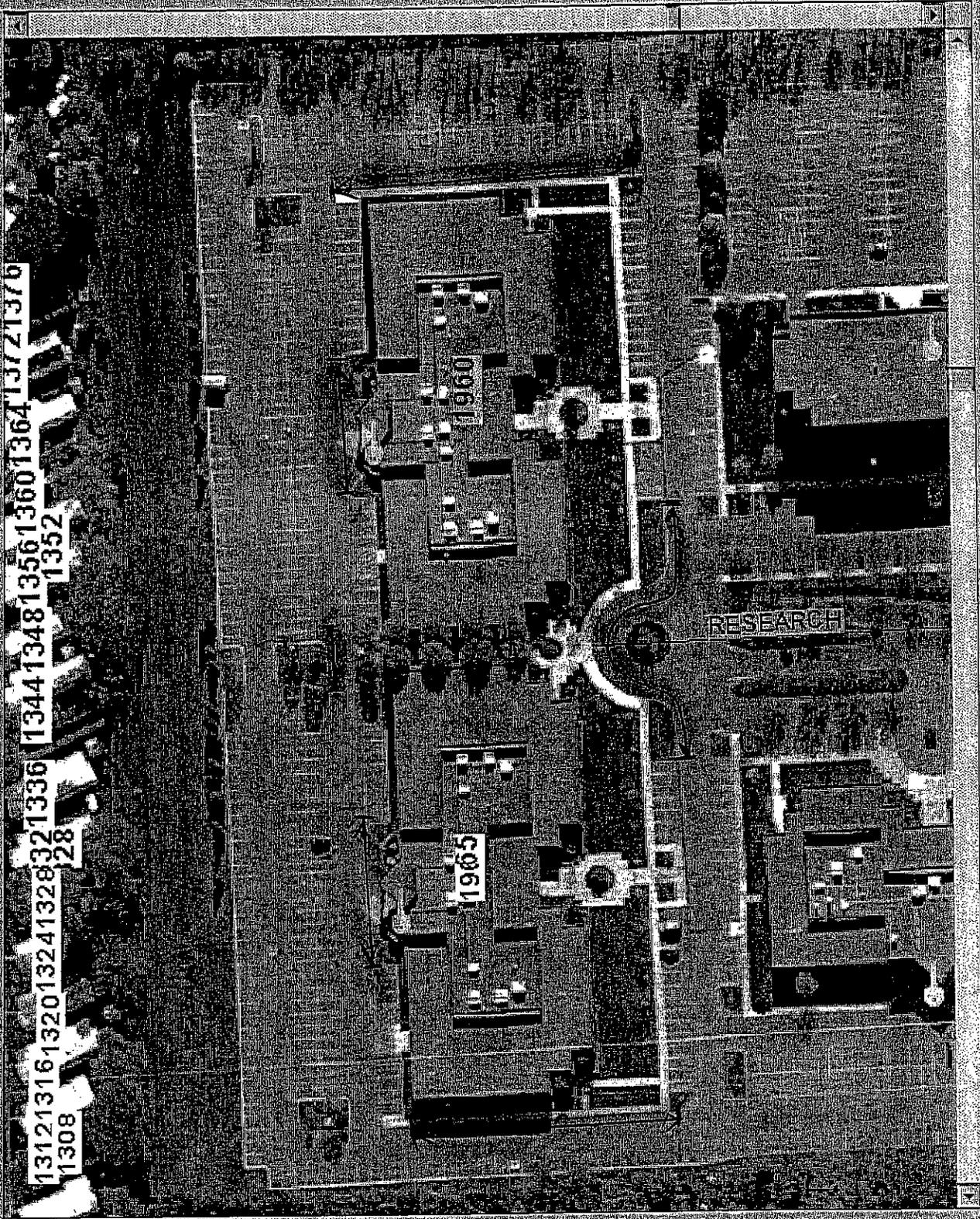
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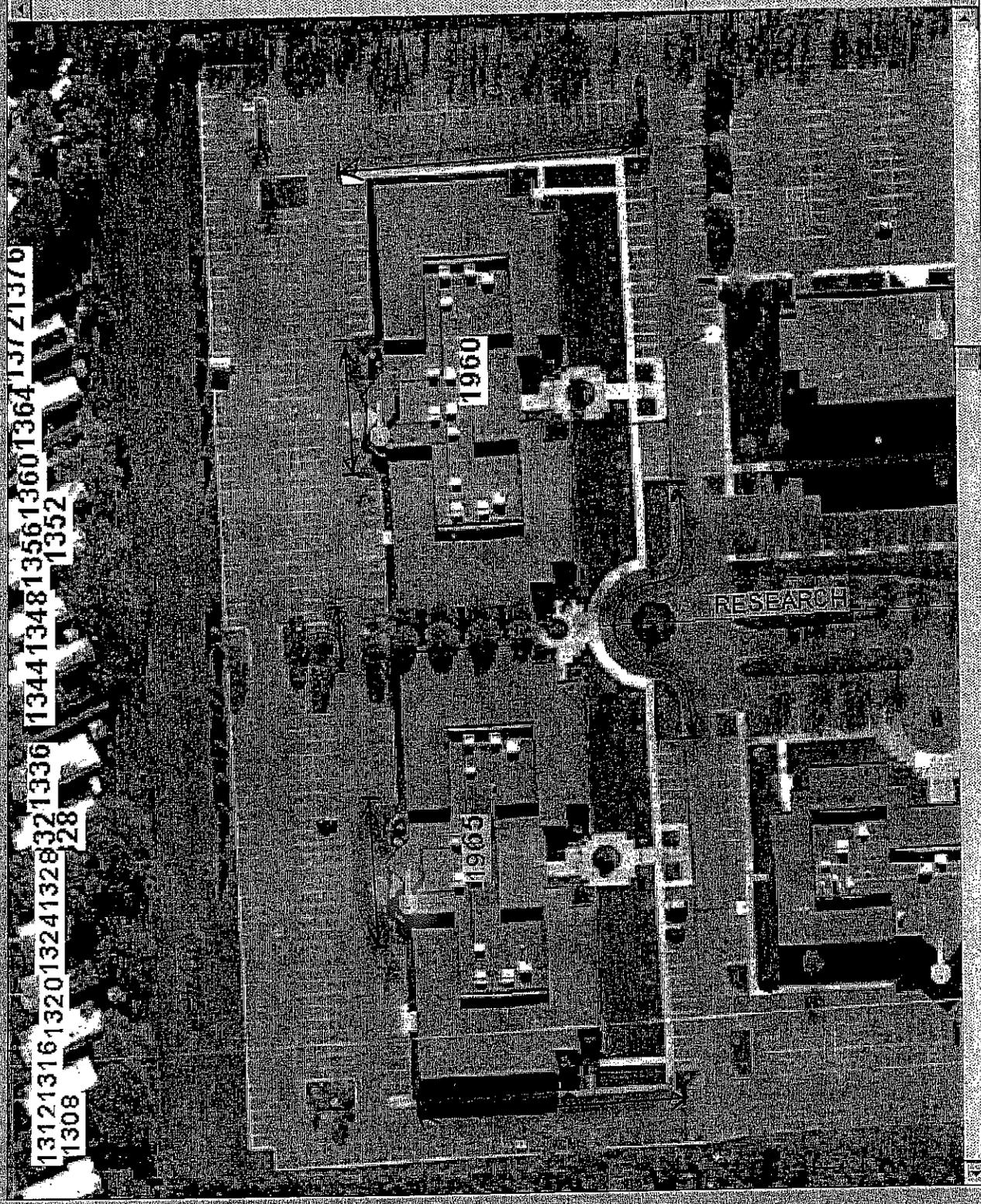
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New Address

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 1344 1348 1352 1356 1360 1364 1372 1376  
 1308



Zoom In

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Zoom to City

Zoom to Address

Hide Aerials

ITEM 10