

**AGENDA**  
**TRAFFIC COMMITTEE MEETING**  
**MAY 18, 2005 - 7:30 P.M.**  
**LOWER LEVEL CONFERENCE ROOM**  
**TROY CITY HALL**  
**500 W. BIG BEAVER ROAD**

1. Roll Call
2. Minutes – March 16, 2005
3. Establish Fire Lanes at 50 and 100 West Big Beaver  
Requested by the Troy Fire Department
4. Install STOP sign on Peacock at Ottawa  
Requested by Cicero Acton, 800 Ottawa
5. Install STOP sign on Ridgedale at Parkview  
Requested by Patrick Carolan, 6431 Parkview
6. Install STOP signs on Glyndebourne at Dalesford  
Requested by Jefre Vang, 2345 Dalesford
7. Visitors' Time
8. Other Business
9. Adjourn

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

and cc: Item 3 Steve Petrove, Liberty Property Trust, 100 W. Big Beaver

Item 4 Cicero Acton, 800 Ottawa  
Residents within 300 feet of Peacock and Ottawa

Item 5 Patrick Carolan, 6431 Parkview  
Residents within 300 feet of Ridgedale at Parkview

Item 6 Jefre Vang, 2345 Dalesford  
Residents within 300 feet of Glyndebourne at Dalesford

## 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**

**MAY 18, 2005**

1. **Roll Call**
2. **Minutes – March 16, 2005**
3. **Establish Fire Lanes at 50 and 100 West Big Beaver Road**

During a recent review of fire lanes, the Fire Department determined that the fire lanes at 50 and 100 West Big Beaver have not been officially approved by the Traffic Committee or the City Council.

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 50 and 100 West Big Beaver.

4. **Install STOP sign on Peacock at Ottawa**

Cicero Acton, 800 Ottawa, requests a STOP sign on Peacock at Ottawa. Mr. Acton reports that he sees a lot of vehicles on Peacock not yielding to traffic on Ottawa. This problem could get even worse when the new homes on Peacock are built. He feels that a YIELD sign may not help much and requests a STOP sign on Peacock at Ottawa.

Ottawa is a very old street in the City and Peacock is relatively new. New homes are being built on Peacock, which connects to Quill Creek, which further connects to Norton. Traffic on Ottawa has the right of way at the intersection since Peacock ends in a T-intersection with Ottawa. Traffic counts indicate that Ottawa carries around 384 vehicles in a day going eastbound and 438 vehicles going westbound. Around 148 vehicles enter the intersection from Peacock. It should be noted that the homes in the new subdivision (Peacock Farms) on Peacock are not completed yet; the counted traffic may be construction and other traffic going to the homes under construction. Field observations show no major sight obstructions at the intersection. As Mr. Acton indicated, traffic on Ottawa may not be used to seeing traffic coming from Peacock, since Peacock is a brand new street. Due to the newness of the intersection, there have been no reported crashes at the intersection.

SUGGESTED RESOLUTIONS:

- a. Recommend installing a YIELD sign on Peacock at Ottawa.
- b. Recommend Installing a STOP sign on Peacock at Ottawa.
- c. Recommend no changes.

**5. Install STOP sign on Ridgedale at Park View**

Patrick Carolan, 6431 Parkview, requests a STOP sign on Ridgedale at Park View. Mr. Carolan lives at the corner and has observed near-misses at the intersection due to vehicles on Ridgedale not yielding to vehicles on Parkview. He feels that a STOP sign at the intersection will eliminate this concern.

Ridgedale is the entrance to the subdivision and is a very short street, 200 feet in length. Ridgedale ends in a T-intersection and serves as the connection between Beach Road and Park View. Park View further connects to other subdivision roads in the Hills of Charnwood subdivision. The T-intersection has 182 vehicles entering from Park View from the north, 130 vehicles entering from the south and 217 vehicles entering from the west from Ridgedale. Traffic volumes on Troy residential streets range between 300 and 5000, and the values observed at this intersection are in the low end of the usual residential traffic volumes. A traffic crash study was performed for this intersection and for the past 4 years, there have been NO reported traffic crashes at this location. There are no major sight obstructions at the intersections and field observations did not reveal any major confusion as to who has the right-of-way at the intersection.

- a. Recommend installing STOP sign on Ridgedale at Park View.
- b. Recommend installing YIELD sign on Ridgedale at Park View.
- c. Recommend no changes.

**6. Install STOP sign on Glyndebourne at Dalesford**

Jefre Vang, 2345 Dalesford, requests STOP signs on Glyndebourne at Dalesford. This item was considered by the Traffic Committee a number of times in the past. The present configuration has STOP signs on all approaches that have sight obstructions. Basically, this intersection has five approaches and only Glyndebourne does not have any traffic control. A traffic crash analysis shows no reported crashes in the past five years. Adding STOP signs on Glyndebourne will create more confusion, since this is a five-legged intersection. The only other option is to do some physical changes to the intersection so that a "T" intersection is created at Glyndebourne/Chalgrove, and a four-way intersection at Glyndebourne/Dalesford, as shown in the attachments. Field observations indicate that currently the intersection operates in such a way that there is the least confusion. Attached are copies of earlier items considered by the Traffic Committee on this matter.

Current traffic volumes on the streets entering the intersection in a day are: Dalesford from the east, 114 vehicles per day; Dalesford from the west, 66 vehicles per day; Chalgrove from the south, 257 vehicles per day; Chalgrove from the north, 83 vehicles per day; Glyndebourne from the north, 167 vehicles per day. Traffic volumes on Troy residential streets range between 300 and 5000, and the values observed at this intersection are in the low end of the usual residential traffic volumes.

SUGGESTED RESOLUTIONS:

a. Recommend that the Glyndebourne/Chalgrove/Dalesford intersection be modified to create a T-intersection at Glyndebourne/Chalgrove and a 4-way intersection at Glyndebourne/Dalesford.

b. Recommend no changes.

7. Visitors' Time

Items not on the agenda.

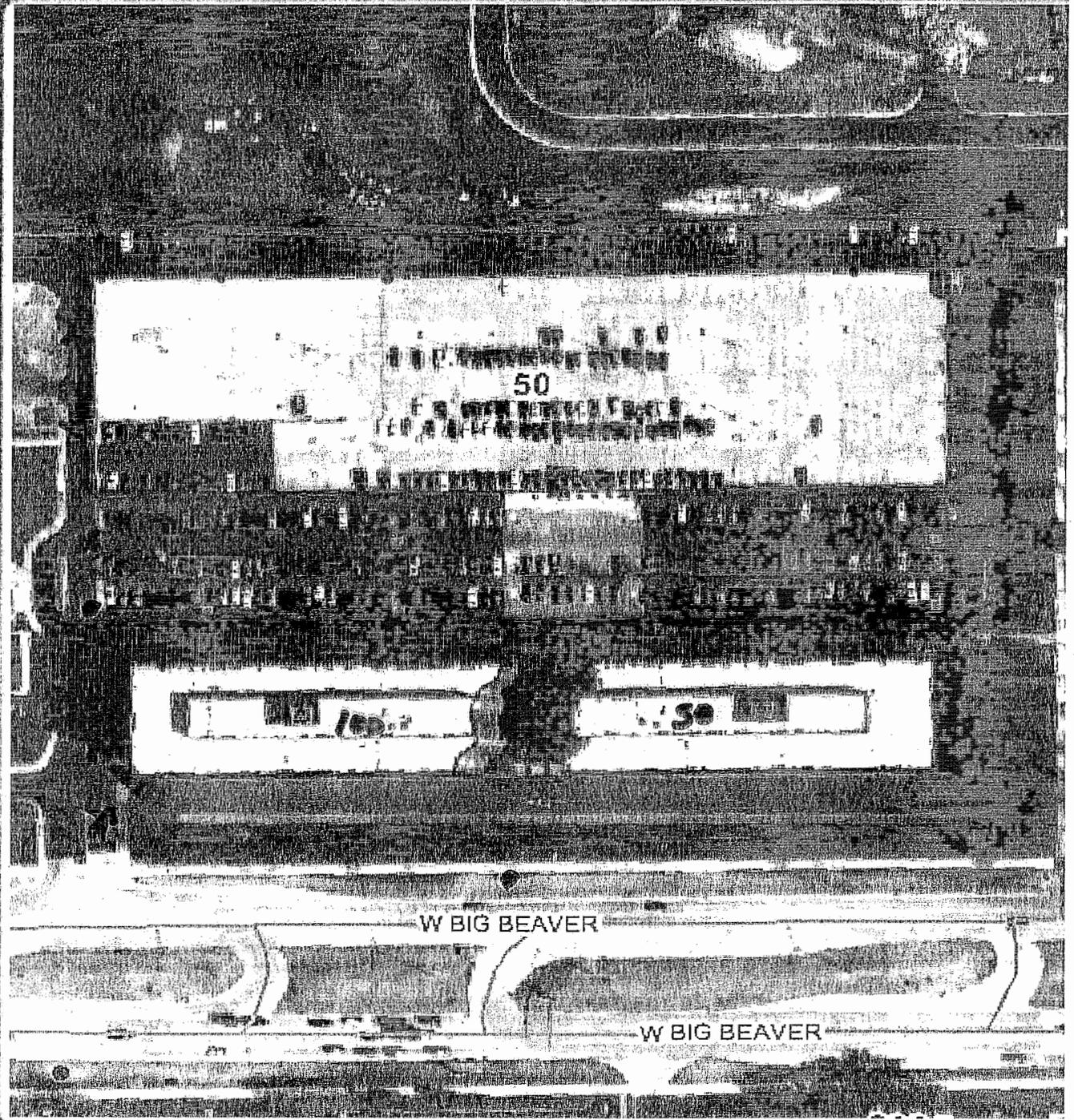
8. Other Business

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

9. Adjourn



# 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.



NORTON

ITEM 4

QUILL CREEK

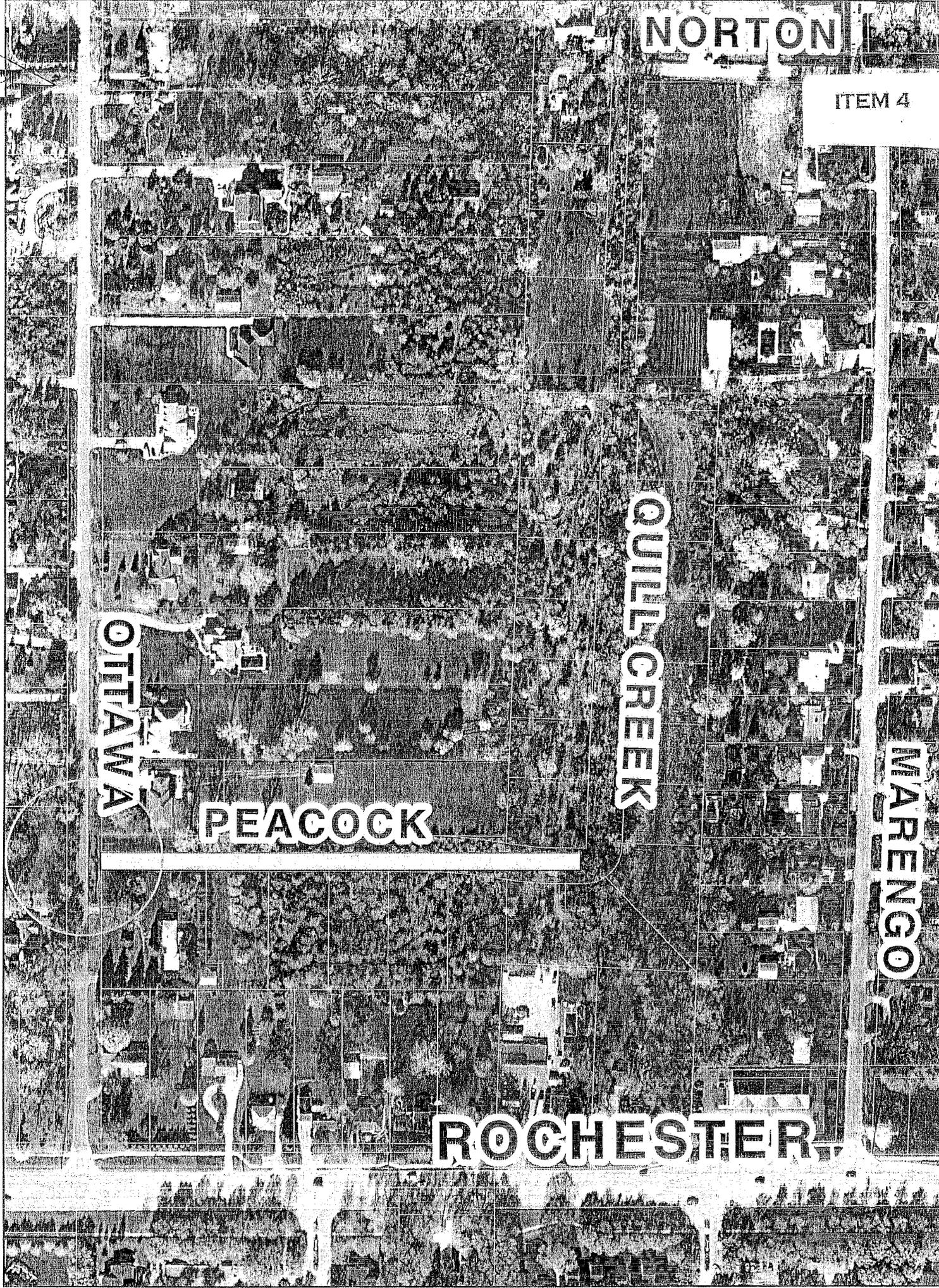
WARENGO

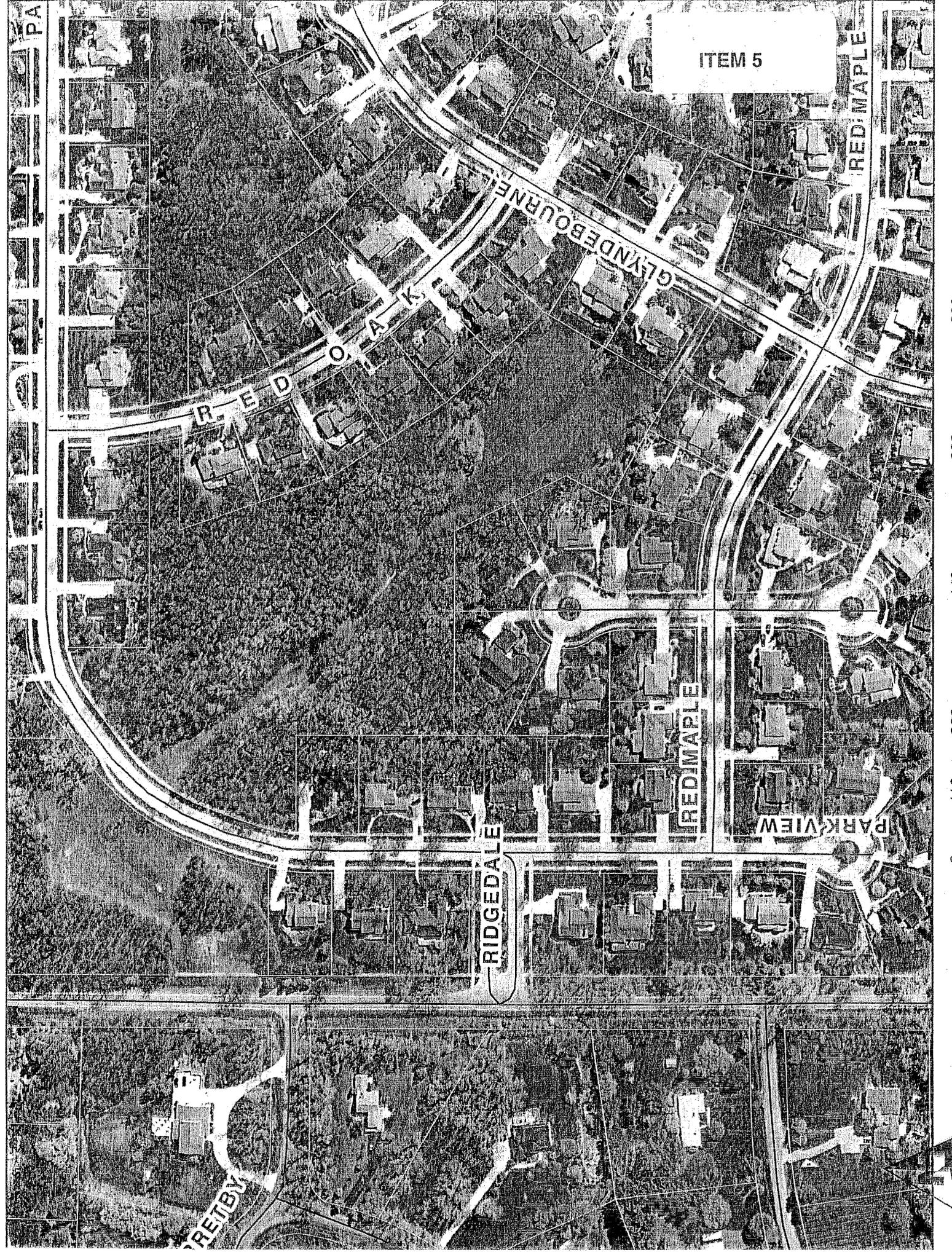
ROCHESTER

PEACOCK

OTTAWA

0 135 270 540 810 1,080 Feet





ITEM 5

880

660

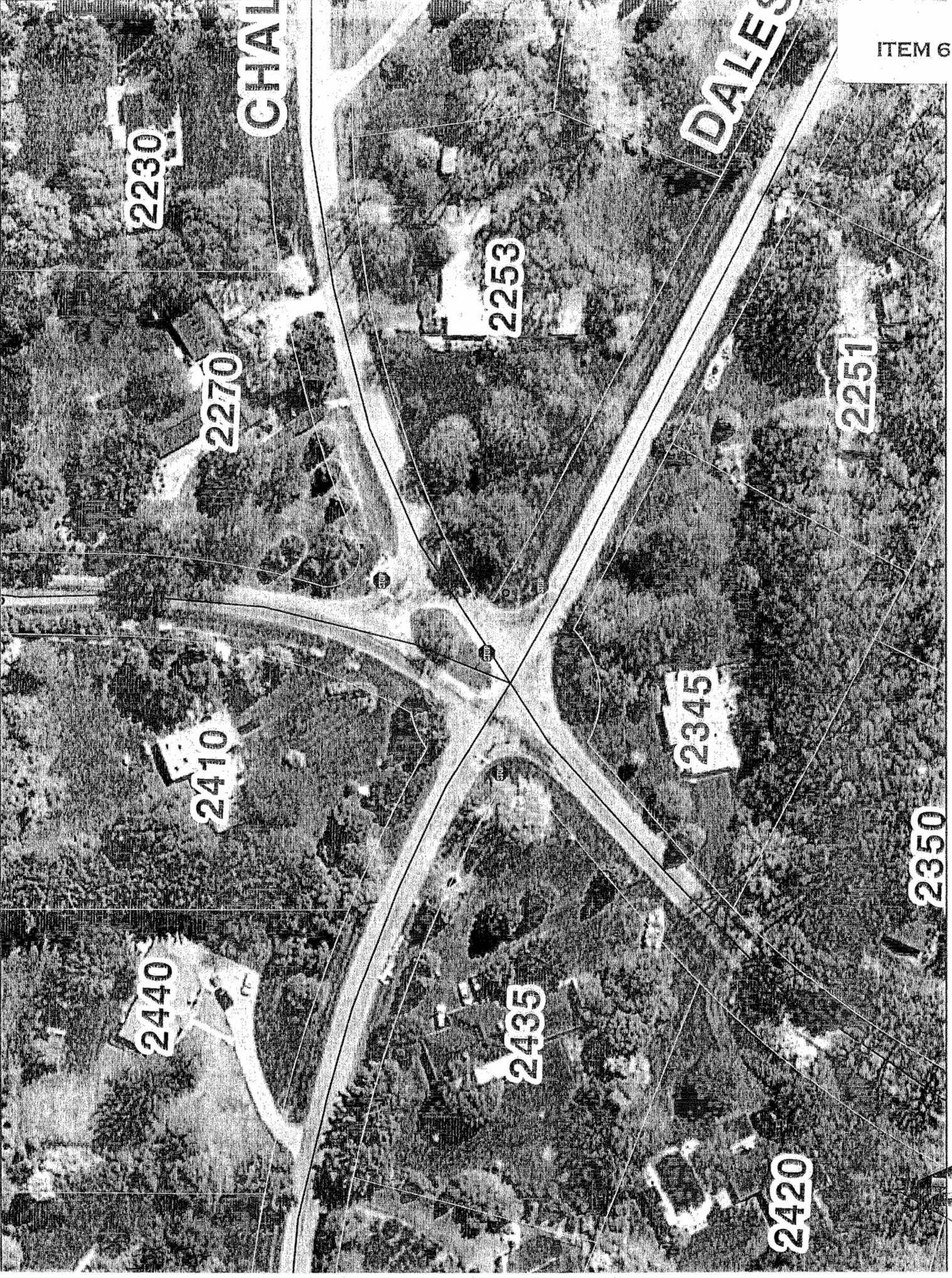
440

220

0

110

0



2230

CHAL

DALES

2270

2253

2251

2410

2345

2440

2435

2350

2420

0 50 100 200 300 400

The attached collision diagrams for this intersection for the years 1986, 1987, and 1988 indicate that Warrant 6, Accident Experience, is not met because accidents at this location are a relatively rare occurrence.

A traffic signal warrant study was conducted on October 13, 1988 for the intersection of Long Lake and Calvert. This study indicates that traffic volumes on Calvert are high enough to warrant a traffic signal only between 7:00 and 8:00 AM and between 12:00 Noon and 1:00 PM. To meet the requirements of Warrant 2, Interruption of Continuous Traffic, this volume level must be equal or exceeded for 8 hours during an average day.

#### SUGGESTED RESOLUTIONS

- (a) Recommend that a traffic signal be installed at Long Lake/Calvert.
- (b) Recommend that a traffic signal not be installed at Long Lake/Calvert.

#### 5. Install Stop Signs at Glyndebourne/Chalgrove/Dalesford.

Debbie Dobroy, 2161 Chalgrove, has called to express her concern about the confusion motorists experience when approaching the intersection of Glyndebourne/Chalgrove/Dalesford. There are some sight restrictions because of nearby trees and it is not entirely clear which path motorists should be taking. However, there have been no reported accidents at the intersection during the past three years.

One approach to address this confusion would be to install stop signs on intersection approaches where sight distance is restricted. Another approach would be to modify the intersection to create two separate intersections as indicated on the attached sketch. This would create an intersection of Glyndebourne and Chalgrove and a second intersection of Dalesford and Glyndebourne.

This item was discussed at the October, 1988 Traffic Committee meeting, but it was tabled to allow time to gather traffic count information on the streets involved. This traffic count information is attached. Daily traffic volumes were 43 on Dalesford, 170 on Chalgrove, and 207 on Glyndebourne. The attached aerial photographs show how this intersection might be modified to create two "T" intersections.

#### SUGGESTED RESOLUTIONS

- (a) Recommend that a stop sign be installed on Chalgrove at Glyndebourne.
- (b) Recommend that stop signs be installed on Dalesford at Glyndebourne.
- (c) Recommend that no change be made to the existing traffic control devices at Glyndebourne/Chalgrove/Dalesford.
- (d) Recommend that the Glyndebourne/Chalgrove/Dalesford intersection be modified to create a T-intersection at Glyndebourne/Chalgrove and a 4-way intersection at Glyndebourne/Dalesford.
- (e) Recommend that the Glyndebourne/Chalgrove/Dalesford intersection be modified to create a T-intersection at Chalgrove/Dalesford and a 4-way intersection at Glyndebourne/Dalesford.

Item 5 Contd.

the school bus. She said that it was unclear to her, however, as to the location of the bus stop. She wondered why all of the suggested resolutions seem to be for stopping east-west traffic, not Glyndebourne where there is rapid traffic and the most traffic.

Mr. Beaubien explained that the right of way is given to the street which is more important and having the higher traffic volume, such as Glyndebourne which is a collector street.

Mr. Beaubien reported that he had received a call from Patricia Lowring who believes that there is not enough traffic to do anything different at this intersection. Also, the attached letter was received from Dr. Weinberger who believes that the best solution is modifying the Glyndebourne/Chalgrove/Dalesford intersection to create a T-intersection at Glyndebourne/Chalgrove and a 4-way intersection at Glyndebourne/Dalesford.

Mr. Halsey feels there is a problem at this intersection, even if it is just shrubs and bushes. Mr. Beaubien agreed that there is some sight restriction.

The Committee discussed cutting back the island for better alignment of Glyndebourne, seeding the island for creating a T-intersection at Glyndebourne/Chalgrove and a 4-way intersection at Glyndebourne/Dalesford, and the signing of these intersections.

Moved by Halsey  
Supported by Perry

Recommend that the Glyndebourne/Chalgrove/Dalesford intersection be modified to create a T-intersection at Glyndebourne/Chalgrove and a 4-way intersection at Glyndebourne/Dalesford and that a stop sign be installed on Chalgrove at Glyndebourne.

YEAS: 6 Coleman, Cotsonika, Halsey, Hanna, Perry, Rudell  
NAYS: 0  
ABSENT: 1 Diefenbaker

MOTION PASSED

Moved by Halsey  
Supported by Hanna

Recommend that stop signs be installed on Dalesford at Glyndebourne.

YEAS: 6 Coleman, Cotsonika, Halsey, Hanna, Perry, Rudell  
NAYS: 0  
ABSENT: 1 Diefenbaker

MOTION PASSED

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# PROPOSED INTERSECTION REALIGNMENT (FOR GLYNDEBOURNE, CHALGROVE AND DALESFORD)

N



SEED THIS AREA  
TO SIMPLIFY INTERSECTION  
FOR GLYNDEBOURNE/CHALGROVE/  
DALESFORD

CREATE "T" INTERSECTION  
AT CHALGROVE/GLYNDEBOURNE

ITEM 6



GLYNDEBOURNE

CHALGROVE

DALESFORD



ITEMS TAKEN OUT OF ORDER - CONTINUED

12/5/88

Traffic Committee Recommendations - Meeting of  
November 16, 1988

C-2

b) Install Stop Signs at Glyndebourne/Chalgrove/  
Dalesfordi) Suggested Resolution

Resolution #88-1188  
 Moved by Pallotta  
 Supported by Husk

RESOLVED, that the Glyndebourne/Chalgrove/ Dalesford intersection be modified to create a T-intersection on Chalgrove at Glyndebourne and an intersection having four 90° legs at Glyndebourne/Dalesford Streets.

Yeas: All-4  
 Absent: Schilling, Stine, Taucher

ii) Suggested Resolution

Resolution #88-1189  
 Moved by Pallotta  
 Supported by Husk

RESOLVED, that Traffic Control Order No. 88-36-SS is hereby approved for the installation of a Stop Sign on Chalgrove at Glyndebourne after modification of the intersection, as recommended by the Traffic Committee.

Yeas: All-4  
 Absent: Schilling, Stine, Taucher

iii) Suggested Resolution

Resolution #88- 1190  
 Moved by Pallotta  
 Supported by Husk

RESOLVED, that Traffic Control Order No. 88-37-SS is hereby approved for the installation of Stop Signs on Dalesford at Glyndebourne after modification of the intersection, as recommended by the Traffic Committee.

Yeas: All-4  
 Absent: Schilling, Stine, Taucher

c) Install 4-Way Stop at Northfield/Durand/Wintergreen

Resolution #88- 1191  
 Moved by Pallotta  
 Supported by Johnson

RESOLVED, that no change be made to existing traffic control devices at Northfield/Durand/ Wintergreen, as recommended by the Traffic Committee.

Yeas: All-4  
 Absent: Schilling, Stine, Taucher

AGENDA EXPLANATION  
FROM  
TRAFFIC COMMITTEE MEETING  
OF  
NOVEMBER 15, 1989

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1. Roll Call.
2. Minutes - September 27, 1989.
3. Visitors Time. - (Items not on the Agenda)
4. Change the Yield Sign to a Stop Sign at Lanergan and Beach.

Jim Forrer of 3592 Eastbourne requested a study of this intersection to determine if a stop sign should be installed in place of the existing yield sign.

A review of the accidents indicate that there were two accidents at this location since 1983. One on January 4, 1985 and the other on September 16, 1987. Both of these were for a failure to yield.

This item was tabled at the September 27, 1989 Traffic Committee meeting to allow time to gather traffic information on Beach and every street intersecting Beach from Palmerston to Wattles for review and consideration. This information is attached.

SUGGESTED RESOLUTIONS

- (a) Recommend that the yield sign on Lanergan at Beach be changed to a stop sign.
  - (b) Recommend that no change be made to the traffic control devices at Lanergan and Beach.
5. Review of Dalesford/Glyndebourne Intersection.

The Committee requested that this intersection be reappraised in view of comments made by Gil Maestri at the September 27, 1989 meeting. The Committee recommendation of November 16, 1988 was to make a four-way intersection at Glyndebourne and Dalesford and close the Chalgrove entrance to Dalesford by making it a 'T' intersection with Glyndebourne and that a stop sign be installed on Chalgrove at Glyndebourne and that stop signs be installed on Dalesford at Glyndebourne.

The grading and landscaping to make the 'T' intersection at Chalgrove and Glyndebourne was not completed due to concerns expressed by the adjacent property owner. The stop sign approved for this location then got placed at Chalgrove and Dalesford.

TRAFFIC COMMITTEE MEETING AGENDA EXPLANATION FROM NOVEMBER 15, 1989  
Page 2

I would recommend that a stop sign be installed on Chalgrove and Glyndebourne and that the stop sign be retained on Chalgrove for Dalesford. This then makes Glyndebourne the through street at this intersection. The shrubs and trees that created the sight obstruction have been removed.

The traffic volumes on Glyndebourne are 207 vehicles in a 24-hour period, Dalesford 43 vehicles in 24 hours, and Chalgrove 85 in 24 hours.

SUGGESTED RESOLUTION

Recommend that a stop sign be installed at Chalgrove and Glyndebourne, at Chalgrove and Dalesford, and that the 'T' intersection design be rescinded.

6. Install a "Handicap Crossing" Sign at the End of Robinwood at the Entrance to Section 27 Municipal Park.

Roy Bemis, 655 Robinwood, requests a "Handicap Crossing" sign at the end of Robinwood at the entrance to Section 27 Municipal Park. This crossing point allows Mrs. Bemis, who is handicapped, to travel on the sidewalk with her electric scooter and cross Robinwood at this curve to enter the park to spend time with her daughter. Mr. Bemis is requesting this sign to further alert drivers that a handicapped person is crossing on this curve. This crossing area also serves as a regular pedestrian access to the park at this location and serves a paved path.

SUGGESTED RESOLUTION

Recommend that a "Handicap Crossing" sign be installed at the end of Robinwood at the entrance to Section 27 Municipal Park.

7. Establish Fire Lanes at 5909-5953 John R.

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 at 5909-5953 John R to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

SUGGESTED RESOLUTION

Recommend that the fire lanes shown on the attached sketch be established at 5909-5953 John R.

VISITORS, DELEGATIONS AND CITIZENS - CONTINUED

12/18/89

ITEMS TAKEN OUT OF ORDER - CONTINUED

Traffic Committee Recommendations - Meeting of  
December 6, 1989

C-15

- a) Install Stop Signs on Beach Road at All  
Intersections South of Wattles Road

Resolution #89-1152  
Moved by Stine  
Supported by Pallotta

RESOLVED, that the yield signs on Lanergan at Beach and on Hampton/Newport at Beach be removed to be replaced by stop signs; and

BE IT FURTHER RESOLVED, that Traffic Control Order No. 89-8-SS is hereby approved for the installation of stop signs on Lanergan at Beach, on Hampton/Newport at Beach, and on the T-intersections of Wembly/Beach, Townhill/Beach, Avonhurst/Beach and Oxford/Beach, as recommended by the Traffic Committee.

Yeas: All-6  
Absent: Johnson

- b) Review of Dalesford/Glyndebourne Intersection

Resolution #89-1153  
Moved by Stine  
Supported by Pallotta

RESOLVED, that Resolution #88-1188a, closing the Chalgrove entrance to Dalesford by making it a T-intersection with Glyndebourne, be rescinded, and Traffic Control Order No. 89-9-SS is hereby approved for the installation of Stop signs on Chalgrove at Glyndebourne.

Yeas: All-6  
Absent: Johnson

- e) Recommendation that a Four-Way Stop Not Be  
Installed at Hartland and Kilmer (Section 22)

Resolution #89-1154  
Moved by Pallotta  
Supported by Stine

RESOLVED, That this item be TABLED.

Yeas: All-6  
Absent: Johnson

- c) Installation of "Pedestrian Crossing" Signs at  
the Entrances to Section 27 Municipal Park on  
Robinwood East of the Park and on Cherry West  
of the Park

Resolution #89-1155  
Moved by Pallotta  
Supported by Schilling

RESOLVED, that Traffic Control Order No. 89-15-MR is hereby approved for the installation of "Pedestrian Crossing" signs at the entrances to Section 27 Municipal Park on Robinwood east of the park and on Cherry west of the park, as recommended by the Traffic Committee; and

BE IT FURTHER RESOLVED, that pavement markings be placed when weather permits, as recommended by the Traffic Committee.

Yeas: All-6  
Absent: Johnson