

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 July 21, 2004 by Jan Hubbell.

1. Roll Call

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



ABSENT: John Diefenbaker
Charles Solis
Grace Yau, Student Representative

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

And items 3 Dawna May, 6740 Coolidge
Wahib Shaker, 2007 Cameo
4 Dave Sysko, 4438 Yanich
5 & 14 Kevin King, 218 Randall
6 Rob Schoenfeldt, 514 Longfellow
7 Tom Violante, 2758 Amberly Lane
7 Jim Jehle, 2883 Amberly Lane
7 Roman Magidenko, 2856 Amberly Lane
? Linda Chisolm, 909 Trinway

Motion to Excuse

RESOLUTION #TC-2004-07-44

Motion by Kilmer
Seconded by Halsey

To excuse Mr. Solis, Mr. Diefenbaker and Ms. Yau.

YEAS: All-5

NAYS: None

ABSENT: 2

MOTION CARRIED

2. Minutes – May 19, 2004**RESOLUTION #TC-2004-07-45**

Motion by Halsey

Seconded by Ziegenfelder

To approve the May 19, 2004 minutes as printed.

YEAS: All-5

NAYS: None

ABSENT: 2

MOTION CARRIED

PUBLIC HEARING**3. Request for Sidewalk Waiver – 6790 Coolidge**

Wahib Shaker is requesting a waiver for the sidewalk at 6790 Coolidge. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an "Agreement for Irrevocable Petition for Sidewalks."

Petitioner states that there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing.

The Traffic Engineer received a letter (attached) from Marie Couch, Wilfred Warner Jr., and Whitney Couch, 2072 Russet Drive, asking that this waiver request be denied. They reside in the area north of this location and feel the lack of sidewalk continuity is a hardship in their ability to walk to and from the center of Troy.

Mr. Shaker pointed out that the houses to the north and to the south of the subject property don't have sidewalks.

Dawna May, 6740 Coolidge, does not want sidewalks; so is in favor of the waiver. She also represented her neighbor who does not want sidewalks.

RESOLUTION #TC-2004-07-46

Motion by Halsey

Seconded by Kilmer

1. WHEREAS, City of Troy Ordinances, Chapter 34, Section 8(D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Wahib Shaker has requested a temporary waiver of the requirement to construct a sidewalk on the property because there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing; and

WHEREAS, THE Traffic Committee has determined the following:

- a. A variance will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and
- b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
- c. The construction of a new sidewalk on the property line would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee grants a two-year waiver of the sidewalk requirement for the property at 6790 Coolidge, which is owned by Wahib Shaker

YEAS: 4

NAYS: 1 (Minnick)

ABSENT: 2

MOTION CARRIED

Mr. Minnick stated that Coolidge between Square Lake and South Blvd. already has about ½ mile of sidewalk on the east side and ¾ mile of sidewalk on the west side. Mr. Minnick voted against the waiver because he feels sidewalks should be required on all major roads and this area should be filled in.

REGULAR BUSINESS

4. Install 3-Way STOP Signs at Thurber and Longfellow

This matter was first heard by the committee at the April 21, 2004 meeting. At that time no changes were recommended. City Council has referred the issue back to the committee for reconsideration.

This 3-way intersection is on Longfellow, between Yanich and Rochester Road. Traffic volumes on Longfellow were around 500 in each direction and on Thurber around 300.

Traffic crashes in the vicinity of the intersection include 3 crashes involving parked cars but none at the intersection. All the 3 were hit-and-run crashes where reports were made after damages to the vehicles were noticed.

The Michigan Manual of Uniform Traffic Control Devices 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.*

Traffic crash history and traffic volumes indicated that 4-way STOP sign warrants as mandated by the MMUTCD are not met for this intersection.

Dave Sysko, 4438 Yanich, stated that this was one of the earlier items and that he had no objection to it. Robert Schoenfeld lives on the corner of Longfellow and Tallman, and thinks if any STOP sign is installed, it should be on southbound Thurber, since there are STOP signs at Yanich already to provide a break for Longfellow traffic.

Bill Murray, 528 Longfellow, doesn't think any more STOP signs are justified. He wants to wait and see if the other recently installed signs are effective.

RESOLUTION # TC-2004-07-47

Motion by Minnick

Seconded by Halsey

To recommend installing a STOP sign on southbound Thurber at Longfellow.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

5. **Install STOP signs at Thurber and Tallman**

Councilwoman Jeanne Stine requested that the Traffic Committee consider this intersection. An earlier committee item recommended a STOP sign at the end of Longfellow at Tallman, and since the intersection of Thurber and Tallman is very similar, she feels that a STOP sign at this location also may help, particularly since it is right across from the school.

This is a three-way intersection with Thurber ending at Tallman. Thurber carries around 360 vehicles in a day, and Tallman in this area carries around 800 vehicles in a day. A traffic crash analysis shows that there have been no reported traffic crashes at this intersection.

Residents of the area pointed out that there is a pedestrian crosswalk close to this intersection and that vehicles tend to make their turns at this corner without stopping, so a STOP sign on Thurber may help pedestrian safety, particularly since it is so close to the elementary school.

RESOLUTION # TC-2004-07-48

Motion by Halsey

Seconded by Kilmer

To recommend installing a STOP sign on Thurber at Tallman.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

6. **Establish Parking Restrictions on the East Side of Tallman between Randall and the North School Drive**

Councilwoman Jeanne Stine requested that the east side of Tallman from Randall to the north school drive be marked NO PARKING. She reported that with parking allowed on Tallman, she could hardly see oncoming northbound traffic on Tallman when she was trying to turn from Randall. She feels there is definitely a hazard there.

Tallman runs from Eckford to south of Leetonia. The roadway is predominantly straight with a small "kink" near Longfellow. Currently there is no parking allowed on the west side of Tallman.

Observations indicate that there is a pickup truck that parks just south of Longfellow that could cause a slight vision obstruction. Other than that, very few

vehicles were observed parked on Tallman. Also, during school arrival and dismissal times, there were many vehicles stopped on Tallman to pickup/drop students near the school.

Bill Murray, 528 Longfellow, feels there isn't a problem on Tallman.

The traffic engineer reported that he has not received any concerns from Dr. Long, principal of Leonard Elementary School, and that the City has been working closely with the school on school safety.

The school requires the kids to cross Tallman at Longfellow with the assistance of a crossing guard. The crossing guard was employed as a result of a Traffic Committee recommendation while reviewing safety at the school.

Rob Schoenfeldt lives at 514 Longfellow, at the jog in the road, and is against restricting parking. He has five kids and they need to be able to park on the street. Since one side is NO PARKING already, this restriction would deny residents any parking.

He said that according to the principal of Leonard Elementary School, there are many school events during the day, which totally fill up the available parking and cause visitors to park on the school lawn.

Kevin King, 218 Randall, wonders if no parking on both sides might encourage drivers to go faster. Parked cars might cause motorists to slow down and be more careful and that based on majority of resident comments, the parking restriction should not be imposed.

RESOLUTION # TC-2004-07-49

Motion by Ziegenfelder

Seconded by Minnick

To recommend no changes to parking restrictions on Tallman.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

Mr. Halsey asked Lt. McWilliams to recheck the situation in the fall after school starts.

7. Install YIELD or STOP Sign on Evergreen at Amberly

George Bednarik of 2757 Amberly Lane requests either a YIELD or a STOP sign on Evergreen at Amberly. Mr. Bednarik reported that there is a large volume of traffic that enters Evergreen from Adams and traffic does not yield to traffic on Amberly, even though Evergreen dead ends into Amberly at the "T" intersection. He also indicated that a number of non-residents enter Evergreen and turn around to go back out to Adams Road. They do not slow down when they approach the intersection of Evergreen and Amberly, nearly colliding with drivers on Amberly.

Traffic volume studies indicate that there are around 900 vehicles in a day on Amberly north of Evergreen, and around 200 vehicles west of Amberly. Traffic volumes on Troy residential roads range between 80 and 5000 per day. A traffic crash analysis shows that there were no reported traffic crashes at the intersection in the past three years. In 2000 there was a police report regarding minor damage to a parked vehicle on Amberly south of Evergreen. Sight distance studies show no major sight obstructions in the area. The major movement of traffic at the intersection is on eastbound Evergreen to northbound Amberly and southbound Amberly to westbound Evergreen. Observations indicate that some motorists on Evergreen do not yield to traffic on Amberly, particularly when the preceding vehicles also made a left turn at the intersection to go northbound.

Tom Violante, 2758 Amberly, observes a lot of cut-through traffic from Adams to Big Beaver. Many motorists drive into the cul-de-sac thinking that it's a through street and have to turn around to get back out. The Traffic Engineer will request a NO OUTLET sign in that location.

The resident at 2869 thinks that the noise of cars stopping and revving up at the corner will be disturbing.

Jim Jehle, 2883 Amberly, mentioned the three reported incidents (one reported crash) at this location. He said there are approximately 26 elementary-school-age kids in the subdivision, and the STOP sign would help protect them.

Gary Chapman, 2869 Amberly, suggested signs prohibiting turns during rush hour, as is done in Birmingham. He also thinks improving the traffic flow at Adams and Big Beaver would reduce the volume of cut-through traffic in the sub. Mr. Minnick agreed, and suggested keeping eastbound Big Beaver traffic in a single center lane and using the right lane as a dedicated right-turn lane, allowing a right turn on red. Dr. Abraham pointed out that there is heavy traffic volume eastbound on Big Beaver and one of the reasons the intersection was widened was to get more cars through the intersection on every green signal to reduce congestion, and that restricting all eastbound through traffic to one lane may increase congestion on this leg of the intersection. As Adams and Big Beaver are county roads, Dr. Abraham will discuss the matter with the Road Commission for Oakland County.

Mr. Minnick asked if Troy uses NO TURNS and NO THROUGH TRAFFIC signs. Dr. Abraham explained that Troy has not used these signs, primarily since they are virtually unenforceable, and may provide advertisement that there indeed exists a through route. Also, if we set that precedent, every neighborhood would request similar signs.

RESOLUTION # TC-2004-07-50

Motion by Halsey

Seconded by Ziegenfelder

To recommend installing a STOP sign on Evergreen at Amberty.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

8. Install STOP Sign on Rochester Court at Robinwood

Cassandra Bielawski wrote asking the Committee to address some concerns at Rochester Court and Robinwood. There is only one existing STOP sign, and that is on Robinwood Drive where it meets Rochester Court. Traffic coming out of Rochester Court does not yield for the traffic turning off Rochester Road, resulting in their crossing traffic coming off Rochester Road to Robinwood. Traffic trying to enter Rochester Road from Rochester Court backs up, blocking Robinwood.

Often traffic from Rochester cannot see vehicles at the intersection and since this traffic can make either a left or right turn, it becomes confusing, particularly since traffic from Rochester Court does not yield to traffic coming in from Rochester.

The Traffic Committee considered concerns in the area a few years ago. As a result of the Traffic Committee recommendations, the Engineering Department performed an analysis to determine if any engineering improvements could help address some of the concerns. There was a design to provide a right turn lane on Rochester Road when turning into Rochester Court and to increase the width of the roadway between Rochester Road and Robinwood, such that there would be two lanes of traffic in this section provide an exclusive lane for right turns to continue on Rochester Court and a lane for left turns into Robinwood. The project design is complete; however the project has not been funded. The engineer's estimate for the project is around \$50,000.

Rochester Road carries around 16,000 vehicles in a day, while Rochester Court just west of Rochester Road carries around 6000 vehicles in a day. A traffic crash analysis shows that there have been one or two reported crashes in a year for the

past three years. Ms. Bielawski also reports that she witnessed a four-car crash at the intersection recently.

No one appeared to address the committee, but members felt strongly that there are definite hazards at this intersection that can be ameliorated by requiring Rochester Court traffic to stop.

RESOLUTION TC-2004-07-51

Motion by Halsey

Seconded by Ziegenfelder

To recommend installing a STOP sign on Rochester Court at Robinwood.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

RESOLUTION #TC-2004-07-52

Motion by Halsey

Seconded by Ziegenfelder

To recommend installation of DO NOT BLOCK INTERSECTION signs on Rochester Court at Robinwood and on Robinwood at Rochester Court.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

9. Establish Fire Lanes at 1821 Maplawn

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-2004-07-53

Motion by Ziegenfelder

Seconded by Halsey

Recommend that the fire lanes/tow away zones shown in the attached sketch be established at 1821 Maplawn.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

RESOLUTION # TC-2004-07-54

Motion by Kilmer

Seconded by Halsey

To remove the remaining four fire lane items from the agenda. Lt. Matlick said they are just maintenance issues for fire lanes that have already been approved, and need no further action by the committee.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

14. Visitors' Time

No one else wished to address the committee.

15. Other Business

RESOLUTION #TC-2004-07-55

Motion by Halsey

Seconded by Ziegenfelder

To not meet in August, as several members will be on vacation at that time.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

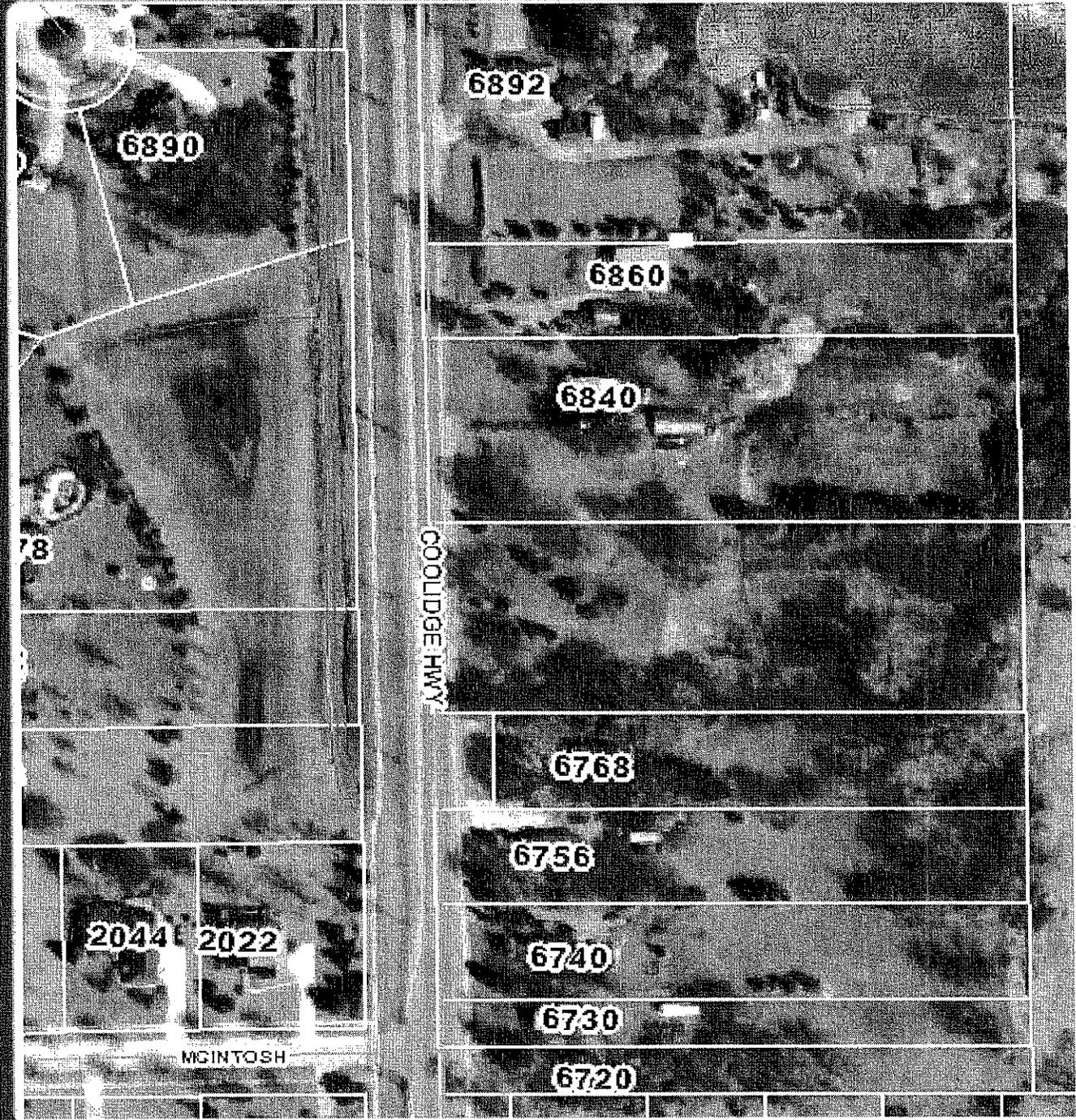
16. Adjourn

The meeting was adjourned at 8:35 p.m. The next meeting is scheduled for September 15, 2004.

SIGNED: _____
Jan Hubbell, Vice-Chair



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.



May 26, 2004

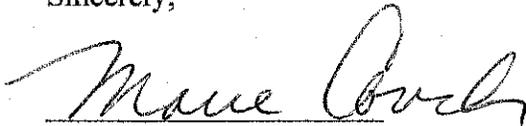
John Abraham
Traffic Engineering
City of Troy
500 West Big Beaver
Troy, MI 48084

Dear Mr. Abraham,

We ask for denial of the request for waiver of sidewalk requirements for 6790 Coolidge.

We reside in the area north of this location and feel this lack of sidewalk continuity is a hardship in our ability to walk to and from the center of Troy.

Sincerely,



Marie Couch
2072 Russet Drive
Troy 48098



Wilfred Warner Jr.
2072 Russet Drive
Troy 48098



Whitney Couch
2072 Russet Drive
Troy 48098

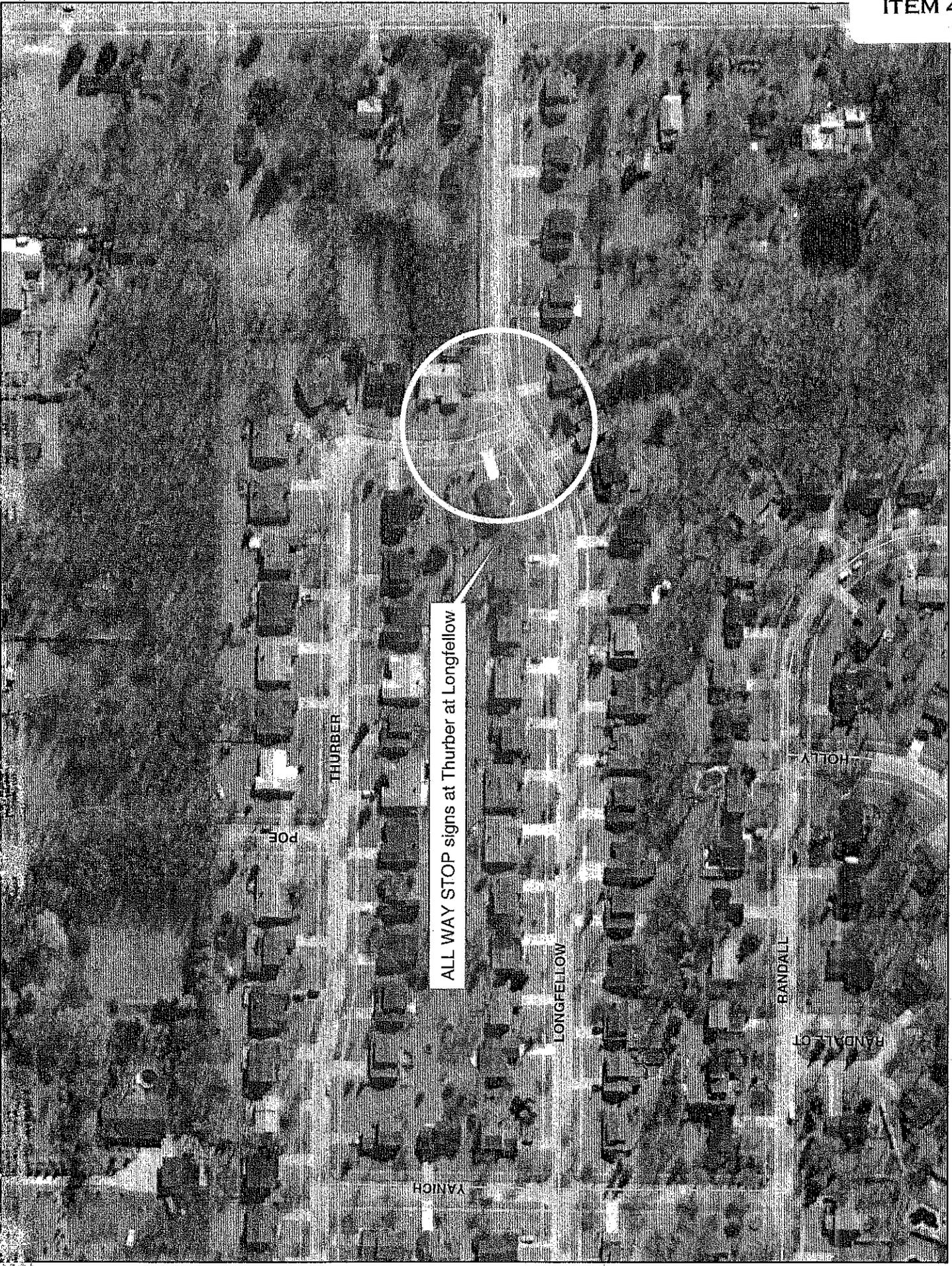
To Whom It May Concern:

We are opposed to having sidewalks put in at 6790 Coolidge Hwy, because no one else has sidewalks on this side of the street!!!

Shannan Howard

Sincerely,

6768 Coolidge

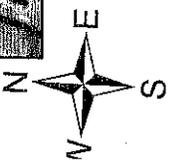


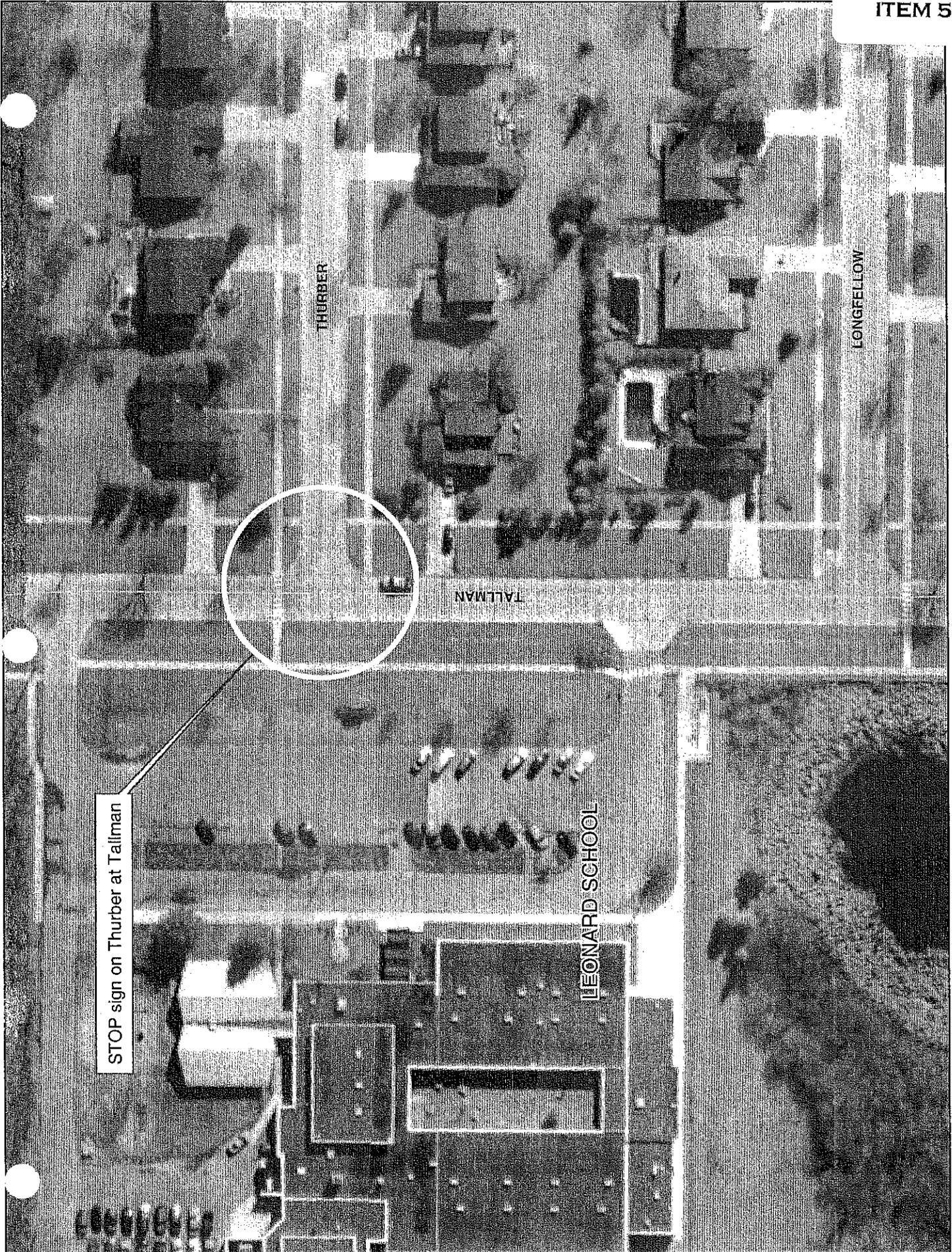
ALL WAY STOP signs at Thurber at Longfellow

CITY OF TROY
OAKLAND COUNTY MICHIGAN

1 inch equals 175.1 feet

The information provided by this program has been compiled from various data sources, including aerial photography, and other public records and data. It is not legally recorded map or survey. Users of this data are hereby notified, and are informed that the information represented should be consulted for verification.





STOP sign on Thurber at Tallman

THURBER

TALLMAN

LONGFELLOW

LEONARD SCHOOL



CITY OF TROY
OAKLAND COUNTY MICHIGAN

1 inch equals 75.1 feet

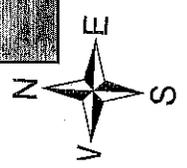
The information provided by this program has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map or survey. Users of this data are hereby notified that the accuracy information represented should be consulted for verification.

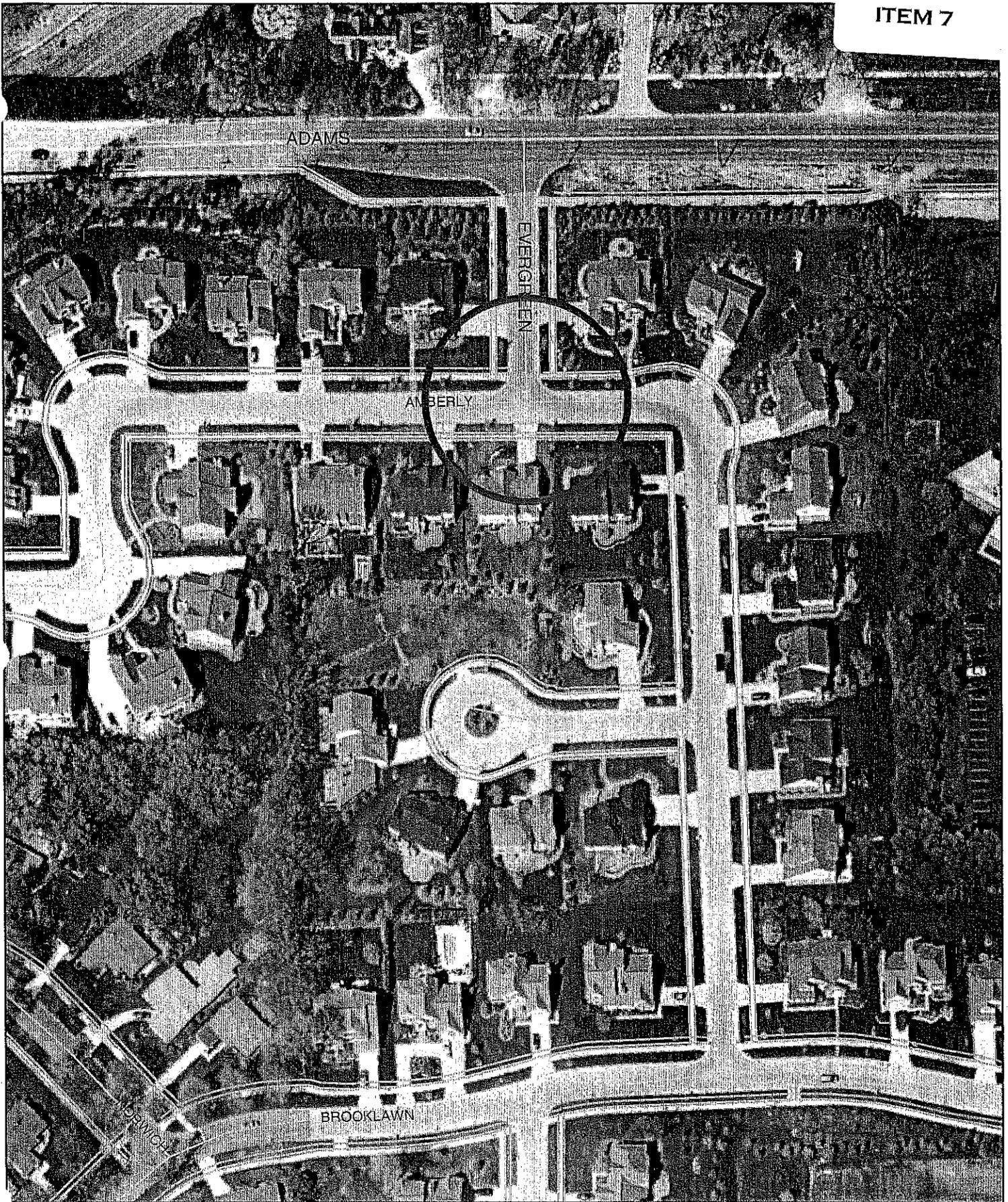


1 inch equals 144.9 feet

CITY OF TROY
OAKLAND COUNTY MICHIGAN

The information provided by this program has been compiled from records, maps, surveys, and other public records and data. It is not legally recorded map or survey. Users of this data are hereby notified that source information represented should be consulted for verification.





July 9, 2004

City of Troy
500 W. Big Beaver Road
Troy, MI 48084
Attn: Public Works – Tim Richnak

I rent a home and work in the Troy area. It is a very busy area to begin with but there is an area that I noticed needs attention. You will find a map of the exact area that this letter is referring to attached. The small intersection of Rochester Rd and Rochester Ct there seems to be a problem not only during high volume traffic times. Any time someone is turning into the subdivision area right or left while a car is coming from Rochester Ct there is almost an accident. There is only one stop sign at this point. The stop sign is for the traffic coming from the road Robinwood Dr. The traffic coming from Rochester Ct and Rochester Rd do not have stop signs. This causes a problem from Rochester Rd seeing how you have both left and right turns being made. Rochester Ct does not yield for the traffic coming in from the main road. There is not quite enough room for more than one or two cars to stop and wait after turning from Rochester Rd. Rochester Ct has an entire straight strip of road for traffic to wait, which of course they do not. Instead they will pile up and Rochester Ct will sometimes have a very long line of traffic and block the entrance for Robinwood Rd. This is entirely blocking anyone entering from Rochester Rd. There have been accidents at this point for this very reason; one that I witnessed myself was a four car accident. People from the main road cannot see past to find out there are cars coming or that there are not stop signs. They do not expect it and end up slamming on their brakes and any cars turning in after them from the opposite direction are unaware of this. So what I am requesting is a stop sign is placed at the end of Rochester Ct before it reaches the turning point of Rochester Rd. It seems that it should be a two way stop and traffic from the main road should have the right away since they could have no way of knowing who was barreling down the side streets. Please see both maps for what is present and what is being requested. (See Page 2)

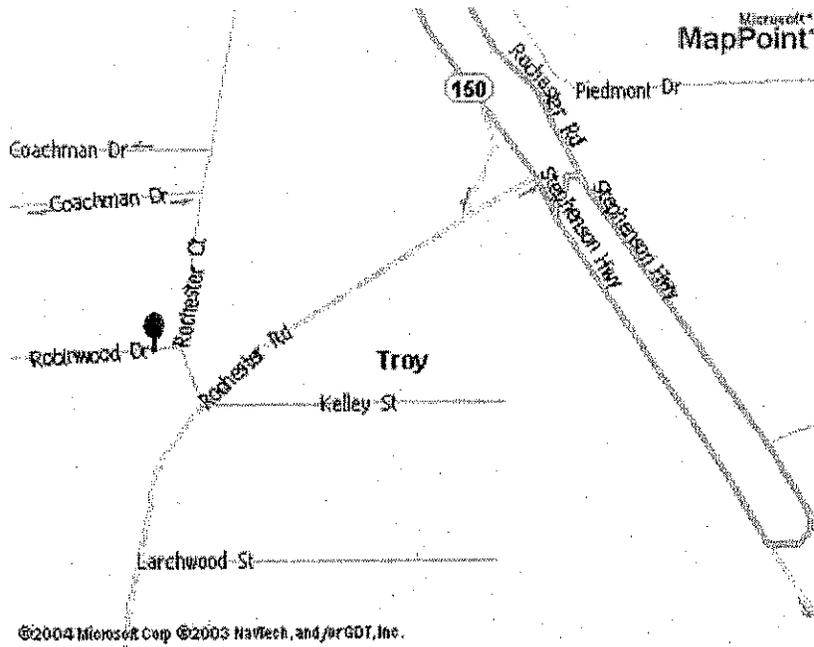
This is solely for the safety of drivers and pedestrians in this area. It is a very small area that has very high volume of traffic all times of day. One reason being the subdivision can lead straight through to Livernois Rd. A stop sign can only increase safety. If you would be so kind as to take this into consideration it would be greatly appreciated.

Thank You Very Much,

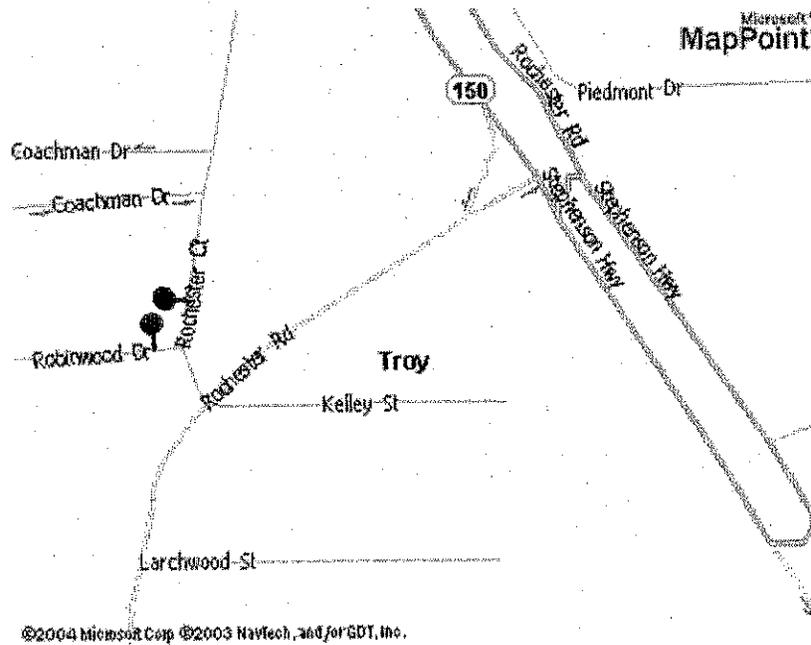
Cassandra Bielawski
1034 Vermont
Troy, MI 48083

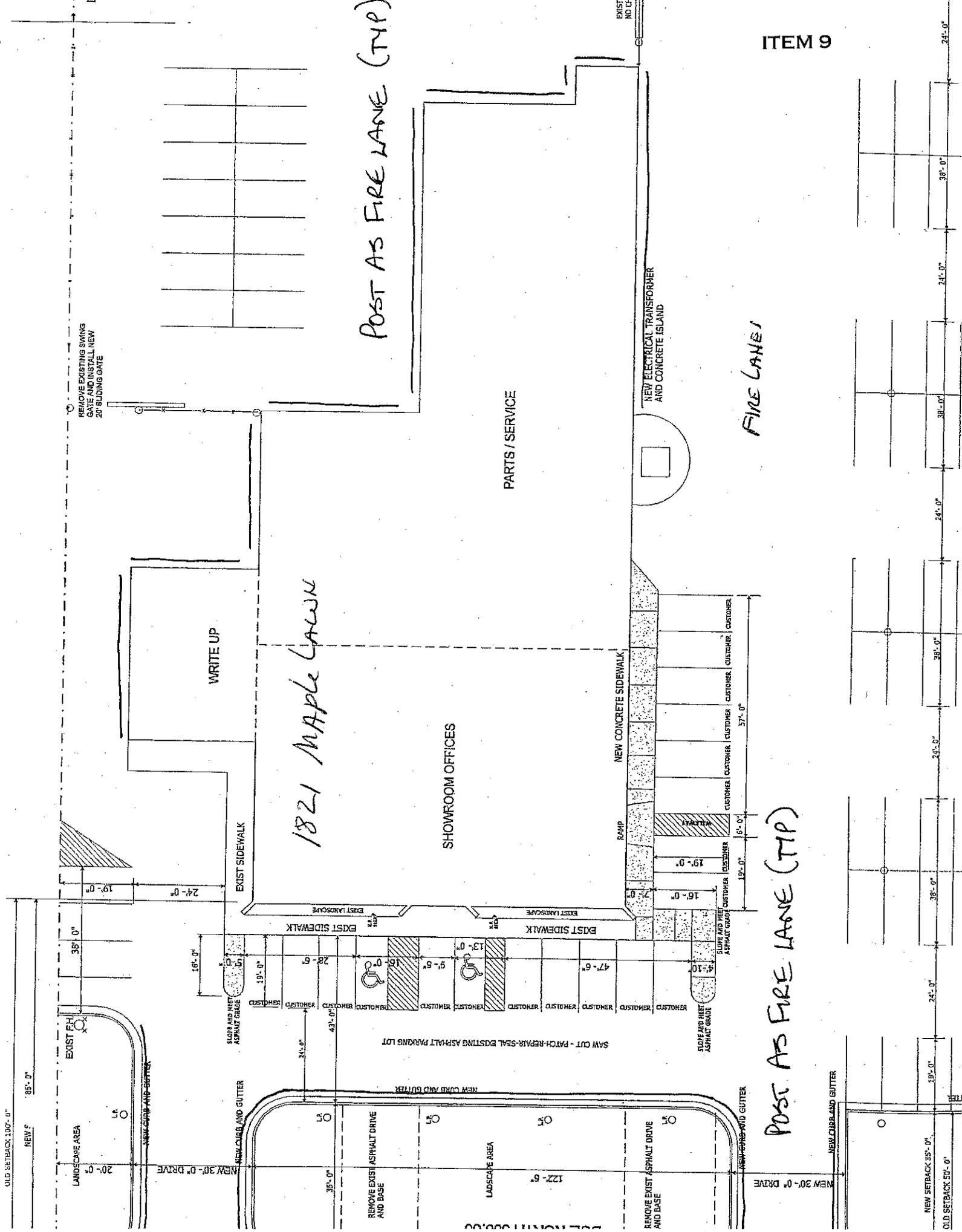


Map 1 Present Time



Map 2 Requested Changes





1821 Maple Lane

WRITE UP

SHOWROOM OFFICES

PARTS / SERVICE

FIRE LANE

POST AS FIRE LANE (TYP)

REMOVE EXISTING SWING GATE AND INSTALL NEW 30' SLIDING GATE

NEW ELECTRICAL TRANSFORMER AND CONCRETE ISLAND

NEW CONCRETE SIDEWALK

RAMP

NEW ELECTRICAL TRANSFORMER AND CONCRETE ISLAND

NEW CURB AND GUTTER

NEW CURB AND GUTTER

OLD SETBACK 100'-0"

NEW SETBACK 85'-0"

EXIST F.H.

LANDSCAPE AREA

NEW 30'-0" DRIVE

REMOVE EXIST ASPHALT DRIVE AND BASE

LANDSCAPE AREA

REMOVE EXIST ASPHALT DRIVE AND BASE

NEW CURB AND GUTTER

LANDSCAPE AREA

NEW 30'-0" DRIVE

REMOVE EXIST ASPHALT DRIVE AND BASE

NEW CURB AND GUTTER

NEW SETBACK 95'-0"

OLD SETBACK 50'-0"

24'-0"

38'-0"

24'-0"

24'-0"

38'-0"

24'-0"

24'-0"

38'-0"

24'-0"

38'-0"

24'-0"

24'-0"

