

FINAL

The Traffic Committee meeting was called to order at 7:30 p.m. in the Lower Level Conference Room at Troy City Hall on October 20, 2004 by Chairman Charles Solis.

1. Roll Call

PRESENT: John Diefenbaker
 Ted Halsey
 Richard Kilmer
 Richard Minnick
 Charles Solis
 Grace Yau, Student Representative
 Peter Ziegenfelder

ABSENT: Jan Hubbell

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

And Item 4 Roger Rock, 1148 Baker Ct.
 Denise Murray, 1128 Boyd
 Tarri Cheslock, 1087 Baker Ct.
 Lisa Lipar, 1088 Baker Ct.
 Item 8 Gerri Houck, 2274 Orpington
 Julia Kassak, 2267 Orpington
 Walter Kassak, 2267 Orpington
 Tammy Lowman, 2275 Orpington
 Jim Lowman, 2275 Orpington

Motion to Excuse

RESOLUTION #TC-2004-10-63

Motion by Kilmer

Seconded by Ziegenfelder

To excuse Ms Hubbell.

YEAS: All-6

NAYS: None

ABSENT: 1

MOTION CARRIED

2. Minutes – September 15, 2004**RESOLUTION #TC-2004-10-64**

Motion by Kilmer

Seconded by Ziegenfelder

To approve the September 15, 2004 minutes as printed.

YEAS: All-6

NAYS: None

ABSENT: 1

MOTION CARRIED

Motion to take items out of order**RESOLUTION #TC-2004-10-65**

Motion by Kilmer

Seconded by Ziegenfelder

To consider items out of order.

YEAS: All-6

Nays: None

Absent: 1

MOTION CARRIED

REGULAR BUSINESS**8. Install STOP sign on Orpington at Cedar Crest**

Walt and Julia Kassak, 2267 Orpington, request a STOP sign on Orpington at Cedar Crest. This is a 3-way intersection. Orpington runs from John R to Cedar Crest. Orpington used to be a dead-end street, but with a new development on the east end, it was opened to Cedar Crest. Cedar Crest further connects to the bigger subdivision on the north, and is a cul-de-sac on the south. Mr. Kassak indicated that after the roadway was opened to the new subdivision, there was no traffic sign installed at the end of Orpington and that he sees near-crashes at the intersection. Sight distance studies show that there are no major sight obstructions at this intersection.

Orpington ends in Cedar Crest to form a "T" intersection. The majority of the traffic movements are from southbound Cedar Crest onto westbound Orpington in the morning, and vice-versa in the afternoon.

Traffic counts indicate that Orpington carried an average of 900 vehicles in a day, while Cedar Crest north of Orpington carries around 700 vehicles per day. Machine counters were installed on Orpington to do a speed study in response to speeding concerns. The average 24-hour speed was 21 mph, the 85th percentile was 29.5 mph; i.e. 85% of all traffic traveled at 29.5 mph or lower. 50% of vehicles in a day were found to travel at speeds between 15 and 25 mph.

The traffic engineer also is working with the residents on the Neighborhood Traffic Harmonization Program and performed one hour a.m. peak and one-hour p.m. peak speed studies. Peak hour average speeds were 26.5 mph and 29 mph. The percentile speeds were 32 and 33.5 mph.

Since Orpington ends in Cedar Crest in a "T" intersection, motorists on Orpington have to yield to traffic on Cedar Crest.

Walter Kassak, 2267 Orpington, was concerned that the Traffic Harmonization Program would stop if a STOP sign were put in on Orpington at Cedar Crest. He also stated that he thought a STOP sign was warranted as there are 900 cars a day heading east down Orpington and of those, 700 go north down Cedar Crest this has been a problem since the street was opened to Cedar Crest.

John Abraham assured Mr. Kassak that the Traffic Harmonization Program would continue regardless of whether a stop sign was installed or not, and that the two items will be independent of each other.

Julia Kassak, 2267 Orpington, states that it is unsafe for the children to walk to the bus stop in the mornings and home after school. There is speeding and no one slows down at the intersection of Orpington and Cedar Crest. The Traffic Engineer mentioned that the residents were given information on installing sidewalks on Orpington that would enhance pedestrian safety.

Jim Lowman, 2275 Orpington, states that when he moved to Troy in 1978, Orpington was a dead end street. Three years ago Orpington was opened to Cedar Crest and the speeding started. He states that it is unsafe for not only the children, but for anyone, and that he and his wife have almost been hit several times. He has contacted the police regarding the speeding, and he feels that all their traffic problems started when the road was opened to Cedar Crest.

Gerry Houck, 2274 Orpington, states she has lived there for 27 years and has noticed a greatly increased volume of traffic since Orpington was opened to Cedar Crest. She does not want to see anyone hurt before something is done.

Charles Solis asked Dr. Abraham why Orpington was opened to Cedar Crest. Dr. Abraham stated that is a Planning Commission decision and it is City policy to interconnect streets for new subdivisions to increase the safety of all residents. For example, with the ½ mile long dead end street such as Orpington, if something happens at the front of a dead end street to block the entrance, there would be no way for emergency vehicles to reach the dead end side without a cross street.

Lt McWilliams stated he would put in a request to get Orpington patrolled during morning and afternoon hours when children are going to and from bus stop.

Dr. Abraham stated that our officers have worked Orpington for selective enforcement several times recently and the speed trailer was also installed on the street for a few hours.

RESOLUTION #TC-2004-10-66

Motion by Halsey

Seconded by Ziegenfelder

To recommend installing a STOP sign on Orpington at Cedar Crest.

YEAS: All-6

NAYS: None

ABSENT: 1

MOTION CARRIED

4. Install All-Way STOP Signs at the intersection of Daley Street and Boyd Street

Tammy Cheslock, 1087 Baker Court, and Roger Rock, 1148 Baker Ct., request all-way STOP signs at the intersection of Daley Street and Boyd Street. This request was made at the September 15, 2004 Traffic Committee meeting and was referred back to City staff to perform traffic studies. Residents indicated that there is a school bus stop at that corner, and there are no sidewalks where the children can wait. Traffic moves too fast and parents are concerned about the safety of the kids. Ms. Cheslock and Mr. Rock discussed traffic control at Daley and Boyd and feel that all-way STOP signs may help increasing safety and reducing traffic speeds on Boyd. Currently, there are STOP signs on the north-south legs of the intersection.

At the intersection, Daley Street runs south to Big Beaver Road, Daley runs into Baker Ct. north of the intersection, Baker Court ends in a cul-de-sac. The east leg of Boyd is a dead end and the west leg ends in Rochester Road. Boyd also has a driveway from the Baker Middle School, which is predominantly used as a service entrance for the school. Discussions with the school indicate that very few motorists use this access road.

All-way STOP signs are meant to assign right-of-way at high volume intersections, and have been demonstrated not to be an effective speed control device. These are installed in accordance with the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) that stipulates thresholds for traffic volumes and traffic crashes that have to be met. The MMUTCD states that installation of a multi-way STOP would be warranted under one of the following conditions:

- ❖ *Where traffic signals are warranted and urgently needed, the multi-way STOP is an interim measure that can be installed quickly to control traffic while arrangements are being made for traffic signal installation.*
- ❖ *An accident problem as indicated by five or more reported accidents of the type susceptible to correction by a multi-way STOP during a 12-month period. Such accidents include right and left turn collisions.*
- ❖ *Minimum Traffic Volume – The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day.*

Daley Street carries around 500 vehicles per day just south of Boyd, and Boyd carries around 420 vehicles in a day. Residential traffic volumes in the City range between 300 and 5000 vehicles a day, and both streets under consideration carry relatively low traffic volumes. The MMUTCD warrant for minimum traffic volume is not met for the intersection. As a part of the studies, mechanical counters were set on Boyd to monitor traffic speeds on the street. The 24-hour average speed was 21 miles per hour and the 85th percentile speed was 29.5 MPH, which means that 85% of all traffic on Boyd traveled at speeds less than 29.5 MPH. There were 12 vehicles out of the 420 in a day that went over 35 MPH.

As a part of the traffic crash study, all reported traffic crash records were searched for the past 3 years. The records indicate that there were no reported crashes within the intersection for the past 3 years. There were two reported crashes in the vicinity in 2001 and 2003 that involved cars backing into parked vehicles. Field observations indicate that with the existing traffic signs, the sight distances are adequate. Therefore, none of the warrants for a 4-way STOP controlled intersection are met.

Tammy Cheslock, 1087 Baker Ct., delivered a letter from Stanley & JoLynne Nagayama of 1251 Boyd. The Nagayamas are in favor of the all-way STOP signs and their letter is attached to the minutes. The Traffic Engineer handed out a faxed letter (attached) that his office received from a Boyd Street resident who wants no changes at the intersection.

Denise Murray, 1128 Boyd, states that this is an old street and it was not developed for the urban sprawl that is now there. She has two daughters who have to walk along this narrow street to catch a school bus, and there are no lights or sidewalks so the children are either walking in the street or on top of snow piles. She states that the house on the north east corner parks all of their vehicles in the easement making it harder to see pedestrians or cars approaching the intersection. There are visual problems at this intersection and there are too many cars for children to safely cross Boyd to get to Baker School.

Lisa Lipar, 1088 Baker Ct, states that there is so much traffic at this corner that she does not feel comfortable letting her children stand on the corner and wait for the bus. She says that there are visual obstructions at this corner and that it is made

worse by the fact that the no parking signs are on the opposite side of the street from the mailboxes. She says that at three of the four corners, you cannot see what is coming. Ms. Lipar also had a concern with a resident at the northeast corner parking in the public right of way at right angles to the roadway. The Traffic Engineer will contact the appropriate department for enforcement and report back to Ms. Lipar.

Roger Rock, 1148 Baker Ct., thanked the committee for the STOP signs on Hartland. He said that the measuring device the City set out was there for a day, and that he sat out for two days and videotaped the traffic between 7:55 and 8:03 a.m.. He said that at bus pick up time in the morning and evening, the traffic count for 16 to 17 min is 20% of all the traffic count for the entire day. He also said there is a Baker School entrance off Daley. The school reports that this entrance is primarily used as a service drive, but Mr. Rock stated that it is a major cut-through to avoid a Michigan left turn on Rochester to get to Big Beaver. He also said that the children are unsafe since there are no sidewalks or streetlights.

Lt. McWilliams reported that he sat there and observed traffic at this intersection, and feels that a 4-way STOP control for this intersection may help the safety of children waiting for the bus.

RESOLUTION #TC-2004-10-67

Motion by Kilmer

Seconded by Ziegenfelder

To recommend installing all-way STOP signs at the intersection of Daley Street and Boyd Street.

YEAS: All-6

NAYS: None

ABSENT: 1

MOTION CARRIED

3. **Install DO NOT BLOCK INTERSECTION Sign on Long Lake at Abington, east of Rochester Road**

Linda Bagdafarian, 1169 Mayberry Street, indicated that, particularly in the morning rush hour, it is a challenge to make a turn from the Abington onto Long Lake since there is a traffic signal close by. Often there are 4-5 cars waiting to make a turn onto Long Lake. She also indicated that it is a challenge to go eastbound when exiting from Abington, since they have to make a right turn, merge into the left lane and make a median U-turn.

DO NOT BLOCK INTERSECTION signs have been tried in different locations around the City and it has been found that these signs are not very effective in having vehicles stop behind the intersection, particularly at driveways and

residential streets. Observations in the morning peak hour at the location indicate that whenever traffic backs up beyond Abington and is moving very slowly, many motorists stop to allow right turners from Abington to make their turns. At times the wait period for Abington traffic was around two minutes, but in most cases traffic was able to turn when traffic on Long Lake stopped and let them in. Even if this sign were installed, the Police Department reports that it may be difficult to enforce it. The subdivision that uses Abington also has alternative egress points to Long Lake, east of Abington.

No one appeared to address the committee on this item.

RESOLUTION #TC-2004-10-68

Motion by Kilmer

Seconded by Ziegenfelder

To recommend no changes.

YEAS: All-6

NAYS: None

ABSENT: 1

MOTION CARRIED

5. Install Traffic Signal at Square Lake and Donaldson

Mrs. Bela Shah, 123 Millstone Street, indicated that it is very difficult to make turns onto Square Lake from Donaldson. She also mentioned that this is a dangerous intersection and that she has seen near crashes many times. The morning peak hour between 7:00 a.m. and 8:00 a.m. is particularly busy due to the traffic from Smith Middle School at the south end of Donaldson, and she feels that a traffic signal will help make the intersection safer.

This is a 3-way intersection with Donaldson terminating into Square Lake Road. The intersection is also around 1,350 feet from the signalized intersection of Square Lake and Livernois. Traffic signals are installed at locations that satisfy some thresholds of traffic volumes, traffic crashes, and traffic delays, as stated in the Michigan Manual of Uniform Traffic Control Devices (MMUTCD). Traffic volume and traffic crash studies were performed for this intersection to see if the "thresholds," also called "warrants," are met for the intersection.

The intersection is controlled by a STOP sign on Donaldson at Square Lake, and sight distance studies show that there are no major sight obstructions at this intersection. Donaldson is a residential street and the approaches to Donaldson on Square Lake provide for a passing lane and a right turn lane to make left and right turns onto Donaldson safely.

Traffic volume studies show that around 7,600 vehicles enter the intersection from and east and west while around 1500 vehicles enter the intersection northbound from Donaldson in a day. There is heavy use of the intersection between 7:00 am and 8:00 am. During this one hour there were around 340 vehicles going east and west on Square Lake and around 250 vehicles going northbound onto Square Lake. However, none of the traffic volume warrants stated in the MMUTCD are met for this intersection. Adding traffic signals normally increases congestion on the major road; in this case on Square Lake Road.

A crash analysis revealed the following reported crashes in the vicinity of the intersection (200 feet radius):

Type of crash	2003	2002	2001
Angle (broad side)	1	1	1
Sideswipe	1	1	1
Rear end		1	

The MMUTCD traffic crash warrant states that a traffic signal is warranted if the installation of the signal will prevent at least 5 “correctible” crashes in a year. Traffic signals normally correct the angle-type crash concerns, and as seen, the average crash experience at this intersection has been one per year. Therefore, the traffic crash warrant also is not met for the intersection. National studies also show that installation of traffic signals that are not “warranted” as per the MMUTCD can result in higher traffic crash experience. Unwarranted signals have been documented to increase number of crashes, particularly of the rear-end type.

Traffic signals are located preferably at half-mile points for effective traffic flow. When the distance between signals is less than a half-mile, progressive traffic flow may be adversely affected and may result in higher congestion, and backing up of traffic from one intersection to the other, creating gridlock. A signal at Donaldson would be around 1400 feet from the one at Livernois and Square Lake, which is around a quarter of a mile. Traffic volumes and traffic crash history indicate that a traffic signal installation is not warranted for this intersection.

No one appeared to address this item.

Richard Kilmer stated that he spent an hour at this intersection and it was taking an average of 30 seconds to 3 minutes for cars to complete left hand turns, during which time children are trying to cross for school. He believes that there should be a traffic light installed at this intersection, operational only during school times for the safety of the children, similar to the one at Athens High School drive and Wattles.

Dr. Abraham stated that if a traffic signal is installed solely for the purpose of enhancing safety of school traffic, cost participation from the school board would be required. Traffic signals cost around \$100,000 to \$120,000 installed, and it may be hard to justify public funds to pay for the signal when the major benefit is only to school traffic.

Mr. Halsey was surprised that nobody, including the petitioner, attended the meeting to address the issue. He feels that we need to get some answers from the school board before proceeding with this item.

RESOLUTION #TC-2004-10-69

Motion by Kilmer

Seconded by Diefenbaker

To recommend this item be tabled until the next meeting so the Traffic Engineer can communicate with the school.

YEAS: All-6

NAYS: None

ABSENT: 1

MOTION CARRIED

6. **Replace YIELD sign with STOP sign on Buckingham Place at Brentwood**

John Ballantine, Northfield Hills Condominium Association, requests a STOP sign instead of the YIELD sign on Buckingham Place at Brentwood. Mr. Ballantine reports that even though there is a YIELD sign on Buckingham Place at Brentwood, motorists do not always yield to traffic, and he has seen many close calls at this intersection

This is a 3-way intersection, with a YIELD sign on Buckingham Place at Brentwood. Sight distance studies show that there are no major sight obstructions at this intersection. Brentwood runs from Long Lake to Northfield Parkway; Buckingham Place is a dead end street.

Brentwood carries around 1100 vehicles in a day and caters mostly to the condominium development. Buckingham Place carries around 680 vehicles per day. There was one rear-end-type crash in the past three years at this intersection.

No one appeared to address this item.

Mr. Kilmer indicated that if an item is requested on the Traffic Committee agenda, it would be appropriate for someone to appear at the meeting to address the issue.

RESOLUTION #TC-2004-10-70

Motion by Kilmer

Seconded by Diefenbaker

To recommend no changes.

YEAS: All-6

NAYS: None

ABSENT: 1

MOTION CARRIED

7. **Replace YIELD sign with STOP sign on Breeze Hill Place at Brentwood**

John Ballantine, Northfield Hills Condominium Association, requests a STOP sign instead of the YIELD sign on Breeze Hill Place at Brentwood. Mr. Ballantine reports that even though there is a YIELD sign on Breeze Hill Place at Brentwood, motorists do not always yield to traffic, and that he has seen many close calls at this intersection

This is a 3-way intersection, with a YIELD sign on Breeze Hill Place at Brentwood. Sight distance studies show that there are no major sight obstructions at this intersection. Brentwood runs from Long Lake to Northfield Parkway; Breeze Hill Place is a dead end street.

Brentwood carries around 1100 vehicles in a day, while Breeze Hill carries around 630 vehicles per day. There were no reported crashes at this intersection in the past three years.

No one appeared to address this item.

RESOLUTION #TC-2004-10-71

Motion by Kilmer

Seconded by Diefenbaker

To recommend no changes.

YEAS: All-6

NAYS: None

ABSENT: 1

MOTION CARRIED

9. **Install a YIELD sign or STOP sign on Saffron Court at Saffron**

Robert Kenyon, 5127 Crowfoot Street, requests a YIELD sign or a STOP sign on Saffron Court at Saffron. Mr. Kenyon reports that he has on several occasions noticed that motorists on Saffron Court do not yield to traffic on Saffron, creating near-misses due to the lack of signs on Saffron Court.

Saffron Court is a cul-de-sac that runs off Saffron and has eight homes on it, while Saffron runs from Long Lake and serves as the major entrance to the subdivision. The intersection is around 200 feet north of Long Lake.

Saffron carries around 1950 vehicles in a day and Saffron Court carries around 100 vehicles in a day. A study of the traffic crashes in the last three years shows that there have been no reported crashes between 2001 and 2003.

No one appeared to address this item. Mr. Kilmer stated that if no one appeared at the meeting, there is obviously little interest in the neighborhood in installing the sign.

Richard Minnick expressed his opinion that this is a three-way intersection with Saffron having the right of way and feels there could be some traffic control on Saffron Court to indicate it.

RESOLUTION #TC-2004-10-72

Motion by Kilmer

Seconded by Halsey

To recommend no changes.

YEAS: 5

NAYS: 1 (Minnick)

ABSENT: 1

MOTION CARRIED

10. Establish Fire Lanes at 1787 West Big Beaver

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 #TC-2004-10-73

Motion by Kilmer

Seconded by Halsey

To recommend that the fire lanes/tow away zones shown on the attached sketch be established at 1787 West Big Beaver.

YEAS: All-6

NAYS: None

ABSENT: 1

MOTION CARRIED

11. Visitors' Time

No one appeared to address the committee on items not on the agenda.

12. Other Business

The Traffic Engineer reported that he talked with the engineers about the intersection of New King Street and Corporate, and that this project may be designed and added to the list of projects that will be submitted for City Council budget approvals.

Mr. Halsey requested that a much-needed right turn lane for southbound Livernois at Maple be put on the project lists.

Mr. Minnick requested that a right-turn lane on southbound Livernois at Big Beaver also be included in the project lists.

Mr. Halsey requested that the Traffic Engineer work with the Road Commission for Oakland County about the traffic signal at Maple and Coolidge. He said that the westbound left turners get only five or six seconds green time and that he has observed long backups in the middle lane.

Mr. Halsey also wanted to know when the City will take care of the big bumps at the intersection of Wattles and Rochester. Dr. Abraham reported that the Department of Public Works is planning the project and the challenge is traffic control at the intersection, as it is one of the City's busiest.

The next meeting is scheduled for November 17, 2004.

The meeting was adjourned at 8:35.



Charles Solis

ITEM 3

ROCHESTER

ASHLEY

MAYBERRY

EILONG LAKE

ABINGTON

BABBIN

GLASER

0 90 180 360 540 720 Feet



ITEM 4



4. Install All-Way STOP Signs at the intersection of Daley Street and Boyd Street

Tammy Cheslock, 1087 Baker Court, and Roger Rock, 1148 Baker Ct., request all-way STOP signs at the intersection of Daley Street and Boyd Street. This request was made at the September 15, 2004 Traffic Committee meeting and was referred back to City staff to perform traffic studies. Residents indicated that there is a school bus stop at that corner, and there are no sidewalks where the children can wait. Traffic moves too fast and parents are concerned about the safety of the kids. Ms. Cheslock and Mr. Rock discussed traffic control at Daley and Boyd and feel that all-way STOP signs may help increasing safety and reducing traffic speeds on Boyd. At the moment, there are STOP signs on the north-south legs of the intersection.

At the intersection, Daley Street runs south to Big Beaver Road, Daley runs into Baker Court north of the intersection, Baker Court ends in a cul-de-sac. The east leg of Boyd is a dead end and the west leg ends in Rochester Road. Boyd also has a driveway from the Baker Middle School, which is predominantly used as a service entrance for the school. Discussions with the school indicate that this access is used by very few motorists.

All-way STOP signs are meant to assign right-of-way at high volume intersections. These are installed in accordance with the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) that stipulates thresholds for traffic volumes and traffic crashes that have to be met. The MMUTCD states that installation of a multi-way STOP would be warranted under one of the following conditions:

- ❖ Where traffic signals are warranted and urgently needed, the multi-way STOP is an interim measure that can be installed quickly to control traffic while arrangements are being made for traffic signal installation.
- ❖ An accident problem as indicated by five or more reported accidents of the type susceptible to correction by a multi-way STOP during a 12-month period. Such accidents include right and left turn collisions.
- ❖ Minimum Traffic Volume – The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day.

Daley Street carries around 500 vehicles per day just south of Boyd, and Boyd carries around 420 vehicles in a day. Residential traffic volumes in the City range between 300 and 5000 vehicles a day, and both streets under consideration carry relatively low traffic volumes. The MMUTCD warrant for minimum traffic volume is not met for the intersection. As a part of the studies, mechanical counters were set on Boyd to monitor traffic speeds on the street. The 24-hour average speed was 21 miles per hour and the 85th percentile speed was 29.5 MPH, which means that 85% of all traffic on Boyd traveled at speeds less than 29.5 MPH. There were 12 vehicles out of the 420 in a day that went over 35 MPH.

As a part of the traffic crash study, all reported traffic crash records were searched for the past 3 years. The records indicate that there were no reported crashes within the intersection for the past 3 years. There were 2 reported crashes in the vicinity in 2001 and 2003 that involved cars backing into parked vehicles. Field observations indicate that with the existing traffic signs, the sight distances are adequate. Therefore, none of the warrants for a 4-way STOP controlled intersection are met.

SUGGESTED RESOLUTIONS:

- a. Recommend installing all-way STOP signs at Daley Street and Boyd Street.
- b. Recommend no changes. *based on the results of the traffic crash study*

*Margit Kraus
1240 Boyd
Troy, MI 48063*

Dear Troy Traffic Committee,

Regarding the request for installing All-way Stop signs at the intersection of Daley and Boyd:

This issue is not necessarily about the total number of cars that pass through the intersection, but the danger of an "accident" when children are present.

At the times when schools start and end, there are many high school, middle school, and elementary school children walking in the area. As it was mentioned by Tammy Cheslock and Roger Rock, there are no sidewalks along Boyd and Daley; This, along with the narrow width of the street, creates a more dangerous condition than other areas in Troy, to which the MMUTCD rules for an All-way Stop sign are typically applied. In addition, this past year there have been about 75 new homes created on Heartland and Daley, and currently there are ___ condominiums being built on Big Beaver, both of which will bring more children through this area, as well as more cars.

If I remember correctly, the meter (for measuring traffic) on Boyd was about half-way along the first block between Rochester and Daley. This is a wonderful, quaint, little street where the large Maple trees on either side stretch out to meet each other overhead. But that also means that the visibility on this beautiful shady drive isn't quite as optimal as that of a sunny, groomed neighborhood. In addition, this country-like street is a bit narrow so that it only permits parking on one side. When there is a car parked on the street, there is only enough room for one-way traffic; Opposing cars must wait for each other to go around the parked vehicle. We love our little street, but you have to be a little more careful on it.

Now imagine a 6-year-old (walking home from the bus stop) and stumbling on the edge of this street with a car buzzing by at 30 mph. Or maybe a couple of middle school boys walking home from Baker (kidding around, giving each other little shoves, trying to trip each other,) along this same stretch. In one day, 63 cars drove over 29.5 mph, and 12 of them were over 35 mph. That means people are accelerating pretty quick, only half-way along this one short block - since they don't have to stop at Daley. How fast were they traveling once they passed Daley? And at other times of the day, these same children are riding their bikes, skating, and playing in this same area.

Installing an All-way Stop sign will slow down the traffic along Boyd, making it much safer for all everyone that passes through our neighborhood. Let's not wait for "five or more accidents" to make this area safer. By being pro-active and making Boyd-Daley an All-way Stop intersection now, we may be able to prevent an unnecessary injury or death.

Thank you for listening to our point of view.

Sincerely,

Stanley & JoLynne Nagayama
1251 Boyd Street, Troy, MI 48083
248-528-3545

18 October 2004

LIVERNOIS

ITEM 5

QUITTING

ESQUARE/ILKE

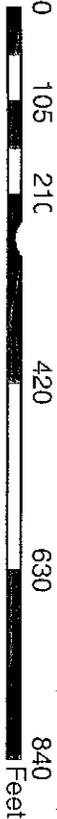
DONALDSON

MARTELL

FOLKSTONE

TARA

COTSWOLD



Square Lake and Donaldson

Warrant Summary

Urban values apply.

Warrant 1 - Minimum Vehicular Volumes

NOT SATISFIED. Required values reached for 0 hours.

Criteria--Main St.: 500; Side St.: See Volume Summary.

Warrant 2 - Interruption of Continuous Traffic

NOT SATISFIED. Required values reached for 0 hours.

Criteria--Main St.: 750; Side St.: See Volume Summary.

Warrant 3 - Minimum Pedestrian Volumes

NOT SATISFIED. Ped volume too low.

Criteria--Peak Hour: 190, 4th high Hour: 100

Warrant 4 - School Crossing

NOT APPLICABLE. Gap data has not been defined.

Warrant 5 - Progressive Movement

NOT SATISFIED for approach(es): Eastbound Westbound

Warrant 6 - Accident Experience

NOT SATISFIED. 1 correctable accidents is fewer than required 5.

Corr. Accidents: 1; RA Acc.: 1; LT Acc.: 0; Other Acc.: 1.

Warrant 7 - Systems Warrant

NOT SATISFIED. Peak hour total entering volume 989 < 800

- Approaches which are part of principal through traffic network.

E- Approaches which are highways outside, entering or crossing a city.

E- Approaches which appear as a major route in an official plan.

Warrant 8 - Combination of Warrants

NOT SATISFIED. Required values reached for 0 hours.

Criteria--Main: 600; Side: See Volume Summary.

Warrant 9 - Four Hour Volumes

NOT SATISFIED. Required values reached for 0 hours.

Warrant 10 - Peak Hour Delay

NOT SATISFIED. Peak hour (17) volume too low.

Warrant 11 - Peak Hour Volume

NOT SATISFIED.

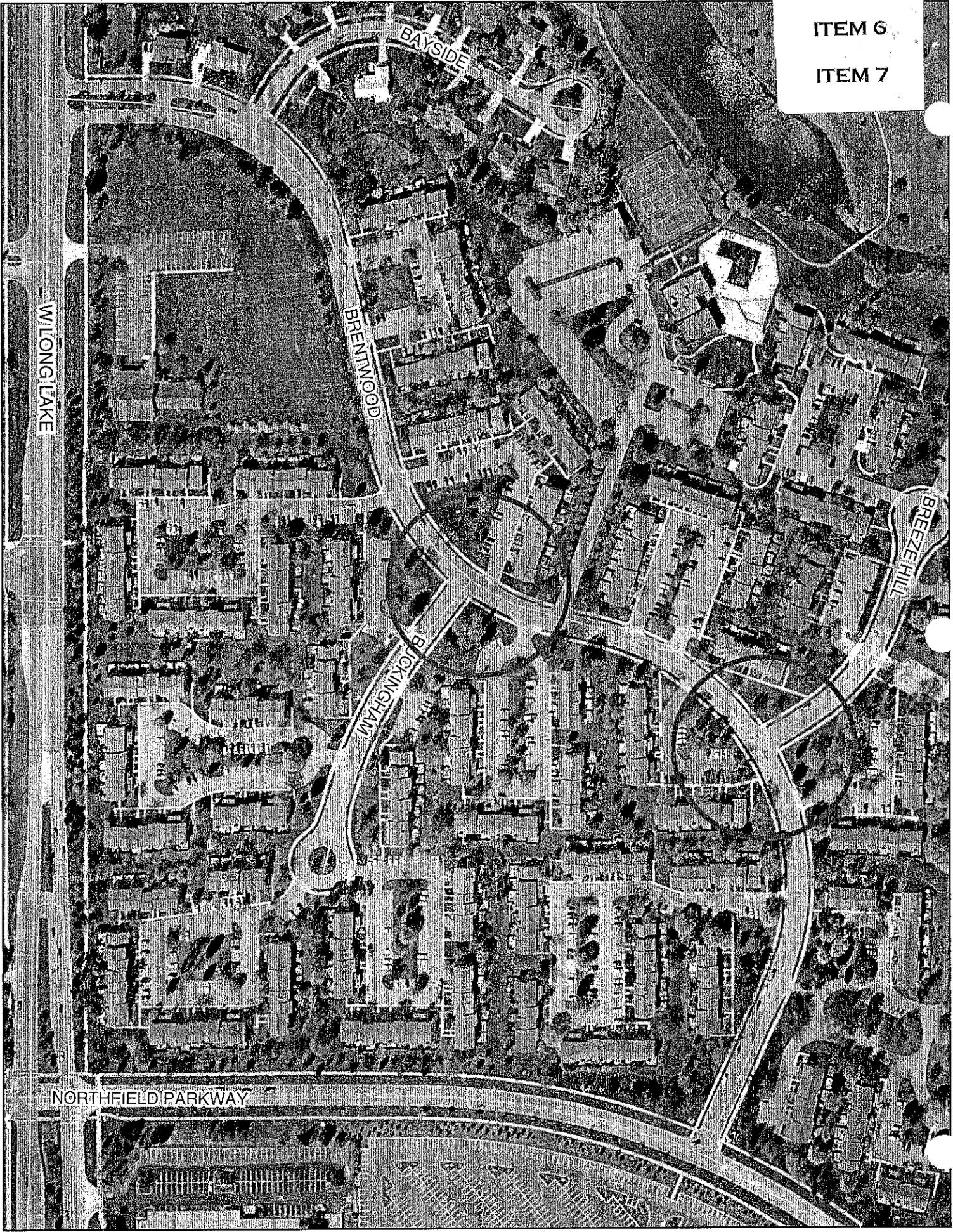
Press any key to see other warrants, or <esc> to return.

Square Lake and Donaldson

Hour	Main	Side--Dir.	Warrant 1	Warrant 2	Warrant 8
0	27	9 N			
1	20	3 N			
2	16	3 N			
3	13	1 N			
4	19	3 N			
5	32	8 N			
6	113	10 N			
7	316	40 N			
8	337	247 N	SIDE	SIDE	SIDE
9	296	117 N		SIDE	
10	315	51 N			
11	423	65 N			
12	524	57 N			
13	387	49 N			
14	473	70 N			
15	642	65 N	MAIN		
16	805	168 N	--BOTH--	SIDE	--BOTH--
17	834	155 N	--BOTH--	SIDE	--BOTH--
18	629	116 N	MAIN	SIDE	
19	462	78 N		SIDE	
20	314	43 N			
21	223	74 N			
22	115	24 N			
23	40	10 N			

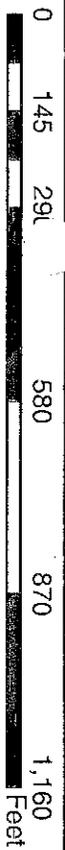
ITEM 6

ITEM 7



0 110 220 440 660 880 Feet







**Fire Department**

500 West Big Beaver Road

Troy, Michigan 48084

Phone: 248-524-3419

Fax: 248-689-7520

September 29, 2004

Ms. MaryJo LaFata C.O.O.
1787 W. Big Beaver
Troy MI 48084

RE: 1787 W. Big Beaver

Dear Ms. LaFata:

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 stopping, Standing, Parking – 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.

It is the requirement of the Troy Fire Department that compliance be attained **immediately**. 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 October 20th 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

Robert Matlick
Lieutenant

Attachment

cc: Laurel Nottage

