

AGENDA

Traffic Committee Meeting

October 16, 2013 – 7:30 P.M.

Lower Level Conference Room – Troy City Hall

500 West Big Beaver Road

1. Roll Call
2. Minutes – September 18, 2013

REGULAR BUSINESS

3. Request for Traffic Control – Ellenboro at Trombley
4. Request for No Parking Zone – Brentwood at Northfield Parkway
5. Public Comment
6. Other Business
7. Adjourn

cc: Item 3: Jason Dalbec, 546 Trombley, Troy, MI 48083
Properties within 300'
Item 4: Northfield Hills Condominium Assoc., Attn: John Ballantine, 1750 Brentwood, Troy, MI 48098
Properties within 300'

Traffic Committee Members
Captain Robert Redmond & Sgt. Mike Szuminski, Police Department
Lt. Eric Caloia, Fire Department
William J. Huotari, Deputy City Engineer/Traffic Engineer

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.

REGULAR BUSINESS**3. Request for Traffic Control – Ellenboro at Trombley**

Jason Dalbec of 546 Trombley requests that the existing traffic control at the intersection of Ellenboro and Trombley be changed to a 4-Way Stop. Mr. Dalbec states that lack of Stop signs in all directions creates a hazardous situation.

SUGGESTED RESOLUTIONS:

- a. **RESOLVED**, that the intersection of Ellenboro and Trombley be modified to All-Way Stop control.
- b. **RESOLVED**, that NO changes be made at the intersection of Ellenboro at Trombley.

4. Request for No Parking Zone – Brentwood at Northfield Parkway

The Northfield Hills Condominium Association (NHCA) requests that the south side of Brentwood, from 15' west of the existing fire hydrant to the intersection at Northfield Parkway, be posted as a No Parking zone. Mr. John Ballantine, Liaison to the City of Troy with NHCA, discussed the issue with Traffic Engineering on October 1, 2013.

SUGGESTED RESOLUTIONS:

- a. **RESOLVED**, that a No Parking Zone be established on the south side of Brentwood, from 15' west of the existing fire hydrant to the intersection at Northfield Parkway.
- b. **RESOLVED**, that NO changes be made on Brentwood.

5. Public Comment**6. Other Business****7. Adjourn**

A regular meeting of the Troy Traffic Committee was held Wednesday, September 18, 2013 in the Lower Level Conference Room at Troy City Hall. Pete Ziegenfelder called the meeting to order at 7:30 p.m.

1. Roll Call

PRESENT: Tim Brandstetter
Ted Halsey
Richard Kilmer
Al Petrusis
Pete Ziegenfelder

ABSENT: Sarah Binkowski
Stevan Popovic

Also present: Michael Johnson, 450 E. Square Lake
Chuck Roberts, Fire Department
Sgt. Mike Szuminski, Police Department
Bill Huotari, Deputy City Engineer/Traffic Engineer

2. Minutes – July 17, 2013

RESOLUTION # 2013-08-14

Moved by Halsey
Seconded by Kilmer

To approve the July 17, 2013 minutes as printed.

YES: All-5
NO: None
ABSENT: 2 (Binkowski, Popovic)

MOTION CARRIED

PUBLIC HEARINGS

3. Request for Sidewalk Waiver – 675 Vanderpool

Item #3 and #4 were addressed at the same time by the petitioner and the Committee.

Mike Johnson spoke at the meeting and reiterated his request for a waiver of the sidewalk required at 675 Vanderpool. Mr. Johnson stated that there is no existing sidewalk on Vanderpool and that it would not connect to any other sidewalk. The location of the new house is not in close proximity to a major road, so the likelihood of sidewalks connecting to a major road sidewalk in the future is very unlikely.

The Traffic Committee did receive an email in support of granting a waiver from Diane Stewart a resident and owner on Vanderpool.

Mr. Ziegenfelder reiterated his support for sidewalks at all locations in the City.

Mr. Kilmer stated that there are too many trees that would be affected by construction of a sidewalk.

General discussion of the sidewalk waiver process followed.

There were no other members of the public that made comments.

RESOLUTION # 2013-08-15

Moved by Kilmer
Seconded by Halsey

WHEREAS, City of Troy Ordinances, Chapter 34, allows the Traffic Committee to grant waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Mike Johnson has requested a waiver of the requirement to construct sidewalk due to the fact that there is no existing sidewalk on Vanderpool and it would not connect to any other sidewalk ; and

WHEREAS, the Traffic Committee has determined the following:

- a. A waiver 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 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 waiver of the sidewalk requirement for 675 Vanderpool contingent upon the execution of an “Agreement for Irrevocable Petition for Sidewalk”.

YES: 4 (Brandstetter, Halsey, Kilmer, Petruilis)
NO: 1 (Ziegenfelder)
ABSENT: 2 (Binkowski, Popovic)

MOTION CARRIED

4. Request for Sidewalk Waiver – 687 Vanderpool

Item #3 and #4 were addressed at the same time by the petitioner and the Committee.

Mike Johnson spoke at the meeting and reiterated his request for a waiver of the sidewalk required at 687 Vanderpool. Mr. Johnson stated that there is no existing sidewalk on Vanderpool and that it would not connect to any other sidewalk. The location of the new house is not in close proximity to a major road, so the likelihood of sidewalks connecting to a major road sidewalk in the future is very unlikely.

The Traffic Committee did receive an email in support of granting a waiver from Diane Stewart a resident and owner on Vanderpool.

Mr. Ziegenfelder reiterated his support for sidewalks at all locations in the City.

Mr. Kilmer stated that there are too many trees that would be affected by construction of a sidewalk.

General discussion of the sidewalk waiver process followed.

There were no other members of the public that made comments.

RESOLUTION # 2013-08-16

Moved by Kilmer
Seconded by Halsey

WHEREAS, City of Troy Ordinances, Chapter 34, allows the Traffic Committee to grant waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Mike Johnson has requested a waiver of the requirement to construct sidewalk due to the fact that there is no existing sidewalk on Vanderpool and it would not connect to any other sidewalk ; and

WHEREAS, the Traffic Committee has determined the following:

- a. A waiver 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 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 waiver of the sidewalk requirement for 687 Vanderpool contingent upon the execution of an “Agreement for Irrevocable Petition for Sidewalk”.

YES: 4 (Brandstetter, Halsey, Kilmer, Petrulis)
NO: 1 (Ziegenfelder)
ABSENT: 2 (Binkowski, Popovic)

MOTION CARRIED

REGULAR BUSINESS

5. Establish Fire Lanes at 2000-2050 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 fire lanes be provided to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

Chuck Roberts of the Troy Fire Department provided a brief summary of the requirements for fire lanes as well as a summary of the need for fire lanes at the site.

RESOLUTION # 2013-08-17

Moved by Halsey
Seconded by Kilmer

RESOLVED, that the Traffic Committee recommends establishing fire lanes at 2000-2050 West Big Beaver Road.

YES: All-5
NO: None
ABSENT: 2 (Binkowski, Popovic)

MOTION CARRIED

6. Establish Fire Lanes at 2001 W. Maple Road

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

Chuck Roberts of the Troy Fire Department provided a brief summary of the requirements for fire lanes as well as a summary of the need for fire lanes at the site.

RESOLUTION # 2013-08-18

Moved by Kilmer
Seconded by Petrulis

RESOLVED, that the Traffic Committee recommends establishing fire lanes at 2001 West Maple Road.

YES: All-5
NO: None
ABSENT: 2 (Binkowski, Popovic)

MOTION CARRIED

7. Establish Fire Lanes at 1305 Stephenson Highway

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

Chuck Roberts of the Troy Fire Department provided a brief summary of the requirements for fire lanes as well as a summary of the need for fire lanes at the site.

RESOLUTION # 2013-08-19

Moved by Halsey
Seconded by Brandstetter

SUGGESTED RESOLUTIONS:

RESOLVED, that the Traffic Committee recommends establishing fire lanes at 1305 Stephenson Highway.

YES: All-5
NO: None
ABSENT: 2 (Binkowski, Popovic)

MOTION CARRIED

8. Public Comment

There were no members of the public at the meeting with comments.

9. Other Business

Mr. Ziegenfelder asked about the pedestrian crossing time at Coolidge and Maple. He reports that a resident contacted him to report that the pedestrian crossing time allocated is too short to cross Coolidge Road. Traffic Engineering will request that the RCOC Traffic

Signal Engineer review the timing to ascertain if adjustments should be made.

10. Adjourn

The meeting adjourned at 8:13 p.m.

Pete Ziegenfelder, Chairperson

Bill Huotari, Recording Secretary

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TRAFFIC COMMITTEE REPORT

October 2, 2013

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: Request for Traffic Control
Ellenboro at Trombley

Background:

Jason Dalbec of 546 Trombley requests that the existing traffic control at the intersection of Ellenboro and Trombley be changed to All-way Stop control. Mr. Dalbec states that lack of Stop signs in all directions creates a hazardous situation.

There are currently Stop signs on the northbound and southbound approaches along Ellenboro Drive. The Traffic Committee reviewed this intersection at their meeting of November 19, 2008 and recommended that the existing Yield signs be replaced with Stop signs (minutes of the meeting are attached). Additional "Cross Traffic Does Not Stop" plaques were added to the Stop signs more recently.

24-hour traffic volumes were collected by our traffic engineering consultant, OHM, on August 15 and 16. Turning movement counts were collected with school in session for the arrival and dismissal periods on October 3. The Average Daily Traffic (ADT) on Trombley is approximately 1,200 vehicles per day (vpd) with Ellenboro at approximately 650 vpd. The highest peak hour volumes (including pedestrians) along each road are 112 for Trombley and 136 on Ellenboro. Based on peak hour volumes alone, the option of multi-way Stop control does not meet warrants as the peak hour volumes do not exceed 300 vehicles in a single hour.

There have been no crashes recorded in the past three (3) years at the intersection.

The posted speed limit on both streets is 25 mph.

The primary sight distance obstruction at the intersection is in the northwest quadrant and is a row of three evergreen trees, which come into play when determining the safe approach speeds. The safe approach speed on Ellenboro was calculated to be 7.5 mph. Therefore, Stop signs on Ellenboro are the recommended treatment.

The city requested that OHM review the request and provide their findings and recommendations (copy attached).

Recommendation:

Recommend that the intersection control be kept as is with Stop signs on the Ellenboro approaches to the intersection.

October 7, 2013

Mr. William Huotari, PE
Deputy City Engineer
City of Troy
500 W Big Beaver Road
Troy, MI 48084

Re: Traffic Control Recommendation for the Intersection of
Trombley Drive and Ellenboro Drive
OHM JN: 0128-13-0100

Dear Mr. Huotari:

As requested, we have reviewed the intersection of Trombley Dr. at Ellenboro Dr. to determine the proper traffic control. The subject intersection is a 4-leg intersection located in the City of Troy, approximately ½ mile west of Rochester Road and ½ mile north of Big Beaver Road. Both Trombley Dr. and Ellenboro Dr. are local streets, with Ellenboro Dr. running in the north-south direction and Trombley Dr. running east-west. The speed limit on both streets is 25 mph. There are currently stop signs on the northbound and southbound approaches along Ellenboro Dr. Reference the attachments for an aerial and intersection photos.

Background on Traffic Control Determination

Based on the *Michigan Manual of Uniform Traffic Control Devices (MMUTCD)* there are four conditions where STOP signs may be warranted:

- At the intersection of a less important road with a main road where application of the normal right-of-way rule is unduly hazardous.
- On a street entering a through highway or street.
- At an unsignalized intersection in a signalized area.
- At other intersections where a combination of high speed, restricted view, or crash records indicate a need for control by the STOP sign.

Many times STOP signs are installed where they may not be warranted. Traffic experts agree that unnecessary STOP signs:

- Cause accidents they are designed to prevent.
- Breed contempt for other necessary STOP signs.
- Waste millions of gallons of gasoline annually.
- Create added noise and air pollution.
- Increase, rather than decrease, speeds between intersections.



The use of “multiway-STOP” or “all-way” STOP sign installation is discouraged. The multiway-STOP warrant requires the volumes of traffic per approach leg on intersecting roads to be approximately equal.

The use of a YIELD sign is intended to assign the right-of-way at intersections where it is not usually necessary to stop before proceeding into the intersection. Conversely, the STOP sign is intended for use where it is usually necessary to stop before proceeding into the intersection.

The following conditions should be fully evaluated to determine how the right-of-way should be assigned:

- Traffic Volumes: Normally, the heavier volume of traffic should be given the right-of-way.
- Approach Speeds: The higher speed traffic should normally be given the right-of-way.
- Types of Highways: When a minor highway intersects a major highway, it is usually desirable to control the minor highway.
- Sight Distance: Sight distance across the corners of the intersection is the most important factor and is critical in determining safe approach speeds.

Traffic Volumes

24-Hour traffic volumes were collected by OHM on August 15 and 16, 2013. Turning movement counts were collected with school in session for the arrival and dismissal periods on October 3, 2013. The counts indicate the average daily traffic (ADT) on Trombley Dr. to be approximately 1,200 with Ellenboro Dr. at 646. The highest peak hour volumes (including pedestrians) along each road are 112 for Trombley Dr. and 136 on Ellenboro Dr. The MMUTCD indicates that multi-way STOP control could be warranted if there were at least 300 vehicles per hour from the major street approaches and 200 units (vehicles, pedestrians and bicycles) per hour from the minor street approaches for the same eight hours on an average day. Based on the peak hour volumes alone, the option of multi-way STOP control does not meet warrants as the peak hour volumes do not exceed 300 vehicles in a single hour.

With the pedestrian and vehicular traffic added together this location is still far below warrant thresholds for multi-way STOP control. All traffic counts are provided as an attachment to this letter.

Crash Analysis

Based on information obtained through Traffic Improvement Association of Michigan, there have been no crashes recorded in the past 3-years at the Trombley Dr. / Ellenboro Dr. intersection.

Approach Speeds

The approach speed limit on both streets is 25 mph. Speed limits alone cannot be used in this case to determine which direction of traffic should be assigned the right-of-way.

Types of Highways

Although both Trombley Dr. and Ellenboro Dr. are considered local streets, Trombley Dr. should be assigned right of way in this case. Trombley Dr. has approximately twice the amount of traffic as Ellenboro Dr. and the heavier volume of traffic should be assigned right of way.

Sight Distance

The primary sight distance obstruction that comes into play is in the northwest quadrant and is a row of three evergreen trees, which come into play when determining the safe approach speeds.



The safe approach speed is the speed at which a vehicle can approach an intersection and still stop in time to avoid a collision with a vehicle on the cross street. Safe approach speeds are determined through calculations. When the safe approach speed is found to be less than 10 mph for the minor road, a STOP sign is commonly used. Otherwise for safe approach speeds between 10 mph and the posted speed limit a YIELD sign is recommended.

In this case, the sight distance obstruction resulted in safe approach speeds on Ellenboro Dr. to be 7.5 mph. Therefore a STOP sign is the recommended treatment. The safe approach speed calculation spreadsheet is attached for your reference.

Recommendation

OHM recommends that the intersection control be kept as is with STOP signs on the Ellenboro Dr. approaches to the intersection. We recommend against modifying the intersection to multi-way STOP control.

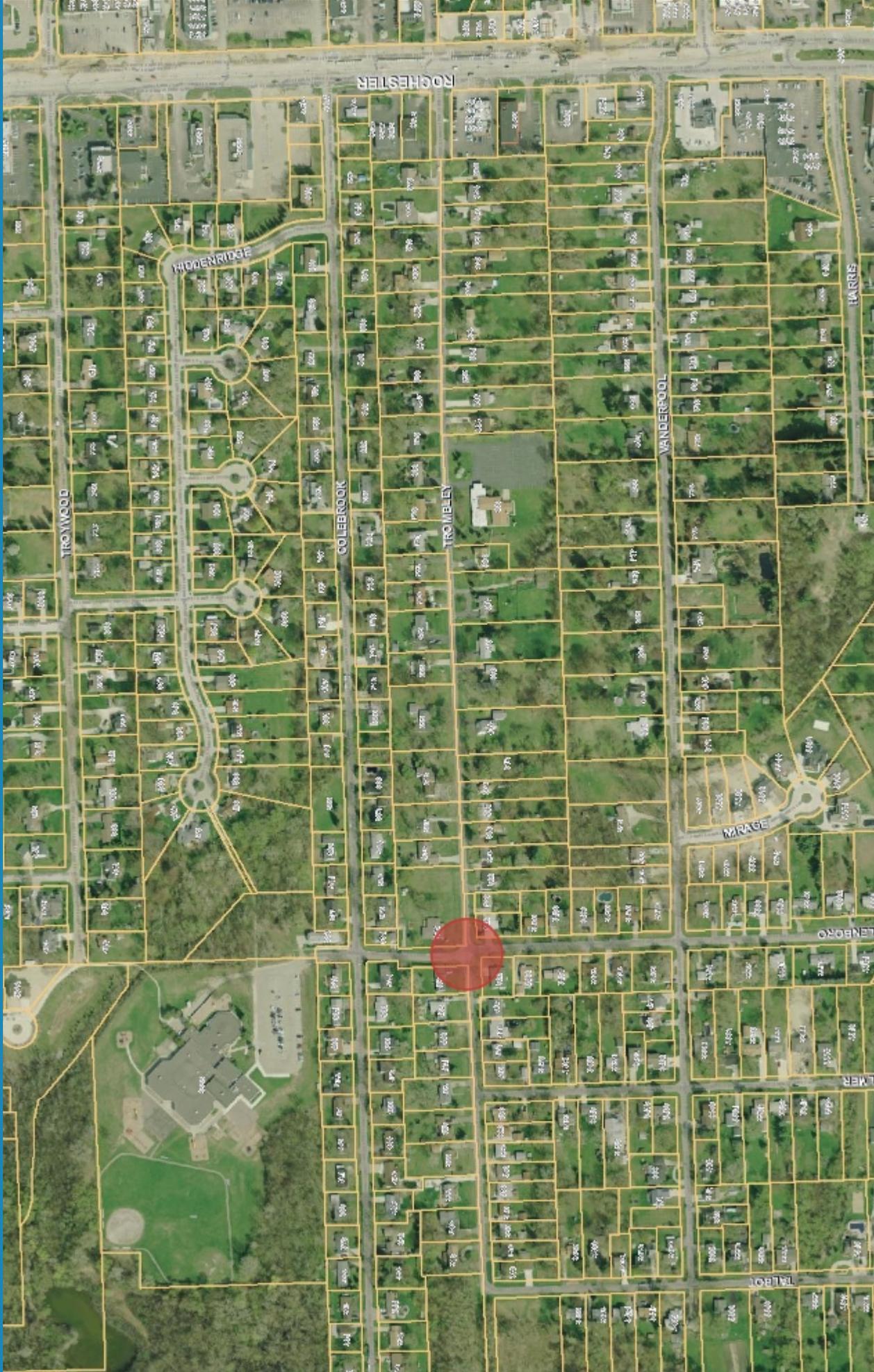
If you have any questions concerning the material, please do not hesitate to call me at 734-522-6711.

Sincerely,
Orchard Hiltz & McCliment, Inc.

Steven M. Loveland, PE, PTOE
Traffic Project Engineer

Attachments:

- Aerial and Intersection Photos
- Traffic Counts (8/15-8/16 and 10/3)
- Safe Approach Speed Calculation Spreadsheet



1,098

0

549

1,098 Feet



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.



Northbound Approach (NB Ellenboro)



Southbound Approach (Ellenboro SB)



Westbound Approach (WB Trombley)



Eastbound Approach (EB Trombley)

OHM Advisors

34000 Plymouth Road
Livonia, MI 48150

Location: Ellenboro at Trombley
Collected By: OHM
Re: Count for AM and PM
School Arrival/Dismissal

File Name : count
Site Code : 00000001
Start Date : 10/3/2013
Page No : 2

Start Time	From North			From East			From South			From West			Int. Total	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		Peds
Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 07:45 AM														
07:45 AM	1	4	1	3	5	3	1	3	0	0	4	5	3	12
08:00 AM	2	1	0	0	5	1	1	2	0	2	5	1	0	4
08:15 AM	4	4	6	4	3	1	1	12	0	0	13	9	0	11
08:30 AM	20	22	9	1	6	1	2	17	0	0	19	16	1	19
Total Volume	27	31	16	21	19	6	5	34	0	2	41	31	4	46
% App. Total	28.4	32.6	16.8	22.1	28.8	9.1	12.2	82.9	0	4.9	53.9	67.4	8.7	60.5
PHF	.338	.352	.444	.328	.472	.500	.625	.500	.000	.250	.539	.484	.333	.605
Peak Hour Analysis From 12:00 PM to 03:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 03:00 PM														
03:00 PM	3	5	1	7	3	1	0	6	0	0	6	6	8	16
03:15 PM	2	3	3	2	4	2	1	11	0	0	12	10	0	15
03:30 PM	6	16	12	12	4	2	3	5	0	0	8	3	7	76
03:45 PM	1	0	3	3	1	3	1	5	0	0	6	4	0	32
Total Volume	12	24	19	24	10	8	5	27	0	0	32	23	15	53
% App. Total	15.2	30.4	24.1	30.4	21.7	17.4	15.6	84.4	0	0	66.7	43.4	28.3	82.8
PHF	.500	.375	.396	.500	.625	.667	.417	.614	.000	.000	.667	.575	.469	.828

Safe Approach Speed Calculation

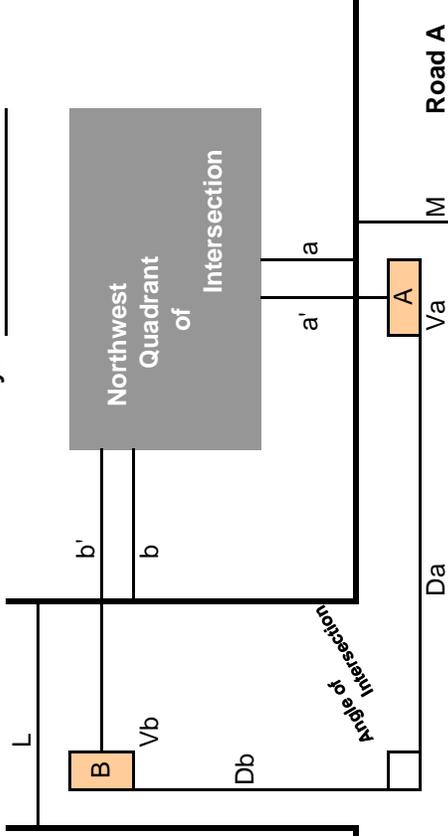
Trombley at Ellenboro
 Village of Dexter MI

Road A = Trombley
 Road B = Ellenboro

Date: 8/15/2013

Analyst: S.M. Loveland

- Measured:
- Width of Roads
 - Road A = 22 (ft)
 - Road B = 22 (ft)
 - Distance to Obstruction
 - a = 17 (ft)
 - b = 32 (ft)
 - Angle of Intersection
 - Delta = 90 (degrees)
 - Road A Posted Speed Limit = 25 (mph)



Assumed:

- Speed of Vehicle A = Posted Speed Limit on Road A + 5 (mph)
- Va = 30 (mph)
- Perception / Reaction Time (AASHTO) t = 2.5 (sec)
- Deceleration rate (AASHTO) A = 11.20
- Clearance distance in excess of safe stopping distance (AAA) C = 0 (ft)

Intermediate Calculations:

Da = 196
 Db = 32.6

a' = 25
 b' = 46

Based On $Da = (1.075 Va^2 / A) + 1.4667 Va t + C$
 $Db = \frac{a * Da}{(Da - b)}$

Calculated Safe Approach Speed for Vehicle Approaching on Road B
 Vb = 7.5 (mph)

Notes:

Enter field measurements in yellow highlighted area.

Blue fields are std. default values; change only for cause.

Calculated by spreadsheet

Recommended ROW control for Road B based on safe approach speed :

STOP Sign

RESOLUTION #2008-11-40

Moved by Hubbell

Seconded by Halsey

Recommend that Traffic Control Order #08-07-MR be rescinded.

YES: All-5

NO: None

ABSENT: Diefenbaker and Kilmer

MOTION CARRIED

5. Install Stop Signs on Ellenboro at Trombley

Kari Messina, 3302 Mirage, has requested that the YIELD signs on Ellenboro at Trombley be replaced by STOP signs. She and her neighbors are concerned for the safety of students walking to Wattles Elementary School, and also for the middle-schoolers who wait for the school bus at that corner. There are no sidewalks in the area, and the residents feel that making traffic come to a complete stop at the corner would improve safety. Our consultants recommend no changes at the intersection (see attached report).

Gary Abithiera, 3201 Mirage, is concerned about safety because in winter it's dark and often icy when the children are walking to school and to the bus stop.

Kathleen Novetsky 3289 Mirage, said that Wattles Elementary School is the only one in Troy without a 4-way STOP near it. She mentioned that this Ellenboro/Trombley intersection is offset, not completely straight, which makes it trickier to maneuver. She also reports that motorists use Trombley as a cut-through between Rochester Road and Big Beaver.

Mike Messina, 3302 Mirage, would like all-way STOP signs at this intersection. He thinks there is too long a stretch of Trombley without any STOP signs to slow down traffic. MMUTCD does not recommend the use of STOP signs to slow traffic.

Mr. Schepke reported that two of his friends who live near the intersection support installation of STOP signs instead of the YIELD signs.

Mr. Halsey believes the schools need to educate the children about safety while walking to school. He has seen the kids walking on both sides and the middle of the street. Lt. Livingston will contact the school regarding a safety program for students who walk to school.

RESOLUTION #2008-11-41

Moved by Halsey

Seconded by Schepke

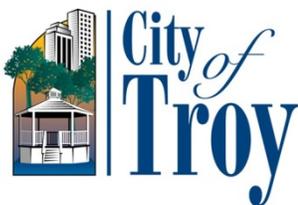
Recommend that the YIELD signs on Ellenboro at Trombley be replaced by STOP signs.

YES: All-5

NO: None

ABSENT: Diefenbaker and Kilmer

MOTION CARRIED



TRAFFIC COMMITTEE REPORT

October 2, 2013

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: Brentwood at Northfield Parkway
No Parking Zone

Background:

The Northfield Hills Condominium Association (NHCA) requests that the south side of Brentwood from 15' west of the existing fire hydrant to the intersection at Northfield Parkway be posted as a No Parking zone. Mr. John Ballantine, Liaison to the City of Troy with NHCA, discussed the issue with Traffic Engineering on October 1, 2013.

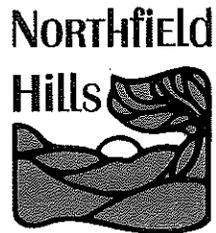
Vehicles parking near the intersection obstruct vehicular movements and create a hazardous situation. Larger vehicles such as garbage trucks, UPS or FedEx delivery trucks, etc. have difficulties navigating the turn when a vehicle or vehicles are parked in this area.

Parked vehicles can also obscure a driver's view of pedestrians/bikers crossing the intersection.

During the winter months, snow creeping into the pavement area exacerbates the issues as there is less road width available to traverse the intersection.

Recommendations:

Recommend that a NO PARKING zone be established on the south side of Brentwood, from a point approximately 15' west of the existing fire hydrant to Northfield Parkway.



October 1, 2013

Mr. William Huotari
Deputy City Engineer/Traffic Engineer
500 West Big Beaver
Troy, MI 48084

Dear Bill,

Per our conversation of today October 1, 2013 regarding the parking on Brentwood Drive, I am formally requesting that the Traffic Committee review my request for a sign stopping parking up to Northfield Parkway. If you could forward the photographs I left with you to the Traffic Committee I would appreciate it.

Thank you in advance for your cooperation.

Sincerely,

A handwritten signature in black ink, appearing to read "John C. Ballantine", with a long horizontal line extending from the end of the signature.

John C. Ballantine
NHCA/Liaison to the City of Troy



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.



