

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 January 21, 2004 by Charles Solis.

1. Roll Call

PRESENT: Ryan Deel
Ted Halsey
Jan Hubbell
Richard Kilmer
Kaveri Korgavkar, Student Rep. (arrived 7:35)
Richard Minnick
Charles Solis

ABSENT: John Diefenbaker

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

and

Item 4 Michael Partin, 1537 Wrenwood
Gregory Murphy 3650 West Big Beaver

Item 6

(Visitors' Time) Bob Leslie, Alvarado Homes, 422 E. Square Lake

2. Motion to Excuse

RESOLUTION #TC-2004-01-01

Motion by Halsey

Seconded by Hubbell

To excuse Mr. Diefenbaker as he is out of the City.

YEAS: All-6

NAYS: None

ABSENT: 1 (Diefenbaker)

MOTION CARRIED

3. Minutes – November 19, 2003

RESOLUTION #TC-2004-01-02

Motion by Hubbell

Seconded by Kilmer

To approve the November 19, 2003 minutes as printed.

YEAS: All-6

NAYS: None

ABSENT: 1 (Diefenbaker)

MOTION CARRIED

Motion to Take Items Out of Order

RESOLUTION #TC-2004-01-03

Motion by Hubbell
Seconded by Kilmer

To take items out of order: Item 6-Visitors' Time first, then Item 4, then Item 3.

YEAS: All-6

NAYS: None

ABSENT: 1 (Diefenbaker)

MOTION CARRIED

6. Visitors' Time

Bob Leslie, partner of Mike Johnson, requested that the Committee place on the next agenda a rehearing of their requests for sidewalk waivers at 143 Evaline and 6728 Eckerman. These waiver requests were originally heard at the October meeting, which neither Mr. Leslie nor Mr. Johnson attended. At that time the committee felt that if there is to be further building on these streets, sidewalks should be installed. They postponed a decision so Mr. Johnson could attend the next meeting to address their concerns. Mr. Johnson was notified by letter that his presence was requested at the November meeting, but he failed to attend. At that time the Committee denied the requests for waivers.

After a short discussion, the Committee felt that since the issues were on two previous agendas and no one appeared to address their concerns, a third Public Hearing was not warranted. They also feel that since there appear to be plans for further development on those streets, installation of sidewalks should be required from now on.

RESOLUTION #2004-01-04

Motion by Kilmer

Seconded by Halsey

To deny reconsideration of the request for sidewalk waivers at 143 Evaline and 6728 Eckerman.

YEAS: All-6

NAYS: None

ABSENT: 1 (Diefenbaker)

MOTION CARRIED

Although petitioners have always been sent agendas in advance of Public Hearings, the Committee requested that a specific notice should be sent to future petitioners stating that they **must** appear at the Public Hearing to have their requests considered.

4. Remove Traffic Signal at Big Beaver and Wrenwood (for information/discussion)

There is currently a signalized school crossing on Big Beaver at Wrenwood to allow Pembroke Elementary School students in the northeast quadrant of Adams-Big Beaver to cross safely. The Birmingham School District has notified the Road Commission that students in that area are being bussed and the school crosswalk is no longer required. Further, RCOC took traffic counts at this intersection and determined the warrants for traffic signals are not met; therefore, they suggest that this signal be removed. Big Beaver is a County road and if the County Board approves, this signal may be removed. City staff has contacted the RCOC and placed this on hold.

This signal was installed in 1971. In 1983 there was a request to remove the signal, but the Traffic Committee and City Council resolved to RETAIN the signal and keep it operational. In 1994 there was a request to move the signal from its location at Wrenwood to Caswell. This request did not go through due to concerns that the signal would increase cut-through traffic in the residential neighborhoods north of Big Beaver Road. This intersection is around 1500 feet east of Adams and around 1700 feet west of the existing signal at Golfview. Residents in the subdivisions north and south of Big Beaver have reported that this signal helps in creating gaps in Big Beaver traffic between Golfview and Adams facilitating turns into and out of residential streets such as Cedar Ridge, Caswell, Brooklawn, Oakhill, Kingsley and Henhawk.

The Traffic Engineer received an email from Frank and Nancy Winay, who live at 3640 West Big Beaver Road. The traffic light at Wrenwood and Big Beaver is very important to them because of safety concerns. The traffic light monitors the traffic flow, making it easier for them to enter and exit their driveway. They definitely do not want the traffic light removed.

Michael Partin, 1537 Wrenwood, expressed his concerns about the possibility of the signal removal at the intersection of Big Beaver and Wrenwood. His home is on the corner of Big Beaver and Wrenwood, and he stated that all the motorists from the area north of Big Beaver, including school buses, use Wrenwood to access Big Beaver. Without the traffic signal, there would be insufficient gaps in traffic. He indicated that with the sidewalks complete on Big Beaver, there are a lot more people walking and biking and the Wrenwood signal provides a safe area to cross the road. He also mentioned after-school activities and a swim club that require a considerable number of pedestrians to cross Big Beaver.

Mr. Partin also mentioned that the Road Commission for Oakland County moved his driveway to Wrenwood from its former position on Big Beaver along with the widening and spent in excess of \$120,000 recently for upgrading the traffic signal, and felt it makes no sense to remove it now.

Mr. Murphy had the same concerns as Mr. Partin. He feels the traffic signal is necessary for residents in the area to safely enter Big Beaver traffic or walk across.

Mr. Minnick stated that Wrenwood is a marked bike route, which is especially busy on weekends. Residents going to Beachwood Swim Club also must cross there or walk all the way to Coolidge to cross, which would cause many of them to try to run across Big Beaver through traffic gaps.

Lt. McWilliams said the City used to provide a crossing guard at the corner to help school children cross, but the school principal informed the Police Department that all students are driven by parents or bussed, and a guard was no longer necessary.

Ms. Korgavkar inquired as to the reason the Road Commission wants to remove the signal. Dr. Abraham explained traffic signal warrants are not met for this intersection, and in addition to energy and maintenance costs, unwarranted signals can increase crashes.

RESOLUTION #2004-01-05

Motion by Hubbell

Seconded by Minnick

To request that the RCOC retain the traffic signal on Big Beaver at Wrenwood.

YEAS: All-6

NAYS: None

ABSENT: 1 (Diefenbaker)

MOTION CARRIED

3. Install Traffic Signal on South Boulevard at High Oaks

The Traffic Engineering office received a letter from Winston Myrie, Traffic Engineer at the Road Commission for Oakland County, suggesting installation of a signal on South Boulevard at High Oaks.

A gap study was conducted on South Boulevard at High Oaks, which indicates that there are insufficient acceptable gaps in the South Boulevard traffic to accommodate side street traffic and pedestrian crossings. High Oaks is approximately the mid-mile point on South Boulevard, and provides the best location for platooning traffic and optimizing traffic progression. However, before a signal can be installed the tapers on South Boulevard would need to be extended.

Mr. Myrie reports that the signal is warranted as per warrants 5 and 7. This signal is expected to improve gaps for traffic exiting residential streets and driveways onto South Boulevard and improve progression with better platooning.

If approved, some physical improvements may be necessary at the intersection that includes turn lanes on South Blvd. Mr. Myrie has indicated that since South Boulevard is a County road, the improvements will be included in their budget.

Mr. Kilmer feels a signal at High Oaks will slow down South Boulevard traffic and possibly cause congestion. Ms. Hubbell stated that traffic signals are standard at half-mile intersections.

RESOLUTION #2004-01-06

Motion by Hubbell

Seconded by Halsey

Recommend that the Road Commission for Oakland County install a traffic signal on South Boulevard at High Oaks.

YEAS: 5

NAYS: 1 (Kilmer)

ABSENT: 1 (Diefenbaker)

MOTION CARRIED

Mr. Kilmer stated that the reason for his vote is that he wants to keep traffic moving on South Boulevard.

5. **Sidewalk Program**

This is an informational/discussion item to discuss the City's sidewalk program. We have been trying to fill in all gaps in our sidewalk system and the budget for sidewalks has been increased substantially. Please review the following information and the attached map and provide input on the same. Specifically, do you have any recommendations for sidewalk gaps that need to be completed, any other priorities? Following is a brief summary of the program:

City sidewalks are installed in a number of ways. Through the subdivision ordinance, new developments are required to have sidewalks put in before a certificate of occupancy is issued. Businesses/property owners along the major roadways that do major renovations requiring a certificate of occupancy or site plan would also have to put in sidewalks. The City may grant temporary sidewalk waivers to the property owners at places where it is not practical at that time to put in sidewalks. The property owners requesting a sidewalk waiver also sign an irrevocable petition, such that they participate in the costs for installing a sidewalk when the City Engineer deems it necessary.

Sidewalks are also included on both sides of major roadways as a part of any road widening or reconstruction project. The policy used for the width of sidewalks has eight-foot sidewalks on both sides of the major roadways. Variances for this width and for installation are determined by the Traffic Committee and the City Engineer, based on physical constraints on field and other hardships demonstrated.

City staff continually inventory all sidewalks installed on major roads. Measurements are taken by walking existing sidewalks and by locating them with respect to existing streets/permanent objects. This inventory contains data on location of sidewalk gaps, their estimated length and the side of roadway.

This data was then used to update the existing sidewalk map to show both the existing sidewalks and the sidewalk gaps. The attached map shows this data.

Cost Estimate:

The cost estimates were separated into construction costs and cost of acquiring right of way. The construction cost estimate is based on installing 8-foot sidewalk on both sides of all streets. Unit prices used were derived from what was quoted to the City by contractors for the year 2002 sidewalk construction projects. Table 1 presents a summary of the breakup of estimated costs for each roadway and the total cost estimate to fill all sidewalk gaps.

Roadway Name	Side of Street	Total Gaps-ft	Construction Cost Estimate	Yr 2000 Right-of-Way Estimate	Total Cost Estimate
Maple	South	6177.6	\$494,208	\$40,000	\$534,208
Maple	North	2217.6	\$177,408	\$40,000	\$217,408
Wattles	South	13358.4	\$1,068,672	\$1,730,000	\$2,798,672
Wattles	North	5375.04	\$430,003	\$690,000	\$1,120,003
Long Lake	South	2481.6	\$198,528	\$100,000	\$298,528
Square Lake	South	18321.6	\$1,465,728	\$2,870,000	\$4,335,728
Square Lake	North	5913.6	\$473,088	\$2,255,000	\$2,728,088
South Blvd.	South	20275.2	\$1,622,016	\$2,890,000	\$4,512,016
Adams	East	12883.2	\$1,030,656	\$1,675,000	\$2,705,656
Beach	East	10049.6	\$502,480	\$1,495,000	\$1,997,480
Beach	West	17846.4	\$892,320	\$2,205,000	\$3,097,320
Coolidge	East	3590.4	\$287,232	\$600,000	\$887,232
Coolidge	West	3115.2	\$249,216	\$310,000	\$559,216
Crooks	East	4012.8	\$321,024	\$300,000	\$621,024
Livernois	East	3854.4	\$308,352	\$615,000	\$923,352
Livernois	West	7708.8	\$616,704	\$1,365,000	\$1,981,704
Rochester	East	11510.4	\$920,832	\$2,240,000	\$3,160,832
Rochester	West	7075.2	\$566,016	\$1,465,000	\$2,031,016
Stephenson	West	1953.6	\$156,288	\$0	\$156,288
John R.	East	2956.8	\$236,544	\$325,000	\$561,544
John R.	West	4646.4	\$371,712	\$890,000	\$1,261,712
Dequindre	West	6124.8	\$489,984	\$760,000	\$1,249,984
TOTAL		171,448.6	\$12,879,011	\$24,860,000	\$37,739,011

Table 1 Summary of Costs for Filling Sidewalk Gaps Along Major Roadways

Note: This includes all sidewalk gaps that exist today and does not take into account any sidewalks that may be installed by a developer/property owner, or as a part of a major road project 2004+

Priorities for yearly sidewalk projects:

- Connections to schools and school district priorities
- Connections to City parks
- Homeowners associations' priorities
- To finish sidewalks on few major roadways completely
- Consider City mile sections that can have a continuous loop of sidewalks internally
- Individual requests from residents
- One-mile segments with small gaps

Sidewalk projects in the near future:

Projects being looked at for next 2 years based on above priorities (contingent upon availability of right-of-way):

- Coolidge north of Wattles – east side one parcel (church)
- North side of Maple between John R and I-75
- Livernois west side - Woodland School to Lovell
- Livernois east side – Lovell to Wildwood
- South side of Maple east of John R
- South side of South Blvd. from John R to Dequindre (connecting the new golf course and Flynn Park)
- Eastside of Rochester from Square Lake to Congress
- John R east side - Saxony and Lakeside- could be a scenic sidewalk (boardwalk) project since there are some wetlands on the eastside
- West side of Dequindre from South Blvd. to the hospital (may involve some boardwalk)

Sidewalk gaps that may be completed in the next 5 years as a part of major road construction:

Following are some of the road widening projects that have partial federal funding. Contingent on receiving federal funds for construction, these sections will have sidewalks on both sides when the widening projects are completed:

- a. Crooks Road – Square Lake to South Boulevard
- b. John R Road from Long Lake to South boulevard
- c. Dequindre – From Long Lake to South Boulevard

Other parallel efforts to improve pedestrian facilities:

City of Troy Safety Pathway Program proposal: The City hired James Scott and Associates to develop a safety pathway system in 1999. The consultant developed four pathway systems radiating from the Civic Center and going to the four quadrants of the City. City staff also prepared funding application for this project that was not submitted as the local match commitment ranged up to 6 million dollars.

There was general discussion of the sidewalk programs. Mr. Halsey's opinion is that the existing sidewalks are poorly maintained. Dr. Abraham explained that maintenance is a function of the Department of Public works, and that their inspection schedule covers different areas of the City each year, covering the entire City every seven years. He will request that Tim Richnak, Director of Public Works, furnish a report on the sidewalk maintenance program, including what was done in 2003.

Mr. Minnick mentioned that there is a new cricket field on the east side of Livernois between Big Beaver and Wattles, and there are no sidewalks to accommodate players and spectators. The nearest place to cross Livernois is at Town Center. He also recommended that new park sites be considered for sidewalk connections.

7. Other Business

- a. Dr. Abraham and the Committee had a general discussion of future road projects and the costs involved.

Dr. Abraham updated the Committee on a past agenda item. In 2002 the Committee and City Council approved installation of NO LEFT TURN signs from the Shell gas station on Rochester Road just south of Wattles. In the first year after the signs were installed, there has been only one crash related to the driveway exiting the gas station. Previously there were 12 crashes in 2000, and 15 in 2001 related to the gas station driveway. According to the National Safety Council, the reduction of 8 broadside crashes, three of which resulted in injuries, and 2 head-on crashes, would result in a cost savings of \$181,700 per year considering wage and productivity losses, medical expenses, administrative expenses, motor vehicle damages and employer costs. This was an evaluation by the Traffic Committee and City Council and their decision resulted in considerable benefit.

- b. Lt. McWilliams reported that he received some calls regarding traffic in the Troy High School area. He had Sgt. Redmond go out and take a look at the situation, who reported traffic concerns on Northfield Parkway and Long Lake. There was also discussion of the ongoing traffic problems around Troy High School. Many ideas were presented, but there seemed to be difficulties with all of them. Ms. Korgavkar will obtain the names of people at Troy High for Dr. Abraham to contact for discussion. Perhaps in the future those responsible for parking and traffic decisions can meet with the Traffic Committee.

Ms. Korgavkar indicated that the school implemented some changes recently to parking areas that may have caused some concerns. She also mentioned that many motorists make illegal left turns from Northfield Parkway onto the school property using the northern driveway on Northfield Parkway.

Mr. Kilmer feels that the situation needs to be examined. Dr. Abraham and Lt. McWilliams will take a look at traffic operations near the school, in conjunction with school officials, and report back at the next meeting.

RESOLUTION #2004-01-07

Motion by Kilmer

Seconded by Deel

To study the Troy High parking and traffic issues and discuss again at the next meeting.

YEAS: All-6

NAYS: 0

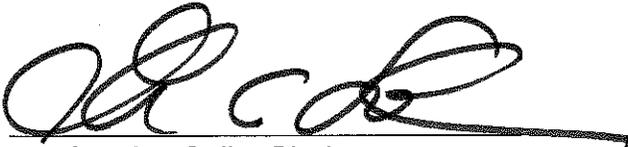
ABSENT: 1 (Diefenbaker)

MOTION CARRIED

8. Adjourn

The meeting was adjourned at 8:45 p.m. The next meeting is scheduled for February 18, 2004.

SIGNED:

A handwritten signature in black ink, appearing to read 'Charles Solis', written over a horizontal line.

Charles Solis, Chairman



November 3, 2003

Mr. John Abraham
Traffic Engineer
City of Troy
500 West Big Beaver Road
Troy, MI. 48084-5285

Dear Mr. Abraham,

As a result of a request concerning the lack of acceptable gaps on South Boulevard between Crooks Road and Livernois a study was conducted to determine the need for a traffic signal.

A gap study was conducted on South Boulevard at High Oaks and the result indicates that there are several instances during the peak traffic period when there are insufficient acceptable gaps in the South Boulevard traffic to accommodate the side street traffic or pedestrian crossings. Therefore, a traffic signal may be installed under Warrant 7, Systems Warrant. High Oaks is located at approximately the mid-mile point and provides the best location for platooning traffic and optimizing traffic progression. However, before a signal may be installed it is necessary that the tapers on South Boulevard be extended.

Kindly inform me if you wish to pursue this project.

Very truly yours,

Winston J. Myrie, P.E.
Traffic Engineer
Traffic-Safety Department

WJM/ch

C: James J. Bird

Board of Road Commissioners

Richard G. Skarritt
Chairman

Rudy D. Lozano
Vice-Chairman

Larry P. Crake
Commissioner

Brent O. Bair
Managing Director

Rald M. Holmberg
Deputy Managing Director
County Highway Engineer

Traffic Safety Department

2420 Pontiac Lk. Rd.
Waterford, MI
48328

248-858-4802

FAX
248-858-7607

TDD
248-858-8005

www.rcocweb.org

RECEIVED

NOV 3 2003

ENGINEERING



SOUTH

HIGH OAKS

GEORGIAN

SCONE

SERENITY

HOUGHTEN

0 75 150 300 450 600



70

OMAR

INGRAM

RICHMOND

PHEASANTRUN

LOVELL

MICHAEL

MELANIE

DAKOTA

FREDMOOR

SCONE

VERMOOR

HOUGHTEN

HIGH DAKS

SERENITY

WHITING

HURST

SMITH

GRANGER

ANDREW

JASMINE

KIMBERLY

BRIDGE PARK

SOUTH

MERRICK

SELBY

GLENDALE

KEATON

356

CROOKS





QUALITY LIFE THROUGH GOOD ROADS
ROAD COMMISSION FOR OAKLAND COUNTY
"WE CARE"

December 9, 2003

Mr. John Abraham
Traffic Engineer
City of Troy
500 West Big Beaver Road
Troy, MI. 48084-5285

Board of Road Commissioners

Richard G. Skarritt
Chairman

Rudy D. Lozano
Vice-Chairman

Larry P. Crake
Commissioner

Brent O. Bair
Managing Director

Wald M. Holmberg
Deputy Managing Director
County Highway Engineer

Dear Mr. Abraham,

We have been notified by the Birmingham School District that the students attending Pembroke Elementary School, and reside in the northeast quadrant of Adams and Big Beaver are being bussed. A signalized school crossing had been established on Big Beaver at Wrenwood for these students.

Since this school crosswalk at Big Beaver and Wrenwood is no longer required, we propose to remove the traffic signal. We have taken traffic counts at this intersection and it was determined the Warrants for traffic signals are not met.

If you have any questions, please contact me.

Sincerely,

Winston J. Myrie, P.E.
Traffic Engineer
Traffic-Safety Department

WJM/ch

Traffic Safety Department

2420 Pontiac Lk. Rd.
Waterford, MI
48328

248-858-4802

FAX
248-858-7607

TDD
248-858-8005

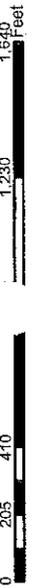
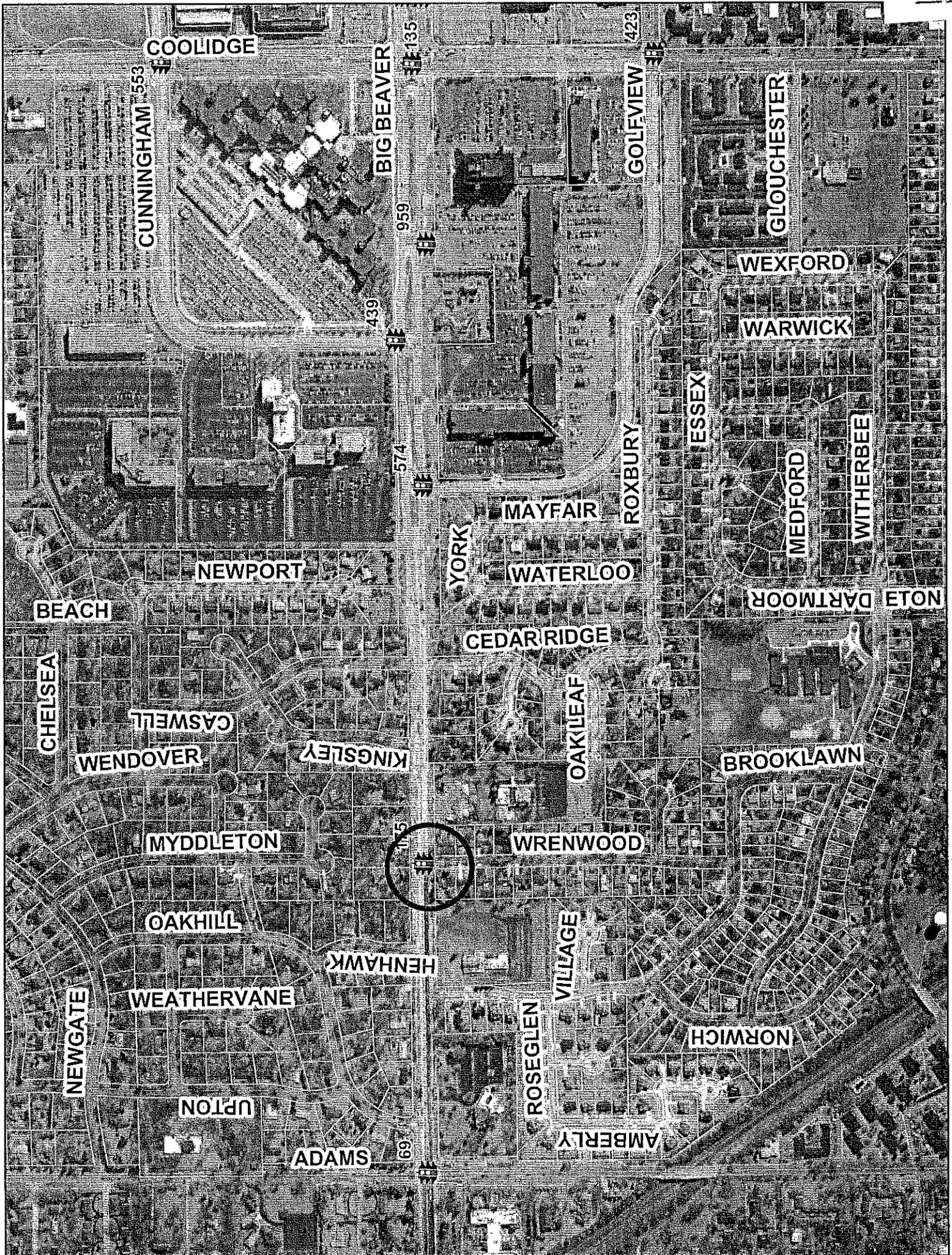
www.rcocweb.org

RECEIVED

DEC 11 2003

ENGINEERING





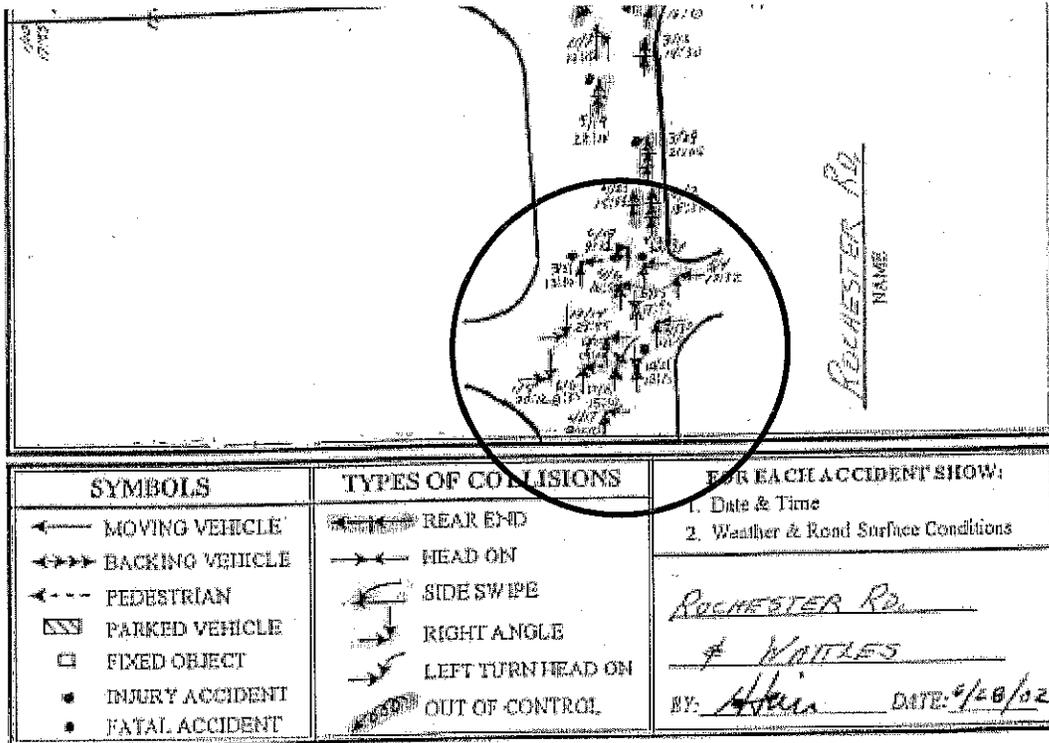
Crash Reduction Benefits

- 8 angle (broad side) crashes
- 2 head-on crashes
- 3 of the above resulted in injuries
- As per National Safety Council, the costs of motor vehicle crashes are as follows:

Death	\$1,090,000
Nonfatal Disabling Injury	\$39,900
Property Damage Crash	\$6,200

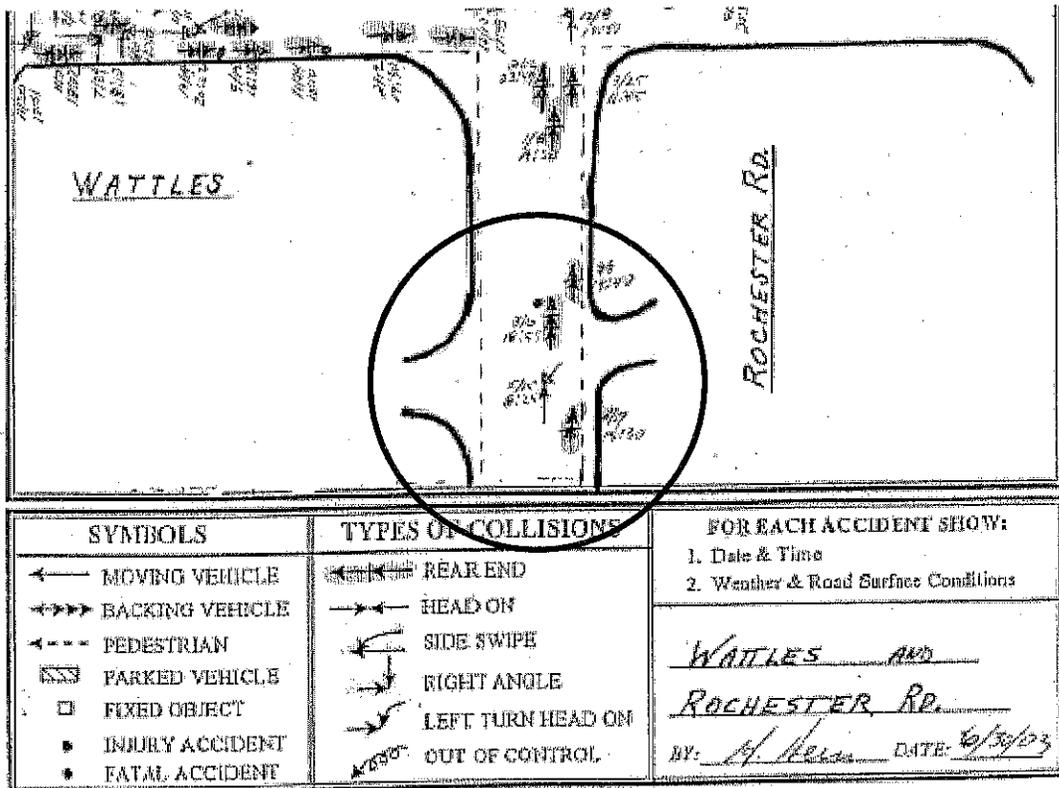
- Cost savings at the intersection:
\$181,700 per year
- Savings in Societal and emotional costs that cannot be measured !

The calculable costs of motor-vehicle crashes are wage and productivity losses, medical expenses, administrative expenses, motor vehicle damage, and employer costs.



2001 Collision Diagram

The Traffic Committee and City Council Voted to install NO LEFT TURN signs from the Shell gas station



2002 Collision Diagram