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JUN 0 1 2001

**DRAFT**

CITY OF TROY  
CITY MANAGER'S OFFICE

The Traffic Committee meeting was called to order at 7:30 p.m. in the Lower Level Conference Room at Troy City Hall on May 16, 2001 by Charles Solis.

**1. Roll Call**

PRESENT: John Diefenbaker  
Eric Grinnell (arrived at 7:38)  
Jan Hubbell  
Richard Kilmer  
Michael Palchesko  
Charles Solis

ABSENT: Ted Halsey

Also present: Sergeant Robert Redmond, Troy Police Department  
Lt. Robert Matlick, Troy Fire Department  
John Abraham, Traffic Engineer  
David Allen, Student Representative

and Anil Sadasivan, 2919 Thales  
Gus Mattia, 4837 Holland  
Stephen Lokken, 4134 Cypress  
Bob McAdow, 4162 Cypress

**Motion to Excuse**

Motion by Palchesko  
Supported by Hubbell

To excuse Mr. Halsey and Mr. Grinnell.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

**2. Minutes – February 21, 2001**

Motion by Kilmer  
Supported by Diefenbaker

To approve the February 21, 2001 minutes as printed.

G-2

JUN 1 8 2001

YEAS: 5

NAYS: 0

ABSENT: 2

#### MOTION CARRIED

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

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

#### 4. Post 4134-4176 Cypress Drive as a Fire Lane

During the discussion of a parking issue raised by a resident on Cypress Drive, the Troy City Council directed city staff to investigate the geometrics of 4134-4176 Cypress Drive since it looked very narrow. The Fire Department investigated the matter, to find if the configuration of this "circle" would restrict easy access to fire trucks and other emergency vehicles if there were parked vehicles on the roadway.

Enclosed please find a memo from the Fire Chief describing their findings. The Fire Department recommends marking 4134-4176 Cypress as a fire lane for the following reasons:

1. The pavement is 22 feet wide in this area compared to our standard pavement width of 28 feet (which accommodates parking on one side of the street).
2. The geometry of the curve, an approximate 135-degree turn, is difficult for fire apparatus to negotiate.

Bob McAdow, 4162 Cypress, said he chose his present home partly because of the low traffic volume, and there were no parking restrictions when they moved in. The road is so narrow that delivery trucks and moving vans still drive over the curbs even when there are no vehicles parked in the cul-de-sac.

Fire Lt. Matlick said that NO PARKING BETWEEN SIGNS might adequately alleviate the problem. If NO PARKING-FIRE LANES signs were posted, no parking would be allowed within 150 feet of each sign. He also suggested a large arrow sign in front of 4106 Cypress indicating that through traffic turns left. Large vehicles sometimes enter the cul-de-sac unintentionally and get stuck at the sharp curve.

Steve Lokken, 4134 Cypress, feels that the City should not have approved the plans for such a narrow cul-de-sac. His household has six vehicles and there is no place else for them to park but in the street. His wife is physically challenged and

would have to park too far from home if parking is prohibited in the cul-de-sac. He feels that emergency vehicles can simply drive over the island if necessary. Lt. Matlick said the fire trucks are much too heavy for that.

Mr. Diefenbaker said there is a fire hydrant in front of 4162 Cypress. He would like to see the hydrant moved back and the island made smaller to improve accessibility to the area. He also wants an arrow sign near 4106 Cypress to direct through traffic.

Lt. Matlick suggested that he could get a fire truck to the area and drive it through Cypress to find the optimal parking restriction based on the experiment.

Motion by Hubbell  
Supported by Diefenbaker

Recommend placing two signs marked "NO PARKING BETWEEN SIGNS" in part of the Cypress Drive cul-de-sac in a location to be determined by the Fire Department in order to facilitate access by emergency vehicles.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

Motion by Diefenbaker  
Supported by Palchesko

To recommend installation of a warning arrow sign in the vicinity of 4120 or 4092 Cypress, indicating the direction of the through traffic.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

Motion by Hubbell  
Supported by Kilmer

To recommend that City Council request an investigation into reconfiguring the center island to provide a gentler curve around the cul-de-sac.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

Mr. Palchesko introduced the newest member of the Traffic Committee, Eric Grinnell.

5. **Install STOP/YIELD signs in the Holland Hills Subdivision**

Gus Mattia of 4837 Holland requests that STOP/YIELD signs be placed at the following intersections:

1. Holland and Thales
2. Wessels and Holland

Mr. Mattia feels that the intersections need some traffic control to assign right of way and slow down the traffic.

Holland Hills is a new subdivision nearing completion. Holland ends in a dead end north of Wessels, and ends in Tulip Drive to the south. Wessels Drive is the entrance to the subdivision and ends in a "T" intersection at Holland. Thales and Holland intersect in a 4-way intersection with six homes on the east side and a connection to the older subdivision on the west side.

Mr. Mattia said that traffic from Dequindre turns left at the "T" onto Wessels without looking both ways. Traffic on eastbound Thales to northbound Holland also turns the corner much too fast. Vehicles cutting the corner too closely have torn up the lawn of the corner residence, and the street sign has been hit.

A traffic volume study indicates very low volumes on Holland, Thales and Wessels within the subdivision, ranging between 200-500 vehicles per day. Traffic crash analysis was not performed since this is a very new subdivision. A sight distance study shows that there are no sight obstructions at either of these intersections. None of the requirements (warrants) for a STOP or a YIELD sign are met for either of these intersections. Low volume residential streets are normally not signed for traffic control and rely on driver judgment and basic driver education knowledge for traffic control. If they are already disregarding oncoming traffic, they will most likely disregard any STOP signs.

Mr. Anil Sadasivan, 2919 Thales, wants STOP signs to slow traffic. He and Mr. Mattia are concerned about the safety of their children and other children in the

area who walk to school. Sergeant Redmond said that using that logic, the City would have to put STOP signs at every intersection in the City. He also mentioned that none of the other intersections in the area have STOP signs. Ms. Hubbell pointed out to the residents that STOP signs can give a false sense of security, especially where children are concerned. If motorists feel that STOP signs are not warranted, they will roll through them, and speed up between signs to make up lost time.

Sgt. Redmond also mentioned that he checked the area and found very little traffic, and suggested no changes in the area.

Motion by Hubbell  
Supported by Diefenbaker

To recommend no changes to traffic control devices in the area.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

**6. Install Fire Lanes at Midtown Square, Maple and Coolidge, Troy**

The Troy Fire Department requests establishment of the proposed fire lanes at Midtown Square, Maple and Coolidge. 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).

Motion by Hubbell  
Supported by Kilmer

Recommend that the fire lanes/tow away zones shown in the attached sketch be established at Midtown Square, Maple and Coolidge.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

**7. Install Fire Lanes at 1025 East Maple Road**

The Troy Fire Department requested establishment of the proposed fire lanes in the alley behind 1025 East Maple Road. There are vehicles that appear to be abandoned along the east side of the City-owned alley. 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).

Motion by Diefenbaker  
Supported by Palchesko

Recommend that the fire lanes/tow away zones shown in the attached sketch be established in the alley behind 1025 East Maple Road.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

**8. Amend City Code**

Acting City Attorney Lori Bluhm has drafted revisions to Chapters 34, 35 and 106 of the City Ordinances regarding Traffic Committee procedures.

Motion by Hubbell  
Supported by Kilmer

To recommend approval of City Ordinance revisions as written.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

**9. Other Business**

Mr. Kilmer said that one of the NO PARKING 8 AM – 6 PM signs on Hickory is missing. Dr. Abraham will request that the Streets Department reinstall it.

Mr. Kilmer pointed out sign confusion on Rochester Road at the I-75 ramps. Dr. Abraham said the lighted signs on the mast arms are in the process of being changed.

**10. Adjourn**

Motion by Hubbell  
Supported by Kilmer

To adjourn the meeting at 8:32 p.m.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED



ITEM 4

March 12, 2001

To: The Honorable Mayor and City Council  
From: John Szerlag, City Manager  
William S. Nelson, Fire Chief (WSN)  
Subject: Fire Apparatus Access to 4134-4176 Cypress Dr.

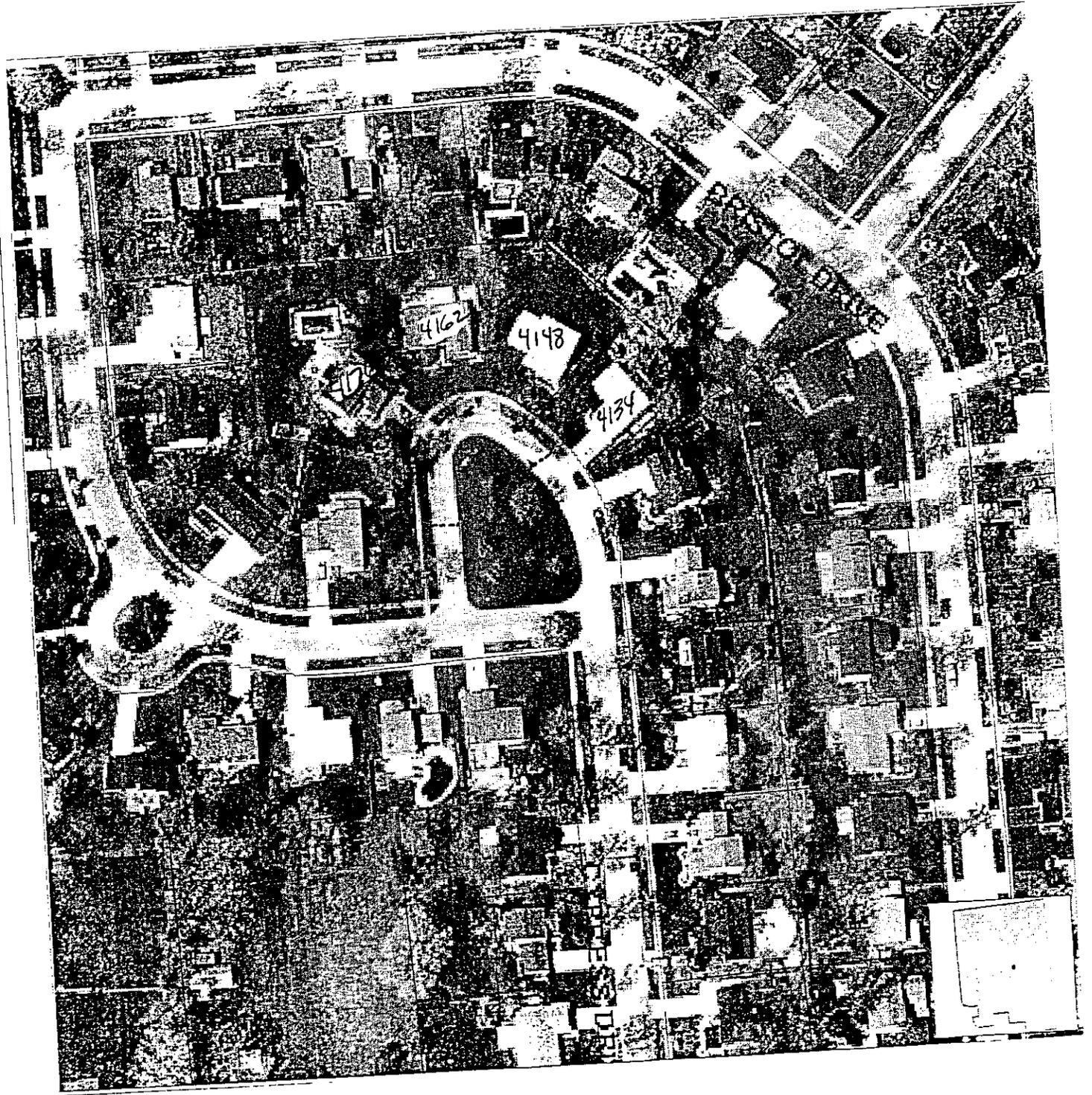
The Fire Department has evaluated the ability of fire apparatus to maneuver with automobiles parked on the roadway in front of the above residences. It is recommended that this matter be referred to the Traffic Committee for posting as a fire lane.

This action is recommended for several reasons:

- 1) The pavement is 22 feet wide in this area compared to our standard pavement width of 28 feet (which accommodates parking on one side of the street.)
- 2) The geometry of the curve, an approximate 135 degree turn, is difficult for fire apparatus to negotiate.

I have attached an aerial photo of the area detailing the affected addresses. If you have any questions, please contact me.

ITEM 4







ITEM 6



# Troy Fire Department

500 West Big Beaver Road, Troy, Michigan 48084  
248-524-3419

January 29, 2001

Steve Rotunno  
Clark Construction  
3225 W Saint Joseph St  
Lansing MI 48917

RE: Midtown Square, Maple and Coolidge, Troy

Dear Mr. Rotunno:

In accordance with Chapter 106 of the Troy City Code, the above captioned property has been surveyed by the Troy Fire Department for the purpose of establishing fire lanes.

It is requested that you or your representative attend the Traffic Committee meeting on February 21, 2000, at 7:30 p.m., which is held at the Troy City Hall, 500 W. Big Beaver Road, Troy.

If you have any questions regarding this matter, please feel free to contact me.

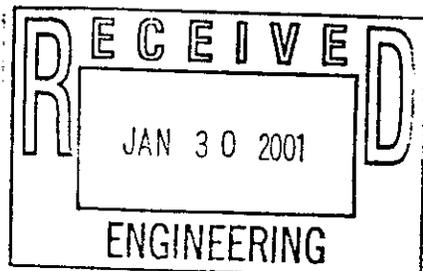
Sincerely,

TROY FIRE DEPARTMENT

Robert Matlick  
Lieutenant

RM/cz

Attch.







# Troy Fire Department

500 West Big Beaver Road, Troy, Michigan 48084  
248-524-3419

ITEM 7

April 12, 2001

Property Manager  
Copeland-Gibson Products  
1025 E Maple Rd.  
Troy MI 48083

RECEIVED  
APR 11 2001  
ENGINEERING

RE: 1025 E. Maple Rd.

Dear Sir:

In accordance with Chapter 106 of the Troy City Code, the above captioned property has been surveyed by the Troy Fire Department for the purpose of establishing fire lanes.

It is requested that you or your representative attend the Traffic Committee meeting on May 16, 2001, at 7:30 p.m., which is held at the Troy City Hall, 500 W. Big Beaver Road, Troy.

If you have any questions regarding this matter, please feel free to contact me.

Sincerely,

TROY FIRE DEPARTMENT

Robert Matlick  
Lieutenant

RM/cz

Attch.



CVTSight  
SnapShot

Enter Map Title

Enter Map Description

Map Legend:

- MAJOR ROADS
- BOUNDARY LINE
- L76
- LAKES
- PARCEL
- IMAGE
- AERIAL PHOTOS

*Proposed Fire Lanes*  
*1025 E. MAPLE*  
*COPELAND - GIBSON*  
*Products*



Map Scale: 1" = 74'  
 Map Date: April 12, 2001  
 Data Date: March 2001



ITEM 7

Note: The information provided by this program has been compiled from recorded deeds, plats, taxmaps, surveys, and other public records and data. It is not a legally recorded map or survey and is not intended to be used as one. Users of this data are hereby notified that the information sources mentioned above should be consulted for verification of the information.