

**AGENDA**  
**TRAFFIC COMMITTEE MEETING**  
**OCTOBER 20, 2004 - 7:30 P.M.**  
**LOWER LEVEL CONFERENCE ROOM**  
**TROY CITY HALL**  
**500 W. BIG BEAVER ROAD**

1. Roll Call
2. Minutes – September 15, 2004
3. Install DO NOT BLOCK INTERSECTION sign on Long Lake at Abington, east of Rochester Road  
Requested by Linda Bagdafarian, 1169 Mayberry Street
4. Install All-way STOP signs at the intersection of Daley Street and Boyd Street  
Requested by Tammy Cheslock, 1087 Baker Court
5. Install traffic signal at Square Lake and Donaldson  
Requested by Bela Shah, 123 Millstone Street
6. Replace YIELD sign with STOP sign on Buckingham at Brentwood  
Requested by John Ballantine, Northfield Hills Condominium Association
7. Replace YIELD sign with STOP sign on Breeze Hill at Brentwood  
Requested by John Ballantine, Northfield Hills Condominium Association
8. Install STOP sign on Orpington at Cedar Crest  
Requested by Walt and Julia Kassak, 2267 Orpington
9. Replace YIELD sign with STOP sign on Saffron Court at Saffron  
Requested by Robert Kenyon, 5127 Crowfoot Street
10. Establish fire lanes at 1787 West Big Beaver  
Requested by the Troy Fire Department
11. Visitors' Time
12. Other Business
13. Adjourn

cc: Traffic Committee Members, Including Ex-Officio Members  
Captain Ed Murphy, Police Department  
Lt. Scott McWilliams, Police Department  
Lt. Robert Matlick, Fire Department  
John K. Abraham, Traffic Engineer

- and cc: Item 3 Residents within 300 feet of Long Lake and Abington
- Item 4 Residents within 300 feet of Daley and Boyd Streets
- Item 5 Residents within 300 feet of Square Lake and Donaldson
- Items 6 & 7 John Ballantine, Northfield Hills Condo Assn.,  
1750 Brentwood, 48098
- Item 8 Residents within 300 feet of Orpington at Cedar Crest
- Item 9 Residents within 300 feet of Saffron Court at Saffron
- Item 10 MaryJo LaFata, 1787 W. Big Beaver, Troy MI 48084

## 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**

**OCTOBER 20, 2004**

1. **Roll Call**
2. **Minutes – September 15, 2004**
3. **Install DO NOT BLOCK INTERSECTION Sign on Long Lake at Abington, east of Rochester Road**

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

DO NOT BLOCK INTERSECTION signs have been tried in different locations around the City and it has been found that these signs are not very effective in having vehicles stop behind the intersection, particularly at driveways and residential streets. Observations in the morning peak hour at the location indicate that whenever traffic backs up beyond Abington and is moving very slowly, many motorists stop to allow right turners from Abington to make their turns. At times the wait period for Abington traffic was around 2 minutes, but in most cases traffic was able to make their turns when traffic on Long Lake stopped and let them in. Even if this sign is installed, the Police Department reports that it may be difficult to enforce it. The subdivision that uses Abington also has alternative egress points to Long Lake, east of Abington.

**SUGGESTED RESOLUTIONS:**

- a. Recommend installing a DO NOT BLOCK INTERSECTION sign just east of Abington, facing westbound traffic.
  - b. Recommend no changes.
4. **Install All-Way STOP Signs at the intersection of Daley Street and Boyd Street**

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

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

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

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

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

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

#### SUGGESTED RESOLUTIONS:

- a. Recommend installing all-way STOP signs at Daley Street and Boyd Street.
- b. Recommend no changes.

**5. Install Traffic Signal at Square Lake and Donaldson**

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

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

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

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

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

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

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

Traffic signals are located preferably at half-mile points for effective traffic flow. When the distance between signals is less than a half mile, progressive traffic flow may be adversely affected and may result in higher congestion, and backing up of traffic from one intersection to the other, creating gridlock. A signal at Donaldson would be around 1400 feet from the one at Livernois and Square Lake, which is around a quarter of a mile.

Traffic volumes and traffic crash history indicate that a traffic signal installation is not warranted for this intersection.

#### SUGGESTED RESOLUTIONS:

- a. Recommend installation of a traffic signal at Square Lake and Donaldson.
- b. Recommend no changes.

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

John Ballantine, Northfield Hills Condominium Association, requests a STOP sign instead of the YIELD sign on Buckingham Place at Brentwood.

Mr. Ballantine reports that even though there is a YIELD sign on Buckingham Place at Brentwood, motorists do not always yield to traffic, and he has seen many close calls at this intersection

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

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

#### SUGGESTED RESOLUTIONS:

- a. Recommend replacing YIELD sign with a STOP sign on Buckingham Place at Brentwood.
- b. Recommend no changes.

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

John Ballantine, Northfield Hills Condominium Association, requests a STOP sign instead of the YIELD sign on Breeze Hill Place at Brentwood.

Mr. Ballantine reports that even though there is a YIELD sign on Breeze Hill Place at Brentwood, motorists do not always yield to traffic, and that he has seen many close calls at this intersection

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

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

#### SUGGESTED RESOLUTIONS:

- a. Recommend replacing YIELD sign with a STOP sign on Breeze Hill at Brentwood.
- b. Recommend no changes.

#### **8. Install STOP sign on Orpington at Cedar Crest**

Walt and Julia Kassak, 2267 Orpington, request a STOP sign on Orpington at Cedar Crest.

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

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

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

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

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

**SUGGESTED RESOLUTIONS:**

- a. Recommend installing a STOP sign on Orpington at Cedar Crest.
- b. Recommend no changes.

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

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

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

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

**SUGGESTED RESOLUTIONS:**

- a. Recommend installing a YIELD sign on Saffron Court at Saffron.
- b. Recommend installing a STOP sign on Saffron Court at Saffron.
- c. Recommend no changes.

**10. Establish Fire Lanes at 1787 West Big Beaver**

Section 8.28, Chapter 106, Troy City Code, provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown on the attached sketch be provided to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

**SUGGESTED RESOLUTION:**

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

11. **Visitors' Time**

Items not on the agenda.

14. **Other Business**

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

15. **Adjourn**

ITEM 3

ROCHESTER

ASHLEY

MAYBERRY

E LONG LAKE

ABINGTON

BABBIT

GLASER



ITEM 4



LIVERNOIS

ITEM 5

CUTTING

DONALDSON

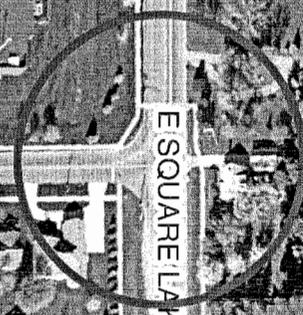
ESQUARE LAKE

MARTELL

FOLKSTONE

TARA

COTSWOLD



## Square Lake and Donaldson

## Warrant Summary

Urban values apply.

Warrant 1 - Minimum Vehicular Volumes

NOT SATISFIED. Required values reached for 0 hours.

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

Warrant 2 - Interruption of Continuous Traffic

NOT SATISFIED. Required values reached for 0 hours.

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

Warrant 3 - Minimum Pedestrian Volumes

NOT SATISFIED. Ped volume too low.

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

Warrant 4 - School Crossing

NOT APPLICABLE. Gap data has not been defined.

Warrant 5 - Progressive Movement

NOT SATISFIED for approach(es): Eastbound Westbound

Warrant 6 - Accident Experience

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

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

Warrant 7 - Systems Warrant

NOT SATISFIED. Peak hour total entering volume 989 < 800

- Approaches which are part of principal through traffic network.

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

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

Warrant 8 - Combination of Warrants

NOT SATISFIED. Required values reached for 0 hours.

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

Warrant 9 - Four Hour Volumes

NOT SATISFIED. Required values reached for 0 hours.

Warrant 10 - Peak Hour Delay

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

Warrant 11 - Peak Hour Volume

NOT SATISFIED.

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

## Square Lake and Donaldson

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

ITEM 6

ITEM 7



JOHN R

CECIL

ORPINGTON

COLWELL

EAGLE

COLUMBIA

ACADEMY

RHODE ISLAND

WYANDOTTE

CLEVELAND

TRAVERSE

NAGARA

ANVIL

PASADENA

ROWLAND

AVALON

CEDAR CREST





RADCLIFFE

TUCKER

STODDARD

CUSTER

STANDISH

ELONG LAKE

SAFFRON

SAFFRON CT

FOXCROFT

CROWFOOT

DUKE

SPRING MEADOWS



**Fire Department**

500 West Big Beaver Road

Troy, Michigan 48084

Phone: 248-524-3419

Fax: 248-689-7520

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September 29, 2004

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

RE: 1787 W. Big Beaver

Dear Ms. LaFata:

The Troy Fire Department has surveyed the above captioned property for the establishment of fire lanes. This action is pursuant to Chapter 1076 of the Troy City Code, and was recommended by the Fire Department and the Traffic Committee.

**This letter is to notify you that the installation and maintenance of the fire lane signs is the obligation of the property owner.** The fire lane signs are to be installed and maintained in compliance with the criteria as set forth in the Michigan Manual of Uniform Traffic Control Devices.

Some of the criteria as set forth in the Michigan Manual of Uniform Traffic Control Devices are as follows:

1. Signs shall be red on white background and shall read,  
**"No stopping, Standing, Parking – Fire Lane – Tow Away Zone"**
2. Spaced no further than 100 feet apart.
3. Installed at right angle or 90<sup>o</sup>.
4. Seven (7) feet from the bottom of sign to grade.
5. Double faced where possibility exists for left wheel to curb parking.

It is the requirement of the Troy Fire Department that compliance be attained **immediately**. A diagram of your property and fire lane sign placement is attached for your reference.

If you have any questions concerning this notice, please contact the Troy Fire Department at 248-524-3419. Thank you for your cooperation in this matter.

The Traffic Committee meets on October 20<sup>th</sup> in the Lower Level Conference Room at City Hall at 7:30 p.m. If you have no problems with the posting of the signs, you need not attend this meeting. Please call 248 524-3379 to verify the date of the meeting.

Protectively,

TROY FIRE DEPARTMENT

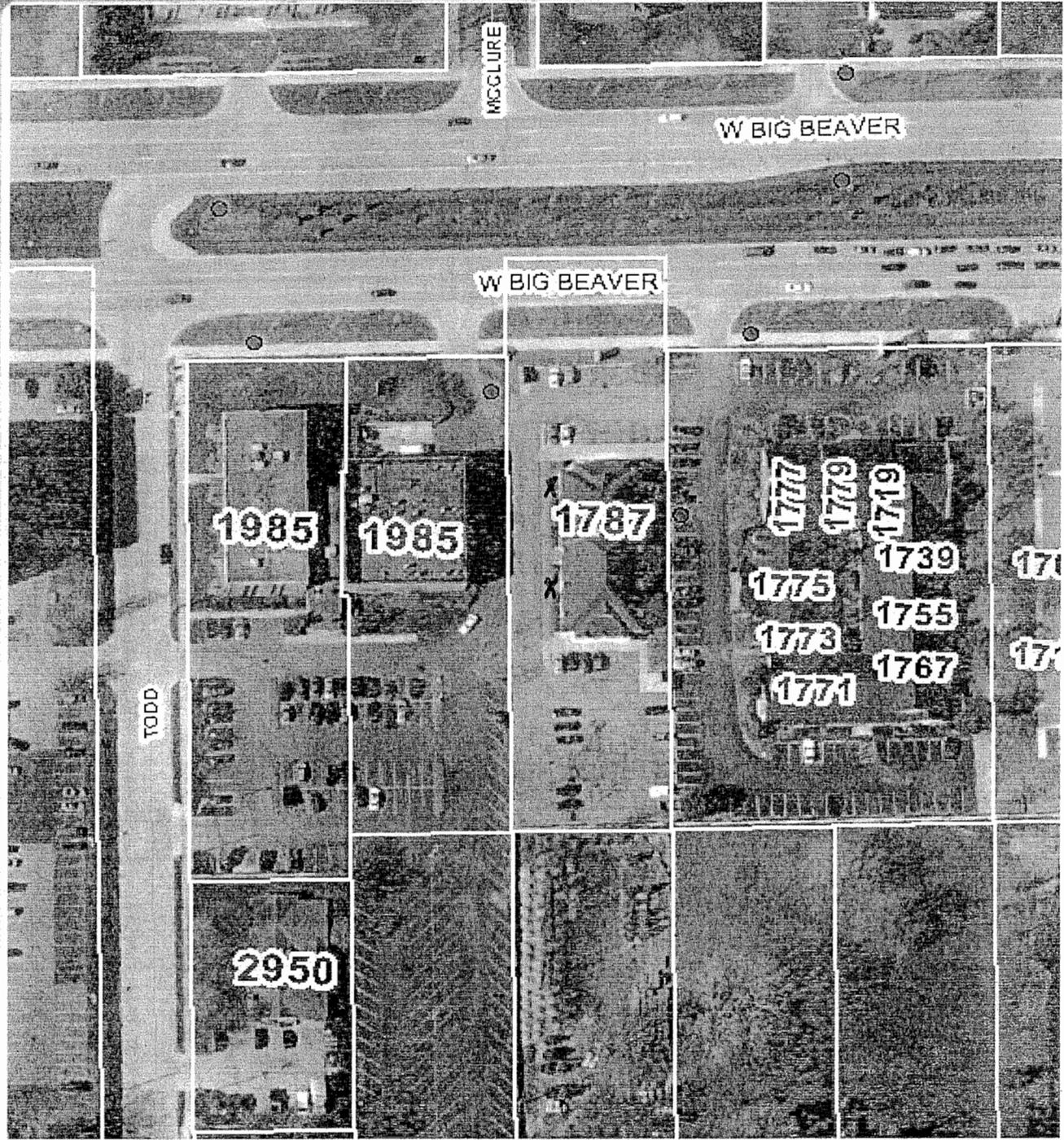
Robert Matlick  
Lieutenant

Attachment

cc: Laurel Nottage



# Geographical Information Systems Online



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

