FINAL

The Traffic Committee meeting was called to order at 7:33 p.m. in the Council Chambers at Troy City Hall on February 21, 2001 by Michael Palchesko.

1. **Roll Call**

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MAY 2 4 2001
CITY OF TROY
CITY MANAGER'S OFFICE

PRESENT: Michael Palchesko
Ted Halsey
Richard Kilmer
David Lambert
Jan Hubbell

ABSENT: Charles Solis
John Diefenbaker

Also present: John Abraham, Traffic Engineer
Officer Larry Schultz, Troy Police Department
Lt. Robert Matlick, Troy Fire Department
Lt. Tonya Perry, Troy Fire Department
and the attendees on attached sign-in sheet.

Motion to Excuse

Motion by: Lambert
Supported by Hubbell

To excuse Mr. Solis and Mr. Diefenbaker, as they are out of the City.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

2. **Minutes – January 17, 2001**

Motion by: Halsey
Supported by: Hubbell

To approve the January 17, 2001 minutes as printed.

YEAS: 5

NAYS: 0

G-2
JUN 4 2001

ABSENT: 2

MOTION CARRIED

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

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

4. **Install a Traffic Signal on Wattles Road, Following Relocation of Troy Athens High School Driveway Opposite Victoria Drive.**

The Traffic Committee considered this item in December, and deferred action until the Planning Commission approved the joint driveway between the school and the church.

At their February 13, 2001 regular meeting, the Planning Commission approved a revised plan for the St. Petka church site, which will permit the Athens High School driveway from Wattles Road to be relocated and combined with the proposed St. Petka drive at a point directly opposite Victoria Drive. The enclosed plan indicates the proposed boulevarded drive entry, which will jointly serve Athens High School and the St. Petka Church.

The Athens PTO requests reconsideration of this item. Please see the attached letter from the PTO president. The PTO has also sent a petition signed by more than 1,600 Troy residents requesting the traffic signal.

The City has conducted a number of traffic studies focused on traffic safety issues at Troy Athens High School. The analysis conducted earlier this year indicated that the traffic signal warrants (State guidelines describing thresholds for traffic volume, signal spacing and traffic crashes) were not met at the point where the high school driveway intersects with Wattles Road. The school district requested the City to perform another analysis for the relocation of a driveway directly opposite Victoria Drive, a residential city street.

Another analysis was performed during the first two weeks of this school year to determine if the warrants would be met if the Athens driveway were to be relocated at a point opposite Victoria Drive. Higher traffic volume was projected for Victoria Drive, as can be expected with the installation of a traffic signal. With such a configuration, two of the minor traffic signal volume warrants were met. As such, installation of a traffic signal may be justified for this configuration, contingent on recommendation by the Traffic Committee, based on input from residents of the area.

This location is very close to the signal at the intersection of Wattles/John R Road and may increase congestion on Wattles Road. Also, the residential street Victoria may have increased traffic volumes due to the signal. The school district's

suggestion is to have the traffic signal cycle during school arrival and dismissal times only.

The Planning Commission, as part of their recommendation to combine the driveways from Athens High School and St. Petka Church, required that northbound and southbound traffic be restricted to right and left turns only—no through traffic. John Abraham made a brief Powerpoint presentation on the possible configuration (copy attached). The possible options are:

1. Install signs indicating right or left turn only allowed. The signals would be timed so that when Victoria traffic has the green, all other traffic would be stopped. When Athens traffic has the green, all other traffic would be stopped. The last part of the cycle would be left turns allowed from Wattles to the driveway and to Victoria. High school students who live on Victoria would have to take a detour through Raintree Subdivision or take Wattles to John R.

2. Another option would be to use the same traffic signal configuration and install small islands at the end of Victoria and the end of the combined driveway, to discourage traffic from going straight across Wattles. Drivers would still be able to maneuver straight across if they wish to disobey the signs. Islands could also cause maintenance problems and snow plowing problems. This is not standard intersection design and drivers could also be confused by the three openings or even hit the islands.

Both options increase delays to traffic on Wattles Road when compared to a signal operation with through movements permitted.

Susan Lacy, 4084 Greensboro, asked about pedestrian traffic. Dr. Abraham said there would be parts of the cycle strictly for pedestrians when all traffic would be stopped.

Frank Burroughs, 1826 Latimer, asked if a traffic signal has been considered where the driveway is now. Dr. Abraham assured him that it was, but the warrants for a signal were not met at that location. Warrants are met for the new location of the combined drive.

Hugo Delevie wrote 5-page letter (attached) to the Committee on behalf of the Victoria Street residents, and reviewed its contents at the meeting. He said it would be impossible to exit Victoria St. without a light. He and his neighbors do not want traffic to be able to travel straight across Wattles to and from his subdivision. If some of them have to detour to get to Athens it's a small price to pay. As to the multiple driveway and street openings, the school could instruct student drivers as to proper intersection etiquette. He is aware that people often disregard signage, but feels the City should try anyway to restrict through traffic at the intersection.

Al Ferguson, 3905 Victoria, said that the student member of the Planning Commission took an informal survey at Athens and determined that some students would deliberately disregard the turn prohibitions and go straight across Wattles, and probably exceed the speed limit. Mr. Ferguson wants the left and right turns only.

Monica Ferguson, 3905 Victoria, wants the school district to install more speed limit signs along the school driveways.

Richard Newlin, 3941 Victoria, feels that 60% of the traffic on Victoria is from Raintree Sub. A light at this location would further enable Raintree residents to cut through to Wattles by way of Victoria.

Christal and Remi Renaud, 3942 Victoria, wrote a letter to City Council (copy attached) detailing their concerns about traffic levels and speeding. They do not want the traffic signal because they feel it will increase traffic levels in their subdivision. When Mrs. Renaud takes her children to preschool at Athens she travels via Wattles and John R, and feels the traffic at Victoria should be required to make left and right turns only.

Barbara Fowler, Asst. Superintendent of Schools, said that the Troy School District wants the traffic light. She stated that the speed limit on the Athens property is 15 mph.

Ronda Bussa, 3851 Victoria, said that in the future when she has high school students she won't mind having to take and indirect route via Wattles to John R.

Jeannine Maciejewski, 3796 Victoria, requested that a patrol car sit at the intersection during school arrival and dismissal times. Mr. Halsey responded that these times are very busy all over the City, and manpower could not be allocated for this purpose.

Mr. Palchesko asked about the impact of the signal on the Wattles/John R intersection. Dr. Abraham said the City could request that the Road Commission coordinate the signals; however, if the proposed signal is semi-actuated by traffic this will be difficult.

Mr. Kilmer asked that the PTO warn students to abide by the speed and turn restrictions, and asked Victoria residents to take down violators' license numbers and report them to the Police Department.

Mr. Halsey prefers to have the configuration that will be most practical to maintain; i.e., no traffic islands to guide traffic left and right.

Motion by Halsey
Supported by Lambert

Recommend installation of a traffic signal at the intersection of Wattles Road and Victoria following relocation of the combined high school/church driveway opposite Victoria Drive, the signal to operate on a traffic-actuated mode, and recommend that all traffic on the school driveway and on Victoria be required to turn left or right only, and recommend not installing islands.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

5. **Restrict Parking for 100' on South Side of Witherbee across from 1581 Witherbee.**

Ms. Rosemarie Newton of 1581 Witherbee requests that the area across from her driveway on Witherbee be signed NO PARKING. Ms. Newton reports that there is a vehicle parked opposite her driveway, which makes it extremely difficult to back her car out of her driveway. This is particularly very difficult when there is snow and snow banks. Ms. Newton also has to make regular hospital visits due to her health condition and has had instances where she had to wait in her driveway till the parked car was moved, missing doctors' appointments. Mediation/talking to the neighbors to come to a mutual compromise was suggested, but this has been tried without success. One of the residents across the street refuses to park elsewhere, and there is no legal requirement for her to do so. Therefore, Ms. Newton requests the Traffic Committee to consider this parking restriction. The north side of Witherbee is marked NO PARKING in accordance with City policy.

Officer Larry Schultz also visited the area and talked to Ms. Newton. Her concern is during winter, when there are snow banks. Some other solutions may be to clear the driveway better and/or to request our Department of Public Works to clear the snow better in the area of 1581.

Once the plows come through the neighborhood, approximately 1/3 of the width of the street is buried under piles of snow. Lt. Matlick believes that a contractor plows the snow in that section of the City, and suggests that DPW make sure that the job is done properly so that the snow is pushed back far enough to allow vehicles to maneuver.

Jason Pike, Ms. Newton's son, suggested that even a 25-foot parking restriction would be adequate.

The Committee received a letter from Scott and Colleen Larry, 1554 Witherbee (attached). They are opposed to restricting parking across from 1581.

The Committee is reluctant to grant individual parking restriction in cases such as these. They feel that if Ms. Newton and the homeowners will consult with a mediator they may be able to work out a compromise. Officer Schultz will contact Ms. Newton about the mediation service.

Motion by Lambert
Supported by Kilmer

Recommend no changes to parking regulations in the area of 1581 Witherbee. The Committee recommends referral of this problem to the City mediation service. If the situation cannot be resolved, the Committee could reconsider the problem in the future.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

6. **Restrict Parking in front of 4148 Cypress.**

Mr. Quin Lin of 4148 Cypress requests that the area in front of his house be marked NO PARKING. Mr. Lin reports that there is a very old truck parked in front of his house. Mr. Lin says the old truck is in front of his living room window and that it is an eyesore and detracts from the view from the living room. As shown in the aerial photograph, this home is located on the cul-de-sac on Cypress.

The Committee received a letter from Mr. Lin (attached), which states that he could not attend the meeting because of business travel.

The Committee received a letter (attached) from Bob McAdow, 4162 Cypress, explaining in detail his reasons for occasionally parking in front of Mr. Lin's house. Because of limited curb space, he is unable to park in front of his house without blocking a driveway on either side, obstructing the backup space for the neighbor at 4176 Cypress, or blocking access to the fire hydrant on the island. If a vehicle is parked in front of the McAdow residence, which is on the sharp curve of the cul-de-sac, delivery trucks and even some cars have difficulty negotiating the curve. Mr. McAdow states that his van is not rusty and has no commercial markings. Furthermore, he has moved his truck when requested to do so. Much of the time the van is parked elsewhere.

Steve Lokken, 4134 Cypress, attended the meeting and stated that this is a neighborhood issue and should be handled by the neighborhood association. He says there is limited parking on the cul-de-sac as it is, and further restrictions would cause difficulties for all the residents. He also said that any place else Mr. McAdow might park would block the road.

Mr. Halsey would like the area evaluated to make sure there is adequate access for emergency vehicles.

Motion by Kilmer
Supported by Hubbell

Recommend that this matter be referred back to the homeowners to work out a solution.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

7. **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).

Mike Fitzgerald, of Clark Construction, presented amended plans for the fire lanes at this address.

Motion by Halsey
Supported by Kilmer

To postpone this issue for one month to enable Lt. Matlick to evaluate the revisions and make his recommendation.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

8. **Install Fire Lanes at 61-79 W Long Lake Road.**

The Troy Fire Department requests establishment of the proposed fire lanes at 61-79 W Long Lake Rd. 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 61-79 W. Long Lake Road.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

9. Other Business

Mr. Palchesko mentioned that the Detroit Edison subsidiary has sold property on the corner of Big Beaver and Livernois to the City to allow installation of a right turn lane.

Mr. Kilmer inquired about the proposed left turn signals at Maple and Maplelawn. Dr. Abraham said they were required as per site plan review of the Cambridge Crossings Development and will be installed.

Mr. Kilmer asked that we request DPW to investigate NO PARKING signs on Hickory.

The Traffic Committee has copies of Dr. Abraham's proposed policy for traffic harmonization. If adopted, this policy will provide for a systematic approach to solving traffic concerns. There would be a plan in place that would require going through prescribed steps, in a certain order, to determine solutions.

Motion by Hubbell
Supported by Kilmer

That the Traffic Committee has reviewed and supports the Neighborhood Traffic Harmonization Program presented by Dr. Abraham, and recommends that City Council adopt the program as City policy.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

10. Adjourn

Motion by Hubbell
Supported by Kilmer

To adjourn the meeting at 9:26 p.m.

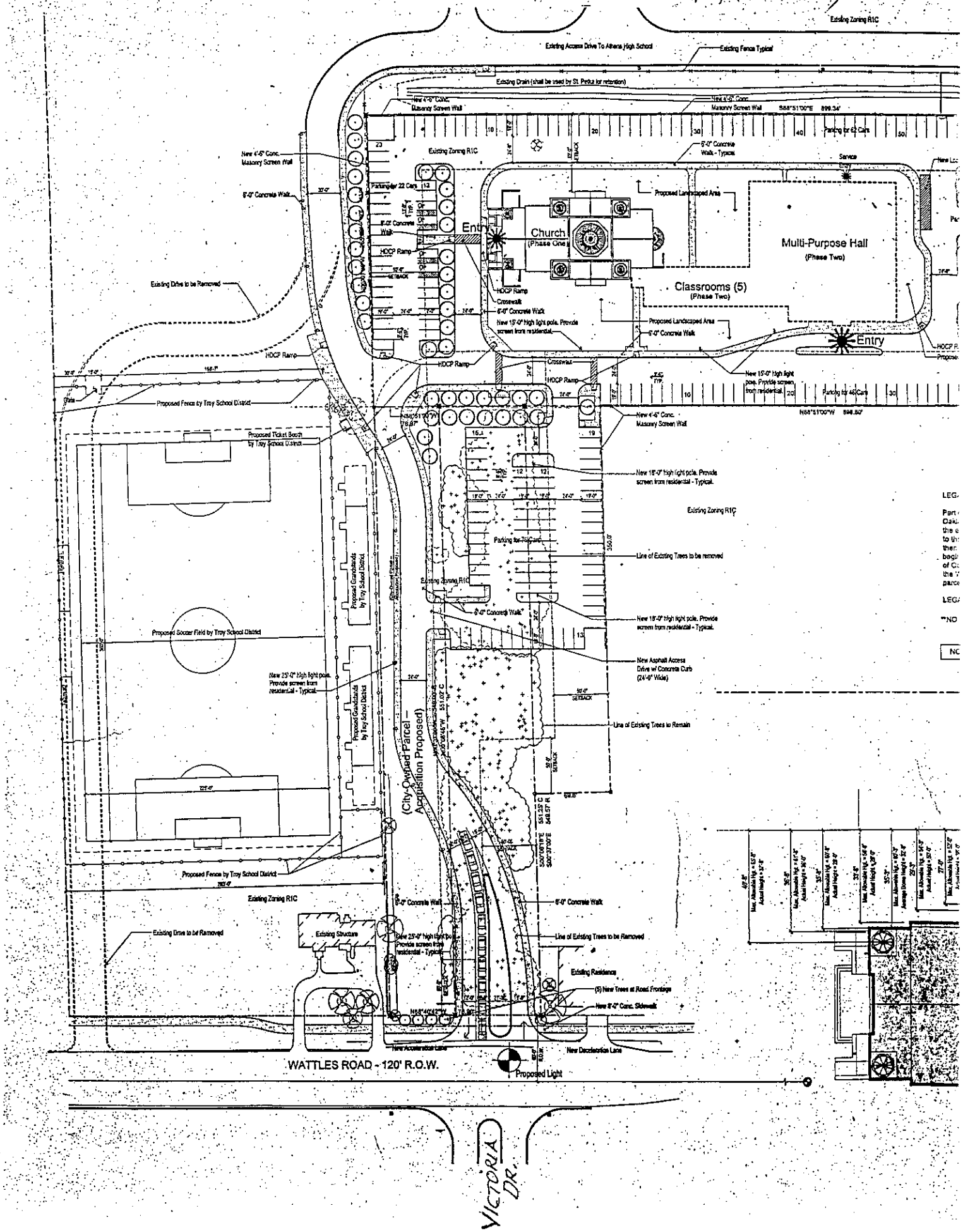
YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

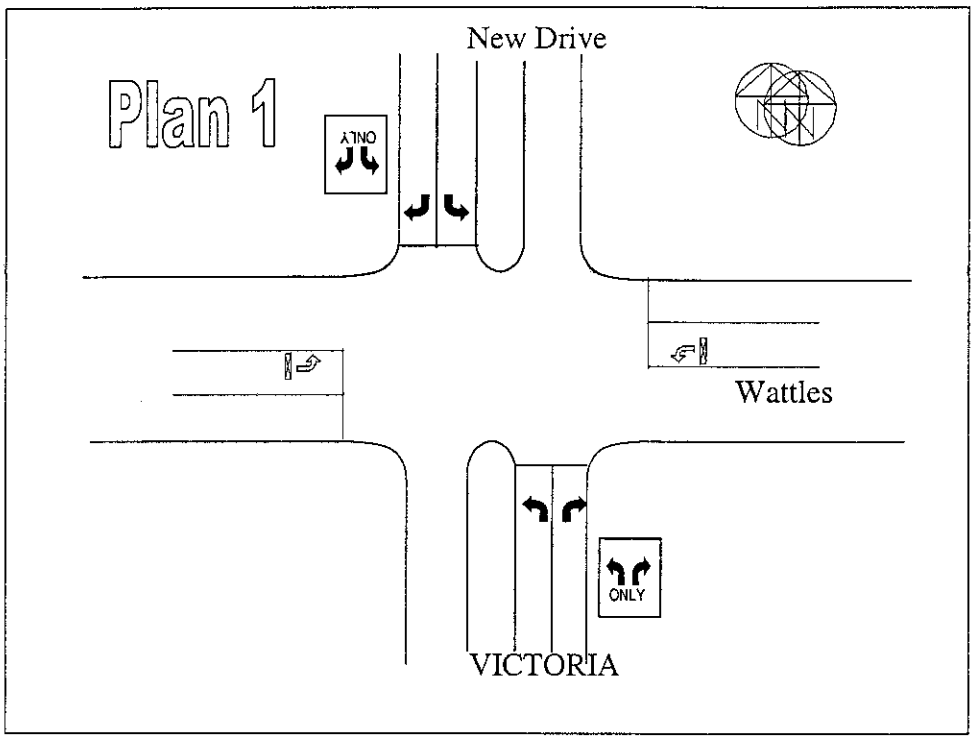
ITEM 4


Existing Zoning R1C
Existing Access Drive To Athens High School
Existing Fence Typical
Existing Drain (shall be used by St. Petka for retention)
New 4'-6" Conc. Masonry Screen Wall
S88°51'00"E 899.34'
Parking for 62 Cars
5'-0" Concrete Walk - Typical
Service
Proposed Landscaped Area
Parking for 22 Cars
6'-0" Concrete Walk
Entry
Church
(Phase One)
Multi-Purpose Hall
(Phase Two)
Classrooms (5)
(Phase Two)
HDCP Ramp
Crosswalk
New 15'-0" high light pole. Provide screen from residential.
Existing Drive to be Removed
Proposed Fence by Troy School District
Proposed Ticket Booth by Troy School District
Parking for 45 Cars
N88°51'00"W 898.80'
New 18'-0" high light pole. Provide screen from residential - Typical.
Parking for 75 Cars
Line of Existing Trees to be removed
Proposed Grandstands by Troy School District
Proposed Soccer Field by Troy School District
New Asphalt Access Drive w/ Concrete Curb (24'-0" Wide)
New 25'-0" high light pole. Provide screen from residential - Typical.
Line of Existing Trees to Remain
(City-Owned Parcel — Acquisition Proposed)
Existing Structure
Existing Residence
(5) New Trees at Road Frontage
New 8'-0" Conc. Sidewalk
New Acceleration Lane
New Deceleration Lane
WATTLES ROAD - 120' R.O.W.
Proposed Light
VICTORIA DR.

- Tabled Item – deferred till Planning Commission approval – approved Feb 13

- RESOLVED, that the request to modify the Special Use Approval action of May 9, 2000, regarding the establishment of the St. Petka Vratnica Serbian Orthodox Church on a 7.77 acre parcel lying north of Wattles Road and west of John R, in order to provide for an entrance drive from Wattles Road which will jointly serve the Church site and the abutting Troy Athens High School site, is hereby granted, in accordance with the Site Plan "A" as presented on this date, subject to the following conditions:

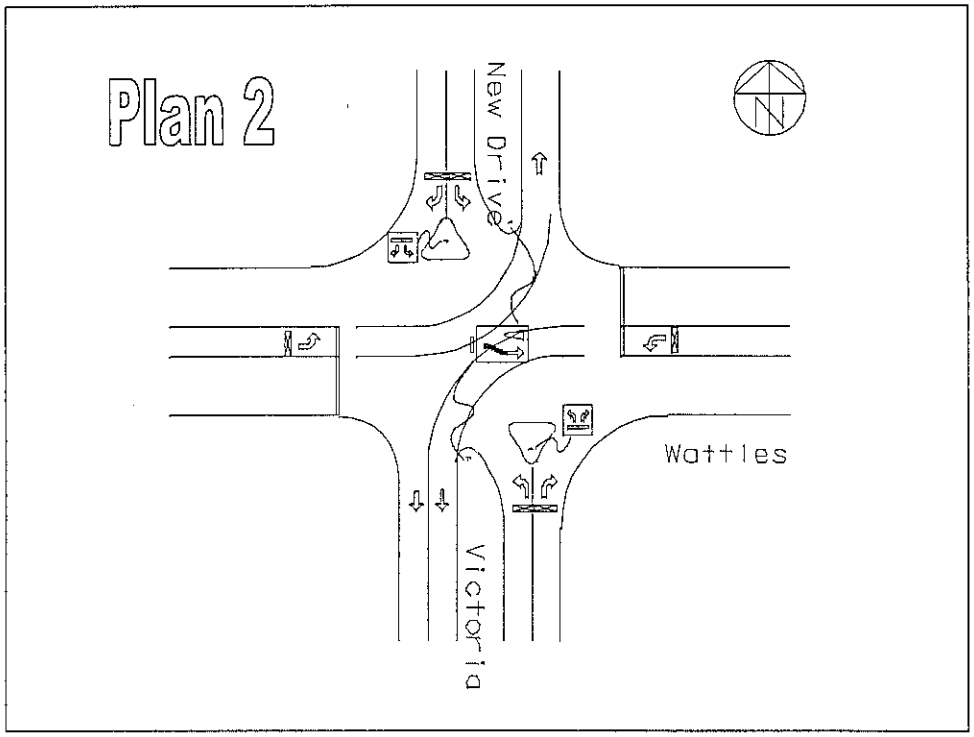
---Troy School District is requested to work with the City in order to implement the placement of any signage which may be determined to be helpful in relation to proper traffic management in the area of the proposed expanded Wattles/Victoria Drive intersection.



Pros and Cons…

- No obstructions
- Closer to a standard intersection

- No physical prevention
- Depend on the honor of drivers
- Low compliance
- Police cannot be there all the time
- Signal delays

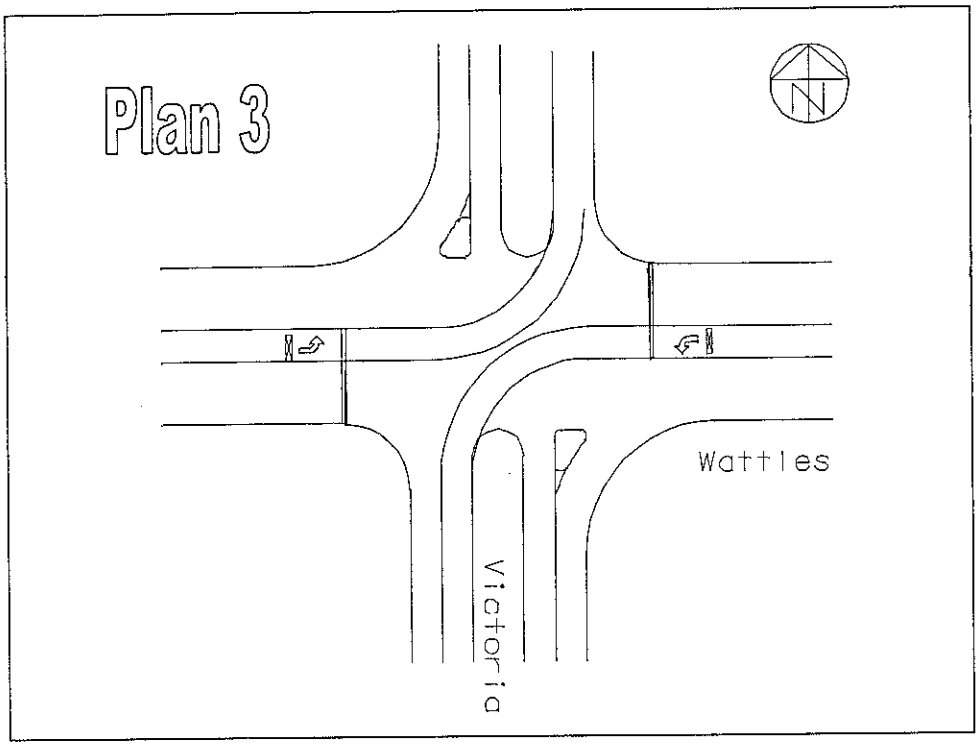


Pros and Cons…

- Physically discourages through traffic
- Forced compliance

- Obstruction in roadway
  - Can be hit by regular traffic
  - Can be a permanent maintenance concern
  - Hinders sweeping, snow plowing, etc..
  - 3 openings – may be confusing to many drivers (Left turns)
- Not a standard intersection
- Traffic signal delays

Note: It is physically possible to defeat any design….
Unless the road is completely closed..!



Pros and Cons…

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  - Can be hit by regular traffic
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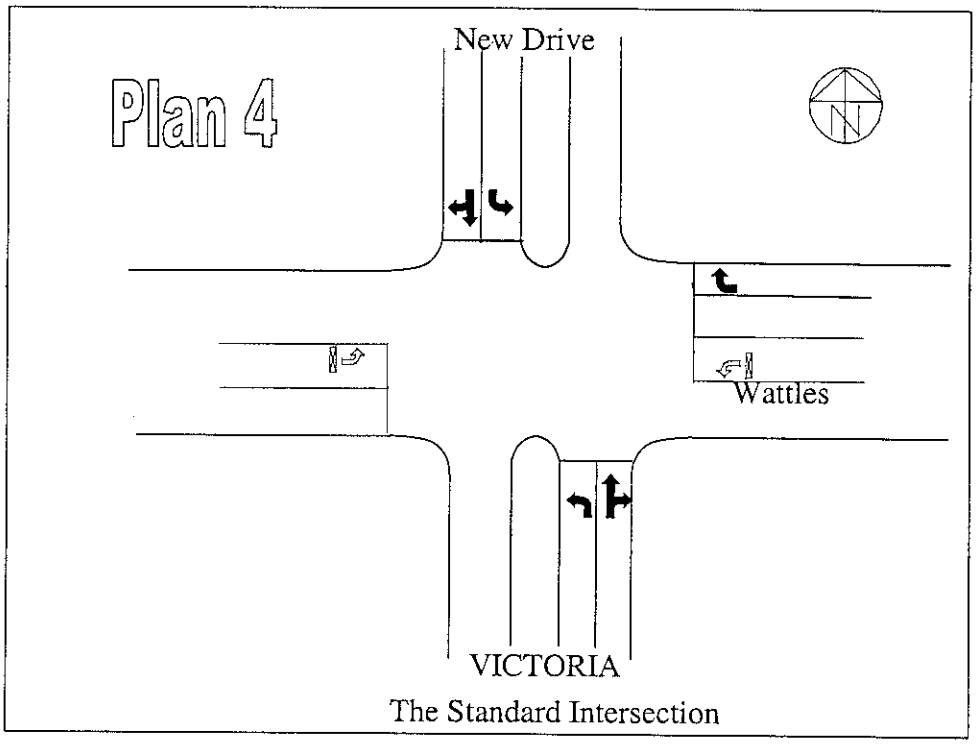
  - 3 openings – may be confusing to many drivers (Left turns)
- Not a standard intersection

Note: It is physically possible to defeat any design….
Unless the road is completely closed..!



Pros and Cons…

- Standard intersection
- Most efficient traffic signal use
- Safer of the options under consideration
- Can be set up to skip left turn phases during low traffic
- Perceivably increases traffic on Victoria street

ITEM 4

RECEIVED

FEB 19 2001

CITY OF TROY
CITY MANAGER'S OFFICE

Dear City Council:

Like the rest of our subdivision, we are extremely unhappy and definitely concerned that the Planning Commission choose the safety of high school students with greater cognitive abilities over the safety of our young children with much lower cognitive ability and a n innate lack of fear of traffic. With four young children who like to play outside on our driveway located just three houses from the intersection, we are praying and hoping that our children will be able to safely make it to high school age with the city's admitted increased traffic on our street.

We do not want a traffic signal placed at the intersection of Wattles and Victoria Dr. for the safety of the 46 young children living on this street or more importantly the movement of the driveway adjacent to our street. I am currently at Athens three times a week for my twins to attend preschool there and witness nearly every day the lack of concern and truly indifference for my young children's safety among students and parents alike as I try to cross the parking lot with two young children in hand. These are the same individuals the Planning Commission has now okayed to drive down our street in great numbers. With Troy's admitted increased traffic on this street, we would like to know what the City Planning Commission and Council recommends to handle the speeding we will increasingly witness on this street? Just last Monday I witnessed a young (high school age) boy speeding down the street despite my vocal pleas to slow down as I tried to retrieve my mail. Then, just appropriately an hour later, my nine-year old daughter was nearly hit by a speeding truck as she delivered a sympathy gift to one of the neighbors. This behavior happens nearly every day. Residents of Heritage Park all know that speeding and high traffic already occurs on a regular basis on this street; which is why our subdivision has asked the City in the past for stop signs to be added on the street. Is the Planning Commission suggesting we call the police every time any of us witness it? I don't understand how that will help, because we have no way to try and detain these individuals as they speed by ! They are going so fast, it would be impossible to even get their license plates and we would have the police here virtually every day. We do have two boys with ADD/ADHD, one of which is mine, within the first three house of this street and their condition's impulsiveness puts their safety into jeopardy every time they cross the street or even get the mail. I cannot adequately express in words how truly terrifying this Athens driveway scenario is to both my husband and I and the safety of our four children.

I do hope at a minimum, the City Council will insist and monitor that the school district and the city work together with the residents of Victoria Drive and, even Oakcrest, to come up with a reasonable solution and conditions that is in the shared best interest of all (i.e. no through traffic to Victoria from the school, only left or right). This is something

that the school has not done or even practiced in good faith as they were advised to do at the December 12 meeting. We moved to the "City of Tomorrow....Today" over seven years ago because we thought this was a city of forward thinking and progress, but we have been disappointed with the conduct of some individuals in official positions. Aren't these officials supposed to be the role models and examples of proper conduct for the rest of the community? And yet they have not conducted the meetings they said they would, and have stated to the planning commission "how hard they worked" with the community.

Sincerely,

Remi and Christal Renaud
3942 Victoria Dr.

ITEM 4

HUGO A. DELEVIE
3977 VICTORIA DRIVE
TROY, MICHIGAN 48083

February 20, 2001

via facsimile only
(248) 524-1838

City of Troy Traffic Committee
Troy City Hall
500 W. Big Beaver Road
Troy, Michigan 48084

Re: Item #4 on Agenda for February 21, 2001, Regular Traffic Committee: Proposed Traffic Signal at Intersection of Wattles Road and Victoria Drive

Gentlemen:

As we indicated to the Committee at its regular meeting last December, the residents of Parkview Estates (also known as "Heritage Park" subdivision) have great concerns as to the necessary effects of realigning Athens' south driveway with Victoria Drive. These concerns include heightened vehicle speeds on Victoria Drive; much-increased traffic volume on Victoria Drive, particularly due to "cut-through" traffic; difficult egress from Heritage Park subdivision onto westbound Wattles; difficulties associated with vehicle stack-ups within Heritage Park itself, such as blocked driveways; and the likely misuse by students and others of the "island" at the entrance of Heritage Park (for, example, by looping around the island to avoid eastbound or southbound left-turn stacking lanes).

When the Planning Commission approved the realignment of Athens' south drive with Victoria Drive earlier this month, the Commission was sufficiently moved by these very real safety concerns that it preconditioned approval on the requirement that a non-petitioner (the School Board) meet with city planners to address these safety concerns, including the issue of excessive vehicle speeds through Heritage Park. Dr. Janet Jopke, Superintendent of Troy Schools, appeared before the Commission and personally agreed to this precondition. At least one Planning Committee member urged that the city prohibit north-south traffic flow through the intersection, except for school buses (i.e., that northbound and southbound traffic be forced to turn either left or right at the light).

When meeting with Dr. Abraham earlier this week to review various traffic safety issues, Dr. Abraham indicated that he had also recently met with the School Board's consultant, Stanley Cool, with regard to traffic signal operation. Interestingly, notwithstanding both the express order of the Planning Commission and Dr. Jopke's personal assurances,

Dr. Abraham reports that Mr. Cool neither raised nor addressed vehicle speed issues on Victoria Drive. Indeed, it is not clear the extent to which, if any, Mr. Cool sought to address the safety concerns identified by Heritage Park residents and recognized by the Planning Commission.

Hence, this letter.

The stated basis of the Athens PTO request is safety, with the obvious correlative goal of reducing traffic congestion at Athens High School (as many of you are aware, Dr. Jopke's admitted goal of providing Athens with a soccer field of "maximum size" was the ultimate catalyst for the relocation of Athens' south drive, after over 26 years of essentially safe, though increasingly-congested, operation).

On behalf of the residents of Heritage Park subdivision, and in order to maximize the safety of students, parents, church parishioners, the residents of Heritage Park subdivision (including over 40 children under the age of ten), and other motorists traveling east or west on Wattles Road, I hereby urge the Committee to approve the requested traffic signal only with the following conditions/restrictions:

(1) APPROVE ONLY A "SEMI-ACTUATED" TRAFFIC SIGNAL
   a) substantially increases pedestrian safety by permitting installation of a "push-to-cross" button for north-south crosswalk planned for west-side of the intersection (Dr. Abraham has indicated that it would not be possible to operate a push-to-cross button using the intermittent operation option proposed by the PTO);
   b) addresses our concern that we will not be able to safely exit Heritage Park outside of the proposed signal operating times, particularly onto westbound Wattles, due to school/church traffic exiting "right-on-red;"
   c) addresses our similar concern that students/parents/parishioners will not be able to safely exit the school/church driveway, left, onto eastbound Wattles outside of the proposed signal operating times, due to exiting subdivision traffic;
   d) may serve to reduce stacking within Heritage Park itself, with fewer residential driveways blocked;
   e) increases overall intersection efficiency while likely minimizing the impact of the traffic signal on traffic flowing along Wattles Road; and
   f) reduces administrative burden, should the school or church request other hours of signal operation, e.g., for special events.

(2) PROHIBIT NORTHBOUND TRAFFIC FLOW FROM VICTORIA DRIVE INTO SCHOOL/CHURCH DRIVEWAY (EXCEPT FOR BUSES)

a) deters excessive speed on both Victoria Drive and on school/church driveway -- particularly the excessive speed associated with trying to "make the light;"

b) in view of the limited visibility for northbound vehicular traffic approaching the intersection, serves to enhance pedestrian safety for those pedestrians crossing the school driveway on the north side of Wattles;

c) in view of the limited visibility for northbound vehicular traffic approaching the intersection, serves to reduce likelihood of collision with eastbound/westbound Wattles traffic as a driver seeks to "make the light;

d) prevents use of Heritage Park entrance way as "end-around" to a busy eastbound Wattles stacking lane into the school driveway (e.g., the student would otherwise turn into Heritage Park, make an immediate U-turn around the island, and proceed northward through the light) -- a dangerous maneuver likely to feature excessive vehicle speeds at a time when visibility is greatly diminished, and when "blind-spots" abound;

e) discourages use of Victoria Drive as an extension of the school/ church parking lot, particularly when an event is scheduled for the new soccer field; and

f) is a reasonable restriction, in part, because the Planning Commission has already facilitated school ingress by substantially increasing (by perhaps 400 feet) the length of the eastbound-Wattles left-turn stacking lane into the school driveway.

(3) PROHIBIT SOUTHBOUND TRAFFIC FLOW FROM SCHOOL/CHURCH DRIVEWAY INTO HERITAGE PARK

a) works to prevent excessive speed on both school/church driveway and on northern portion of Victoria Drive -- particularly the excessive speed associated with trying to "make the light" -- noting further that the straight-southbound-path configuration of the boulevard entrance to Heritage Park subdivision does not itself "quiet" southbound traffic flow;

b) in view of the limited visibility for southbound vehicular traffic approaching the intersection, serves to reduce likelihood of collision with eastbound/westbound Wattles traffic as a driver seeks to "make the light;"

c) prevents the "end-around" to a busy school drive stacking lane of circling the island in the Heritage Park entrance way -- another dangerous maneuver likely to feature excessive vehicle speeds at a time when visibility is greatly diminished, and when "blind-spots" abound;"

d) tends to discourage use of Victoria Drive as an extension of the school/ church parking lot, particularly when an event is scheduled for the new soccer field; and
e) works to prevent the creation of a new source of cut-through traffic, specifically, that directly associated with the school and/or church.

(4) RECOMMEND ESTABLISHING 15 MPH SPEED LIMIT ON SCHOOL/CHURCH DRIVEWAY, AS A PRECONDITION TO TRANSFER OF CITY-OWNED 60-FOOT PARCEL OPPOSITE VICTORIA DRIVE TO CHURCH
a) helps reduce vehicle speed to increase pedestrian safety at intersection (note relatively reduced visibility under approved site plan);
b) increases vehicular and pedestrian safety in view of reduced curve radius in new school driveway, as approved by the Planning Commission on February 13, 2001; and
c) in the event that southbound traffic flow is permitted, would work to reduce vehicle speed on southbound Victoria Drive.

(5) VIGOROUSLY ENFORCE POSTED VEHICLE SPEEDS, AND TURN-ONLY TRAFFIC FLOW LIMITATIONS, ON BOTH THE SCHOOL/CHURCH DRIVEWAY AND VICTORIA DRIVE
a) necessary to ensure compliance with posted speed limits -- particularly the excessive speed associated with trying to "make the light;" and
b) would beneficially serve to deter third-party cut-through traffic.

The above-detailed approach permits the Committee to strike a reasonable balance between the safety and traffic congestion issues raised by the PTO, and the safety and traffic flow concerns of Heritage Park residents. Indeed, this approach will be seen to further improve both pedestrian and vehicle safety over that likely to be achieved with the PTO's proposal.

Critically, the residents of Heritage Park subdivision consider it imperative that the Traffic Committee implement "structural" traffic flow control now, rather than adopting a "wait and see" approach, because:

a) the substantive safety issues presented by relocation of Athens' south drive were recognized by the Planning Commission, so much to that the School Board was required to address these safety concerns as a precondition to relocation of the school driveway;

b) the risk to residents and, particularly, the children of Heritage Park subdivision greatly outweighs the mild inconvenience of prohibiting north-south Athens traffic flow through the intersection; and

c) it is better to prevent, for example, dangerous traffic flow before it happens (e.g., students circling the island in Heritage Park's entrance to "end-around" the designated stacking lanes), than to have to change ingrained driving habits after a traffic safety incident has occurred.

I cannot emphasize enough my belief that it is better to put the restrictions on now, before anyone gets hurt (and before behavior becomes ingrained), than postponing these decisions until after someone gets hurt (or worse).

As a further note, Heritage Park residents wish to reiterate their stated concern that the volume and speed of "cut-through" traffic will respectively increase, in response to this traffic signal, to the point of severely impacting the our safety and, particularly, the safety of our young children. We understand that the issue of "cut-through" traffic will be revisited after traffic monitoring data is obtained (after the planned intersection is fully functional). Similarly, we understand that the Committee will revisit the issue of appropriate signage (e.g., "no U-turn," "don't block driveway," "no thru traffic," etc.) after problematic traffic patterns are substantiated by suitable traffic studies.

Very truly yours,

Hugo A. Delevie

ITEM 4

Troy Athens P.T.O.

4333 John R Road
Troy, Michigan 48098

February 6, 2001

Dr. John Abraham
City Traffic Engineer
500 West Big Beaver
Troy, MI 48084

Dear Dr. John Abraham;

Athens PTO urges the Troy Traffic Commission to vote yes on a new light at the intersection of Wattles and Victoria Drive. A light at the new entrance to Athens High School would allow the children of Troy a safe way to enter and leave the high school. Without a light the children are at risk every time they cross the street. We have already had one child hit by a car as he crossed Wattles this fall. The PTO feels that 100 children crossing in the dark every morning, without a light to protect them, is not the safest plan the city can offer. The best solution is to put up a light that would work before and after school thereby giving children of Troy a safe intersection to cross at. Troy is the City of the Future, Protecting our children ensures our future.

We will have representatives at your February meeting from the PTO, student congress, bus drivers and citizens of Troy. We hope this letter and the signed petitions show your committee that the citizens of Troy feel this is an important issue and want the safety of our children to come first. All of us support a new light at Victoria and Wattles. For many years the PTO has been concerned about the safety of the children entering the Athens High School. This plan provides the optimal, safest solution for everyone in Troy.

I have enclosed copies of petitions signed by Citizens of Troy and Athens Parents.

The plan is endorsed by the PTO/PTA Presidents Council, Troy School District Bus Drivers, Athens Student Congress as well the 500 plus families of the Athens PTO. The citizens of Troy urge you to vote yes on a light at Victoria and Wattles.

Thank you,

Cathy V Killian

Cathy Killian
Athens PTO President

CC: John Szerlag
Laurence Keisling

ITEM 4

Troy Athens Student Congress 4333 John R, Troy, MI 48098
Main Line: (248) 823-2900 Fax: (248) 823-2913

Mark Uberti *President*
Katie Westbury *Vice President*
Laura Cable *Vice President*

February 4, 2001

To Whom It May Concern:

The Troy Athens Student Congress would like to recognize a problem with the main road access to the Athens High School Parking Lot; specifically the Wattles Road entrance. We understand that a new driveway and a traffic light would be installed opposite of Victoria Drive to ease the traffic tension at peak schooling hours. We offer our full support to see this project completed in the near future. The Troy Athens Student Congress would like to see this project fulfilled for reasons that stem from the safety of the Athens High School students, to the safety of the other drivers traveling though the City of Troy when the school lets out. If there are any questions, please feel free to contact the Athens Student Congress during appropriate school hours.

Sincerely,

Mark Uberti

Mark Uberti
Athens Student Congress President

ITEM 4

TROY PTO/PTA PRESIDENTS' COUNCIL

4400 Livernois Troy, Michigan 48084

February 5, 2001

City of Troy
Planning Commission
500 W. Big Beaver
Troy, MI 48084

To Whom It May Concern:

The Troy PTO/PTA Presidents' Council wholly endorses the proposed construction of a new road into Athens High School, off Wattles, directly across from the existing Victoria Drive. When the Council first heard of this proposal from Dr. Jopke in November, we enthusiastically embraced it as an ideal solution to a currently unacceptably dangerous situation. When Mrs. Killian spoke to the Council in January, we unanimously supported the proposal.

Our organization consists of the PTO or PTA President in each of the Elementary, Middle, and High Schools in Troy, and we represent all the PTO/PTA members in these schools. Our joint mission is to enhance the health, safety, welfare and educational experience of children in the District. We do not see this proposed new road construction as an issue for those attending Athens High School - we see it as a community wide safety issue for children in the Troy School District, and are united in our support of it.

We encourage you to consider the safety of our children as you make your decision. Thank you.

Respectfully,

Laurie Cline

Laurie Cline
President, Troy PTO/PTA Council

~ Barnard Elementary ~ Bemis Elementary ~ Costello Elementary ~ Hamilton Elementary ~ Hill Elementary ~ Leonard Elementary ~ Martell Elementary ~ Morse Elementary ~ Schroeder Elementary ~ Troy Union Elementary ~ Wass Elementary ~ Wattles Elementary ~ Baker Middle School ~ Boulan Park Middle School ~ Larson Middle School ~ Smith Middle School ~ Athens High School ~ Troy High School ~ Troy District Special Education PTA ~

ITEM 4

TROY SCHOOL DISTRICT

Janet H. Jopke, Ed.D., *Superintendent of Schools*

Athens High School
4333 John R
Troy, Michigan 48098
248.823.2900
248.823.4012 Fax

Dr. Catherine Cost, *Principal*
Marcia Decker, *Assistant Principal*
Bettie Goss, *Assistant Principal*
Bob Dowd, *Assistant Principal*
Mark Dziatczak, *Assistant Principal*

February 7, 2001

My name is Eric Kehl. I was the person hit at this crossing. The main reason I was hit is because people do not stop for pedestrians. They ignore the crosswalk signs. In my accident I broke a rib and my lung collapsed. I to not want anyone to have to go through the pain and problems I did.

Thank you.

ERIC KEHL

ITEM 4

MIKE:

THE RESIDENT COULD NOT BE HERE, WOULD LIKE THIS LETTER TO BE READ AT THE MEETING.

Thanks

JOHN. A.

November 14, 2000

John Abraham
500 W. Big Beaver
Troy, MI 48084

Dear John,

As we discussed today, due to the short notice given, neither my husband nor I are able to attend the Traffic Committee Meeting scheduled for November 15, however, we are VEHEMENTLY opposed to installing a traffic light at Wattles Road and Victoria Drive for the following reasons:

- In the seven years we have lived on Victoria, the traffic volume has significantly increased. It is clear that many people use our subdivision (Heritage Park) and Raintree Subdivision as a way to enter Rochester Road without having to travel to the light at Wattles and Rochester Road. Adding a light will increase this opportunity for travelers looking for "short cuts."
- We are very concerned and frustrated about the speed at which people travel on Victoria now. There are over 30 children that live in Heritage Park and the average speed traveled is significantly above the posted speed of 25 miles per hour. I would suggest it is closer to 40 miles per hour. Adding a traffic signal will increase the number of people driving 40 m.p.h. on Victoria. I know that our neighborhood association has brought this to the attention of the City before. This is a significant safety hazard for the residents that live in Heritage Park.
- I believe that this additional traffic will negatively effect our property values.
- There has been no public notification that I am aware of regarding the property directly across from Victoria Drive being used for a driveway for the school. When zoning notification was posted I called and was told this was for a church. There was no mention of a joint agreement between the school and the church for a driveway. I would have expressed concern **at that time** if the school's intent had been communicated. If this was the intent, it should have been CLEARLY communicated to all interested parties, and it wasn't.

I would suggest that the following be considered as possible solutions for Troy Athens:

- Consider putting a light at the current Wattles entrance to Troy Athens.
- Evaluate the current traffic pattern within the Troy Athens property. There are two additional entrances on John R. I would suggest that the pattern could be shifted to eliminate the heaviest usage of Wattles (a two-lane road) as an entrance point and have the greatest amount of traffic flow on to John R (a five-lane road).
- Crack down on the speeders on both Wattles Road and Victoria Drive.

I believe that the people most greatly impacted by the signal are residents of Heritage Park and I believe that our voice should be heard and recognized. I implore you to look at all options before creating a greater safety hazard in our subdivision. We moved to Troy for safety and security. Find a safe solution for both Troy Athens and Heritage Park residents.

Sincerely,

Monica L. Ferguson

Monica L. Ferguson
3905 Victoria Drive
Troy, MI 48083

#4

October 26, 2000

Michael Adamczyk
Assistant Superintendent
Troy School District
4400 Livernois
Troy, MI 48098

Subject: Traffic Signal Analysis

Dear Mr. Adamczyk:

As you know, a number of traffic studies have been conducted by the City focused on traffic safety issues at Troy Athens High School. This is to keep you informed about the results of the recent traffic signal warrant study performed for the intersection of Wattles Road and Troy Athens High School driveway. The analysis conducted earlier this year indicated that the traffic signal warrants (State guidelines describing thresholds for traffic volume, signal spacing and traffic crashes) were not met for the intersection.

However, we performed another analysis during the first 2 weeks of school this year to analyze if the warrants were met if the Athens driveway is relocated to a point opposite Victoria Drive, a residential City street. We also projected higher traffic volume on Victoria Drive as can be expected with the installation of a traffic signal. With such a configuration, two of the minor traffic signal volume warrants were met. As such, installation of a traffic signal may be justified for this configuration, contingent on recommendation by the Traffic Committee and approval by the City Council.

Please note that this location is very close to the signal at the intersection of Wattles/John R road and may increase congestion on Wattles Road. Also, the residential street Victoria may have increased traffic volumes due to the signal. If approved, our recommendation reflecting your suggestion would be to have the traffic signal cycle during school arrival and dismissal times only. To give a historic perspective on cost sharing for traffic signal serving school traffic, the City did not participate in the costs of installing a signal at the intersection of Troy High School driveway and Long Lake Road. We also hope that our earlier recommendations for safer school traffic circulation are also considered to enhance traffic safety at the school.

This matter will be placed on the Traffic Committee agenda in November. The Traffic Committee is a citizen advisory board that meets the 3rd Wednesday of each month at City Hall and makes recommendations on traffic control devices to the City Council. Their recommendations will be sent to the City Council for action within 10 days to 2 weeks after the meeting. If a signal were to be approved for this location, we would expect the School District to submit geometric design plans for the new intersection to be reviewed for traffic signal installation.

We look forward to continued collaboration with you regarding traffic safety at our schools. Please do not hesitate to contact me if you are in need of any more information at abrahamjk@ci.troy.mi.us or at (248) 524 3379.

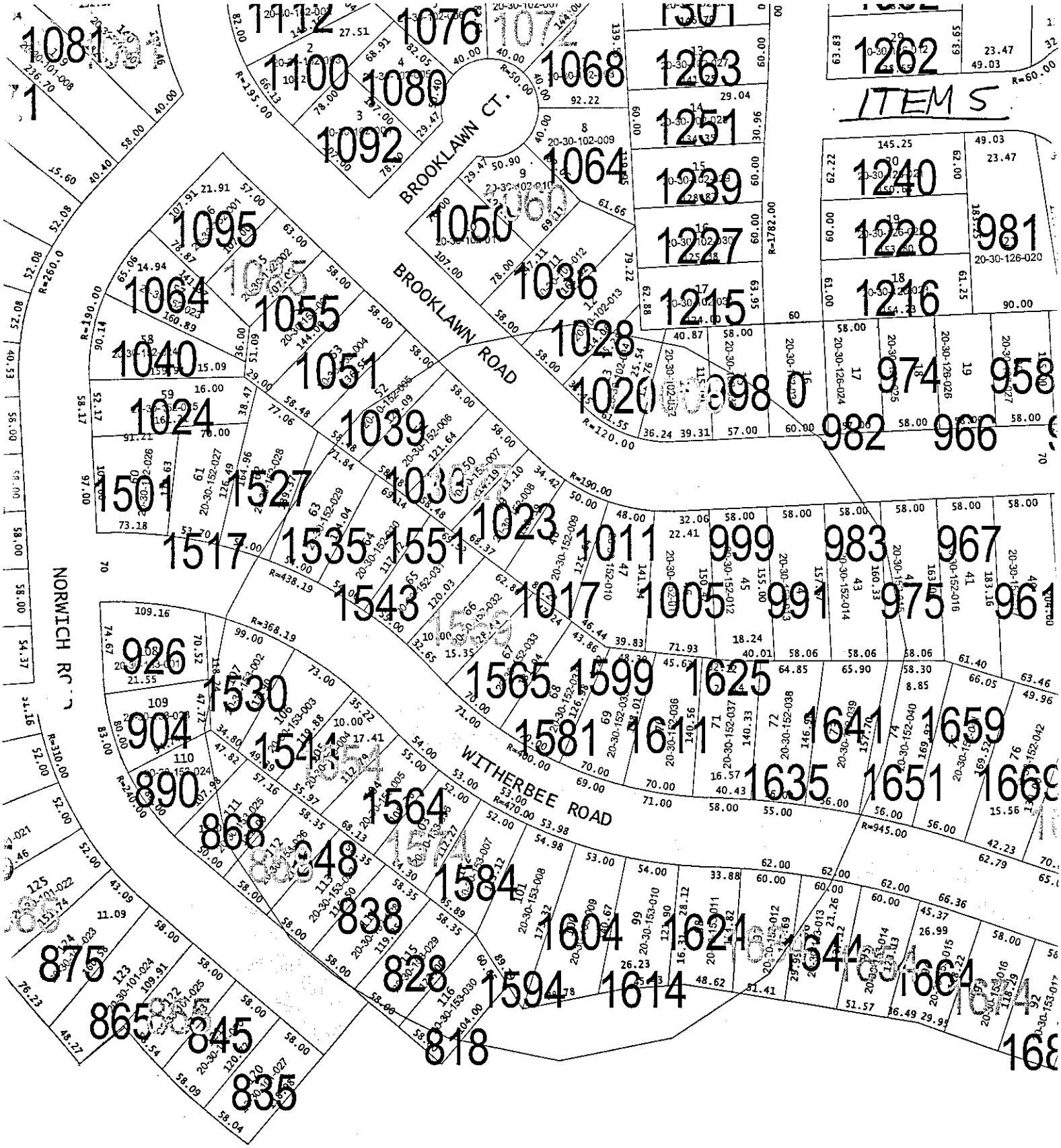
Sincerely,

John K. Abraham, Ph.D., P.E.
Traffic Engineer

cc: John Szerlag, City Manager
Gary Shripka, Asst. City Manager/Services
Neall Schroeder, City Engineer
Steven Vandette, City Engineer
Doug Smith, Real Estate and Development Director
Janet Jopke, Superintendent, Troy School District

TRAFFIC COMMITTEE MEETING SIGN-IN SHEET
FEBRUARY 21, 2001

NAME (PLEASE PRINT)	ADDRESS	PHONE #	ITEM # or AREA OF CONCERN
Susan Lacy	4084 Greensboro	740 9128	Traffic Light at Wattles
Hugo Delevie	3977 Victoria	740 0727	SIGNAL AT WATTLES/VICTORIA
Al Ferguson	3905 Victoria	689-2278	signal at wattles
Monica Ferguson	3905 Victoria	689.2278	" "
Frank Burroughs	1826 Lafonier Dr	689-0072	Signal @ Wattles
Christal Renaud	3942 Victoria Dr.	524-3212	Signal @ Wattles & Victoria
Richard Newlin	3941 Victoria Dr.	740.7064	"
Jason Pike	1581 Witherbee	646-9639	Parking S. Witherbee
Rosemary Newton	1581 Witherbee	646 9639	Parking S Witherbee
Stephen Lokken	4134 Cypress	524-2315	No Parking Zone
Nancy Beattie	3960 Victoria Dr.	689-5317	Traffic Light at Wattles
Jeannine Maciejewski	3796 Victoria Dr	528-3134	Traffic Light at Wattles & Victoria
Doug Maciejewski	3796 Victoria Dr	528-3134	" " "
Barbara Fowler	72 Whitney Court	526-0188	Wattles Light
Ronda Bussa	3851 Victoria	740 9465	Wattles/Victoria Light


ITEM 5
BROOKLAWN CT.
BROOKLAWN ROAD
NORWICH RD.
WITHERBEE ROAD

ITEM 5

Scott A. Larry
1554 Witherbee
Troy, MI 48084

19 Feb 01

Traffic Committee
City of Troy
500 West Big Beaver
Troy, MI 48084

RE: STATEMENT OF OPPOSITION
REQUEST TO RESTRICT PARKING ACROSS FROM 1581 WITHERBEE

Dear Committee Members:

While we sympathize with Ms. Newton, we are **opposed** to her request to restrict parking. The north side of Witherbee is currently restricted and reducing available street parking by another 100' in the vicinity of Ms. Newton's property will simply increase congestion on the south side of the street. This will in turn lead to greater numbers of requests for this type of relief and, soon, the entire south side of the street will be posted as No Parking as each citizen seeks special consideration.

I have lived in the subdivision since 1987 and during that time, more often than not, neighbors' cars have parked in front of my house, restricting my view of traffic as I exit my drive. This, and other similar situations, such as Ms. Newton's, are to be expected and one simply must deal with the fact that we live in a world, and town, with other people that from time to time get in the way.

Since a greater number of people would be harmed than would be helped by further restricting available access, and since Ms. Newton can, with care, negotiate the exit from her driveway as many on people on the north side of Witherbee do, it is obvious that the right thing to do is deny her request.

Sincerely,

Scott A Larry

Scott & Colleen Larry

ITEM 5

1599 Witherbee
Troy, MI 48084-2633
Feb. 21, 2001

Traffic Committee
City of Troy
500 West Beaver Road
Troy, MI

Dear Committee:

My wife and I sympahize with Ms. Rosemarie Newton of 1581 Witherbee in exiting her large passenger car onto Witherbee. She had this difficulty even before she became ill.I would guess her son's large truck would have to be careful to not back into a vechicle directly below their home drive. See enclosed drawing of site conditions.

Since parking is limited and on the south side of Witherbee the alternative of omitting parking for 100 feet is not a good one to implement. The 100 feet is equivalent in length to five car parking spaces.

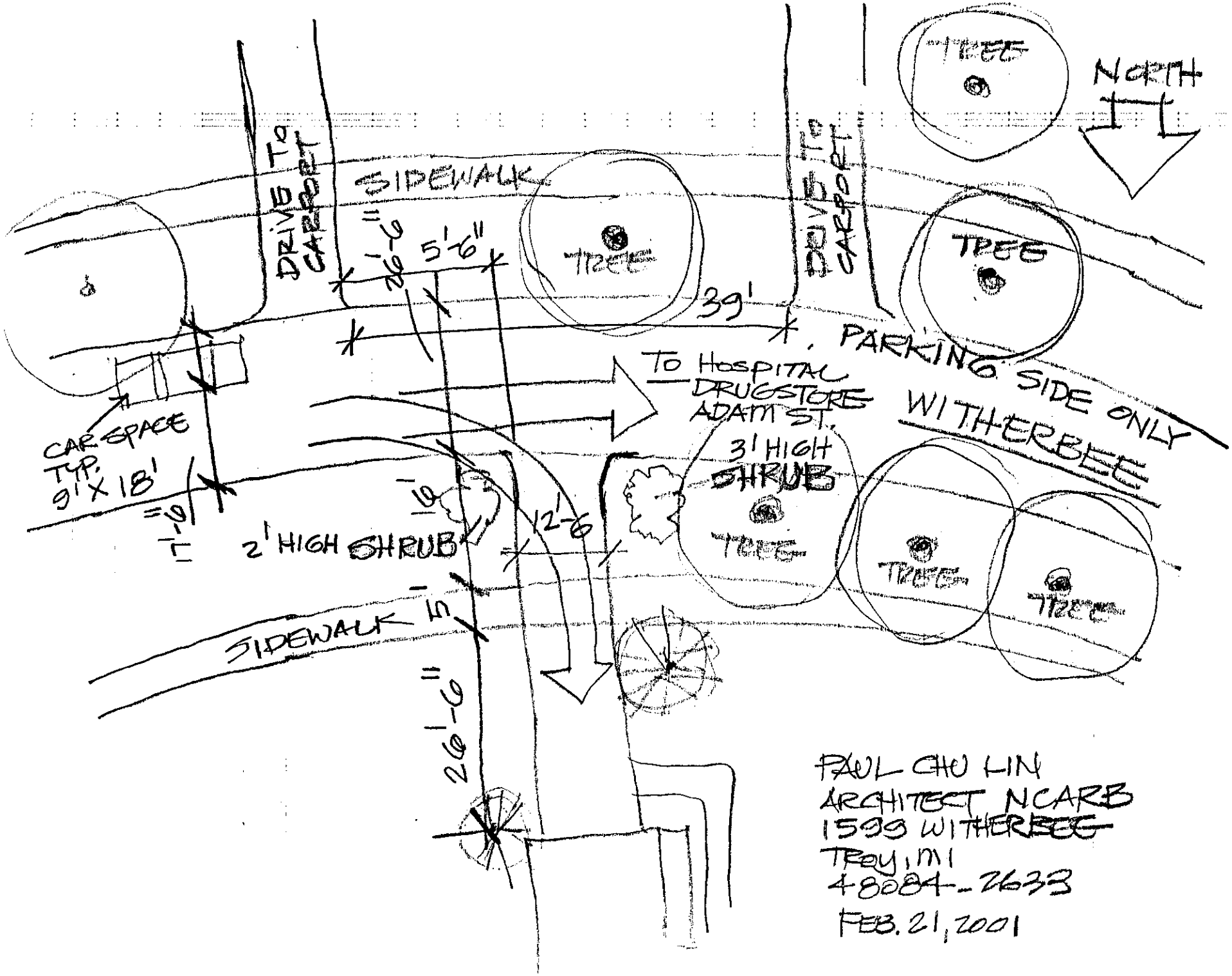
The other solutions to the problem are:

1. Only the 39' area directly below her drive has a"No Parking"sign.
2. Provide a greater,easier auto turning radius at the intersection of her drive and Witherbee. Possibly the 2' and 3'high shrubs are removed or lowered in height for better sightlines. Other landscape trimmed - viewpoint of safety.
3. A different car possibly in size and with support systems that promotes easier driving and navigating.

I hope I have been helpful in your deliberations on this particular situation.

Best Wishes!

Paul Chu Lin
Educator/Architect NCARB



PAUL CHU LIN
ARCHITECT NCARB
1599 WITHERBEE
TROY, MI
48084-2633
FEB. 21, 2001

ITEM 5

ITEM 6

Quin Lin
4148 Cypress Dr.
Troy, MI 48098
02/20/01

City of Troy

Dear John Abraham,

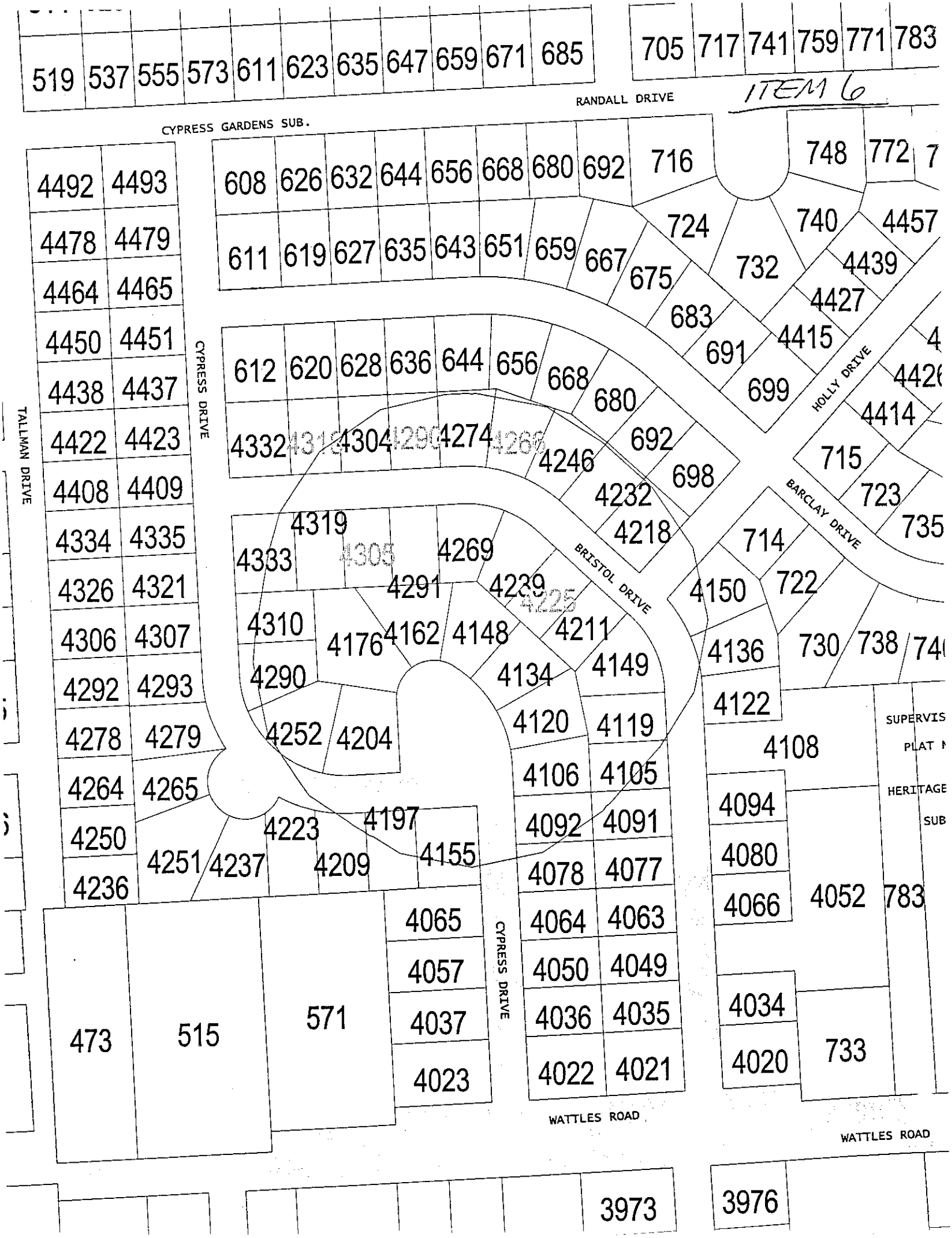
I understand that there will be a meeting this Wednesday night that will discuss my concern about parking in front of my house. Unfortunately I will not be able to be at the meeting because I am out of town this week due to a business travel. So I would like to get a hold on this issue for the time being if you could. I am very sorry for that. I will watch to see how things go. If the problem does not go away, I will contact you and try to raise the issue to the meeting then.

Thanks a lot.

Best Regards,

Quin Lin

Quin Lin



ITEM 6
519 537 555 573 611 623 635 647 659 671 685
705 717 741 759 771 783
RANDALL DRIVE
CYPRESS GARDENS SUB.
4492 4493
4478 4479
4464 4465
4450 4451
4438 4437
4422 4423
4408 4409
4334 4335
4326 4321
4306 4307
4292 4293
4278 4279
4264 4265
4250
4236
4251 4237 4223 4209 4197 4155
608 626 632 644 656 668 680 692 716
611 619 627 635 643 651 659 667 675
724 732 740 4457
683 691 699 4415 4427 4439
612 620 628 636 644 656 668 680 692 698
4332 4318 4304 4290 4274 4266 4246 4232 4218
4319 4333 4305 4269 4291 4239 4225 4310 4176 4162 4148 4211 4290 4134 4149 4252 4204 4120 4119 4106 4105 4092 4091 4078 4077 4064 4063 4050 4049 4036 4035 4022 4021
4065 4057 4037 4023
473 515 571
CYPRESS DRIVE
TALLMAN DRIVE
HOLLY DRIVE
BARCLAY DRIVE
BRISTOL DRIVE
WATTLES ROAD
748 772
4414 715 723 735
714 722 4150 4136 730 738
4122 4108
4094 4080 4066 4052 783
4034 4020 733
SUPERVIS
PLAT
HERITAGE
SUB
3973 3976

ITEM 6

TO: City of Troy Traffic Committee
FROM: Bob McAdow, 4162 Cypress, Troy
DATE: February 19, 2001
RE: Petition by Mr. Lin Qun, 4148 Cypress for no parking zone in front of his residence

In the petition by Mr. Lin, requesting the above no parking zone in front of his residence, and referring to the " very old white" truck parked in front of his residence, I presume he is referring to the vehicle I operate on occasion.

By way of explanation, I offer the following:

1. On one occasion during the holiday season, December 1999, Mr. Lin asked me if I would move the van, as his Christmas lights were obstructed from view from the street. The van was promptly moved. I had no problem with his request.
2. The van is not always kept at my residence, but is brought home from time to time. When it is at my home, it is usually parked in my drive. On occasion I have parked it on the street, either on the west side of the cul-de-sac, or in front of Mr. Lin's property. He has only asked me once to move it.
3. I generally have not parked the van in front of Mr. Lin's home for more than 48-72 hours since the December 1999 request to move the van. It has not been parked there all of the time, as it is in use or parked outside of the Troy area.
4. About the second week of December 2000, I brought the van home. For the majority of the month, it was parked in my drive in front of a roofing company dumpster. About January 1, 2001, I parked the van on the west side of the cul-de-sac in order for the dumpster to be removed. The return to the driveway was delayed due to a flat tire on the dumpster that needed repairs, and then the van was blocked in with ice and snow. The day I returned it to my drive, I discovered a warning sticker on it. Since that time I have parked the van in the front of 4148 Cypress on two occasions for periods not exceeding 72 hours. Even if I wanted to park the van in front of 4148 at other times, I would have been unable to do so, since other neighbors parked on the street in that area.
5. Although I would like to park the van in front of my house, I am unable to do so because I am in the cul-de-sac with only 18 feet of curb footage between the west edge of my drive and the east edge of the drive to my west, 4176 Cypress. That space is not even large enough for a car.
6. If I were to park a car, van, etc., in the space in front of my house, I would be in violation of city ordinance by being too close to either driveway. Furthermore, I would be parking in front of my drive, or obstructing the back up space for the neighbor on the west side of my residence, 4176 Cypress. It would also hinder access to the fire hydrant on the island.
7. When either neighbor (4148 or 4176, or others) have a party or visitors, they often park in front of my residence and partially block my drive. I have chosen not to complain, as I am sympathetic to the parking problem, and am willing to accommodate them.

8. If a vehicle is parked in front of my residence (which is on the sharp curve of the cul-de-sac) delivery trucks, semi-trucks, and even some cars, have difficulty negotiating the curve. Even without any vehicles parked there, trucks often go over the cul-de-sac's island curb damaging the grass.
9. If the road is snowy or icy, and a car is parked in front of my residence, it becomes a target for a vehicle unable to stop when braking for the curve. I personally witnessed a car slide on the ice 2-3 weeks ago, going over my curb toward the tree in the space between the curb and sidewalk. The snow piled up by a city plow prevented the car from hitting the tree.
10. For the above reasons, I do not park my vehicles in front of my residence, but elsewhere on the street.
11. The van is a white 1991 Ford, no rust, and is equipped with windows on the rear doors and sides. There are no commercial markings on the van.

In summation, I urge the city to reject the no parking request in front of 4148 Cypress, as my family and friends, and other neighbors and their visitors, would be inconvenienced by the restriction. It is unfortunate that Mr. Lin felt he had to seek City assistance, rather than just ask me to move the van, as he did previously. I had no problem complying, and ever since December 1999, I have been sensitive to his concerns. If the van is parked for up to 48 or 72 hours, or whatever the legal limit is, I have no problem complying. Again, the van, which is used for surveillance purposes as needed, is not always kept at my residence, and is currently located in another city.

Due to my work schedule this week (until 10:00 p.m. nightly), I am unable to attend your meeting, but have asked a neighbor, Mr. Steven Lokken, to deliver this letter, as he intends to be at the meeting.

Thank you for considering these comments.

ITEM 7

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

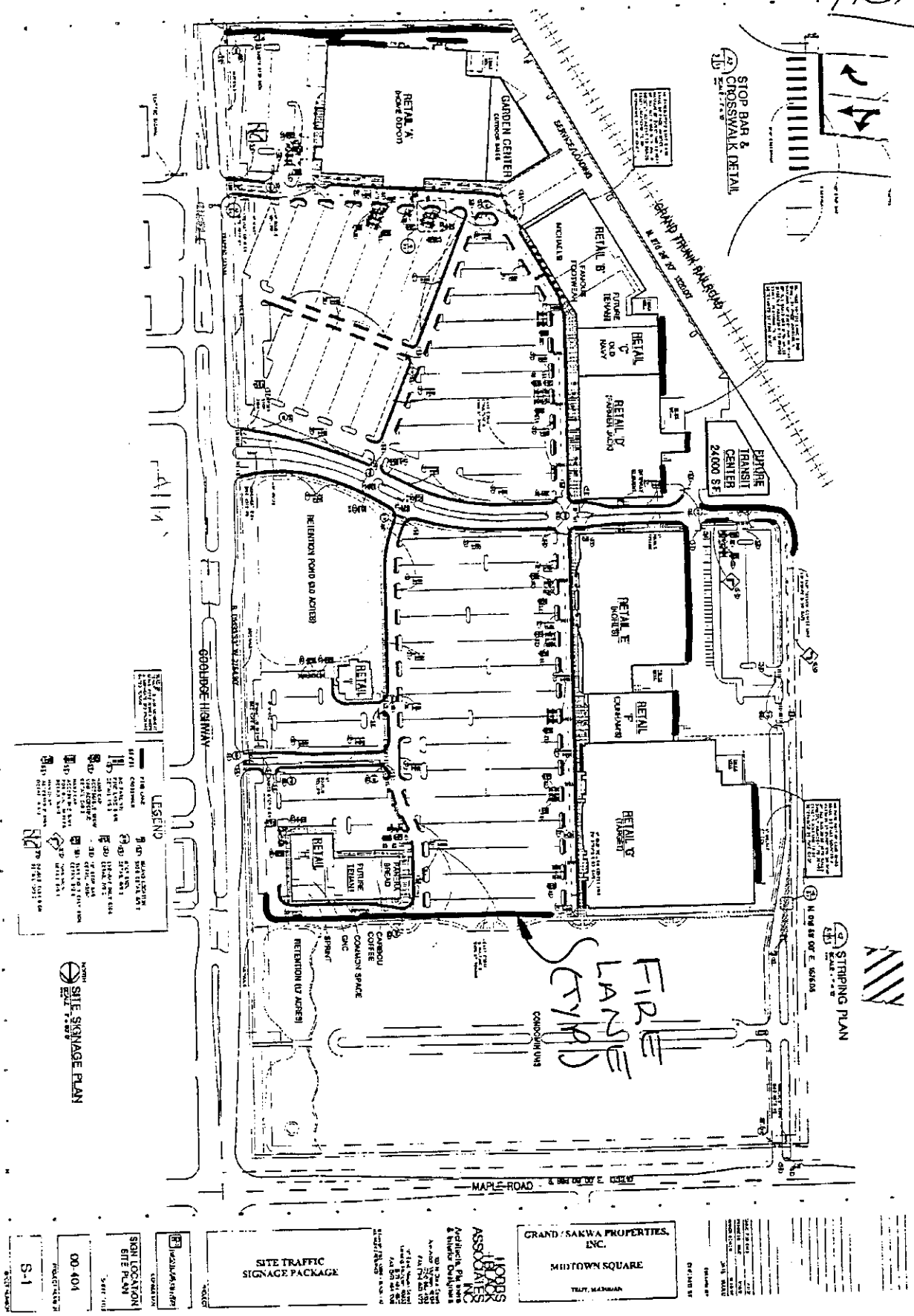
Robert Matlick
Lieutenant

RM/cz

Attch.

RECEIVED
JAN 30 2001
ENGINEERING

ITEM 7


STOP BAR & CROSSWALK DETAIL
GRAND TRUNK RAILROAD
RETAIL 'A' (HOME DEPOT)
GARDEN CENTER
RETAIL 'B'
RETAIL 'C'
RETAIL 'D'
FUTURE TRANSIT CENTER 24,000 S.F.
RETAIL 'E'
RETAIL 'F'
RETAIL 'G' (TARGET)
RETAIL 'H'
RETAIL 'I'
RETENTION POND (3.0 ACRES)
RETENTION (1.7 ACRES)
CARIBOU COFFEE
COMMON SPACE
CONDOMINIUMS
GOOLIDGE HIGHWAY
MAPLE ROAD
STRIPING PLAN
FIRE LANE (TYP)
LEGEND
SITE SIGNAGE PLAN
SITE TRAFFIC SIGNAGE PACKAGE
GRAND / SAKWA PROPERTIES, INC.
MIDTOWN SQUARE
HOBBS + BLACK ASSOCIATES INC.
SIGN LOCATION SITE PLAN
00-404
S-1

ITEM 8

Troy Fire Department

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

February 8, 2001

Property Manager
Trevarrow Hardware
97 W Long Lake Rd.
Troy MI 48098

RE: 61-79 W Long Lake 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 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

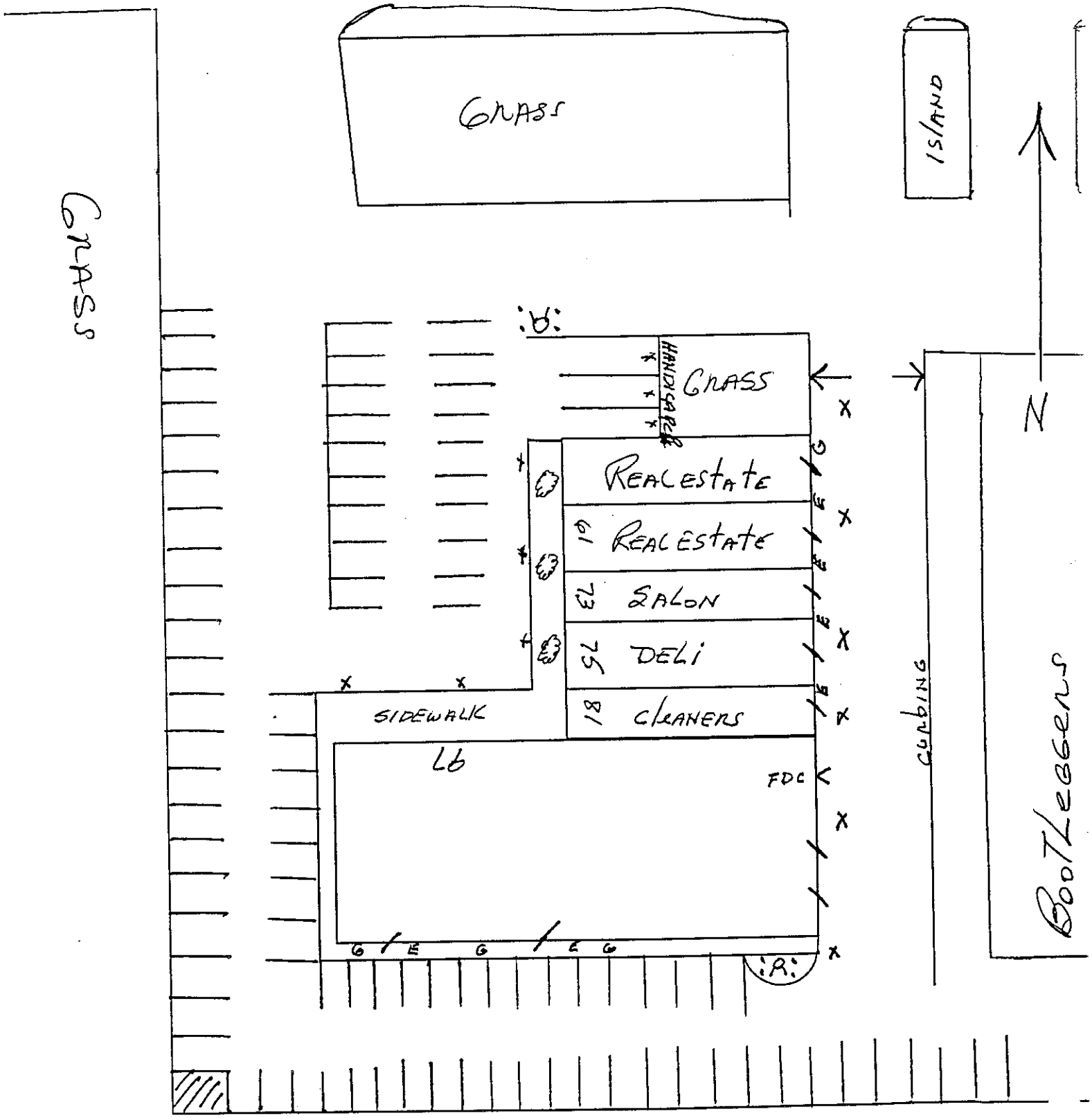
Robert Matlick
Lieutenant

RM/cz

Attch.

61-79 W. LONG LAKE

ITEM 8



OWNER- TREVARROW HARDWARE
97 W. LONG LAKE
TROY, MI 48098

X = FIRE LANES

ITEM 9

City of Troy

TRAFFIC ENGINEERING DIVISION
ENGINEERING DEPARTMENT

AND

TROY POLICE DEPARTMENT

NEIGHBORHOOD TRAFFIC HARMONIZATION PROGRAM

PROGRAM GUIDELINES

NEIGHBORHOOD TRAFFIC HARMONIZATION PROGRAM
Table of Contents

INTRODUCTION
- Background
- Sources Of Frustration
- How Big Is The Safety Concern?
- Why Motorists Speed
- Why Drivers 'Cut Through'

NEIGHBORHOOD TRAFFIC HARMONIZATION PROGRAM
- Benefits of the Program
- Program Development
- Goals and Objectives
- Program Costs
- Overview

PHASE I - Initial Steps
- Information Meeting
- Problem Identification
- Data Collection

PHASE II - Problem Solving
- Education
- Enforcement
- Engineering
- Re-Evaluation

PHASE III - Construction
- Requirements
- Process
- Approvals
- Re-Evaluation

Summary
- Process Improvement

NEIGHBORHOOD TRAFFIC HARMONIZATION PROGRAM
INTRODUCTION

Background

Each year, the City's Traffic Engineering office and the Police Department receives many requests from residents for help in addressing traffic concerns in their neighborhoods. To date the City's response has been limited, and typically involves shifting around police resources to provide enforcement in the concern areas. Unfortunately, our Police Department routinely gets more requests for enforcement than they have the ability to provide. In the past, this shortfall lead to attempts to increase the enforcement staff. While this is a logical response, there are funding limitations and it does not always represent the most cost effective alternative from the perspective of a long term solution. Furthermore, there are some residential areas throughout the City that have a constant need for speed control.

Sources of Frustration

Our residents are demanding solutions to their concerns. Requests for speed enforcement are continuous and concerns about cut through traffic are increasing. This is mostly because the increased population (daytime and residents) of the City results in increased traffic, and the major road network has not kept pace with our growth.

There is a fair amount of frustration, both on the part of the residents and the City staff. Often, this manifests itself in demands for stop signs, speed bumps or road closures, based on the perceptions of residents. Unfortunately these perceived 'solutions' rarely work, so alternatives are proposed that the residents find unattractive. The resulting conflict will sometimes pit the City's professional staff, the Traffic Committee, the City Council, and residents against each other. This often results in decisions being made on the basis of emotions rather than factual data and sound safety assessments. The end product in some instances is measures that are either ineffective or less safe than an existing condition.

How Big Is The Safety Problem?

Often residents express concern for safety based on their personal perceptions of problems, which are influenced by conjecture and emotion. But for safety solutions to be effective, they must be based on objective, measurable data including driver behavior (i.e. speeding) and documented failures (i.e. crashes). For instance, we know that very few crashes occur in residential areas. This knowledge is based on

an extensive traffic crash database dating from 1976. The City maintains yearly summary reports that highlight locations with a significant number of crashes. This information is provided to City Council so our elected officials are aware of these locations. It is also available to any resident or neighborhood group.

Based on recent data, neighborhood traffic crashes range from 4 to 8 percent of the total for the entire City. The dominant type of crashes in residential areas involves drivers entering or leaving driveways without checking for other traffic. The next most common type involves tailgating vehicles being involved in rear-end crashes. Speeding is the primary 'cause' of a crash only 15 to 20 percent of the time. This information leads to the conclusion that speeding is not a major factor in traffic crashes, and that police enforcement should be targeted against other forms of poor driver behavior.

Unfortunately, residents do not often appreciate these statistics. One vehicle with a loud muffler doing 32 mph may be enough to establish the perception of the concern, leading to residents being convinced that death and mayhem are inevitable unless the City 'does something'! The Troy NEIGHBORHOOD TRAFFIC HARMONIZATION PROGRAM identifies where speeding is a concern and works to resolve it.

Why Motorists Speed

All licensed drivers in Michigan know that the speed limit in a residential area is 25 mph -- it is our basic speed law! Also, most motorists are law abiding and responsible. Why, then, do some speed? This is an especially interesting question, since surveys have asked drivers how they would grade their individual driving skills, and 95% of motorists would respond that they feel they are ***better*** than average. This reflects a high degree of confidence in drivers' images of themselves as good drivers.

A driver's speed is the reflection of ones comfort level. Comfort in both the mental and physical sense, in the driving environment and their confidence in their ability to react to concerns. This includes the car, its ability to accelerate and brake, its handling, and sensations fed back to the driver by way of noise levels and the vehicle's suspension. Outside the vehicle, a driver's speed is influenced by weather conditions, obstructions next to the road, impediments in the road, sight distance, pedestrian activity, other vehicles, and the physical condition of the roadway.

Most drivers are responsible and take these factors into consideration when driving. This results in most drivers traveling at safe and appropriate speeds for the

conditions related to their trip. Thus, the use of '85th percentile' speed in measuring driver behavior and setting reasonable speed limits. [The term means the speed at which 85% of the vehicles are traveling at or below.] The 85th percentile speed is the basic measure of traffic speed, referenced in numerous traffic engineering standards, guidelines, and reports.

Modern street design adds to this comfort level by providing fewer obstructions in the right-of-way, greater setbacks of homes and structures, and the limits on landscaping along the edge of the roadway. These are a necessity for safety and must, therefore, be continued to allow an errant driver the ability to recover from a mistake. A vehicle traveling in excess of 25 mph in a subdivision may be traveling at a very safe and appropriate speed. However, the law in the State of Michigan and the City of Troy dictates a 25-mph speed limit, resulting in a conflict between what is a reasonable speed and the legal speed.

The origin of the 25-mph limit is unknown; however, it has been around since the early 1900's. It was based on the ability of the early cars to stop, untrained drivers to respond, and the types of roads that were in existence in early years of motor travel. As we all know, improvements to vehicle designs and performance allow much better control for drivers. Also, improved roadway designs and construction allow for safer streets.

Therefore, one solution to the concern might be to simply change the speed limit to fit the conditions as they currently exist. This would result in increasing speed limits in neighborhoods to 30 mph or higher. There are now 19 states and 8 Canadian provinces that have done just this. If we were to start without the perception that residential speeds should be 25-mph, this might be a reasonable and prudent action. However, raising speed limits would not represent an acceptable solution to our residents. Thus the Troy NEIGHBORHOOD TRAFFIC HARMONIZATION PROGRAM promotes the measures that will help reasonable and prudent drivers comply with our 25 mph speed limit for residential areas.

Why Drivers Cut Through

It is very common to blame outsiders (motorists who are cutting through) for traffic concerns in a neighborhood. The City is certainly aware of a handful of areas that are afflicted with a significant amount of cut-through traffic. Fortunately, this type of concern is not as widespread as some residents believe. The prevalent misconceptions regarding cut through traffic involves how you define 'cut-through'.

The City considers traffic as "cutting through" a neighborhood if it leaves a major road, detours through a residential area on its local streets, and then exits back out to another major road without having stopped at one of the residences. On the

other hand, residents tend to view traffic from adjoining subdivisions as cut through, even if it is just moving between a residence and a major street. This inter-subdivision traffic is not cut-through traffic by definition. In areas with real cut-through concerns, the most important step in defining the possible solutions is understanding why the traffic is cutting through. The most common reason is to avoid a traffic signal or some other bottleneck to smooth traffic flow on the major roads.

The major road system of the City has not kept pace with the growth of the community. Congestion is widespread and forecasts indicate it will grow worse each year. With this growth in congestion is a growth in complaints of traffic filtering through the neighborhoods. Fortunately, where the City has been able to widen the major roads, complaints from the adjoining neighborhoods of cut-through traffic have fallen.

The City has embarked on an aggressive Roadway Improvement Plan that identifies and seeks the needed funding for both these large widening projects, as well as smaller spot improvements. The cumulative effect of all these projects, large and small, will be to improve mobility and remove the incentives for motorists to seek alternative routes through our neighborhoods. The Troy NEIGHBORHOOD TRAFFIC HARMONIZATION PROGRAM will identify where cut through traffic is a concern and work to resolve the concern until the major roads can be improved.

NEIGHBORHOOD TRAFFIC HARMONIZATION PROGRAM

Benefits Of The Program

The City of Troy has traditionally given a high priority to maintaining and improving the quality of life for our residents, including improving traffic safety. Given our past experiences and advances in knowledge, there are opportunities to make improvements. The Troy NEIGHBORHOOD TRAFFIC HARMONIZATION PROGRAM is intended to increase the City's ability to respond to the concerns of our residents, to promote and enhance safety for motorists, bicyclists and pedestrians in our neighborhoods.

The Program focuses on long- term solutions to speeding, cut-through and other traffic concerns. It involves a process that includes resident involvement in identifying the traffic concerns. Residents and City staff will work together to collect data to quantify the concerns, and then identify a plan involving various steps to resolve the concerns.

A significant advantage is that this initiative makes available a larger and more powerful 'toolbox' of new and innovative alternatives that can be used to resolve traffic concerns. Some of these alternatives may be viewed as drastic, as they have not been used in this area before. However, all proposed for this Program have been evaluated for their effectiveness, associated risks and liability, and have proven successful in other areas of the United States. Another key benefit of the Program is the ability to better use the resources of the Police Department.

Program Development

The program has been developed by the City's Traffic Engineering Services Division, Engineering Department, with input was from the Police Department and the Traffic Committee.

The Program is based on other programs, proven in practice in communities throughout the United States and around the world. City staff has collected program material and other data from a number of communities, including: Farmington Hills, MI, Rochester Hills, MI, San Buena Ventura, CA, Belleview, WA, Seattle, WA, Portland, OR, Boulder, CO, San Leandro, CA, as well as materials from the Institute of Transportation Engineers (USA) and the Ministry of Transport for the State of South Australia. All this material was used a 'best practices' basis for this Program.

Goals And Objectives

The program has been designed with specific goals and objectives in mind. Through the participation in this program, we expect:

- Safety will be preserved or improved in the neighborhood.
- The City can prioritize multiple requests and allocate limited resources to neighborhoods based on the severity of their **concern**.
- Residents will be educated in traffic safety issues and participate in finding the solutions for their neighborhoods.
- The program will help build a sense of neighborhood and neighborliness.
- Step-by-step, incremental changes in a neighborhood will achieve acceptable results at the lowest cost.
- Changes in traffic flow will not divert significant amounts of traffic to other local streets.
- The citywide averages for speed will be lowered.
- The changes will not result in unreasonable tort liability exposure to the City.

Program Costs

The Program is divided into various phases, and each phase has certain costs (for materials, equipment and other expenses) as well as placing significant demands on people's time. It is the City's policy that the NEIGHBORHOOD TRAFFIC HARMONIZATION PROGRAM share the costs between the City and the residents as outline below, and jointly provide the people to work on the **concern**s though the Program:

The City share for the Program includes:

- **Staff time** - meeting with the neighborhood, conducting traffic studies/data collection, training residents on speed monitoring techniques, deploying the SMART radar trailer, and the enforcement of traffic laws.
- **Costs** - any materials and equipment associated with Phases I and II, such as educational brochures, traffic signs, and pavement markings.

The resident share for the Program includes:

- **Resident time** - meetings with staff and amongst themselves, and assisting staff with conducting traffic studies/ data collection.
- **Costs** - the full and complete (100%) cost to design and install any physical device associated with Phase III. The Special Assessment District (SAD) process shall be followed for allocating the cost between the area residents.

Overview

The NEIGHBORHOOD TRAFFIC HARMONIZATION PROGRAM focuses on three major components: **Education, Enforcement, and Engineering.** These components are used as part of a well-defined process, arranged in a logical and sequential manner, to resolve of traffic concerns.

The program uses a systematic approach for identifying traffic concerns and the incremental use of a variety of alternatives for their solution. The choices are graduated from the simplest to the most restrictive solution, with the understanding that if one particular method does not resolve a particular traffic concern, then a more restrictive approach may be necessary.

Throughout the process, the homeowners' association or resident group is directly involved. In this way, the residents know the extent of the concern, why the concern is occurring, what measures can be anticipated to resolve the situation, and when to expect some relief.

In order to increase the credibility as to what does and doesn't work, the residents are also included in the data collection throughout all phases of the Program. This joint effort of residents and City staff allows the active pursuit of the traffic concern with the cooperation by all involved. **The need for this combined effort cannot be overemphasized, for without it the program is disjointed and will be received with skepticism by the community.**

The Program is divided into three phases that must occur in sequential order. All phases involve active participation with the neighborhood:

1. The first phase involves holding a neighborhood meeting to provide an overview of the NEIGHBORHOOD TRAFFIC HARMONIZATION PROGRAM, starting to identify the traffic concerns of the area, and the initial data collection.
2. After the data is analyzed, the second phase involves planning and implementing the initial problem-solving measures. Additional data collection is necessary to check progress. This phase may be repeated as incremental steps are taken to address the residents concerns.
3. The third phase, if necessary, involves the construction of physical devices to control speeding or limit cut through traffic.

PHASE I - Initial Steps

Phase I provides for a complete explanation of the program, gains the support of a Core Group of residents, identifies the concerns, and collects data in the form of speed studies and field reviews.

Resident(s) with traffic safety concerns should contact the City. They will receive **a Program Information Brochure** and a **Traffic Information Survey Form**. Information in the brochure will provide an overview of the NEIGHBORHOOD TRAFFIC HARMONIZATION PROGRAM.

Then, the resident(s) need to discuss their traffic concerns and the NEIGHBORHOOD TRAFFIC HARMONIZATION PROGRAM with their neighbors and/or the neighborhood association. If there appears to be neighborhood interest, the City will host an informational meeting to discuss the Program.

Informational Meeting

The residents will be invited to attend an informational meeting, hosted by the City's Advisory Traffic Committee. At this meeting, the residents will:

- be provided a detailed explanation of the Program,
- need to identify a Core Group of residents to work with City staff,
- begin to establish a detailed description of resident problems and concerns,
- begin to establish a plan to collect actual traffic data in the form of speed studies and field reviews, as necessary.

Problem Identification

From this informational meeting, a sub-group of residents, or Core Group, will be formed to work with the City to gather information. Discussions between the Core Group and City staff will refine the description of concerns, locations and time periods. They will work to ensure the data collection plan will provide the needed information for problem solving. The revised problem description and data collection plan will be provided to the Advisory Traffic Committee.

Data Collection

Speed studies will be performed at locations identified by the residents. In addition, traffic counts will be taken and any other operational areas will be studied. All of the data gathering will be done in partnership--City employees and resident volunteers working together. This information will establish a database that the City

staff will analyze and summarize. The study report will be provided to the Core Group and the Advisory Traffic Committee.

PHASE II - Problem-solving

Phase II is the development of a comprehensive plan which will include elements of educational measures, enforcement activities, and an engineering review of the neighborhood. After the plan is implemented, follow-up studies will be conducted to verify progress toward resolving the concerns.

The Core Group will be invited to meet with the Advisory Traffic Committee to review the traffic data and analysis report. They together will develop a neighborhood plan to resolve the concerns identified and verified by the previous phase. As important, they will also identify the degree of improvement expected, so a clear end point is established to measure progress against. Finally, a data collection plan to re-evaluate their concerns is identified. The components of the neighborhood plan may include:

Education

Based on the specific findings of Phase I, a neighborhood education plan will be identified and agreed upon. Three educational programs are currently proposed. The Core Group, City staff, and the Advisory Traffic Committee will jointly determine the extent to which they will be used. They are:

The Neighborhood Traffic Safety Campaign

This involves the neighborhood group sending information to their neighbors of the Neighborhood Traffic Harmonization Program. Brochures will be made available for distribution that describes the Program, and provides information of various safety issues such as speeding. They will provide techniques that pedestrians and parents can use to help address their concerns and to become better aware of their driving habits. The City will also build up a circulating library of videos and traffic safety reports that the residents may borrow.

Speed Monitoring And Awareness Campaign

This provides two methods residents can use to monitor speeds on the streets in their neighborhood. The first consists of a portable, unmanned trailer equipped with radar speed detection equipment. This unit is called SMART,

for 'Speed Monitoring and Awareness Trailer'. The unit obtains speeds of oncoming vehicles and displays them on a digital display board visible to the passing motorist. The intent is to show motorists their actual travel speed.

The second involves the City staff working with the residents to monitor speeds using a radar gun. Either or both of these methods can be combined with Police Department enforcement activities.

The Ownership Letter Campaign

This involves a trained Core Group resident recording the speed of vehicles in their neighborhood, with the help of a City traffic technician. Speed and vehicle information and are recorded and submitted to the City, the City will obtain the vehicle owner's name and address through Michigan Secretary of State's registration system.

The City will then send a letter, over the signature of the Police Chief of the City's Police Department, to the registered owner of the vehicle. The letter will explain the community's desire for a safe neighborhood and encourage them to drive 25 MPH.

Enforcement

The plan for neighborhood enforcement activities would include the selective enforcement of specific traffic controls and vehicle movements by our Police Department. Using the traffic data and analysis from Phase I, the Core Group would identify specific time periods and locations that the deputies would target for specific ordinance enforcement. This may include: speeding, disobeying stop signs, improper parking, prohibited truck movements, etc.

Engineering

In conjunction with the other components discussed above, the neighborhood will be subject to a complete engineering review. This review will include:

- the condition of all existing traffic control signs and pavement markings for routine maintenance,
- consideration of new traffic controls or modifying existing ones. Appendix 4 describes the various traffic control devices and the criteria for their use.

New regulatory traffic controls must be authorized by Traffic Control Order, which is issued by the City Traffic Engineer, reviewed by the Advisory Traffic Committee, and approved by City Council.

Re-Evaluation

Once the various measures of the neighborhood plan are implemented, their effectiveness is monitored and any required data is collected through the joint efforts of the Core Group and City staff. A re-evaluation of the concerns and locations is made by City staff and provided to the Core Group and the Advisory Traffic Committee.

If the measures prove to be effective and the speeding concern is reduced to an acceptable level, the Core Group will notify the neighborhood of their success and encourage the continuation of safe driving. If, however, these measures prove ineffective, the location then qualifies for consideration of Phase III of the program.

PHASE III - Construction

This phase involves the installation of actual physical speed control device(s) in the roadway. These devices are designed to make it less comfortable for the motorist to speed or they will inhibit cut-through traffic. The installation of these devices may impact the ability of emergency services to respond to the area, potentially resulting in an elevated level of risk to the residents. Therefore, it is extremely important that these devices only be installed **after exhausting all viable alternatives identified in Phases I and II.**

Requirements

To minimize the City's liability, there are specific installation and location criteria that must be followed. Also, proper engineering analysis must be performed and engineering judgment followed prior to installation of any physical devices.

The physical devices are grouped into three broad categories, related to the types of concerns they are intended to address. Appendix describes the various physical devices, their likely effectiveness, the construction cost, and the criteria for their use.

Process

The Core Group and City Staff will determine the best plan for utilizing these types of devices, including a data collection plan to re-evaluate their effectiveness. It is presented to residents at a meeting of the Advisory Traffic Committee. Input from the residents and the Board is then incorporated into the plan. The Advisory Traffic Committee will be asked to recommend the construction plan to the Troy City Council, conditioned on the support of the neighborhood as documented by

petition. **Neighborhood support is absolutely essential during this entire process, because the neighborhood will assume the full cost of constructing the Phase III devices.**

Approvals

As condition to submitting the construction plan to City Council, the City requires that at least 90% of the area residents be informed of the construction plan and their share of the cost to implement it. At least 70% of the impacted residents must support the plan. This support is to be demonstrated by petitions circulated by the Core Group. After petitions have been received and verified, the City Council will be notified of the recommended project and their approval sought. Only if City Council approves of the construction plan and the Special Assessment of costs to the residents will the device(s) will be designed and constructed.

Re-Evaluation

Once the various physical devices are constructed, their effectiveness is monitored and any required data is collected through the joint efforts of the Core Group and City staff. A re-evaluation of the device effectiveness is made by City staff and provided to the Core Group and the Advisory Traffic Committee.

SUMMARY

With the first meeting with the homeowners, all facets of the Program are presented to the residents. From the very beginning of their venture into the NEIGHBORHOOD TRAFFIC HARMONIZATION PROGRAM, the residents will have a full understanding of what progress will be made and what can be expected from the program.

The NEIGHBORHOOD TRAFFIC HARMONIZATION PROGRAM encourages citizen involvement and pro-actively addressing traffic concerns. With the support of the City Council, we will continue to improve and develop the program, and offer it to residents interested in improving their neighborhoods.

Process Improvement

For every application received from our neighborhoods, City staff will provide a 'post mortem' analysis to derive 'lessons learned'. This should occur whether the Program is completed or terminated, whether successfully or not. It is to be used to improve the Program for future applications.