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CITY OF TROY
CITY MANAGER'S OFFICE

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 July 18, 2001 by Charles Solis.

PRESENT: Eric Grinnell (arrived 7:34)
Ted Halsey
Jan Hubbell
Richard Kilmer
Michael Palchesko
Charles Solis

ABSENT: John Diefenbaker

Also present: Lt. Robert Rossman, Troy Police Department
Lt. Robert Matlick, Troy Fire Department
John Abraham, Traffic Engineer
Officer Dan Clark, Troy Police Department

and Mike Pikor, Akzo-Nobel, 1845 Maxwell (Item 4)
Harold and Eva Lanfear, 2800 Arlund Way (Item 5)
Jack and Annette Saylor, 2833 Arlund Way (Item 5)
Teresita T. Chua, 2930 Tulip Drive (Item 7)
Ramiro Calderon, 2930 Tulip Drive (Item 7)
Gus Mattia, 4837 Holland (Item 7)
Lisa Chin, 4735 Holland (Item 7)

Motion to Excuse

Motion by Kilmer
Supported by Hubbell

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

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

2. Minutes – May 16, 2001

Motion by Kilmer
Supported by Palchesko

To approve the May 16, 2001 minutes as printed.

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YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

3. Visitors' Time - (Items not on the Agenda)

No one appeared to address any items not on the agenda.

Motion by Palchesko
Supported by Hubbell

To address Item 7 after Item 5.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

4. Review and Revise Parking Restrictions on Stutz and Maxwell

Officer Dan Clark of the Troy Police Department requests that parking restrictions on Stutz and Maxwell be reviewed and revised to promote better traffic safety and operations. Stutz and Maxwell are industrial streets with several industry office buildings and a car dealership. Parking on the street has been a concern to many of the property owners in the area since many developments on these streets do not have sufficient parking. The Police Department has been called many times to enforce parking restrictions on the street, but since the parking restrictions have not been clearly marked, enforcement has not been effective. We have researched all Traffic Control Orders and Council resolutions for parking restrictions on the streets and found irregularities. Attached are copies of pertinent Traffic Control Orders and Council resolutions. We also inventoried the locations of all NO PARKING signs on these streets (attached). Officer Clark worked on a parking configuration for the area, keeping in mind safety and the requirements of the adjacent property owners. Officer Clark's recommended configuration is also attached herewith. Officer Clark was present at the meeting and discussed the need for proper Traffic Control Orders and signage for Stutz and Maxwell.

Mike Pikor from Akzo Nobel attended the June and July meetings and said that the NO PARKING signs on Stutz and Maxwell are unclear. Three tickets have been issued for parking violations in one week, whereas none had been issued in the last

seven years. He would like to see some clarification. Mr. Pikor said there are three car dealerships which test drive repaired vehicles on these streets, as well as car carriers coming in and out every day. Mr. Pikor concurs with Officer Clark regarding the placement of signs.

Motion by Halsey
Supported by Hubbell

To recommend rescinding Traffic Control Orders 75-2-P and 85-11-P, and City Council Resolution No. 84-762, and recommend approval of parking restrictions shown in the attachment.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

5. Parking Concerns on Arlund Way

Ms. Eva Lanfear of 2000 Arlund Way, requests that parking be restricted on both sides of Arlund Way. There are semi-trailers parked on Arlund Way that pose a safety hazard on the street. Arlund Way serves as an extension to Beach Road and connects to Square Lake Road. Beach Road has parking restrictions on both sides, and Ms. Lanfear requests that Arlund Way have similar parking restrictions.

Mr. Jack Saylor was unable to attend the June meeting, but wrote the Traffic Committee expressing his concerns about the possible parking prohibitions. He feels that Beach Road residents and their visitors at least have some side streets for additional parking, but this is not the case on Arlund. He is also concerned about where his lawn service people would park.

Mr. and Mrs. Lanfear attended the June meeting and stated that since all the houses on Arlund Way have long driveways no one needs street parking. They said trucks even park on the curve of Arlund Way, which is hazardous. They were concerned about the landscaping/lawn care trucks that are parked practically in the road.

Lt. Rossman is in favor of restricting parking on both sides of the street. He stated that the police often give leeway to lawn workers, contractors pouring cement, etc. if they are parked in a NO PARKING zone.

Jack and Annette Saylor, 2833 Arlund Way, delivered a second letter (copy attached) to the Traffic Engineering office. They do not want any changes to parking regulations on Arlund Way. They point out that the "long driveways" mentioned only hold three or four cars, which is insufficient for large family gatherings. Also, people exiting these driveways have to back out into traffic, which is hazardous.

The Saylors also attended this meeting, and pointed out that one stretch of Beach Road has parking on the east side, and another stretch has parking allowed on the west side. Another two miles of Beach has parking prohibited on both sides. They feel that these different regulations are inconsistent. Additionally, along this stretch of Beach where there is no parking on either side, there are 24 cross streets where parking is allowed, which is not the case on Arlund Way.

There are currently no signs on either side of Arlund Way. According to City ordinances, parking would be allowed on the north (non-hydrant) side. However, parking on at least 50% of the north side is virtually impossible because of guardrails along the edge of the road. Allowing parking on the south (fire hydrant) side would be more reasonable, with sufficient space and signage to keep the hydrants clear for emergency use. Both parties, the Lanfears and the Saylors, agree that this would be a good solution.

Motion by Palchesko
Supported by Grinnell

To recommend prohibiting all parking on the north side of Arlund Way, allowing parking on the south side (hydrant side), with sufficient space near the fire hydrants in accordance with legal distance requirements.

YEAS: 5

NAYS: 1 (Halsey)

ABSENT: 1

MOTION CARRIED

Mr. Halsey stated for the minutes that he is opposed to the motion, as he feels this is a neighborhood dispute that should have been settled among the neighbors instead of choosing this forum, and that it will set a precedent for many other such requests for exemption from the City ordinance prohibiting parking on the fire hydrant side of the street.

6. <u>Discussion of Sight Distance Problems at Square Lake and John R</u>

Lt. Matllick requests a review of sight distance at the intersection of Square Lake and John R. When cars are stopped at the stop bar on the eastbound approach to the intersection, trying to make a right turn on red, there are trees that block the view of the motorists trying to see oncoming southbound traffic on John R. Lt. Matlick feels the trees are in the right of way, and one suggested solution might be to take the trees down. The other solution may be to install NO TURN ON RED sign for eastbound Square Lake at John R.

NO RIGHT TURN ON RED (NRTOR) signs are normally installed if one or more of the following conditions exist:

1. Sight distance to vehicles approaching from the left is inadequate.

2. The intersection area has geometric or operational characteristics that may result in unexpected conflicts.

3. There is an exclusive pedestrian phase.

4. Significant pedestrian conflicts are resulting from RTOR maneuvers.

5. More than 3 RTOR traffic crashes per year.

6. There is significant crossing activity by children, elderly or physically challenged people.

The mature trees are large and in the right of way, between the sidewalk and the edge of the pavement. Motorists stopped on eastbound Square Lake intending to make a right turn (particularly on red) cannot see southbound traffic. Since the trees form sight obstructions and permanent obstructions in the right of way, the Traffic Committee voted to remove them.

Motion by Kilmer
Supported by Grinnell

To recommend removing trees from the right of way.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED

7 **Install STOP/YIELD signs in the Holland Hills Subdivision**

Mr. and Mrs. Gus Mattia, 4837 Holland, would like this item to be reconsidered by the Traffic Committee. They have presented a petition signed by 32 Holland Hills residents requesting stop signs at the intersections of Wessels Drive/Holland Drive and Thales Drive/Holland Drive. There has been no considerable change to traffic patterns and crashes since May, when the item was originally considered.

Holland Hills is a new subdivision nearing completion. Holland ends in a dead end north of Wessels, and ends in Tulip Drive to the south. Wessels drive is the entrance to the subdivision and ends in a "T" intersection at Holland. Thales and Holland intersect in a 4-way intersection with six homes on the east side and a connection to

the older subdivision on the west side.

A traffic volume study indicates very low volumes on Holland, Thales and Wessels within the subdivision, ranging between 200-500 vehicles per day. Traffic crash analysis was not performed since this is a very new subdivision. A sight distance study shows that there are no sight obstructions at either of these intersections. None of the requirements (warrants) for a STOP or a YIELD sign are met for either of these intersections. Low volume residential streets are normally not signed for traffic control and rely on driver judgment and basic driver education knowledge for traffic control.

Even though there have been no crashes at these intersections, Mr. Mattia wants signage to prevent *potential* accidents. He stated that there are 33 children in the subdivision. Mr. Mattia feels that the intersections need some traffic control to assign right of way.

Lisa Chin, 4735 Holland, said there is a lot of cut-through traffic from the old subdivision to Dequindre, and many vehicles exceed the speed limit. She feels that STOP signs will slow traffic and create a safer environment to the children. Mr. Solis pointed out that STOP signs give a false sense of security, and motorists forced to stop at an unwarranted STOP sign usually speed up between intersections to make up for lost time. Mr. Solis also suggested that the residents contact our Police Department for speed enforcement.

The committee suggested writing down the license numbers of speeders and reporting them to the police for enforcement. The radar trailer could also be used to indicate to residents and to the motorists just how fast they are traveling.

After considerable discussion, since the major concern was right of way confusion, the committee decided that YIELD signs to assign right of way would be beneficial.

Motion by Kilmer
Supported by Palchesko

To recommend installing YIELD signs on northbound and southbound Holland at Thales, and on westbound Wessels at Holland.

YEAS: 5

NAYS: 1 (Grinnell)

ABSENT: 1

MOTION CARRIED

Mr. Grinnell went on record to say he would prefer that Wessells and Holland have STOP signs instead of YIELD signs.

PUBLIC HEARINGS

9. Request for Sidewalk Waiver – 696 Creston

Michael Johnson is requesting a waiver for the sidewalk at 696 Creston. There are no sidewalks existing near this parcel. Petitioner has signed an "Agreement for Irrevocable Petition for Sidewalks."

Mrs. Dorothy Dettloff, 660 Creston, wrote to say there is no need for a sidewalk at 696 Creston, since there are no other sidewalks on the street.

The public hearing was declared open.

No one wished to be heard.

The public hearing was declared closed.

Resolution #2001-9

Motion by Kilmer
Supported by Palchesko

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, Michael Johnson has requested a temporary waiver of the requirement to construct a sidewalk on the property line because Creston is already developed with no sidewalks existing.

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 temporary one-year waiver of the sidewalk requirement for the property at 696 Creston, which is owned by Michael Johnson.

YEAS: 5

NAYS: 0

ABSENT: 1

ABSTAINED: 1 (Mr. Grinnell abstained from voting because the petitioner is his neighbor.)

MOTION CARRIED

10. Request for Sidewalk Waiver – 2024 Vermont

Michael Johnson is requesting a waiver for the sidewalk at 2024 Vermont. There are no sidewalks existing near this parcel. Petitioner has signed an "Agreement for Irrevocable Petition for Sidewalks."

The public hearing was declared open.

No one wished to be heard.

The public hearing was declared closed.

Resolution #2001-10

Motion by Kilmer
Supported by Hubbell

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, Michael Johnson has requested a temporary waiver of the requirement to construct a sidewalk on the property line because Vermont is already developed with no sidewalks existing.

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 temporary one-year waiver of the sidewalk requirement for the property at 2024 Vermont, which is owned by Michael Johnson.

YEAS: 5

NAYS: 0

ABSENT: 1

ABSTAINED: 1 (Mr. Grinnell abstained from voting because the petitioner is his neighbor.)

11. Other Business

The members had no other business to discuss.

12. Adjourn

The next meeting is scheduled for August 15, 2001.

Motion by Hubbell
Supported by Kilmer

To adjourn the meeting at 8:50 p.m.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED