

**AGENDA**  
**TRAFFIC COMMITTEE MEETING**  
**JULY 19, 2006 - 7:30 P.M.**  
**LOWER LEVEL CONFERENCE ROOM**  
**TROY CITY HALL**  
**500 W. BIG BEAVER ROAD**

1. Roll Call
2. Minutes – June 21, 2006

**PUBLIC HEARINGS**

3. Request for Sidewalk Waiver at Troy Gymnastics, 1600 W. Maple

**REGULAR BUSINESS**

4. Request for 3-way STOP signs at East Lovell and Westaway  
Requested by Sheryl Shuwayhat, 392 East Lovell
5. Request for a STOP sign on Songbird at Meadowlark.  
Requested by Paul Jabra, 6177 Meadowlark
6. Visitors' Time
7. Other Business
8. 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      Toby Buechner, 2411 Hampton Lane, Troy 48084  
                         Residents within 300 Feet of 1600 West Maple

                 Item 4      Sheryl Shuwayhat, 392 E. Lovell, 48085  
                         Residents within 300 feet of E. Lovell & Westaway

                 Item 5      Paul Jabra, 6177 Meadowlark  
                         Residents within 300 feet of Songbird & Meadowlark

## 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****JULY 19, 2006**

1. **Roll Call**
2. **Minutes –June 21, 2006**

**PUBLIC HEARINGS****3. Request for Sidewalk Waiver – 1600 West Maple**

Troy Gymnastics requests a waiver for the sidewalk at 1600 West Maple. The sidewalk ordinance requires that sidewalk be installed in conjunction with a change of ownership and occupancy. The Public Works Department recommends denial of this waiver request. Petitioner has signed an "Agreement for Irrevocable Petition for Sidewalks."

Petitioner states that her property backs on Blaney and there are no other sidewalks on either side of her property. There are trees, a metal fence, brush, and a drainage ditch along Blaney, and a sidewalk would lead nowhere and connect to nothing. The entrance to the business is in the front of the building on Maple.

**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, Troy Gymnastics has requested a temporary waiver of the requirement to construct sidewalk on the property because there are no other sidewalks in the area; and

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 at the back of the property 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 1600 West Maple, which is owned by Toby Buechner.

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 1600 West Maple, which is owned by Toby Buechner.

### **REGULAR BUSINESS**

#### **4. Request Installation of 3-way STOP signs at East Lovell and Westaway**

Sheryl Shuwayhat, 392 East Lovell, requests 3-way STOP signs at East Lovell and Westaway. Ms. Shuwayhat reports high speeds on Lovell and is concerned for her kids and other kids on the street. She feels another STOP sign will break up the speed of the motorists.

At present there is a STOP sign on Westaway at Lovell, assigning right of way to Lovell traffic at the 3-way intersection. For converting this intersection to an all-way STOP controlled intersection, one of the following conditions should be satisfied as per the Michigan Manual of Uniform Traffic Control Devices.

- ❖ *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.*

None of the warrants for an ALL-WAY STOP controlled intersection have been met for this intersection. It has been documented by different agencies that unwarranted STOP signs normally result in high violation rates and also promote general loss of credibility of all traffic control signs.

Traffic volumes on both streets are relatively low. Traffic volume studies shows that E. Lovell carries around 511 vehicles in a day at Westaway, and Westaway carries around 140 vehicles a day. Traffic volumes on Troy residential streets range between 300 and 5000 vehicles per day.

Traffic crash analysis also shows no reported crashes at the intersection in the past three years. Field observations show that there are no major sight obstructions at the intersection and no observed conflicts in who has the right of way, due to the STOP sign on Westaway.

**SUGGESTED RESOLUTIONS:**

- a. Recommend installation of 3-way STOP signs at East Lovell and Westaway.
- b. Recommend no additional STOP signs.

**5. Request for a STOP Sign on Songbird at Meadowlark**

Paul Jabra requests installation of a STOP sign on Songbird at Meadowlark. He reports that drivers speed on Songbird and whip around the corner. He is concerned that many young drivers in the neighborhood do not know that Songbird traffic has to yield to Meadowlark traffic.

This is a closed subdivision with very low traffic volume, and only 12 residences total. Normally, low volume intersections are not signed, particularly T intersections where it is basic driver knowledge that the leg of the T (Songbird) has to yield to Meadowlark. Traffic volume studies show that Songbird carries around 140 vehicles a day and Meadowlark carries around 120 vehicles in a day. Meadowlark is a dead end on both the north and south sides.

There were no reported crashes at this intersection since the subdivision was built a few years ago.

For a STOP sign to be installed, one of the following conditions should be satisfied as per the Michigan Manual of Uniform Traffic Control Devices.

- ❖ *Intersection of a less important road with a main road, where application of a normal right of way rule is disruptive to capacity on the main road.*
- ❖ *Street entering a through highway or street.*
- ❖ *Unsignalized intersection in a signalized area.*
- ❖ *Other intersections with a combination of high speed, restricted view, and serious accident record.*

None of the warrants for a STOP sign have been met for this intersection. It has been documented by different agencies that unwarranted STOP signs normally result in high violation rates and also promote general loss of credibility of all traffic control signs.

**SUGGESTED RESOLUTIONS:**

- a. Recommend installation of a STOP sign on Songbird at Meadowlark.
- b. Recommend no traffic control devices on Songbird at Meadowlark.

**5. Visitors' Time**

Items not on the agenda.

**6. Other Business**

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

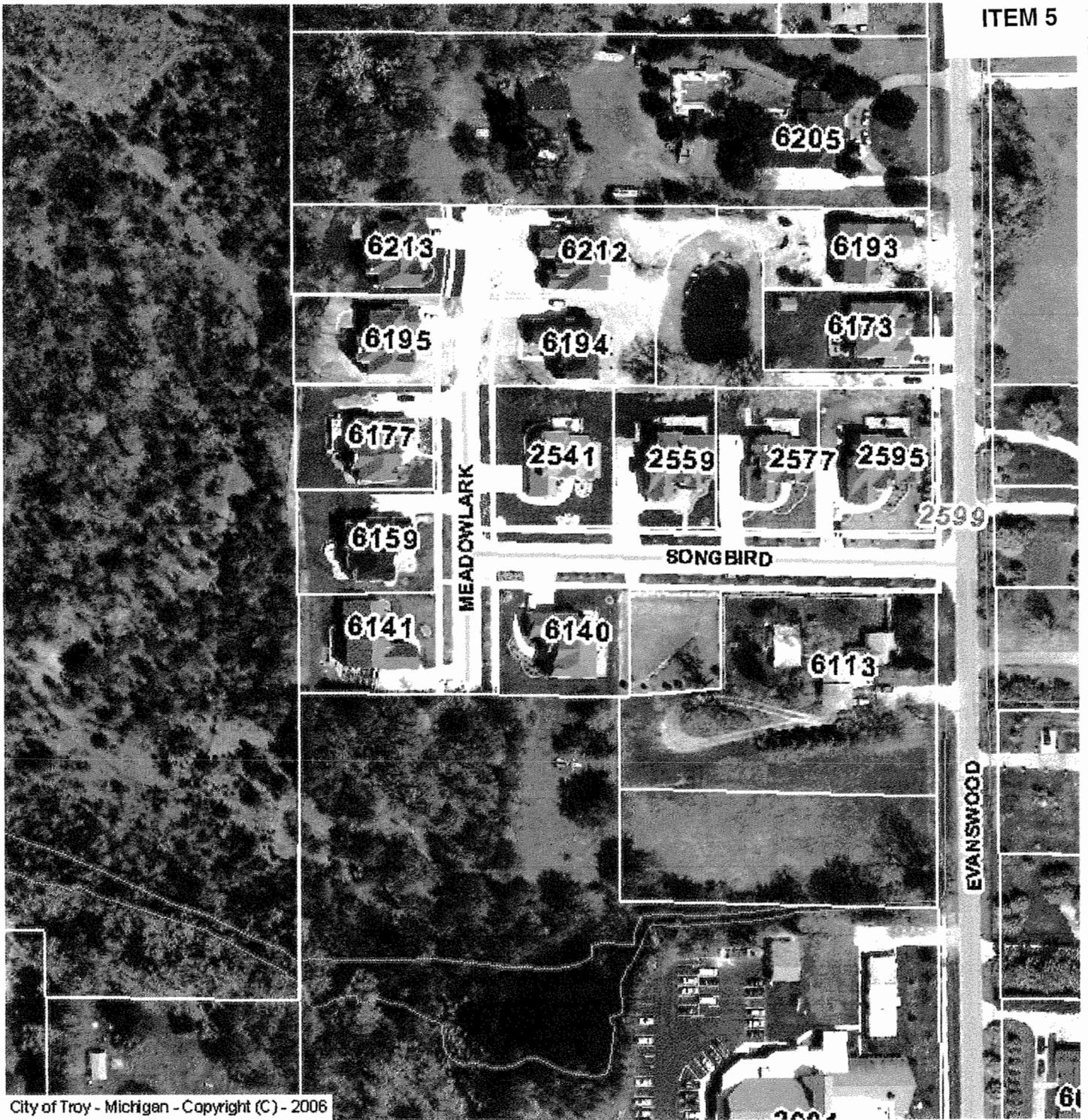
**7. Adjourn**





City of Troy - Michigan - Copyright (C) - 2006

**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.**



City of Troy - Michigan - Copyright (C) - 2006