TRAFFIC COMMITTEE MARCH 16, 2005 FINAL

A regular meeting of the Troy Traffic Committee was held Wednesday, March 16, 2005 in the Lower Level Conference Room at Troy City Hall. Jan Hubbell called the meeting to order at 7:30 p.m.

1. Roll Call

PRESENT: John Diefenbaker
Jan Hubbell
Richard Minnick
Peter Ziegenfelder

ABSENT: Ted Halsey
Richard Kilmer
Charles Solis
Grace Yau, Student Representative

Also present: John Abraham, Traffic Engineer
Lt. Scott McWilliams, Police Department
Lt. Robert Matlick, Fire Department

2. Minutes – February 16, 2005

All references to Millpond in Item 5 should read *Millstone*. Mr. Minnick also pointed out that that the south leg of the "T" intersection of Millstone and Timberview is actually part of Timberview and the north leg is Millstone. Therefore, Res. TC-2005-02-6 should read "To recommend installation of NO PARKING ZONE signs on the east side of Millstone 50 feet to the north and on the east side of Timberview 50 feet to the south of the Timberview/Millstone intersection.

RESOLUTION #TC-2005-03-8
Moved by Minnick
Seconded by Ziegenfelder

To approve the February 16, 2005 minutes as corrected.

YES: All-4
NO: None
ABSENT: 3

MOTION CARRIED

Resolution to Excuse Absent Members

RESOLUTION #TC-2005-03-9
Moved by Ziegenfelder
Seconded by Minnick

To excuse the absences of Committee Members Kilmer, Solis and Halsey.

YES: All-4
NO: None
ABSENT: 3

3. Install STOP sign on Cypress at Randall
(This item was tabled from the last meeting)

Robert Holm, 555 Randall, requests a STOP sign on Cypress at Randall. There is currently a YIELD sign on Cypress where it ends in a "T" at Randall. Mr. Holm indicated that drivers often fail to yield to Randall traffic and there have been many near misses at the intersection.

Cypress carries around 600 vehicles per day and Randall carries around 1150 per day. There have been no reported crashes in the last three years. Mr. Holm reports that there is usually a commercial van parked on Randall obscuring vision to the right, and that two cars ended up in his front yard (photo attached) in the last two years. A tree was knocked down and its replacement was also knocked down.

This item was first addressed at the February 16, 2005 Traffic Committee meeting. At that time, the committee tabled the issue pending investigation of a sight-distance problem. Lt. McWilliams agreed to check and report back at the March meeting.

At the February meeting, Mr. Holm reported that the resident at 608 Randall parks a van in the street, limiting sight distance to the right. When Mr. Halsey checked the area, a commercial vehicle with a trailer was parked there.

Since last month's meeting, Lt. McWilliams talked to the resident about parking farther down the street. Though the resident at 608 Randall did not park in the area under question, others were parking in this area, even though it is in the designated no parking area due to its proximity to the crossroad (20 feet from the crosswalk/crossroad). At Lt. McWilliams's request, the DPW installed a sign that would remind motorists of the restricted parking area in the vicinity of an intersection.

Subsequent visits to the area confirmed that there were no vehicles parked in the area just east of Cypress on Randall causing a sight obstruction. Lt. McWilliams has been monitoring the area and has found vehicles parked over the sidewalk and had issued two citations.

RESOLUTION #TC-2005-03-10
Moved by Diefenbaker
Seconded by Ziegenfelder

Recommend that no changes be made at Cypress and Randall.

YES: All-4
NO: None
ABSENT: 3

MOTION CARRIED

4. **Review Parking Regulations at Susick Elementary School.**

The Susick Elementary School has been rebuilt recently and is now open. Ellen Kozich, Principal of Susick Elementary School, requests parking restrictions in front of the school. If the signs are installed per Traffic Control Orders, the Police Department would be empowered to write tickets for violators.

Attached is the layout of the two parking lots in front of the school. The south lot is intended for staff parking only and the circular curb area is intended for bus loading/unloading only. Ms. Kozich requests signs that would prevent other vehicles from parking/interfering with the bus and related pedestrian traffic in this area.

The north parking lot is for parent and visitor parking and also allows for a drop off area along the east curb of the parking lot. The school intends this drop off area to be used only during the morning arrival time and for the rest of the day to be kept clear of any vehicular traffic. Since students can approach this area from several school building exits, the plan is to have parents park and then walk to the building to get their kids during dismissal times. Ms. Kozich requests some signage that would restrict parking/stopping/standing in this drop off area at all times, except for the morning arrival time.

RESOLUTION #TC-2005-03-11
Moved by Ziegenfelder
Seconded by Minnick

Recommend installing signs indicating NO STOPPING, STANDING, PARKING EXCEPT FOR MORNING DROP-OFF TIMES in the circle drive in the north parking lot and

Recommend installing signs indicating NO STOPPING, STANDING, PARKING—BUS LOADING/UNLOADING ONLY in the circle drive in the south parking lot at Susick Elementary School.

YES: All-4
NO: None
ABSENT: 3

MOTION CARRIED

5. Request RCOC to Adjust Traffic Signals at Turnarounds on Long Lake Road near Rochester Road

Mark Elchuk, 4845 Davis Court, wrote the Traffic Committee requesting changes in the crossover traffic signal cycles on Long Lake Road near Rochester Road. Currently these signals cycle 24 hours a day.

Mr. Elchuk notes that the signals are cycling even during very light traffic times, late at night and early on weekend mornings; therefore, Long Lake traffic has to stop at the turnarounds even though there are no cars approaching the turnaround for a quarter mile or more. He suggests blinking yellow on Long Lake Road on weekdays from 8:00 p.m. to 6:30 a.m., and on weekends between 8:00 p.m. and 10:00 a.m.

All traffic signals are controlled by the Road Commission for Oakland County (RCOC), and any suggestions would have to be routed to them.

It should be noted that at the intersection of Rochester and Long Lake all direct left turns are prohibited and the left turn vehicles for both major roads have to use the turnarounds on Long Lake to make their U-turns to complete their indirect left turns. The turnaround signals are set to cycling through the day to allow the left turn vehicles from both roadways to safely make their turns. Following table gives a sampling of a weekday's hourly traffic at the crossover:

Hour of Day	*# of vehicles*	Hour of Day	*# of vehicles*
1:00	***13***	13:00	***319***
2:00	***3***	14:00	***327***
3:00	***9***	15:00	***258***
4:00	***18***	16:00	***249***
5:00	***20***	17:00	***300***
6:00	***41***	18:00	***273***
7:00	***126***	19:00	***284***
8:00	***239***	20:00	***144***
9:00	***295***	21:00	***136***
10:00	***254***	22:00	***76***
11:00	***215***	23:00	***69***
12:00	***290***	**TOTAL IN A DAY**	***3958***

It should also be noted that the crossover signals are sequenced to change to green along with the main signal at Rochester Road. This is one of the reasons none of the crossover lights go on a flash mode.

Traffic volumes indicate that the crossover traffic drops off only by around 10:00 p.m. and picks up around 6:00 a.m. A request has been made of the RCOC to consider a flash schedule during the 10 p.m. to 6 a.m. period on weekdays. A reply is awaited.

RESOLUTION #TC-2005-03-12
Moved by Diefenbaker
Seconded by Ziegenfelder

Recommend requesting that the Road Commission for Oakland County review traffic lights at the turnarounds on Long Lake Road near Rochester Road and consider blinking instead of cycling during off-peak hours.

YES: All-4
NO: None
ABSENT: 3

MOTION CARRIED

6. Review Parking Concerns at the Troy Public Library

The Troy Police Department has been fielding a number of calls from the Library and from citizens about some parking concerns around the circular drive by the library building. The area under question is the drive around the parking area of the library, including the circular part, as shown on the attachment. Currently, the circular part is marked NO STOPPING, STANDING, PARKING and is marked as a one-way drive in the counterclockwise direction. There still are vehicles parked beyond the circular drive close to the east curb of the parking lot drive. It has been suggested that we also designate this area as a NO STOPPING, STANDING, PARKING area so that there is safer and more efficient traffic in the parking lot.

RESOLUTION #TC-2005-03-13
Moved by Ziegenfelder
Seconded by Diefenbaker

Recommend installing NO STOPPING, STANDING, PARKING signs along the east curb and on the two adjacent islands of the library parking lot driveway.

YES: All-4
NO: None
ABSENT: 3

MOTION CARRIED

7. Informational Item: Suggestion to Build a Ring Road in Troy

Mr. Paul Lin, Troy resident and retired architect, has sent the committee some material regarding his ideas of improving traffic circulation and revitalizing the Troy downtown area. This was included as an informational item so that the committee can decide if this should be a regular agenda item for a future Traffic Committee meeting. The Committee noted and filed the correspondence from Mr. Lin.

6. Visitors' Time

There were no visitors.

7. Other Business

Mr. Diefenbaker requested additional NO PARKING signs on the hydrant (north) side of Blanche. Many contractors' vehicles have been parking there and have completely blocked the road at times.

Mr. Minnick reports that the pavement is crumbling in his subdivision at Cherished View and Timberview, and Mr. Diefenbaker commented on the poor condition of the pavement at Long Lake and Livernois. The Traffic Engineer will notify the Department of Public Works about all these items.

Mr. Diefenbaker also reports that cars are cutting through the vacant gas station at southbound Crooks and Maple. Lt. McWilliams is aware of the problem.

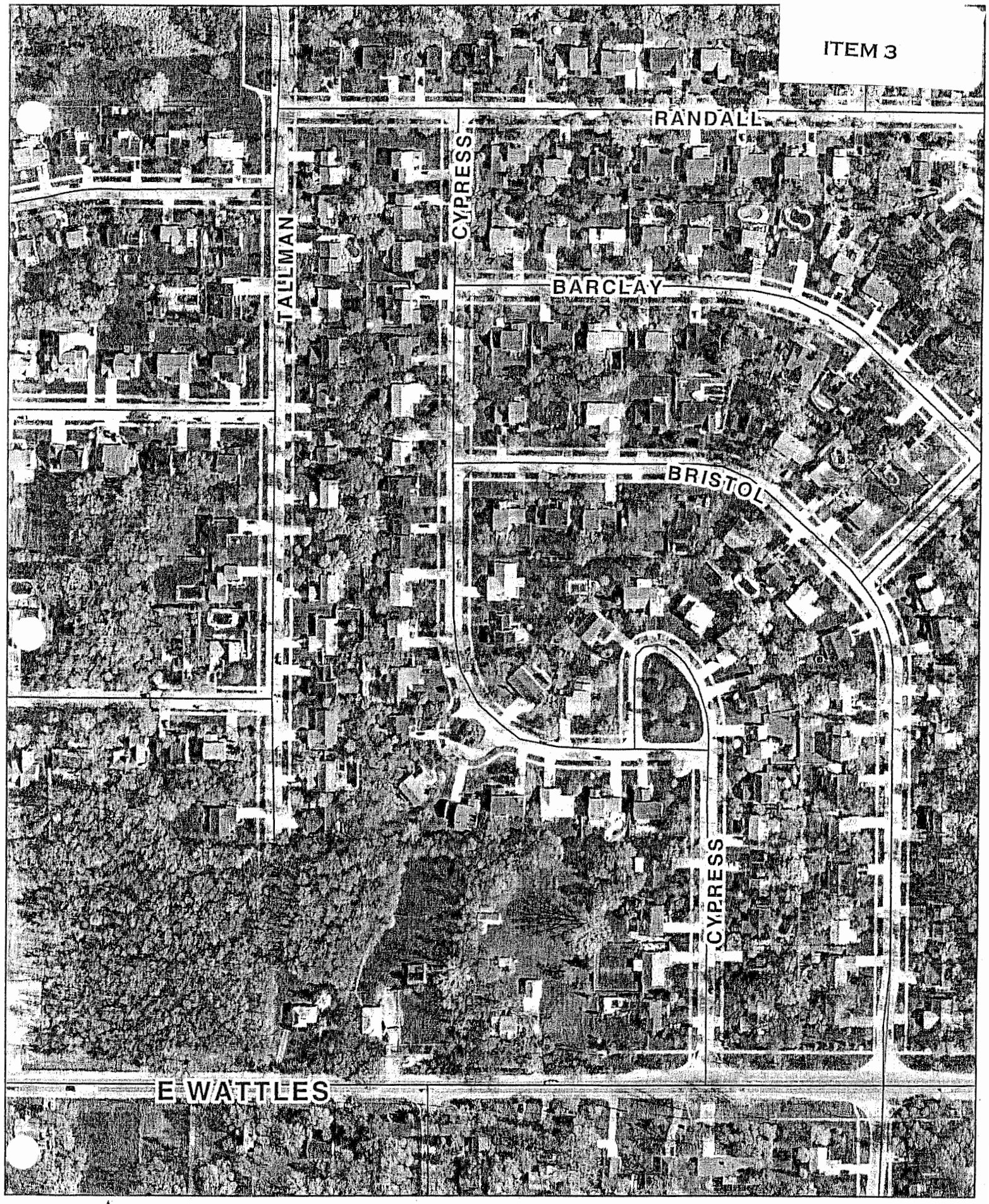
8. Adjourn

The meeting adjourned at 8:15 p.m.

Vice Chair
JAN Hubbell

Laurel Nottage
Recording Secretary

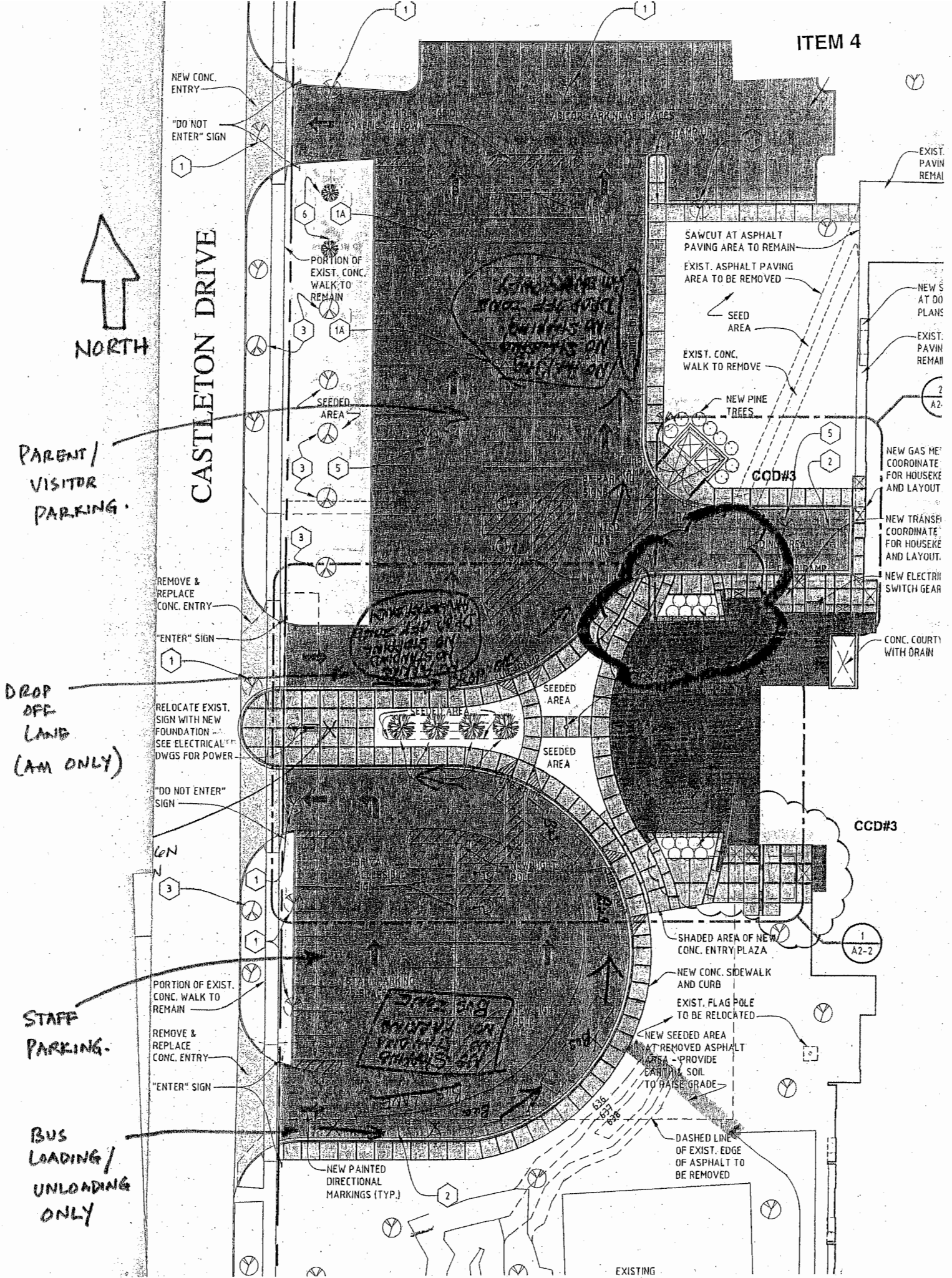
ITEM 3



0 100 200 400 600 800 Feet

ITEM 3

ITEM 4


NEW CONC. ENTRY
"DO NOT ENTER" SIGN
NORTH
CASTLETON DRIVE
PARENT / VISITOR PARKING.
PORTION OF EXIST. CONC. WALK TO REMAIN
SEEDED AREA
REMOVE & REPLACE CONC. ENTRY
"ENTER" SIGN
DROP OFF LANE (AM ONLY)
RELOCATE EXIST. SIGN WITH NEW FOUNDATION - SEE ELECTRICAL DWGS FOR POWER
"DO NOT ENTER" SIGN
STAFF PARKING.
PORTION OF EXIST. CONC. WALK TO REMAIN
REMOVE & REPLACE CONC. ENTRY
"ENTER" SIGN
BUS LOADING / UNLOADING ONLY
NEW PAINTED DIRECTIONAL MARKINGS (TYP.)
SAWCUT AT ASPHALT PAVING AREA TO REMAIN
EXIST. ASPHALT PAVING AREA TO BE REMOVED
SEED AREA
EXIST. CONC. WALK TO REMOVE
NEW PINE TREES
CCD#3
SEEDED AREA
SEEDED AREA
SEEDED AREA
SHADED AREA OF NEW CONC. ENTRY PLAZA
NEW CONC. SIDEWALK AND CURB
EXIST. FLAG POLE TO BE RELOCATED
NEW SEEDED AREA AT REMOVED ASPHALT AREA - PROVIDE EARTH & SOIL TO RAISE GRADE
DASHED LINE OF EXIST. EDGE OF ASPHALT TO BE REMOVED
CCD#3
EXISTING

February 16, 2004

Traffic Committee
City of Troy
500 W. Big Beaver Rd. 48084

Re: Lights at turnarounds on Long Lake Rd.

Dear Sir:

As a resident of Troy since 1992, I just wanted to bring to your attention what I believe are unnecessary use of the traffic lights on Long Lake Rd. at the turnarounds just East and West of Rochester Rd. I live in the Hartford Square subdivision just East of Rochester Rd and travel frequently down this stretch of Long Lake Rd.

On Saturday and Sunday mornings, and even on weekdays after about 8:00pm, the traffic on Long Lake, and especially at these turnarounds, is nowhere near heavy enough to require the use of red lights at these turnarounds.

When I go to church at 8:15am on Sunday morning, I am often stopped at the light at the turnaround on Long Lake (just East of Rochester Rd.), even through traffic is extremely light in both directions on Long Lake Rd. at that time. In many instances there is not even a single car coming down Eastbound Long Lake (between Rochester Rd. and the turnaround in front of the Secretary of State's Office), but you will be stopped by a red light there at the turnaround in front of the Secretary of State's Office. The same is true for the turnaround just West of Rochester Rd on Long Lake.

The same is often true for traffic in the evening; I am often stopped at these turnarounds by a red light when traffic is extremely light on Long Lake in the evenings (typically after 8:00pm, and especially after 9:00pm).

It is very common at these hours of extremely light traffic to be stopped by a red light at one of these turnarounds, while not a single vehicle traveling in the opposite direction will use the turnaround. Sometimes at these times of day there will not even be a single car on Long Lake Rd for a quarter mile or more coming in the opposite direction (i.e., coming toward the turnaround), but you will be stopped for a red light there anyways.

I also wish you to know that I have two teenage drivers and that I think now, more than ever, about their safety. I would certainly not be asking you to change something that would create an unsafe traffic condition so close to our home.

Accordingly, I would sincerely appreciate it if you would consider making the traffic lights at the two turnarounds discussed above "blinking yellow" lights for the drivers traveling up and down Long Lake Rd., at least at certain times of the day. My

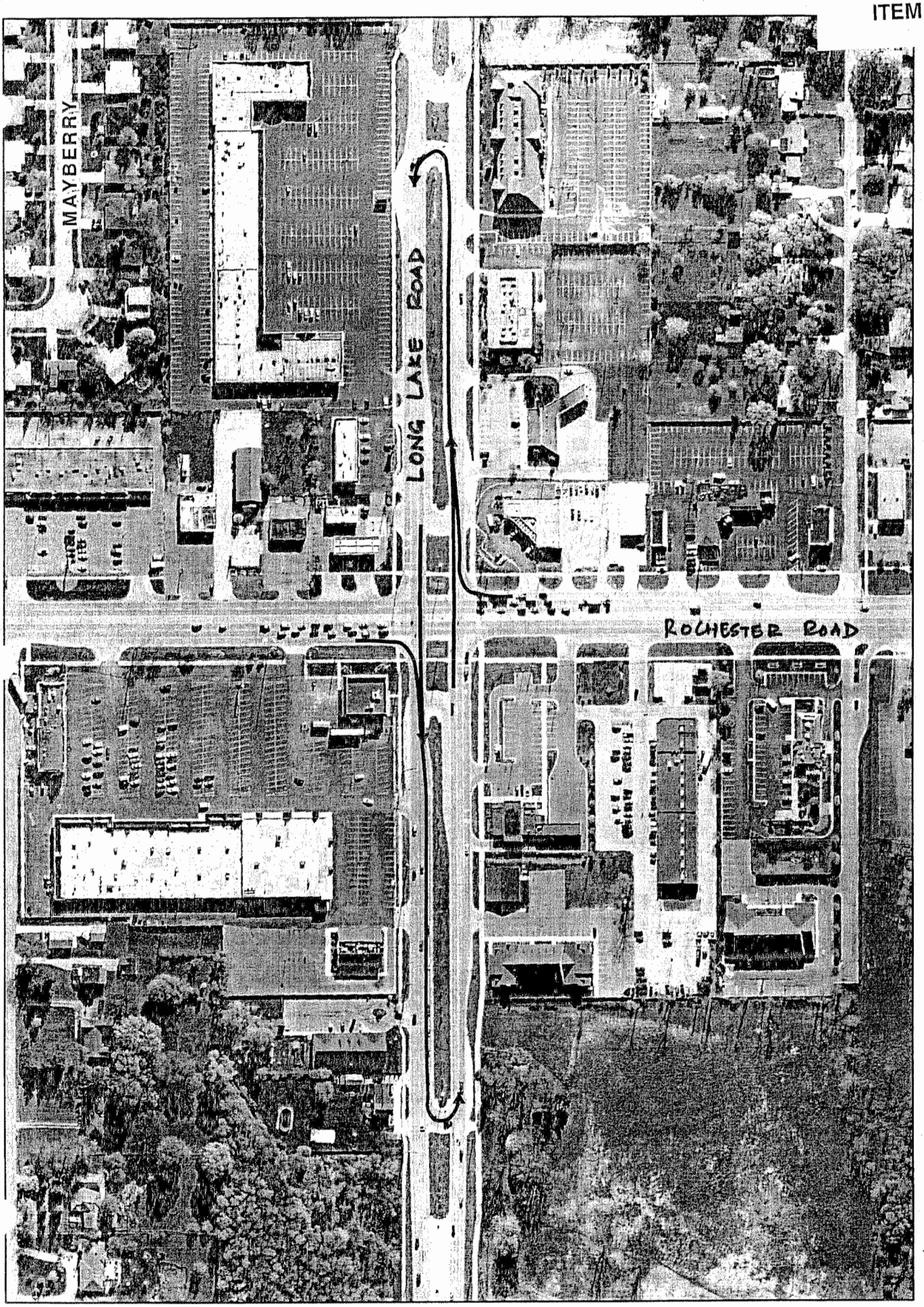
suggestion would be for a blinking yellow light on weekdays between 8:00pm-6:30am, and on weekends between 8:00pm-10am.

Thank you for your time and consideration. Please feel free to contact me at (248) 641-1229 (w) or (248) 528-1310 (h) if you care to discuss this with me.

Very truly yours,

Mark D. Elchuk
4845 Davis Ct.
Troy, MI 48098

ITEM 5


MAYBERRY
LONG LAKE ROAD
ROCHESTER ROAD
0
155
310
620
930
1,240
Feet

ITEM 6

Weather Shield
Windows & Doors

TRAFFIC COMMITTEE 2-27-2005

WOULD THE TRAFFIC COMMITTEE BE ABLE TO DETERMINE:

A) A RING ROAD BETWEEN COOLIDGE AND CROOKS?

B) SQ LAKE ROAD + TROY CORNERS (FIRST CENTER) AS A "HISTORIC STREET" IN CHARACTER. NOT A "HIGHWAY". MANY HISTORIC HOUSES, ETC.

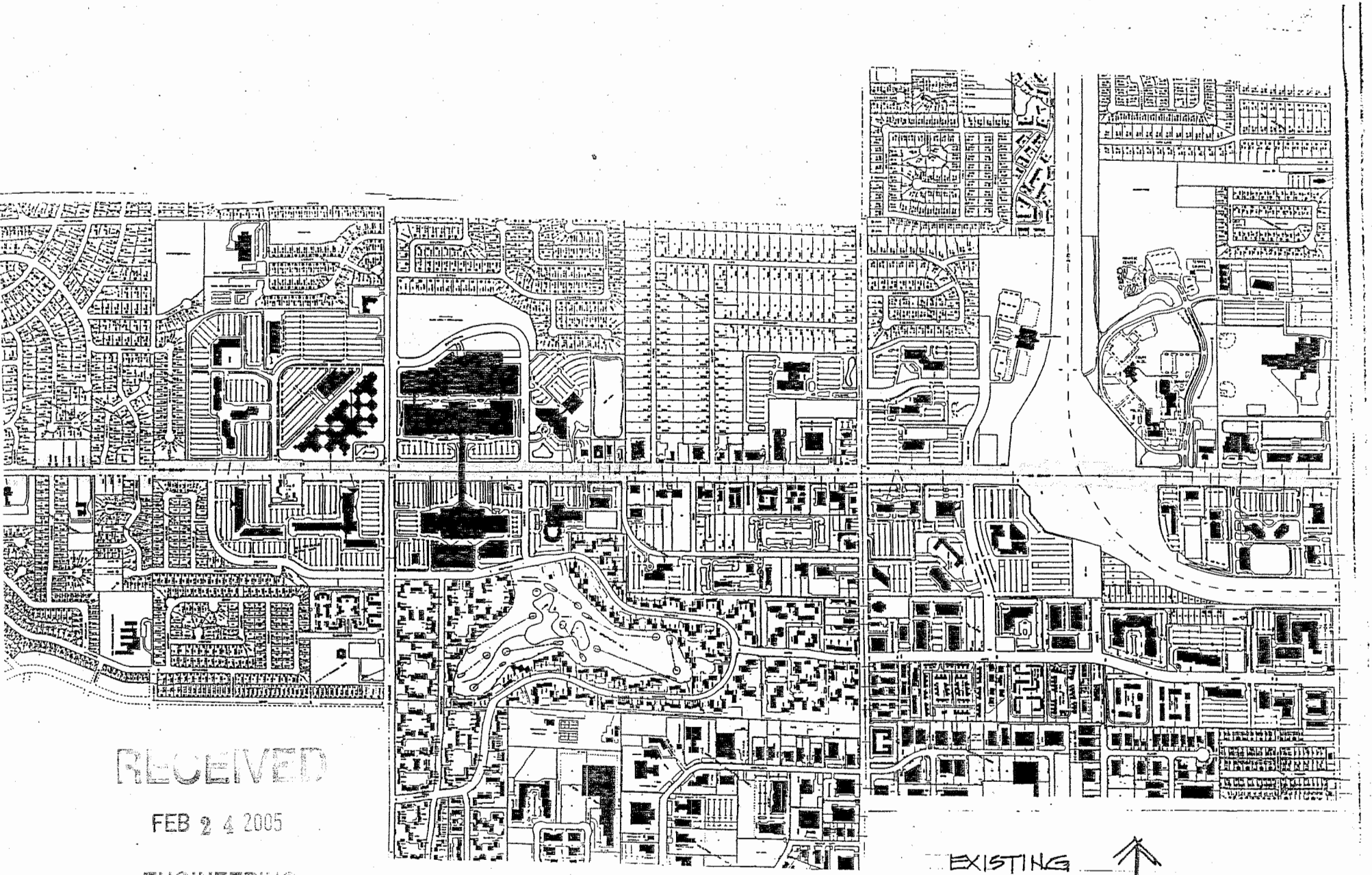
SINCERELY,

SQ. LAKE & TROY CORNERS

PAUL LIN
248/645-2187

CITY COUNCIL IS FAMILIAR WITH ENCLOSED. PRESENTATION ONCE TELEVISED. WILL THEY HAVE A DOWNTOWN OR MORE OF SUBURBAN SPRAWL AND BECOME ANOTHER

There's more to see in a Weather Shield window™
PO Box 309 Medford, Wisconsin 54451 715-748-2100



RECEIVED
FEB 2 4 2005
ENGINEERING

2001

With the ring road or "loop" like Chicago, IL all properties within it is deemed the most valuable commercial properties in the City of Troy. Property owners can add to existing buildings or replace them with new ones they believe make financially better sense. Typical practice in great cities.

Since retailer suppliers will only sell and supply large chain stores such as Target, places with small family retail businesses are disappearing.. They are replaced with large warehouse size building structures surrounding large parking area. A good example is the commercial development at Coolidge and Maple. Since many of the stores are selling the same product it becomes a contest in price and service. Regardless of the building facades all of these shopping places and centers have a monotonous,boring sameness. There is little fun and discovery in shopping today.

Many of the "bedroom" towns as Novi, Rochester Hills want to build a downtown. People will have conflicting desires which downtown they should visit and shop at.since essentially all of them will have a sameness about them. Their model has been the 1930 type downtown which is no longer relevant in the global market and education, and diverse people and cultures context that we find ourselves today and tomorrow. The census has shown Troy's diversity. Population is changing.

In this proposal we suggest the Troy's new downtown be an international one. Stores, shops, etc. can be small, personal, and intimate. This type of commercial development do not have to have national retail suppliers. Troy's new downtown main street will be wonderful place to shop, learn about other countries's peoples, and cultures, and a place to explore and discover. For those who have been to EPCOT, Florida and Young Street in Toronto, Canada would have the memorized, satisfying and educational experiences. This downtown importantly is not dependent on major national retail anchor stores for its survivorship It is known as an unique place as Rockeffer Center is known in New York City. Stores may change and leave, but Rockeffer Center remains.

The International downtown becomes an unique asset in the competition for conferences and conventions(if desired) to be convened in Troy, MI. The conference or convention facilities survivorship in that business world is insured. Attendees can shop at nearby Somerset Collection, eat/dine at various restaurants that are indoors and outdoors,experience theatres within a building, open court spaces, and minature shows along the Big Beaver pedestrian broadwalks. Traditional national named stores as found in Somerset Collection are aided in retail business and their ability to survive in the increasingly tough competitive retail world. The financial impact of parking garages costs is minimized by efficient and shared use. Parking on streets within the "loop" enliven street life.

Paul Chu Lin Architect NCARB, Educator, Urban Designer
Tel. 248/645-2187

JULY 4, 2001

PROPOSED PLANNED DEVELOPMENT – TROY'S CORE

SEE PLANNING REFERENCES:

* DESIGN OF CITIES BY EDMUND BACON

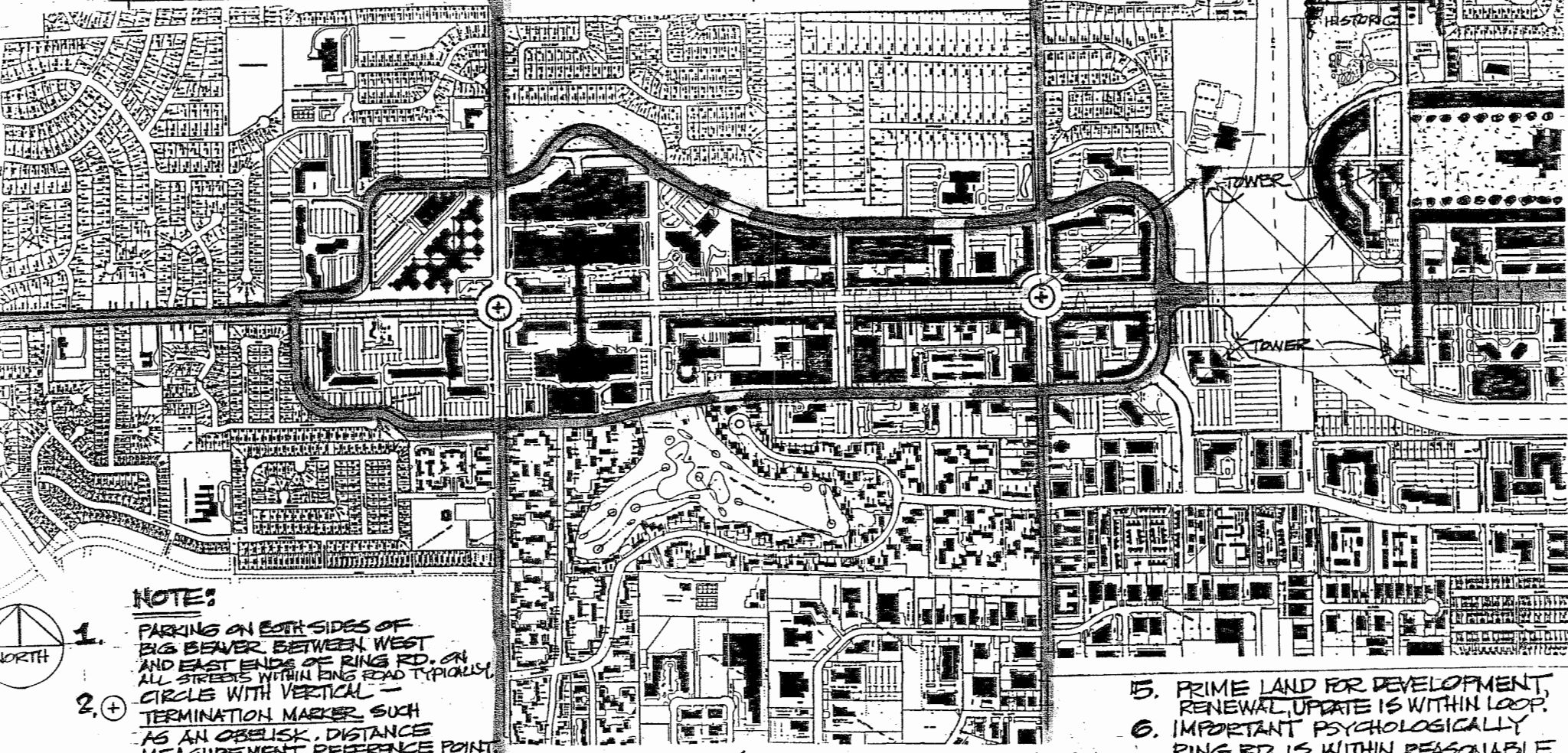
* IMAGE OF A CITY BY KERVIN LYNCH

PAUL CHU LIN NCARB ARCHITECT/EDUCATOR

URBAN DESIGER

7. LINEAR ORGANIZER SPINE – WALKABLE, UNFOLDING, PERMITS "CRUISING". OBVIOUS, CONVENIENT BY-PASS SEPARATES CONFLICTING TWO TYPES OF VECHICULAR TRAFFIC – THROUGH AND DESTINATION. ENHANCE SAFETY. MINIMIZES NEGATIVE IMPACT ON EXISTING CONTEXT/LANDUSE

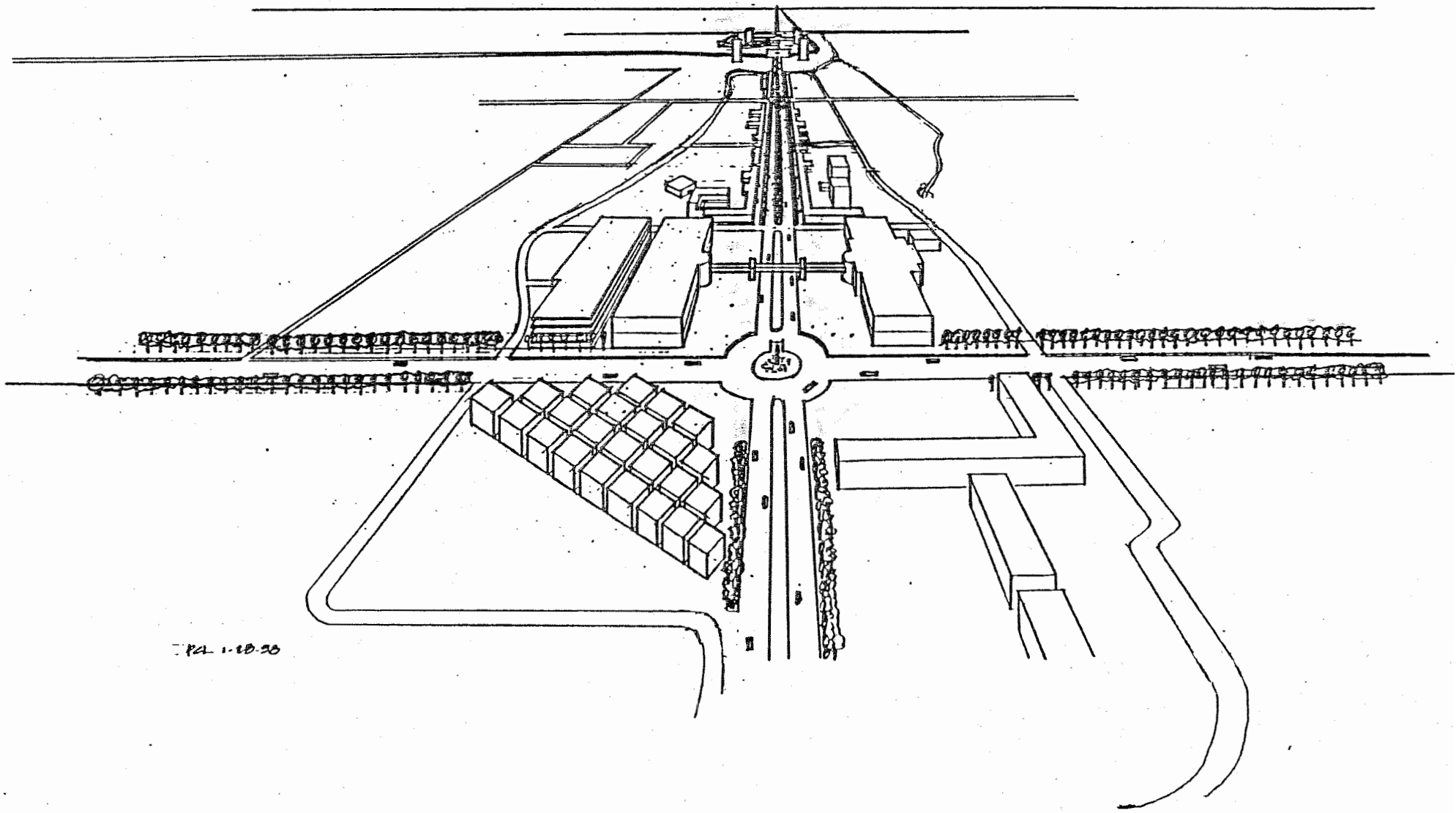
8. COMMON FACILITIES SUCH AS CONFERENCE CENTER, ADDITIONAL PARKING, ETC. LOCATED TOWARD CENTROID OF SPINE TO PROVIDE MAXIMUM BENEFIT.



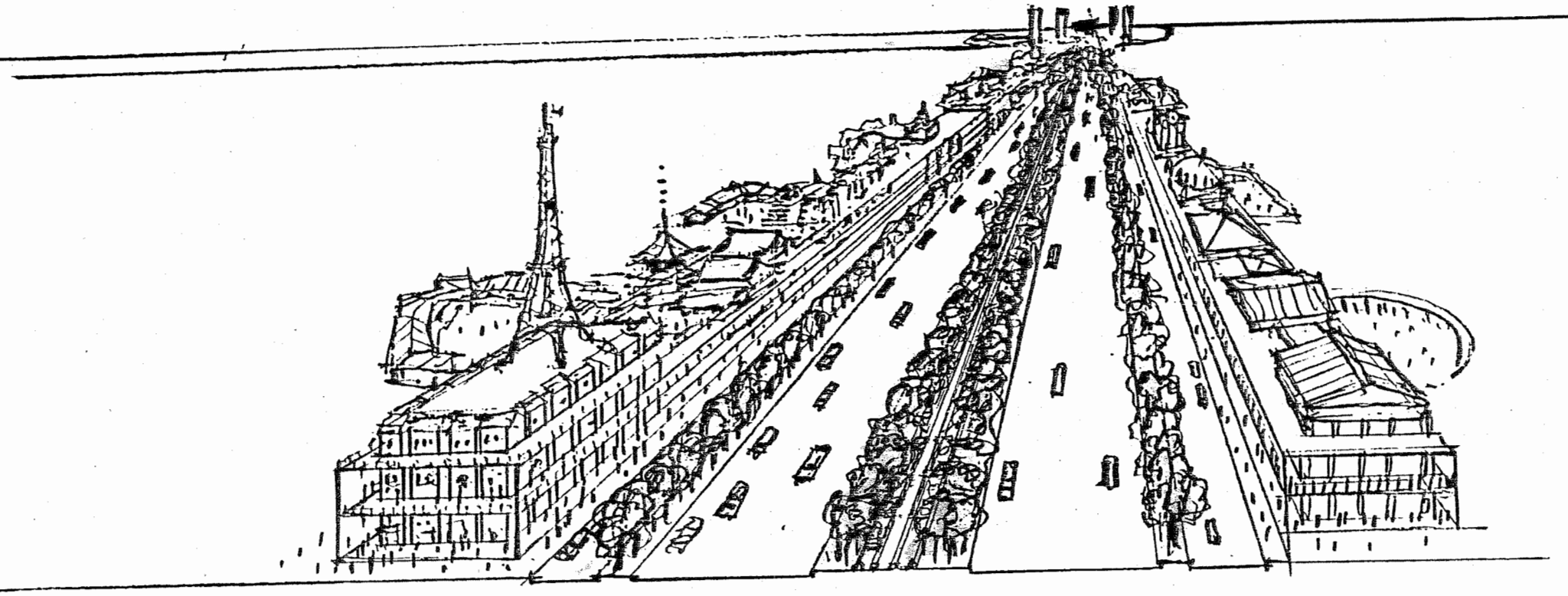
NORTH

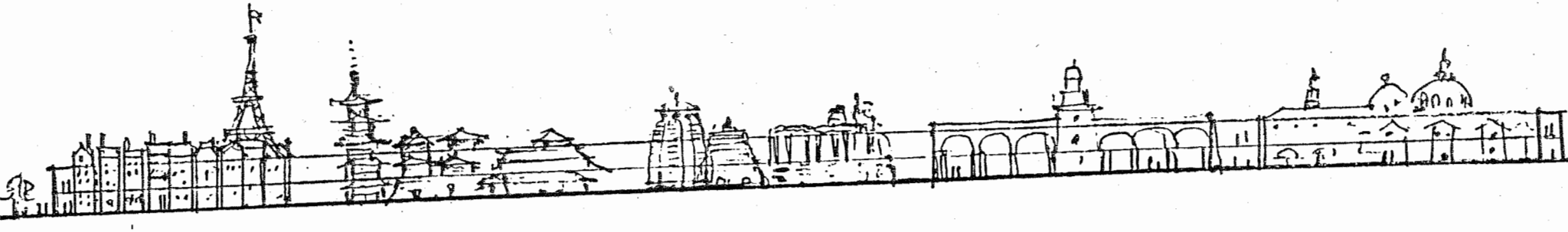
NOTE:

1. PARKING ON BOTH SIDES OF BIG BEAVER BETWEEN WEST AND EAST ENDS OF RING RD. ON ALL STREETS WITHIN RING ROAD TYPICALLY.
2. ⊕ CIRCLE WITH VERTICAL – TERMINATION MARKER SUCH AS AN OBELISK. DISTANCE MEASUREMENT REFERENCE POINT.
3. MASS TRANSIT DOWN MIDDLE OF BIG BEAVER.
4. BUILDING MASSES (NEW BUILDINGS, ADDITIONS, AND AND EXISTING) DEFINE/ENCLOSED EXTERIOR SPACE AS A SPECIFIC "PLACE"... COURT, ENTRANCE, BROADWALK, ETC.
5. PRIME LAND FOR DEVELOPMENT, RENEWAL, UPDATE IS WITHIN LOOP.
6. IMPORTANT PSYCHOLOGICALLY RING RD. IS WITHIN REASONABLE DISTANCE TO BIG BEAVER ROAD. MOVEMENT IN DIRECTION DESIRED.



Aerial View Looking East From K-Mart World Headquarters

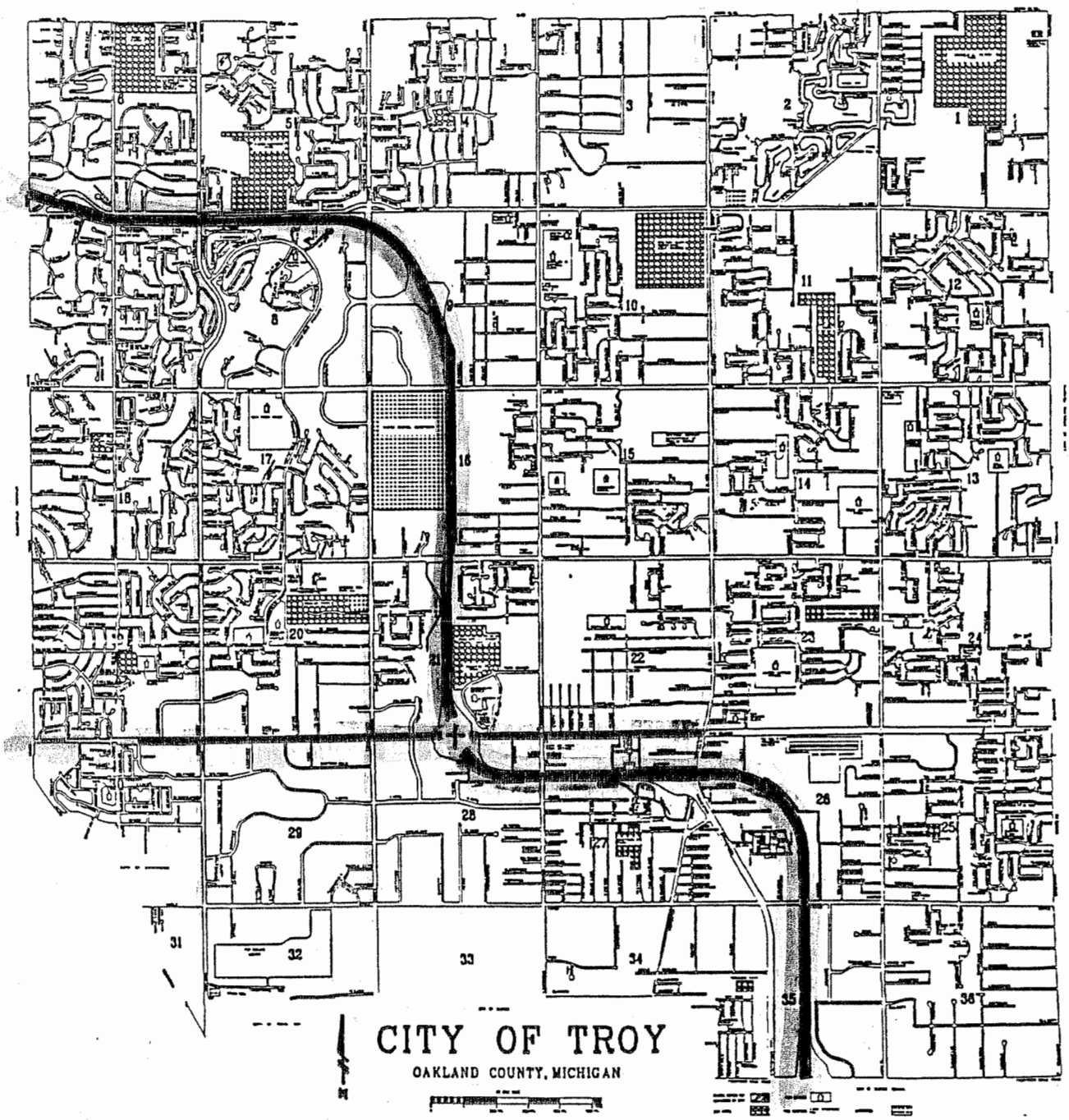


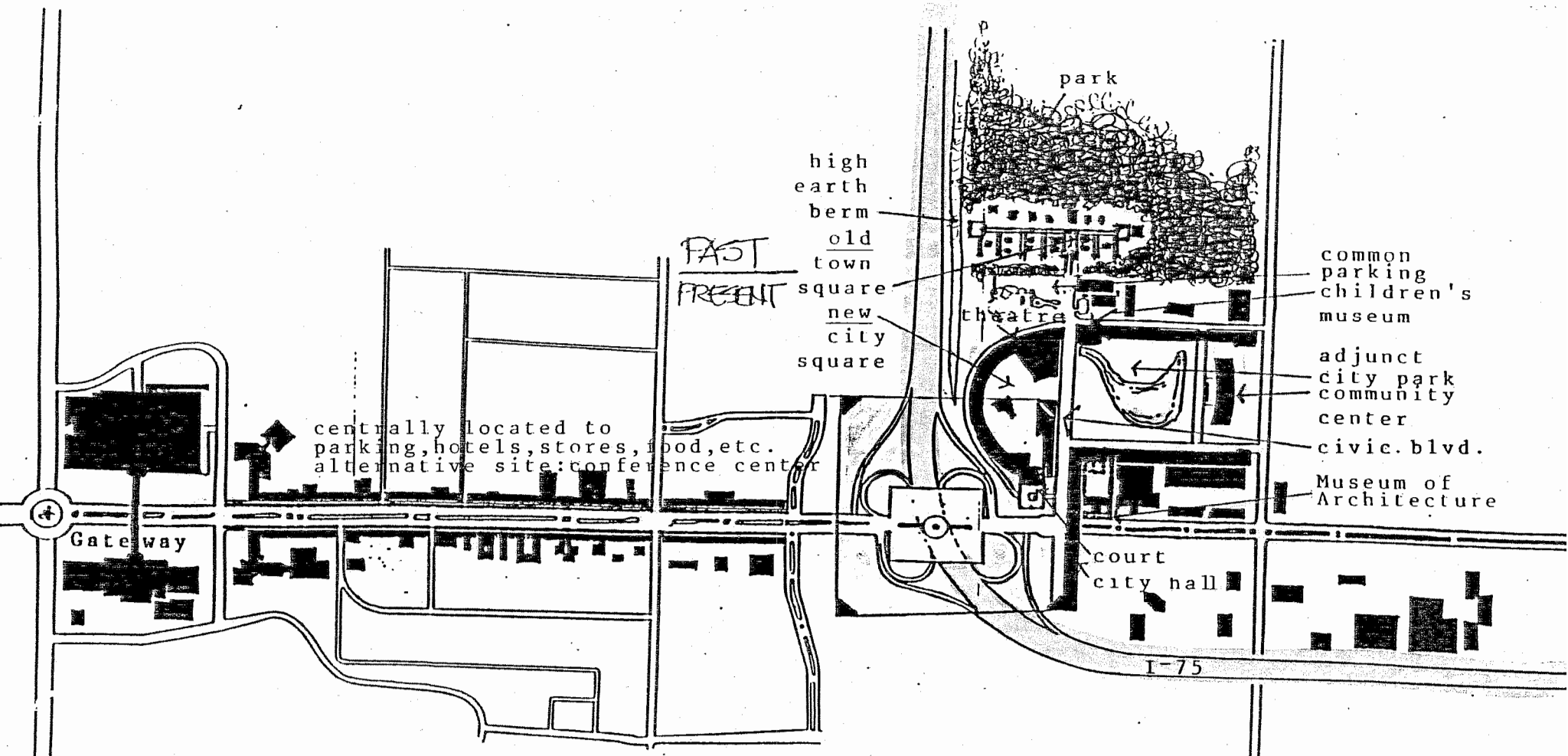


TROY, MICHIGAN'S INTERNATIONAL DOWNTOWN

Small, flexible, two-storied pavilions in front of existing buildings and along a pedestrian "broadwal
that are t sides of Big Beaver. Response to lessons learn from EPCOT, Florida, Young Street in Toront
pedestri -oriented streets of Paris, France. Pub' transit in center of Big Beaver linking anchors.

PCHN


CITY OF TROY
OAKLAND COUNTY, MICHIGAN



Somerset
Collection
" anchor"

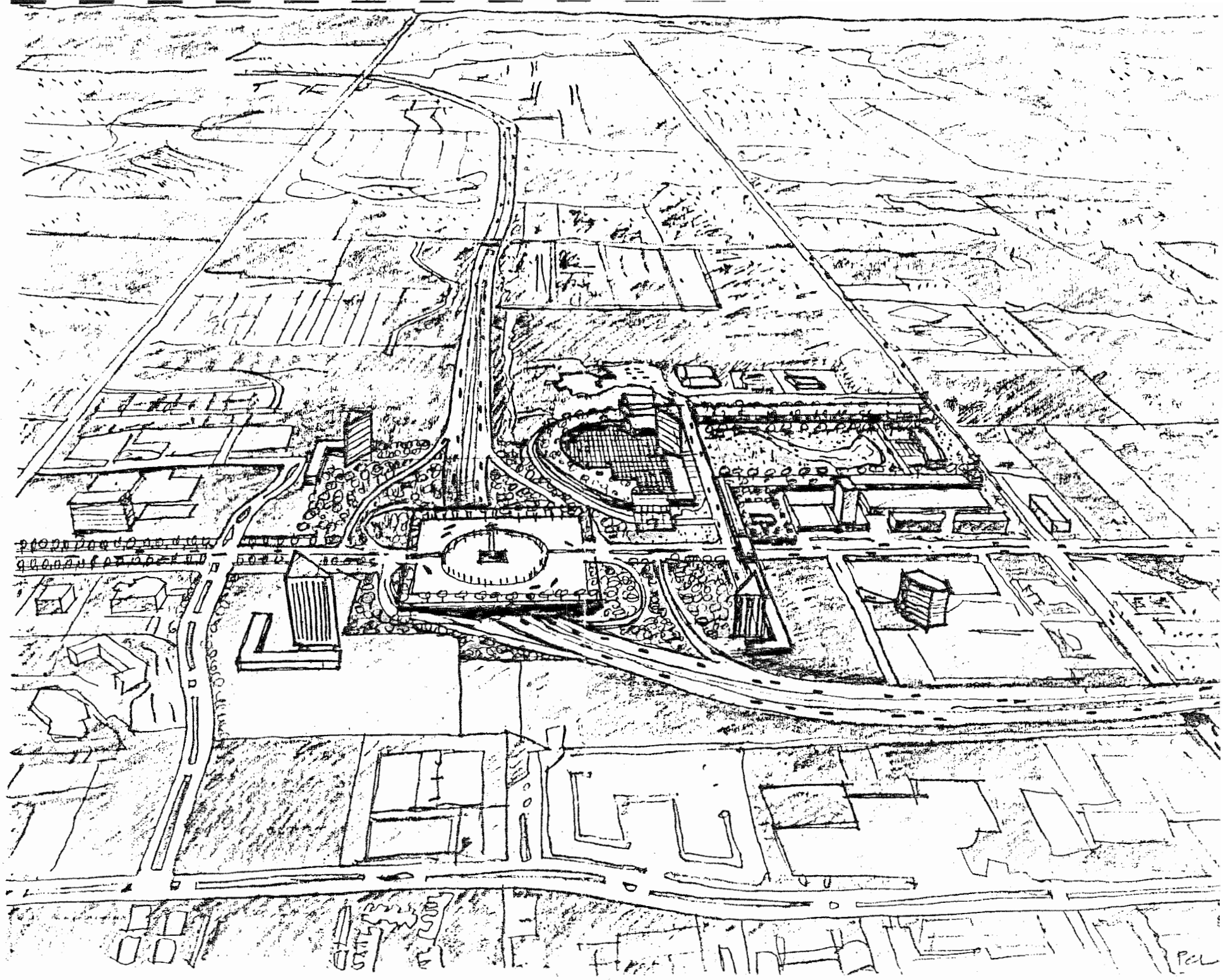
International Downtown
response to:
Global market
Global education
Cultural/Racial diversity
of City of Troy citizens,
visitors, etc.

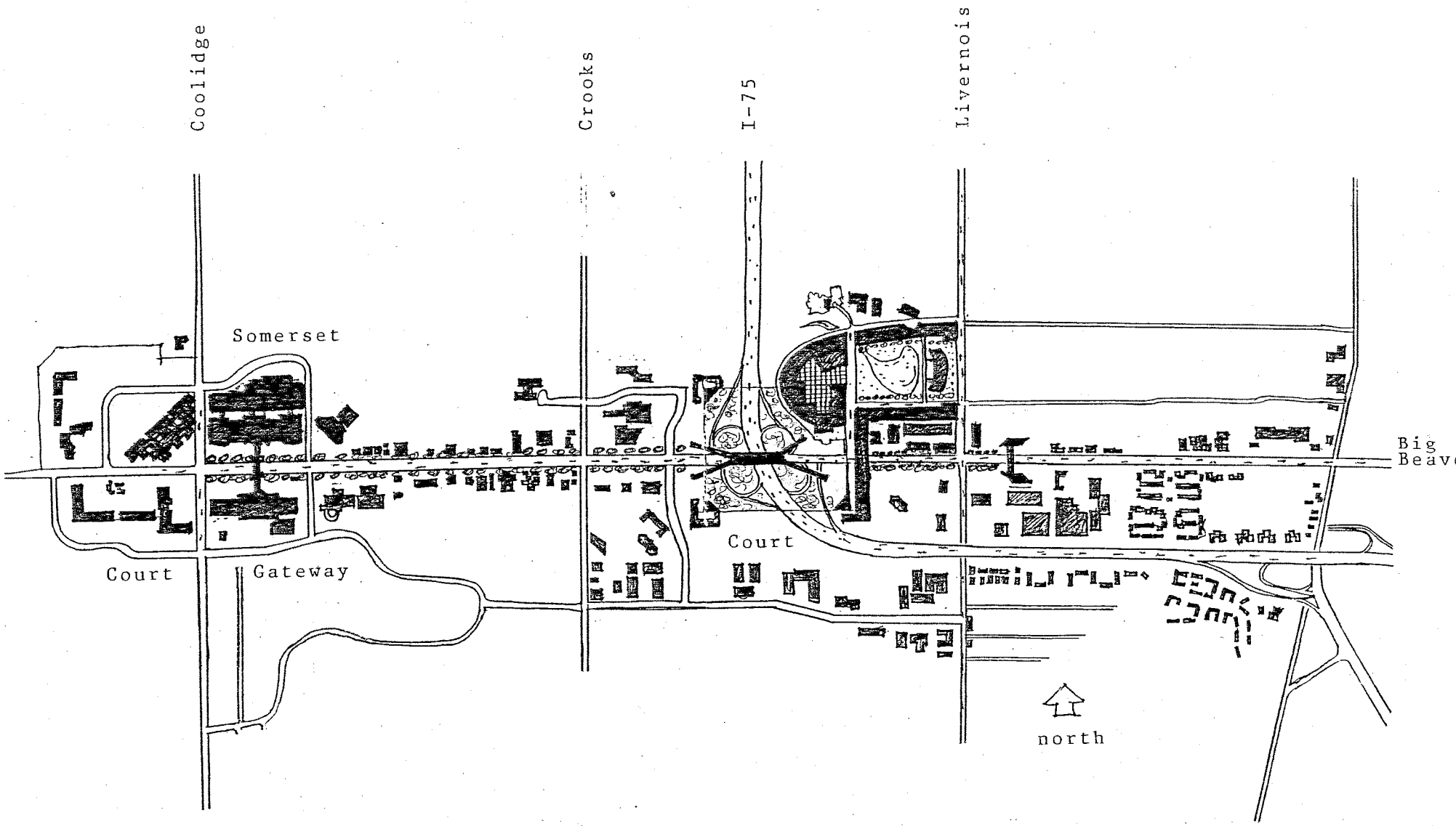
Troy Entry
from I-75
"vestibule"

Civic
Center
"anchor"/
finale of international
celebrations/events/
parades/exhibitions

8-23-2000

Paul Chu Lin Urban designer/architect/educator

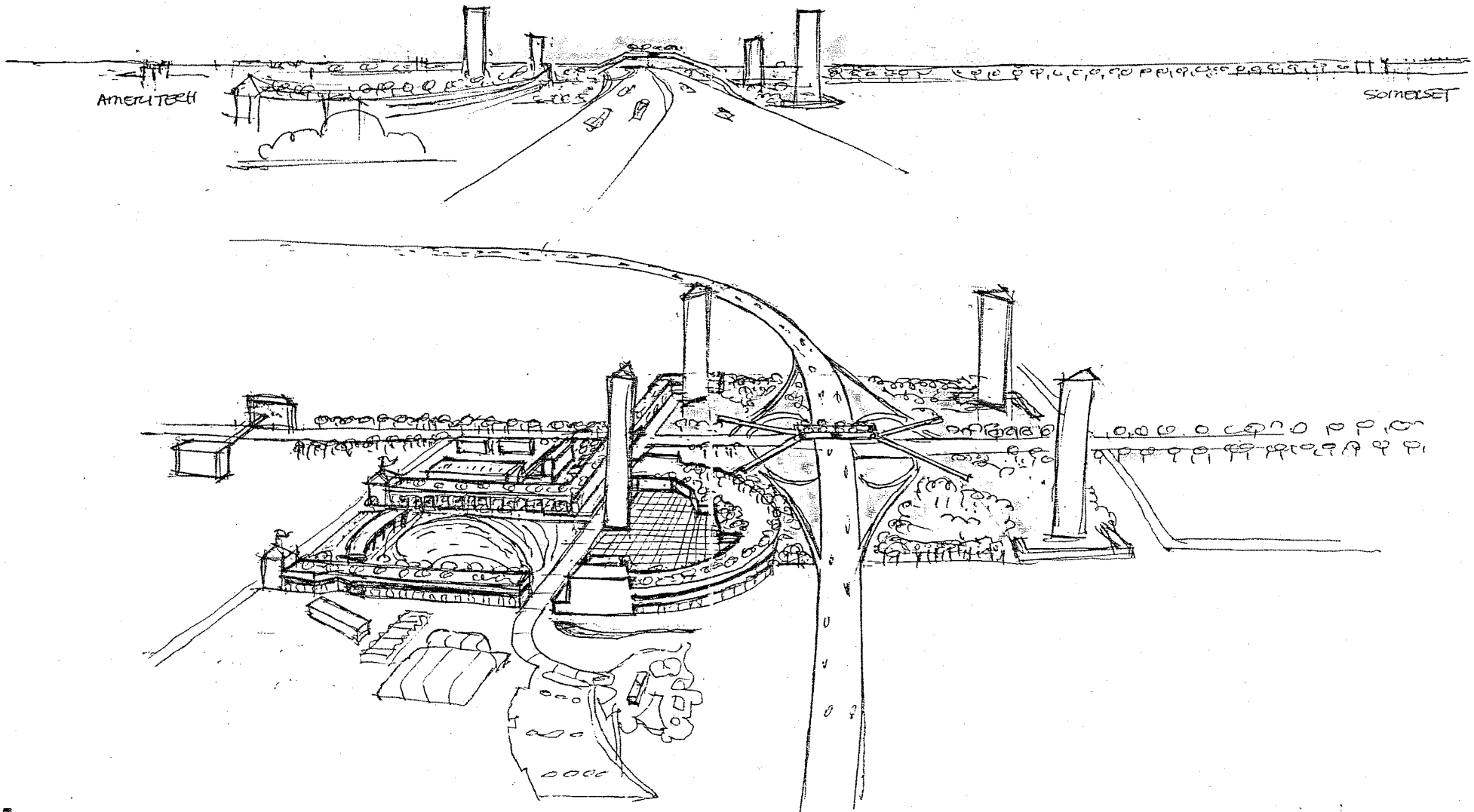




ALTERNATIVE STUDY PLACED IN CONTEXT OF BIG BEAVER BLVD. AND I-75 CONTEXT

Since the context surrounding the civic center's site has miles of negative commercial strip and other sprawling, disorderly, piecemeal., random developments,the civic center study proposal provides a positive, optimized whole,dignified entity, and anchor in this impacted landscape.

Note:The mass of this study proposal serves as a "base" in the general landscape displaying the roof-top oasis that represents Troy as a "green place" and makes it easy to be seen in the frenetic surroundings.The simple, performance based massing defines clearly exterior spaces into two different rooms and uses and enables the later accommodation of different uses in an easily, orderly way. The western mass of the center appropriately defines in visual weight and scale the center's adjacency to I-75. Its horizontality in mass and continuous openings lead the eye gracefully,easily to the original, existing city hall.The existing city hall remains in the foreground with dignity.



PERSPECTIVES OF ALTERNATIVE STUDY @ C SSING OF I-75 AND BIG BEAVER BLVD.

P.C.LIN