

FINAL

The Traffic Committee meeting was called to order at 7:30 p.m. in the Lower Level Conference Room at Troy City Hall on September 15, 2004 by Jan Hubbell.

1. Roll Call

PRESENT:

Ted Halsey
Jan Hubbell
Richard Kilmer
Richard Minnick
Peter Ziegenfelder

ABSENT:

Charles Solis
John Diefenbaker
Grace Yau, Student Representative

Also present:

John Abraham, Traffic Engineer
Lt. Scott McWilliams, Police Department

And

Item 3 Karen Meier, 2075 W. Big Beaver
Bob Schultz, 883 Kirts
Item 4 Wafaa Gatie, 5839 John R
Item 5 Duane Bauer, 2776 Ranieri Dr.
Item 6 Bill Fuller, 1835 Mapelawn
Keith Studzinski, 1900 W. Maple
Item 7 Lisa Lipar, 1088 Baker Ct.
Tami Cheslock, 1087 Baker Ct.
Roger Rock, 1148 Baker Ct.

Motion to Excuse

RESOLUTION #TC-2004-09-56

Motion by Kilmer

Seconded by Halsey

To excuse Mr. Diefenbaker, Mr. Solis and Ms. Yau.

YEAS: All-5

NAYS: None

ABSENT: 2

MOTION CARRIED

2. Minutes – July 21, 2004**RESOLUTION #TC-2004-09-57**

Motion by Kilmer

Seconded by Ziegenfelder

To approve the July 21, 2004 minutes as printed.

YEAS: All-5

NAYS: None

ABSENT: 2

MOTION CARRIED

PUBLIC HEARINGS**3. Request for Sidewalk Waiver – 2075 West Big Beaver – on Todd Road**

2075 Associates Limited Partnership is requesting a waiver for the sidewalk on the west side of Todd Road, on the side of the property at 2075 West Big Beaver. 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 the property is already developed with no sidewalk existing on the west side of Todd Road. There is already a sidewalk on the east side of Todd Road.

The proposed development is replacing the Rio Bravo restaurant with "Maggiano's Little Italy" restaurant. The petitioners have been through the site plan review process with the Planning Commission. Currently the area along Todd Street has a landscaped berm with trees. The proposed sidewalk will involve removing the berm and many trees. The petitioners had discussions with City staff about providing alternate pedestrian facilities in the area so that the sidewalk requirement on Todd could be waived. Todd runs between Big Beaver and Butterfield.

The petitioners previously confirmed at the Planning Commission that 1,100 feet of sidewalk would be installed. The Planning Commission minutes read: "Mr. Powell confirmed that 1,100 linear feet of sidewalk is proposed on Todd and Butterfield and is noted on the site plan." Also, "Mr. Waller applauded the petitioner's act to contribute to the City's plan of walkability throughout the City."

The Planning Commission was required by City Ordinance to require a sidewalk on the plans because of the demolition of the old building and building the new one. However, the Traffic Committee is able to waive that requirement.

Karen Meier, property manager of the facility, spoke to the committee and pointed out that the existing landscaping consisting of a grassy berm and many trees would have to be torn out to install the sidewalk.

Bob Schultz, a member of the Planning Committee but speaking as a private citizen, feels that the sidewalk is not necessary. This property has always been a restaurant and has never had a sidewalk. The new building and property are much more attractive than the one previously on the site, and Mr. Schultz would hate to see the attractive greenspace destroyed.

The Traffic Committee members agreed that requiring a sidewalk on the west side of the Todd would serve no real purpose and a negative aesthetic effect on the area.

RESOLUTION #TC-2004-09-58

Motion by Halsey

Seconded by Minnick

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, 2075 Associates LP has requested a temporary waiver of the requirement to construct a sidewalk on the property because the property is already developed with no sidewalk on the west side of Todd Road; 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

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee grants a two-year waiver of the sidewalk requirement for the property at 2075 West Big Beaver, on Todd Road, which is owned by 2075 Associates LP.

YEAS: All-5

NAYS: None

ABSENT: 2

MOTION CARRIED

4. Request for Sidewalk Waiver – 5839 John R

Wafaa Gatie is requesting a waiver for the sidewalk at 5839 John R. 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.

This parcel is south of Square Lake on John R Road. The Emerald Lakes Plaza at the corner of John R and Square Lake has a sidewalk that extends 700 feet south of Square Lake. The parcel under consideration is separated from this sidewalk by one parcel. There are no sidewalks south of the parcel until Hopedale Street. The east side of John R has sidewalks along the entire mile.

Ms. Antoinette Brubaker, of 5775 John R Road, hand delivered a letter (attached) in support of the waiver. She pointed out that there are plans to widen John R and install sidewalks as a part of that project.

RESOLUTION #TC-2004-09-59

Motion by Halsey

Seconded by Kilmer

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, Wafaa Gatie 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 5839 John R, which is owned by Wafaa Gatie.

YEAS: All-5

NAYS: None

ABSENT: 2

MOTION CARRIED

5. **Request for Sidewalk Waiver – 950 Trinway**

Built Best Homes is requesting a waiver for the sidewalk at 950 Trinway. 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. Trinway does not have sidewalks at the moment. This is one among many parcels that is being developed contiguous to each other. Mr. Bauer has already built a home at 918 and was granted a waiver for that lot. There are several lots being developed in a row on Trinway, right up to Rochester Road, and the committee feels the sidewalk should be installed.

RESOLUTION #TC-2004-09-60

Motion by Halsey

Seconded by Kilmer

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 950 Trinway, which is owned by Built Best Homes.

YEAS: All-5

NAYS: None

ABSENT: 2

MOTION CARRIED

REGULAR BUSINESS

6. Install NO STANDING, STOPPING, PARKING Signs on Maplelawn from Crooks Road to Maple Road

Maplelawn has been reconstructed from a 4-lane boulevard to a 5-lane roadway to improve traffic operations on the road. Maplelawn houses the Troy Motor Mall, predominantly on the north-south section and some other businesses in the east-west section. The speed limit on the street is 35 mph and before construction, traffic counts show around 8,000 vehicles per day on the street.

City staff members have had discussions with car dealers and property owners on the street and based on advice from the Troy Police Department, a temporary Traffic Control Order was issued to install NO STOPPING, STANDING, PARKING signs on Maplelawn when the improved roadway is open to traffic.

Most major roads, collector streets, and industrial streets have parking restrictions on both sides of the roadway. It was felt that to give better information to the truck drivers who deliver to the car dealers and other businesses, the standard NO PARKING signs should be replaced with NO STOPPING, STANDING, PARKING signs. Trucks and other vehicles that stand on the street and unload vehicles and other materials can be a hazard to traffic on the street. As a part of the road-widening project, accommodation was made wherever possible to widen radii and width of existing driveways to facilitate ingress and egress of trucks. The Troy Police Department and City staff recommend NO STOPPING, STANDING, PARKING signs on Maplelawn between Crooks and Maple.

Bill Fuller, Honda dealer, thought that the no stopping, standing, parking signs were intended only during construction. He thought that the 4 traffic lanes and a center turn lane would provide room for offloading trailers in the center or curb lane.

He says it is difficult for long trailers to turn into his driveway to offload, and they will be driving over the landscaping to make the turn. It will be much worse when the turning area is constricted by piles of snow in the winter. He said that deliveries on Maxwell are allowed in the street, but the committee pointed out that Maxwell is not a major through street like Maplelawn.

Keith Studzinski of Mike Savoie Chevrolet pointed out that Mr. Fuller had concerns about safety on Maplelawn prior to the project, and allowing offloading would be hazardous.

Lt. McWilliams said that with the 35 mph posted speed, actual traffic speeds will be faster—some drivers go over 50 mph, and it would be dangerous to have a car hauler parked in a traffic lane or the center turn lane. He suggested deliveries late at night when there is little traffic, but Mr. Fuller said he has no control over when

the trucks arrive. The drivers also don't like to leave new cars on the lot without having someone there to receive and check them.

Mr. Fuller said offloading in the street is the exception rather than the rule, but Mr. Studzinski said if you start allowing it, they will do it all the time.

RESOLUTION # TC-2004-09-61

Motion by Halsey

Seconded by Hubbell

To recommend installing NO STOPPING, STANDING, PARKING signs on both sides of Maplawn from Crooks Road to Maple Road.

YEAS: 4

NAYS: 1 (Ziegefelder)

ABSENT: 2

MOTION CARRIED

Mr. Ziegefelder opposed this resolution because he would like more discussion on where Honda could unload trailers.

7. Install YIELD OR STOP Sign on Hartland at Daley Street

Tami Cheslock of 1087 Baker Court requests that either a STOP or YIELD sign be installed on Hartland at Daley Street. She indicated that she has witnessed many near crashes at the intersection. Hartland runs east from Daley and is a new roadway serving a new subdivision which is being completed. Ms. Cheslock feels that motorists at the intersection do not know who has the right-of-way and often traffic on Hartland does not yield to traffic on Daley. This intersection is a "T" intersection with Daley being the through street and therefore having the right-of-way.

Traffic counts at this intersection indicate that Daley carries around 1200 vehicles and Hartland carries around 493 vehicles in a day. Daley runs off Big Beaver Road and connects to the Baker Middle School. Hartland runs east between Daley and Boyd on the north. Since Hartland east of Daley is a new street, there is no crash history at the intersection.

This item was placed on this agenda for reconsideration at Ms. Cheslock's request. After a few brief remarks, Ms. Cheslock turned over the discussion to her neighbor, Roger Rock.

Mr. Rock indicated that there is a new subdivision on Hartland that runs east from Daley and has around 70 houses. He mentioned that every day he and his neighbors see near-miss crashes at this intersection, since there is no sign to

advise people to YIELD to Daley traffic. Mr. Rock also presented some photographs of the intersection with vehicles in the intersection. This corner also serves as a school bus stop.

RESOLUTION # TC-2004-09-62

Motion by Halsey

Seconded by Ziegenfelder

To recommend installing STOP sign on westbound Hartland at Daley Street.

YEAS: All-5

NAYS: None

ABSENT: 2

MOTION CARRIED

The residents also request a STOP sign on Daley at Boyd. There is a school bus stop at that corner, and there are no sidewalks where the children can wait. Traffic moves too fast and parents are concerned about the safety of the kids. Ms. Cheslock and Mr. Rock discussed traffic control at Daley and Boyd. Mr. Halsey suggested that this item should be studied by the Traffic Engineer and brought up at the next Traffic Committee meeting.

8. Visitors' Time

No one else wished to address the committee.

9. Other Business

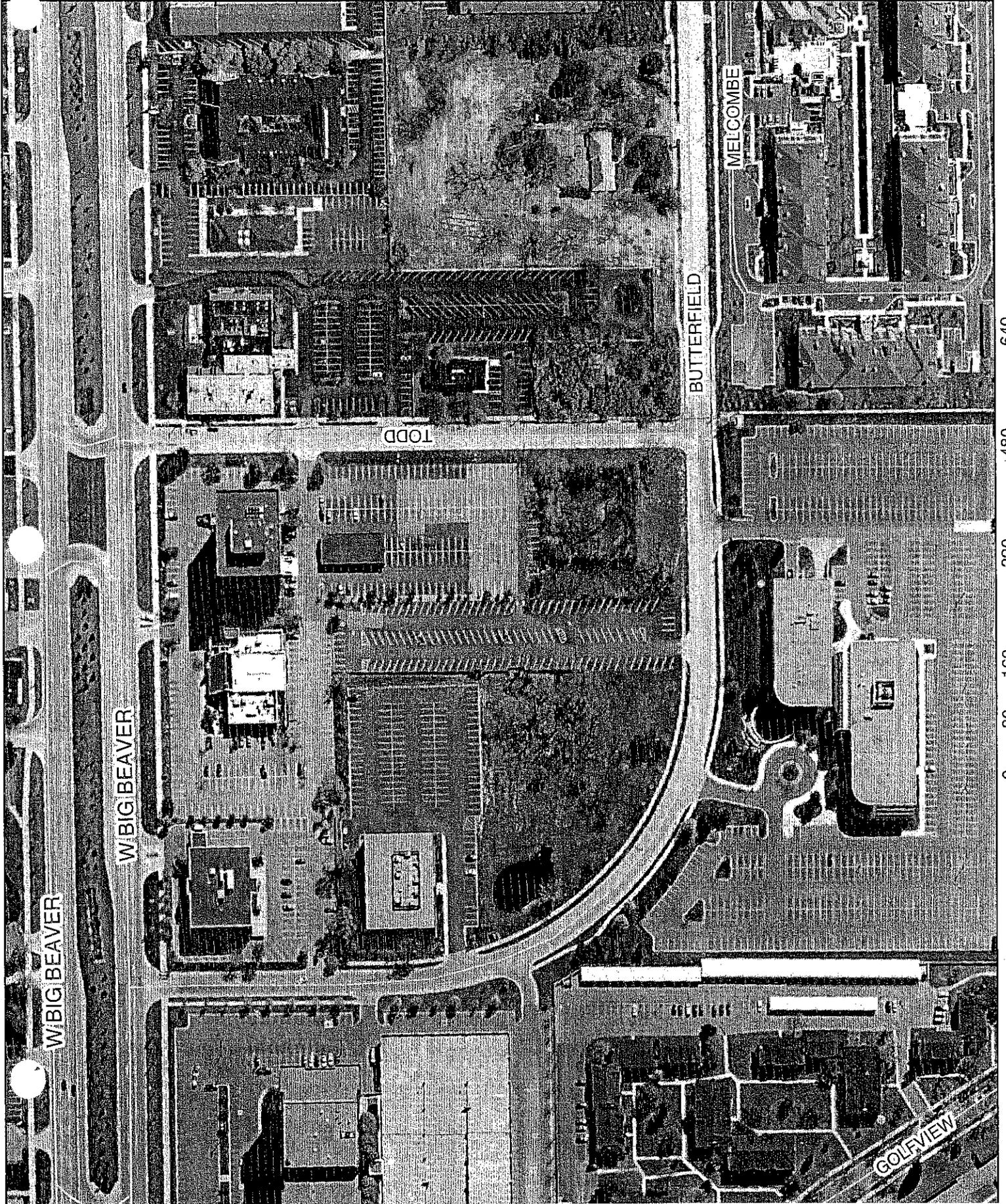
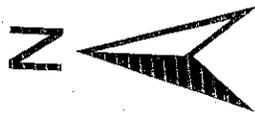
Mr. Ziegenfelder would like to see the changes in the intersection of New King Street and Corporate. The present configuration is confusing to motorists and causes many traffic conflicts. The committee agreed, and suggested closing the cut in the median, which would force southbound New King traffic to turn right and make a Michigan left onto eastbound Corporate. The Traffic Engineer will discuss this with the Engineering Department.

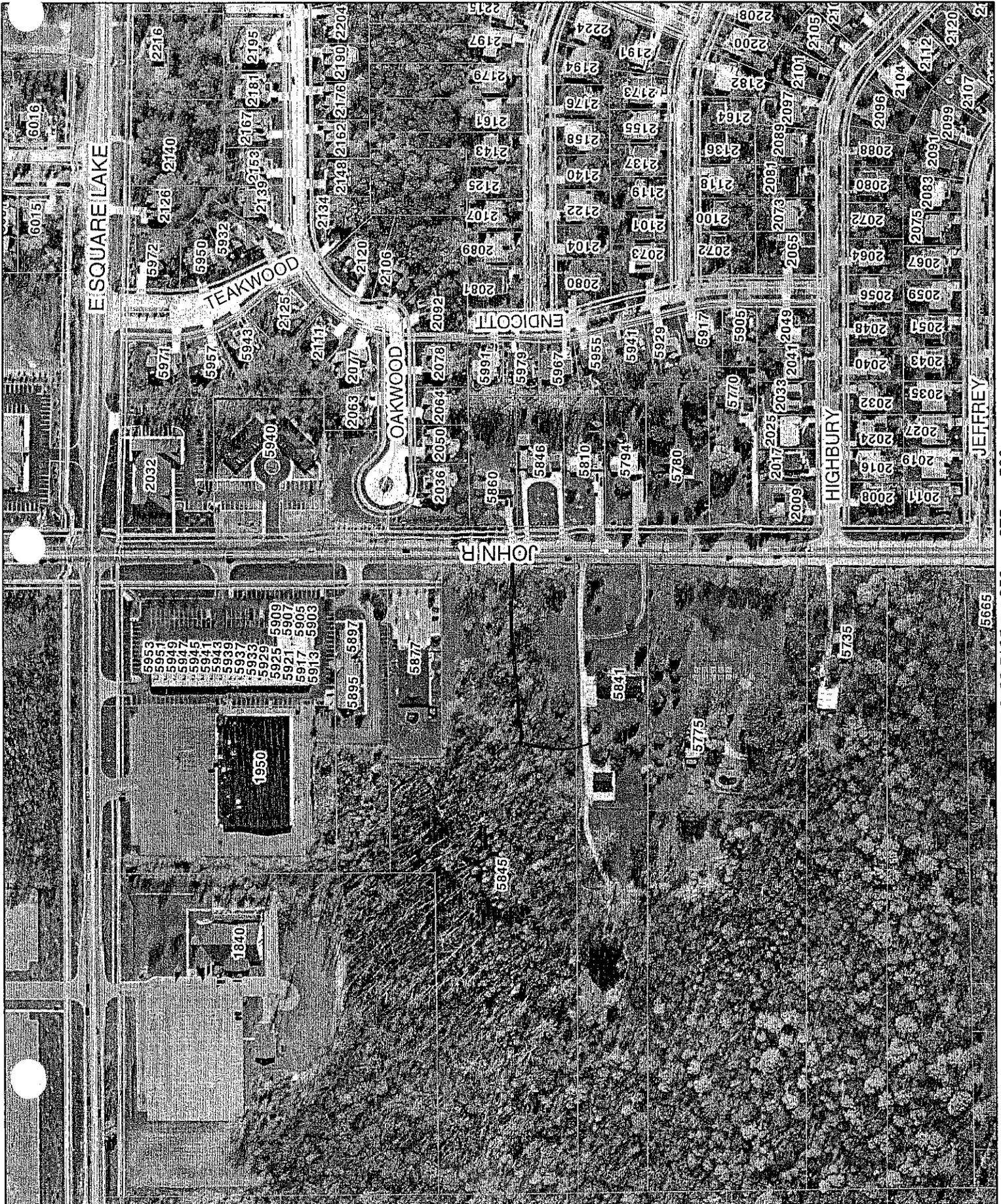
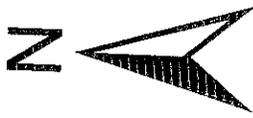
10. Adjourn

The meeting was adjourned at 8:58 p.m. The next meeting is scheduled for October 20, 2004.

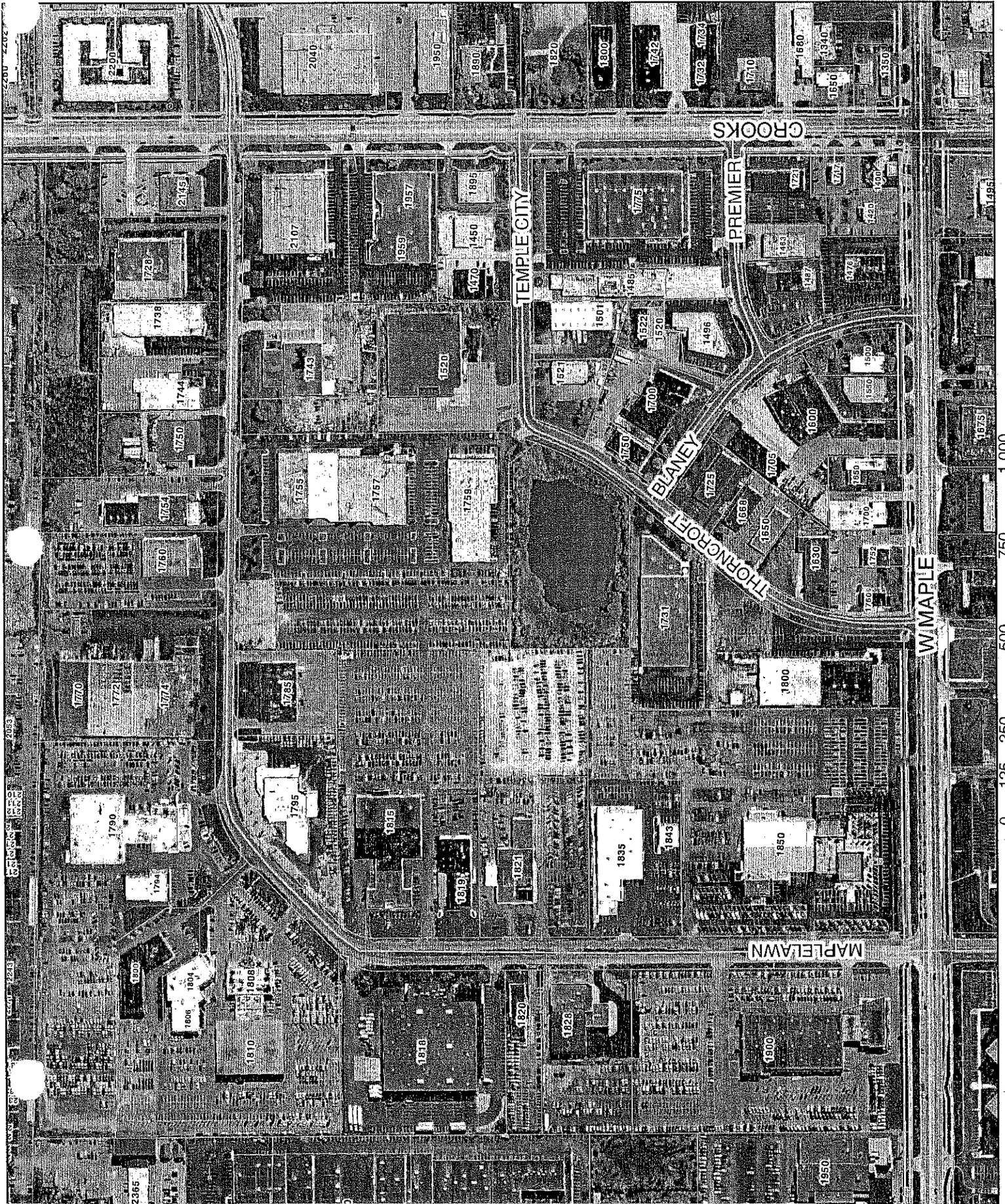
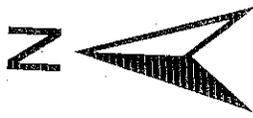
SIGNED: 

Jan Hubbell



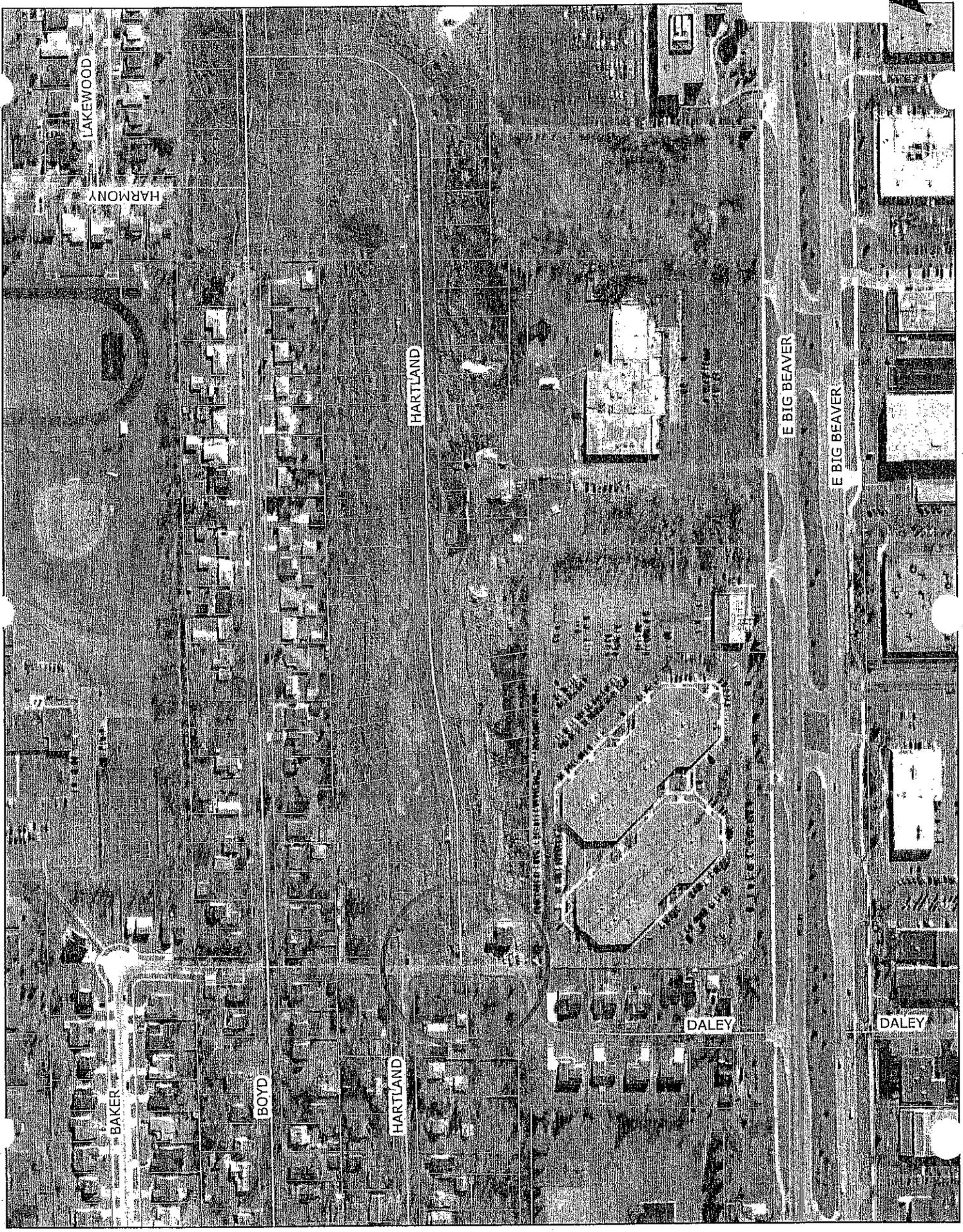


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ITEM 6

ITEM 7



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