

June 2, 2004

TO: John Szerlag, City Manager

FROM: Steven J. Vandette, Acting Asst. City Manager/Services
William J. Huotari, Acting City Engineer *WJH*
John K. Abraham, Traffic Engineer *JKA*

SUBJECT: Agenda Item – Traffic Committee Recommendations May 19, 2004

At the Traffic Committee meeting of May 19, 2004, the following recommendations were made for City Council approval:

1. Recommend replacing the YIELD signs on Marcus at Sparta with STOP signs (Item 8).

Site conditions with homes/trees/shrubs in the near vicinity may warrant the installation of STOP signs on Marcus at Sparta.
2. Recommend replacing the YIELD signs on Thames at Dover with STOP signs, and also repairing the depression on Dover (Item 9).

The proximity of this intersection to Big Beaver Road may warrant the STOP signs on Thames, so that Thames traffic will have to stop and yield to traffic on Dover that may be entering from Big Beaver.

JKA/ln

TRAFFIC COMMITTEE 5/19/04
SUGGESTED RESOLUTIONS

1. RESOLVED, that the YIELD signs on Marcus at Sparta be replaced with STOP signs.
2. RESOLVED, that the YIELD signs on Thames at Dover be replaced with STOP signs, and that the depression on Dover be repaired.

DRAFT

The Traffic Committee meeting was called to order at 7:30 p.m. in the Lower Level Conference Room at Troy City Hall on May 19, 2004 by Charles Solis.

1. Roll Call

PRESENT: John Diefenbaker
 Ted Halsey
 Jan Hubbell
 Richard Kilmer
 Richard Minnick
 Charles Solis

ABSENT: Ryan Deel
 Kaveri Korgavkar, Student Rep.

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

And Items 3-6 Murray Deagle, 328 Evaline
 Item 6 Bruce Bloomingdale, 4264 Tallman
 Dave Sysko, 4438 Yanich
 Harvey Swanson, 571 E. Wattles
 Tom Swanson, 571 E. Wattles
 Item 8 Linda George, 2788 Sparta
 Item 9 Mike Patchett, 2808 Dover Drive

Motion to Excuse

RESOLUTION #TC-2004-04-34

Motion by Halsey
Seconded by Hubbell

To NOT excuse Mr. Deel.

YEAS: All-6

NAYS: None

ABSENT: 1

MOTION CARRIED

2. Minutes – April 19, 2004**RESOLUTION #TC-2004-04-35**

Motion by Kilmer

Seconded by Hubbell

To approve the April 19, 2004 minutes as printed.

YEAS: All-6

NAYS: None

ABSENT: 1

MOTION CARRIED

PUBLIC HEARINGS

Items 3, 4, and 5, were on the April 21, 2004 agenda, but the petitioner did not attend the meeting. The Traffic Committee postponed decisions on those three items until this meeting to allow the petitioner to be present to answer questions.

3. Request for Sidewalk Waiver – 834 Trombley

George Tanner, RWT Building, 2065 Livernois, is requesting a waiver for the sidewalk at 834 Trombley. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an "Agreement for Irrevocable Petition for Sidewalks."

Petitioner states that there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing.

The Traffic Engineer received an email from the legal advisor of the Troy Church of Christ at 800 Trombley. The church has no objection to the requested waiver.

The office also received a letter from Mr. John Casper of 751 Trombley who is in opposition to the issuance of a waiver. He feels that ensuring proper code enforcement will increase property values and that the City should not compromise on requirements (copy of letter attached).

Murray Deagle of RWT Building explained to the committee that there are no other sidewalks on Trombley and it would make no sense to install one in front of this property.

RESOLUTION #TC-2004-05-36

Motion by Halsey

Seconded by Kilmer

- 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, George Tanner has requested a temporary waiver of the requirement to construct a sidewalk on the property because there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing; 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 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 2-year waiver of the sidewalk requirement for the property at 834 Trombley, which is owned by George Tanner.

YEAS: All-6

NAYS: None

ABSENT: 1

MOTION CARRIED

4. Request for Sidewalk Waiver –846 Trombley

George Tanner, RWT Building, 2065 Livernois, is requesting a waiver for the sidewalk at 846 Trombley. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an “Agreement for Irrevocable Petition for Sidewalks.”

Petitioner states that there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing.

The office also received a letter from Mr. John Casper of 751 Trombley who is in opposition to the issuance of a waiver. He feels that ensuring proper code enforcement will increase property values and that the City should not compromise on requirements (copy of letter attached).

The Traffic Engineer received an email from the legal advisor of the Troy Church of Christ at 800 Trombley. The church has no objection to the requested waiver.

Murray Deagle of RWT Building, explained to the committee that there are no other sidewalks on Trombley and it would make no sense to install one in front of this property

RESOLUTION #TC-2004-05-37

Motion by Kilmer

Seconded by Diefenbaker

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, George Tanner has requested a temporary waiver of the requirement to construct a sidewalk on the property because there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing; 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 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 2-year waiver of the sidewalk requirement for the property at 846 Trombley, which is owned by George Tanner.

YEAS: All-6

NAYS: None

ABSENT: 1

MOTION CARRIED

5. **Request for Sidewalk Waiver – 2707 Wisconsin**

George Tanner, RWT Building, 2065 Livernois, is requesting a waiver for the sidewalk at 2707 Wisconsin. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an “Agreement for Irrevocable Petition for Sidewalks.”

Petitioner states that there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing.

Murray Deagle of RWT Building, explained to the committee that there are no other sidewalks on Trombley and it would make no sense to install one in front of this property

RESOLUTION #TC-2004-05-38

Motion by Minnick

Seconded by Halsey

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, George Tanner has requested a temporary waiver of the requirement to construct a sidewalk on the property because there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing; 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 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 two-year waiver of the sidewalk requirement for the property at 2707 Wisconsin, which is owned by George Tanner.

YEAS: All-6

NAYS: None

ABSENT: 1

MOTION CARRIED

6. **Request for Sidewalk Waiver – Wattles Road, across the Sturgis Drain, at the Proposed Crestwood Site Condominiums**

George Tanner, RWT Building, 2065 Livernois, is requesting a waiver for the sidewalk at on Wattles Road, across the Sturgis Drain, at the proposed Crestwood Site Condominiums. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an "Agreement for Irrevocable Petition for Sidewalks."

Mrs. Linda Koehler, 927 Eckford, wrote to the Traffic Engineer objecting to a waiver of the sidewalk on Wattles Road (copy attached). She feels that the existing sidewalk requirements should be enforced to provide pedestrians a safe place to walk.

Mr. Deagle said he has cleared the drain of large amount of junk and would be willing to deed a treed area to the City if he is granted a waiver. He noted that a previous design by his engineering firm showed a sidewalk jutting out around the drain, right next to Wattles, which would be very dangerous for pedestrians and bikes to be so close to traffic.

Petitioner states that the sidewalk is unbuildable over most of the area shown, and sidewalk is not practical in this area. Mr. Deagle noted that to install a sidewalk he would have to build a bridge at least 80 feet long to span the drain, and it would be prohibitively expensive to do so.

Mr. Deagle also mentioned that there is one parcel between his developments on the east and the west that will still have a "gap." The traffic engineer indicated that the City's sidewalk program can look into completing this small gap to make it a continuous sidewalk.

Mr. Minnick stated that we need the sidewalk continuity along Wattles. He doesn't feel waivers should be granted because a developer has a "problem lot." Troy is so built up that all the remaining vacant lots are "problem lots" and that builders are aware of the difficulties when they choose to develop them.

Bruce Bloomingdale spoke against the waiver. He walks and bikes a lot and needs sidewalks for safety. He also indicated that he has a petition from area residents objecting to the waiver (attached).

Madeline Owen reiterated the need for a sidewalk. If the waiver were to be granted, the sidewalk on Wattles would dead-end at the drain.

RESOLUTION #TC-2004-05-39

Motion by Minnick

Seconded by Halsey

- 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, George Tanner has requested a temporary waiver of the requirement to construct a sidewalk on the property because the sidewalk is unbuildable over most of the area shown, and

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 on Wattles Road across the Sturgis Drain, at the proposed Crestwood Site Condominiums, which is owned by George Tanner.

YEAS: All-6

NAYS: None

ABSENT: 1

MOTION CARRIED

RESOLUTION #TC-2004-05-40

Motion by Diefenbaker

Seconded by Kilmer

To take Items 8 and 9 out of order.

YEAS: All-6

NAYS: None

ABSENT: 1

MOTION CARRIED

8. **Install 4-WAY STOP signs at Marcus and Sparta**

Melissa Capolingua of 2923 Sparta requests that the intersection of Sparta and Marcus be converted to a 4-WAY STOP controlled intersection. Ms. Capolingua indicated that she sees near miss crashes at the intersection on a regular basis. She also said that she was almost hit at the intersection. One of the reasons is that Sparta is a long roadway that runs from Big Beaver south to Athena and it's a straight roadway. She also mentioned that traffic on Sparta moves at high speeds, endangering the safety of residents on the street.

STOP signs, particularly multi-way, are installed after a study is performed to determine if state-mandated thresholds (called warrants) are met for the intersections. Unwarranted STOP signs have not been demonstrated to reduce speed on residential streets, and studies also show that unwarranted STOP signs may cause more crashes and provide a false sense of security to pedestrians using these intersections.

The Michigan Manual of Uniform Traffic Control Devices 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.*

Sparta runs south from Big Beaver Road and Marcus connects the newer Morel East subdivision with the older subdivision on the east. There are YIELD signs on Marcus at the intersection. The northwest and northeast corners have some large trees that may cause a sight distance concern. A traffic crash study shows that there was one broadside crash in 2003 and one crash in 2001 involving a parked vehicle.

Traffic volume studies show that around 1800 vehicles enter the intersection north and south on Sparta and 900 vehicles enter the intersection east and west on Marcus in a day. Traffic volumes show that Sparta carries much higher traffic than Marcus. However, warrants for 4-way STOP signs are not met for this intersection. Traffic volumes on Troy

residential streets range between 50-5000 vehicles in a day. None of the all-way STOP warrants are met.

Linda George lives on the first block of Sparta, and wants YIELD or STOP signs on Sparta at Marcus. There are currently YIELD signs on Marcus but Ms. George says that are not working—drivers ignore them. There is also a bump in the road that motorists fly over. This corner is also a school bus stop.

Lt. McWilliams spent 40 minutes clocking traffic in his unmarked car and found the highest speed on Sparta to be 28 mph. He found that there was more northbound traffic toward Big Beaver. Ms. George thought drivers slowed down because they were aware of the police car.

Mr. Minnick said there is a huge evergreen tree near the corner of Clayton and Marcus, and drivers along eastbound Marcus can't see Clayton traffic coming.

RESOLUTION #TC-2004-05-41

Motion by Halsey
Seconded by Kilmer

Recommend replacing the YIELD signs on Marcus at Sparta with STOP signs.

YEAS: All-6

NAYS: None

ABSENT: 1

MOTION CARRIED

9. Install 4-Way STOP signs at Dover and Thames

Abraham Hashem of 2866 Thames requests that 4-way STOP signs be installed at the intersection of Dover and Thames. Mr. Hashem lives near the intersection and feels that traffic entering Dover comes down at high speeds. He feels that STOP signs at Thames will provide a break in traffic and slow down motorists who turn into Dover from Big Beaver Road.

STOP signs, particularly multi-way, are installed after a study is performed to determine if state-mandated thresholds (called warrants) are met for the intersections. Unwarranted STOP signs have not been demonstrated to reduce speed on residential streets, and studies also show that unwarranted STOP signs may cause more crashes and provide a false sense of security to pedestrians using these intersections.

The Michigan Manual of Uniform Traffic Control Devices 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*

Dover runs off Big Beaver and Thames is the first intersecting street around 100 feet south of Big Beaver. Traffic is controlled at the intersection by two YIELD signs on Thames. No significant sight obstructions were observed at the intersection.

A traffic crash study shows that since 2000 there have been no reported traffic crashes at the intersection. Traffic volume studies show that 800 vehicles enter the intersection north and south on Dover and 480 vehicles enter the intersection east and west on Thames in a day. Traffic volumes on Troy residential streets range between 50-5000 vehicles in a day. None of the all-way STOP warrants are met.

Mike Patchett, 2808 Dover, says there is a depression in the road that some drivers fly over. There is a lot of speeding from after school hours until 3 a.m.

The Traffic Engineer mentioned that several homes along Big Beaver near Dover will be acquired by the City for the Big Beaver Road widening project. This will shorten the already short stretch of Dover between Big Beaver and Thames—much too short to have a stop sign at the intersection of Thames.

RESOLUTION #TC-2004-05-42

Motion by Halsey

Seconded by Kilmer

Recommend replacing the YIELD signs on Thames at Dover with STOP signs, and also repairing the depression on Dover.

YEAS: All-6

NAYS: None

ABSENT:

MOTION CARRIED

7. Establish Fire Lanes at 1176-1178 E. 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).

Lt. Matlick requested that this item be postponed until the next meeting for further study.

RESOLUTION #TC-2004-05-43

Motion by Halsey

Seconded by Hubbell

Recommend that the fire lanes/tow away zones at 1176-1178 E. Big Beaver Road be considered at the June 16 meeting.

YEAS: All-6

NAYS: None

ABSENT: 1

MOTION CARRIED

7. Visitors' Time

No one else wished to address the Committee.

8. Other Business

Lt. McWilliams gave Dr. Abraham some information about speed humps that he received from other municipalities

9. Adjourn

The meeting was adjourned at 8:25 p.m. The next meeting is scheduled for June 16, 2004.

SIGNED: _____
Charles Solis, Chairman

City of Troy
Traffic Engineering Committee
Attn: John Abraham
500 West Big Beaver
Troy, MI 48084

April 7, 2004

Subject: Request for Waiver of Sidewalk for 846 and 834 Trombly, City of Troy

Dear Mr. Abrahams,

I oppose the issuance of a waiver for the exclusion of sidewalks for both parcels.

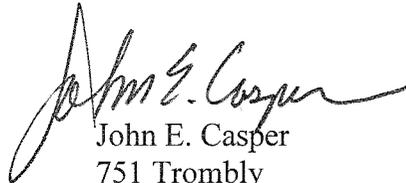
The reason we have planning commissions and city codes is to ensure safety, and protect the integrity of the neighborhood property value. Ensuring proper code enforcement will increase property value and will ensure future tax revenues for the City of Troy. We need to keep pace with the future building codes and requirements and protect residential tax revenue.

Give me one good reason to approve the waiver.

The only reason is the builder wants to subvert the code and avoid the cost. This is of no benefit to anyone except the builder.

I continue to be amazed by the continuance of the commissions of the City of Troy to "Waive", ignore, and continue with the lack of stringent enforcement of city and residential building codes. If the City of Troy continues to compromise their building codes, requirements, and restrictions, we will eventually end up with a city looking like Hazel Park.

Let us not compromise our current City of Troy Codes, they were developed for a reason, and they are essential to our future tax base.



John E. Casper
751 Trombly
Troy, MI 48083

RECEIVED

APR 14 2004

ENGINEERING

LOT 141

NOWAK & FRAUS

Consulting Engineers
Land Surveyors
Land Planners

46777 Woodward Avenue
Pontiac, Michigan 48342
Tel. (248) 332-7931
Fax. (248) 332-5257

PROJECT
2709 Wisconsin

CLIENT
RTW Building, LLC
4535 Homestead
Orion, MI 48329

CONTRACT
Murray Diegel
Tel. 248-302-2850
Fax. 248-391-4419

PROJECT LOCATION
Part of the NE 1/4
of Section 36
T. 2 North, R. 11 East
City of Troy
Oakland County, Michigan

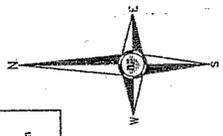
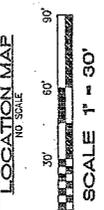
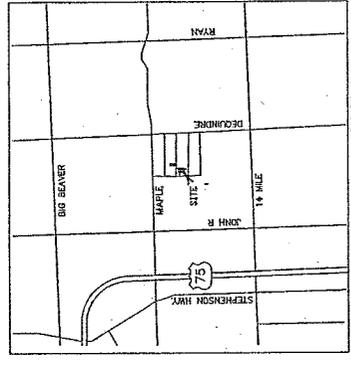
SHEET

DATE/REVISION

ITEM 5

Plot #1

DRAWN BY:
DESIGNED BY:
APPROVED BY:
I. Huhla



FEMA BENCHMARKS
BM 23: Chisled square in center of handrail for Spencer-Barnard Road, about 1200 feet south of Maple Road
Elev. = 94.14 (NOVD 29)

Note:
All point elevations are based on datum of 1988
Benchmarks are not plottable.

ZONED
R-1E (ONE FAMILY RESIDENTIAL)
FR. ZONING

FRONT YARD SETBACKS (LOT WITH SEWER)
MIN. FRONT 25 FT. (EAST)
MIN. SIDE 15 FT. (TOTAL)
MIN. REAR 35 FT.

MAX. BLDG. HEIGHT
25 FT. OR 2 STORIES

MIN. LOT AREA
7,500 SF.

MIN. LOT WIDTH
60 FT.

MIN. FLOOR AREA PER UNIT
1,000 SF.

MIN. LOT COVERAGE
30 %

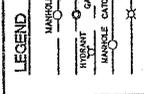
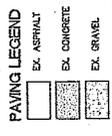
LOT AREA
22,125 SF. OR 0.509 ACRES

GROSS FLOOR AREA
1,372 SF.

LEGAL DESCRIPTION:
Part of the NE 1/4 of Section 36, T.2N, R.11E, City of Troy, Oakland County, Michigan, being more particularly described as Lot 141 of "Supervisor's Plat of Plainview Farms" as recorded in Liber 5, Pg. 95, O.C.T.

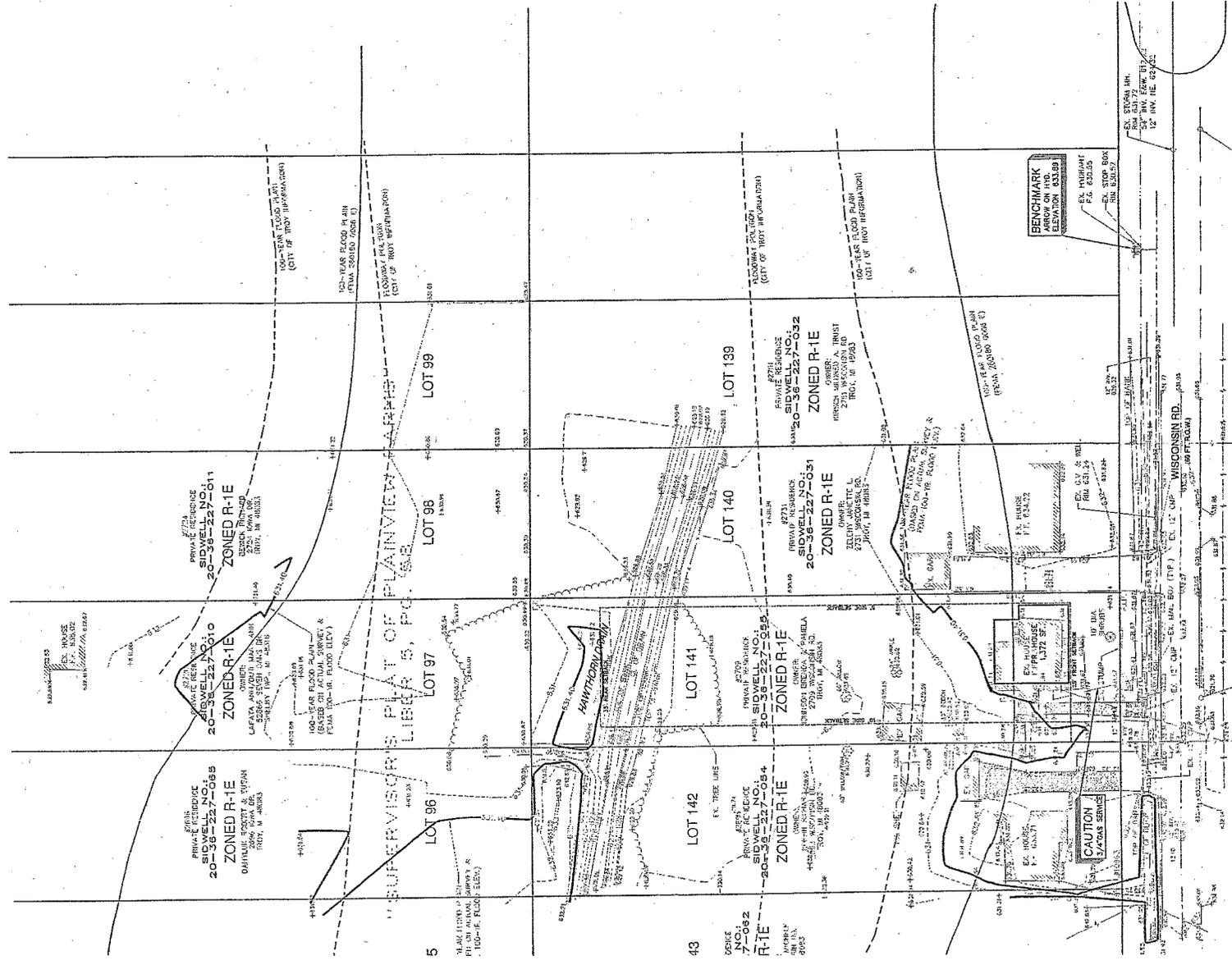
TOPOG. NOTES:

- THIS SURVEY WILL NOT SHOW ALL EASEMENTS OF RECORD UNTIL AN INSTRUMENT FILE POLICY HAS BEEN FURNISHED TO THE SURVEYOR BY THE OWNER.
- ALL ELEVATIONS ARE EXISTING ELEVATIONS BASED ON THE FEDA (NOVD 29) DATUM (CG-22-82).
- PROPOSED LOCATIONS FOR 2016 FEMA 1% AEA OF 100-YEAR FLOOD ELEVATIONS AND FLOOD HAZARD FACTORS NOT DETERMINED AND PARTIALLY IN ZONE B - AREAS BETWEEN LIMITS OF THE 100-YEAR AEA AND 1% AEA ARE INDICATED BY DASHED LINES. EFFECTIVE DATE MAY 2, 1983, REVISED SEPTEMBER 16, 1988.
- THE LOCATION OF THE EXISTING UTILITIES AS SHOWN WERE OBTAINED FROM MUNICIPAL AND UTILITY COMPANIES RECORDS. NO GUARANTEE CAN BE MADE REGARDING THE ACCURACY OF THE RECORDS. RESPONSIBILITY TO VERIFY IN THE FIELD THE LOCATION OF ALL UTILITIES, ANY POTENTIAL CONFLICT SHALL BE REPORTED TO THE ENGINEER PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL CONTACT MISS DIO 3 WORKING DAYS PRIOR TO CONSTRUCTION.



Surveyor's Certificate of Survey

WE HEREBY CERTIFY that we have surveyed the above described land and that we have



To the Traffic Committee of Troy -
 My signature on this petition indicates
 my opposition to the request for a
 waiver of the sidewalk requirements
 at Wattles Road across the Sturges Drain.

Date	Signature	Address
5/15/04	Tony Hoff	458 LEBONIA
5/15/04	Evelyn Richardson	70 Pineview Dr.
5/15/04	Cynthia L. Carbone	4250 Tallman Dr
5-15-04	Bonnie Zook	4464 TALLMAN DR
5-15-04	Dorothy VMB	4455 TALLMAN
5-15-04	David Bastion	4334 TALLMAN
5-16-04	David Bastion	487 RANDALL DR
5-16-04	R. Sherman	4408 Tallman Dr, Troy

ITEM 6

Traffic Engineering Office
City of Troy
500 W. Big Beaver
Troy, MI 48084

May 13, 2004

Re: Sidewalk variance for Wattles Road across the Sturgis Drain (Crestwood Site Condominiums)

Dear Mr. Abraham et al:

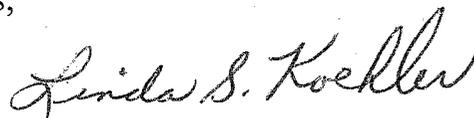
I am a long time resident of Troy and walking is my favorite form of exercise/entertainment. My husband and I have experienced the pleasure of walking the main roads of Troy with sidewalks and the perils/terror of walking those without sidewalks. It is for this reason, I feel compelled to voice an objection for the above requested sidewalk variance.

The existing sidewalk requirements recognize the need for sidewalks to be available and able to handle two way traffic. People walking dogs, people with strollers, rollerbladers all require a little extra room as well as a smooth surface, and any of the above confronting another will send one or the other off the safety of the sidewalk. Furthermore, shrubbery planted along sidewalks quickly grows, effectively narrowing sidewalks in many parts of our city, as do untrimmed lawns. Puddles formed from rain or watering also restricts full use of sidewalks.

Recently Oakland County, McDonalds Restaurants and a Women's health day at Oakland Mall have given pedometers to thousands of people promoting and endorsing the benefit of walking. But it is up to YOU to make sure safe walking is available in all parts of the city. To save money for developers by cutting back on the availability and quality of sidewalks is a step in putting many people at risk. For anyone who doubts the necessity of sidewalks I invite them to walk along Wattles Road, both on the part with sidewalks and then the sections lacking sidewalks. Put your life at risk and maybe you too will recognize the "greater good".

Hoping the safety and pleasure of your pedestrian residents is important to you, I remain

Respectfully yours,



Mrs. Linda S. Koehler
927 Eckford
Troy, MI 48085
rdkoehler@ameritech.net

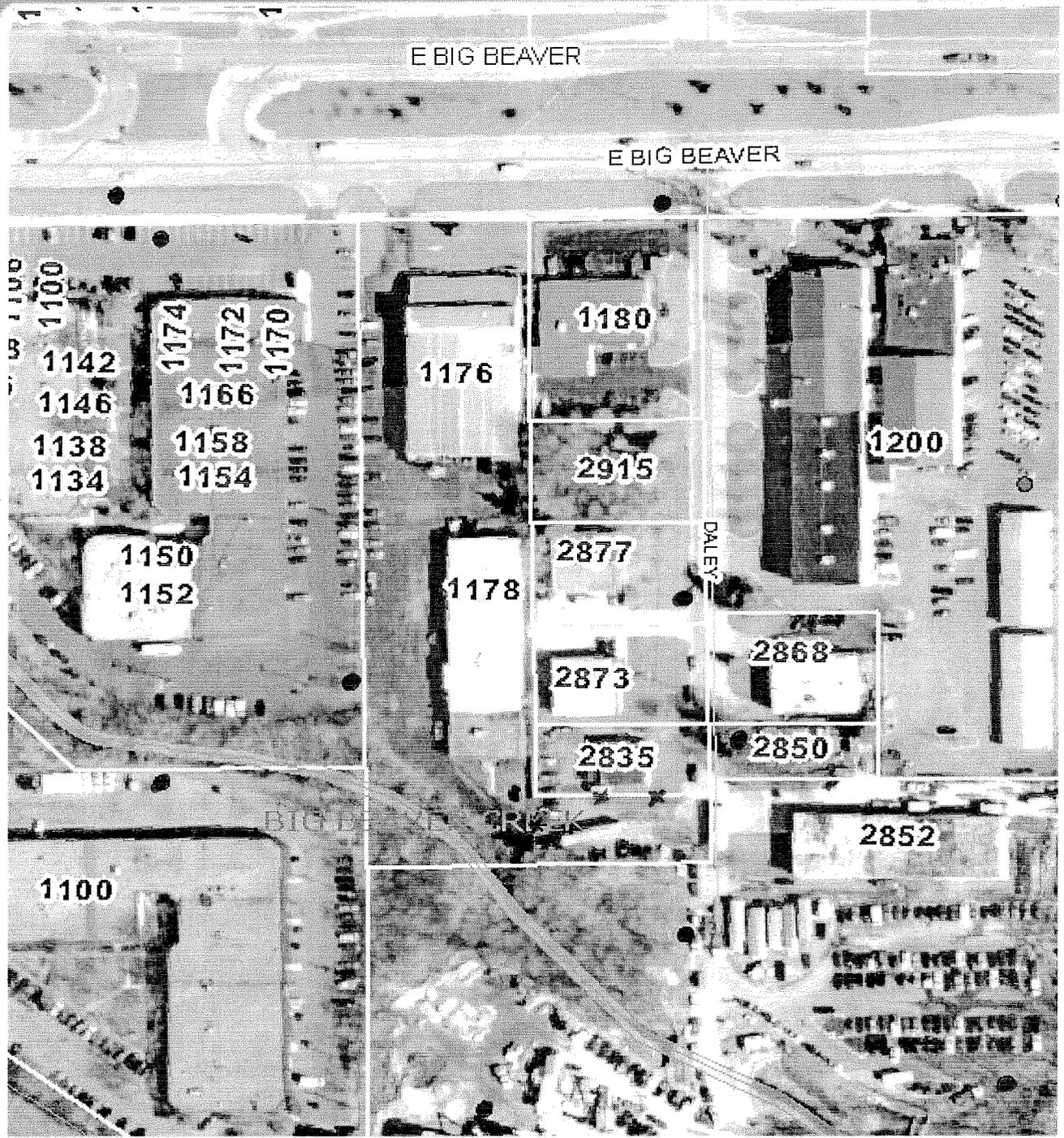
RECEIVED

MAY 13 2004

ENGINEERING



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.



X = FIRE LANES

ITEMS 8+9

