

**TRAFFIC COMMITTEE MEETING**  
**SEPTEMBER 17 - 7:30 P.M.**  
**LOWER LEVEL CONFERENCE ROOM**  
**TROY CITY HALL**  
**500 W. BIG BEAVER ROAD**

1. Roll Call
2. Minutes – July 16, 2003

**PUBLIC HEARINGS**

3. Request for Sidewalk Waiver– 3330 Rochester Road and Torpey
4. Request for Sidewalk Waiver – 1547 Rockfield Avenue and Eleanor

**REGULAR BUSINESS**

5. Replace YIELD Sign with STOP Sign on Andover at Hounds Chase  
Requested by Kristie Stefani, 5687 Andover, 48098
6. Update on Concerns about Left Turns from Shell Station and Osborne Shopping  
Center at Crooks and Big Beaver
7. Install Four Way STOP signs at the Intersection of Civic Center Drive and Town Center  
Drive
8. Install All-Way STOP signs at the Intersections of Lanergan and Paddington and at  
Lanergan and Newgate  
Requested by Laurie Kelly, 2615 Lanergan
9. Install STOP sign on Hidden Ridge at Colebrook  
Requested by Brian Weiss, 805 Colebrook
10. Visitors' Time
11. Other Business
12. Adjourn

cc: Traffic Committee Members, Including Ex-Officio Members  
Gary A. Shripka, Assistant City Manager/Services  
Steven Vandette, City Engineer  
Captain Dane Slater, Police Department  
Lt. Robert Rossman, Traffic Safety Unit  
Lt. Robert Matlick, Fire Department  
Lori Grigg Bluhm, City Attorney  
John K. Abraham, Traffic Engineer

cc: Appropriate Sections to Interested Citizens:

3. Residents within 300 feet of 3330 Rochester Road
4. Residents within 300 feet of 1547 Rockfield Avenue
5. Residents within 300 feet of the intersection of Andover and Hounds Chase  
Kristie Stefani, 5687 Andover, 48098
8. Residents within 300 feet of the Intersections of Lanergan and Paddington and at  
Lanergan and Newgate
9. Residents within 300 feet of Hidden Ridge at Colebrook  
Brian Weiss, 805 Colebrook

## TRAFFIC COMMITTEE

### MESSAGE TO VISITORS, DELEGATIONS AND CITIZENS

The Traffic Committee is composed of seven Troy citizens who have volunteered their time to the City to be involved in traffic and safety concerns. The stated role of this Committee is:

- a. To give first hearing to citizens' requests and obtain their input.
- b. To make recommendations to the City Council based on technical considerations, traffic surveys, established standards, and evaluation of citizen input.
- c. To identify hazardous locations and recommend improvements to reduce the potential for traffic accidents.

Final decisions on sidewalk waivers will be made by the Committee at this meeting.

The recommendations and conclusions arrived at on regular items this evening will be forwarded to the City Council for their final action. Any citizen can discuss these recommendations before City Council. The items discussed at the Traffic Committee meeting will be placed on the City Council Agenda by the City Manager. The earliest date these items might be considered by City Council would normally be 10 days to 2 weeks from the Traffic Committee meeting. If you are interested, you may wish to contact the City Manager's Office in order to determine when a particular item is on the Agenda.

Persons wishing to speak before this Committee should attempt to hold their remarks to no more than 5 minutes. Please try to keep your remarks relevant to the subject at hand. Please speak only when recognized by the Chair. These comments are made to keep this meeting moving along. Anyone wishing to be heard will be heard; we are here to listen and help in solving or resolving your particular concerns.

**AGENDA EXPLANATION  
TRAFFIC COMMITTEE MEETING  
SEPTEMBER 17, 2003**

1. **Roll Call**
2. **Minutes – July 17, 2003**

**PUBLIC HEARINGS**

3. **Request for Sidewalk Waiver – 3330 Rochester Road and Torpey**

Dennis M. Torpey is requesting a waiver for the sidewalk at 3330 Rochester Road and Torpey. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an “Agreement for Irrevocable Petition for Sidewalks.”

This parcel abuts both Rochester Road and Torpey Drive. There is an 8-foot sidewalk existing on Rochester Road. There are no sidewalks on Torpey Drive. Torpey is a dead-end street that ends at Baker Middle School. The Engineering office often receives concerns from residents regarding pedestrian safety.

Petitioner states that there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing; the existing ditch would have to be filled, and it would not be feasible to move or alter the storm drain/catch basins in their present location.

**SUGGESTED RESOLUTIONS:**

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

WHEREAS, Dennis M. Torpey has requested a temporary waiver of the requirement to construct a sidewalk on the property because there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing; the existing ditch would have to be filled, and it would not be feasible to move or alter the storm drain/catch basins in their present location.

WHEREAS, THE Traffic Committee has determined the following:

- a. A variance will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and
- b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and

c. The construction of a new sidewalk on the property line would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee grants a \_\_\_\_\_-year waiver of the sidewalk requirement for the property at 3330 Rochester Road and Torpey, which is owned by Dennis M. Torpey.

2. WHEREAS, the Traffic committee has determined, after a public hearing, that Petitioner failed to establish the standards justifying the granting of a waiver,

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee denies a waiver of the sidewalk requirement for the property at 3330 Rochester Road and Torpey, which is owned by Dennis M. Torpey.

**4. Request for Sidewalk Waiver – 1547 Rockfield Avenue**

Peter Laze is requesting a waiver for the sidewalk at 1547 Rockfield Avenue and Eleanor. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an “Agreement for Irrevocable Petition for Sidewalks.” Petitioner states that the area is already developed with no sidewalks existing, and the property has drainage ditches on Rockfield and Eleanor.

There is a sidewalk on the west side of Eleanor. Rockfield is a dead end street ending at Athens High School on the east side.

**SUGGESTED RESOLUTIONS:**

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

WHEREAS, Peter Laze has requested a temporary waiver of the requirement to construct a sidewalk on the property because the area is already developed with no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing, and there are ditches on both streets,

WHEREAS, THE Traffic Committee has determined the following:

- a. A variance will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and
- b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
- c. The construction of a new sidewalk on the property line would lead

nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee grants a \_\_\_\_\_-year waiver of the sidewalk requirement for the property at 1547 Rockfield and Eleanor, which is owned by Peter Laze.

2. WHEREAS, the Traffic committee has determined, after a public hearing, that Petitioner failed to establish the standards justifying the granting of a waiver,

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee denies a waiver of the sidewalk requirement for the property at 1547 Rockfield and Eleanor, which is owned by Peter Laze.

### **REGULAR BUSINESS**

#### **5. Change YIELD Sign to STOP Sign on Andover at Hounds Chase**

Kristie Stefani, 5687 Andover, requests that the YIELD sign currently on Andover at Hounds Chase be replaced by a STOP sign. She is concerned about speeding and feels a STOP sign would slow down traffic. After a phone conversation on the subject, Dr. Abraham mailed Ms. Stefani our brochures on stop signs and the Neighborhood Traffic Harmonization Program. Ms. Stefani wished to pursue the installation of the STOP sign on Andover at Hounds Chase.

Andover runs between Arlund way and Hounds Chase and has a downgrade; it may be easy to pick up speed coming down Andover. Field observations indicate low traffic volumes and no major sight obstructions at the intersection of Hounds Chase and Andover.

The Traffic Engineer met with Ms. Stefani and performed a speed study between 4:30 and 5:15 p.m. It was found that the average speeds were 24 mph and the highest speed recorded was 29 mph. 21 vehicles were clocked in the 45-minute study. Ms. Stefani agreed that the actual speeds look to be much lower than what she had perceived. Different aspects of pedestrian and child safety were discussed during the study.

#### **SUGGESTED RESOLUTIONS:**

- a. Recommend replacing YIELD sign with STOP sign on Andover at Hounds Chase.
- b. Recommend no changes.

#### **6. Update on Concerns about Left Turns from Shell Station and Osborne Shopping Center at Crooks and Big Beaver.**

Mr. Kilmer indicated at the July 2003 meeting that the gas station and the Osborne Shopping Center at the northwest corner of the intersection of Crooks and Big Beaver had some left-turn challenges; i.e., left turns onto Crooks Road which are very difficult,

but motorists still try to do it. Attached is a collision diagram for the intersection of Crooks and Big Beaver for 2000 and 2001. In 2000, there were five crashes in the proximity of the gas station drive onto Crooks Road. Two angle-type crashes involved vehicles exiting the drive involved in crashes with southbound vehicles.

In 2001 there were four right-angle crashes involving vehicles trying to make a left turn from northbound Crooks into the gas station. There was one head-on crash related to the same maneuver. Three rear-end type crashes also occurred near the driveway. The rear-end type crashes are typical at driveways this close to an intersection. Four right angle crashes and the head-on are of concern. There was one right angle crash involving vehicles entering the Osborne Shopping Center.

In 2000 there were four right angle crashes involving vehicles entering the gas station and six rear-end type crashes. There was one right angle and two rear end type crashes at the shopping center entrance.

The gas station drive is around 70 feet from the Big Beaver/Crooks intersection. This entrance is extremely close to the intersection and making left turns in and out of the entrance is very challenging. The Big Beaver and Crooks intersection is among the top three intersections in the City with the highest number of crashes. This intersection also is among the intersections carrying the highest volume of traffic in the City.

The driveway into Osborne Square has been discussed at the staff level earlier to find a solution to the extra wide driveway. It is a double driveway and the unrestricted open pavement causes confusion as to where motorists have to enter and exit. Observations show that on many occasions there are two vehicles waiting to exit parallel to each other at the driveway in such a way that entering vehicles do not know where to enter. A median in the driveway assigning entry and exit points may help resolve this. However, since it is private property we can only advise the property owner of this.

#### SUGGESTED RESOLUTIONS:

- a. To recommend prohibiting left turns from northbound Crooks into the Shell station and Osborne Square
- b. To recommend prohibiting left turns from the Shell station and Osborne Square onto northbound Crooks.
- c. To recommend driveway redesign to owner.
- d. To recommend no changes.

#### **7. Install Four Way STOP signs at the Intersection of Civic Center Drive and Town Center Drive**

On July 17, 2003, a temporary Traffic Control Order was issued by the traffic engineer on the request of the Police Department and many City employees. Employees reported that they get into near miss situations at the intersection on a daily basis. The intersection was formerly 2-way STOP controlled with STOP signs on Civic Center

Drive at Town Center Drive.

Town Center Drive traffic did not have to stop, but on many occasions motorists stopped on Town Center at the intersection, further causing confusion. A conflict study was performed at the intersection to find the number of "near-miss" situations. It was found that there were 2 to 4 near misses in an hour. Our police officers also reported seeing near-miss situations. The curves on three of the approaches to the intersection may have some effect on the safety and further, Civic Center is boulevarded, while Town Center does not have a median, which also may be causing the confusion. Two years ago supplemental signs were posted under the STOP signs that read "CROSS TRAFFIC DOES NOT STOP" for better guidance. However, some amount of confusion still exists.

Installation of a multi-way STOP would be warranted under one of the following conditions:

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

A 24-hour volume study performed for the intersection shows the following:

Direction	Per Day
Civic Center Northbound	2006
Civic Center Southbound	1246
Town Center Eastbound	731
Town Center Westbound	2615

Civic Center carries around 3252 vehicles in a day while Town Center carries around 3346 in a day. The intersection, therefore, has a balanced distribution which also may be leading some motorists to think both are equally important. A crash analysis revealed that there have been three crashes of the right-angle type in the past three years. The above data does not meet the warrants for a four-way STOP controlled intersection as per the Michigan Manual of Uniform Traffic Control Devices.

SUGGESTED RESOLUTIONS:

- a. To recommend installing permanent four-way STOP signs at Town Center and Civic Center

b. To recommend no changes.

8. **Install All-Way STOP Signs at the intersections of Lanergan and Paddington and at Lanergan and Newgate**

Laurie Kelly of 2615 Lanergan requests all-way STOP signs at the intersections of Lanergan with Paddington and Newgate. Ms. Kelly lives at the corner of Newgate and Lanergan and reports that traffic on Lanergan moves at high speed and feels that the STOP signs will slow the traffic. Ms. Kelly's concern is for kids in the neighborhood, and particularly because there are no sidewalks. Two of the Kellys' neighbors also called the City regarding the same concerns. Information on STOP signs and the Neighborhood Traffic Harmonization program was mailed to the residents. The procedure for getting sidewalks installed on Lanergan was also discussed. City policy requires that sidewalks can be installed on residential roadways based on a petition that a majority of residents on the street support and the cost of the installation will be special assessed to the benefiting residents.

Ms. Kelly also feels that there are a number of motorists who cut through the subdivision using Lanergan to get from Adams to Coolidge.

Lanergan runs between Adams Road and Beach, and then continues as Salem and Kristin to Coolidge. Harlan School is on the west side of Adams Road, across from Lanergan.

The intersection of Paddington and Lanergan is really a combination of two "T" intersections. The west "T" intersection where Paddington runs to the north from Lanergan and the east "T" intersection that has Paddington running south from Lanergan are both STOP controlled with STOP signs on Paddington to assign right of way to Lanergan. Paddington has a curve approaching Lanergan from both sides.

Traffic counts indicate that Paddington carries around 140 vehicles in a day, and Lanergan around 540 vehicles in a day (counts taken in July). Since this is a combination of two "T" intersections, making this an all-way STOP intersection will be challenging and may make it very confusing. None of the warrants for an all-way STOP-controlled intersection are met for this intersection.

The intersection of Lanergan and Newgate is again a "T" intersection with Newgate terminating at Lanergan. Newgate carries around 130 vehicles in a day. The usual range of traffic volumes on Troy residential roads is between 300 to 5000 vehicles in a day. Traffic volumes on all three roadways are very low when compared to an average residential street.

A traffic speed study was performed on Lanergan between Beach and Paddington. Average speeds were found to be 26.03 miles per hour between 4:30 and 5:30 p.m. Eleven westbound vehicles and twelve eastbound vehicles were clocked in the half-hour study.

A similar study was performed on Lanergan between Adams and Paddington. Eleven westbound vehicles and thirteen eastbound vehicles were clocked between 5:00 and 5:30 p.m. The average speed in this stretch was 29.2 mph. The highest speed

clocked was 39 mph.

Enforcement activities in the subdivision also do not show a speeding problem. It should be noted that STOP signs are not speed control devices. The only effect would be that motorists might slow down around 150 feet from the sign and if confronted with signs that are not warranted, try to "make up" for the lost time at STOP signs. Unwarranted signs may also dilute the credibility of existing signs and increase violations at the signs.

Installation of a multi-way STOP would be warranted under one of the following conditions:

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

None of the warrants were met for the intersections under consideration.

SUGGESTED RESOLUTIONS:

- a. To recommend installing all-way STOP signs at Lanergan and Paddington.
- b. To recommend installing all-way STOP signs at Lanergan and Newgate.
- b. To recommend no changes.

**9. Install STOP sign on Hidden Ridge at Colebrook**

Brian Weiss of 805 Colebrook requests that the YIELD sign on Hidden Ridge at the intersection of Colebrook be replaced with a STOP sign. Mr. Weiss indicated that motorists do not pay heed to the YIELD sign and he has had to stop on Colebrook, even though he has the right of way, to avoid motorists entering Colebrook after violating the YIELD sign.

Colebrook carries around 1500 vehicles per day and Hidden Ridge carries around 825 vehicles per day. Residential street traffic in Troy ranges between 300 and 5000 vehicles per day. There are no significant sight obstructions at the intersection.

**SUGGESTED RESOLUTIONS:**

- a. To recommend installation of a STOP sign on Hidden Ridge at Colebrook in place of the current YIELD sign.
- b. To recommend no changes.

**10. Visitors' Time****11. Other Business**

Items not on the agenda which Traffic Committee members may wish to discuss.

**12. Adjourn**