F-03

CITY COUNCIL ACTION REPORT

October 9, 2007

TO: Phillip L. Nelson, City Manager

FROM: Brian P. Murphy, Asst. City Manager/Economic Development Services
Steven J. Vandette, City Engineer
John K. Abraham, Deputy City Engineer/Traffic Engineer

SUBJECT: Traffic Committee Recommendations
September 19, 2007

Background:

The Traffic Committee considered these items at the September 19, 2007 meeting and made the following recommendations (minutes attached):

- Recommend no changes at the side driveway of 6780 Rochester on Hartwig (Item 6).
- Recommend no changes on Rochester north and south of Player (Item 7).
- Recommend no changes to parking regulations on Derby, and proceed with installation of NO PARKING signs on the north side of Derby as per City Council resolution (Item 8).
- Recommend no changes to parking regulations on Ivy Lane (Item 9).
- Recommend no changes on Milverton at Isabell (Item 9).

  Recommend presenting the Neighborhood Traffic Harmonization Program to the residents to allow them to go through the harmonization process before making any decisions on changes (Item 9).
- Recommend that the fire lanes that the fire lanes/tow away zones shown in the attached sketch be established at Grand Haven and Lovington.

Financial Considerations:

- None.

Policy Considerations:

- Goal I – Enhance livability and safety of the community.
- Goal V – Maintain relevance of public infrastructure to meet changing public needs.

Options:

- Council can approve or deny the recommendations.

Prepared by John Abraham
Traffic Committee\2007 Minutes and Agendas\September 19\Recommendation Memo to Nelson.doc

A regular meeting of the Troy Traffic Committee was held Wednesday, September 19, 2007 in the Lower Level Conference Room at Troy City Hall. Pete Ziegenfelder called the meeting to order at 7:30 p.m.

1. Roll Call

PRESENT: Sara Binkowski
John Diefenbaker
Ted Halsey
Jan Hubbell
Richard Kilmer
Gordon Schepke
Pete Ziegenfelder

ABSENT: Ted Hwang, Student Rep.

Also present: Judith Polston, 2801 Derby
Mildred Aron, 2785 Derby
Mark Williams, 2392 Isabell
Dr. Ron Semlow, 6780 Rochester
Dr. Rick Semlow, 6780 Rochester
Larry & Carole Holmes, 1225 Hartwig
Feng Lin, 346 Ivy Lane
Carolyn Dreer, 2794 Derby
Gerald Dreer, 2794 Derby
June Thomas, 2830 Derby
David Boyle, USPS, 2844 Livernois
Mike Thomas, 2830 Derby
Julie Bernard, 2870 Derby
Donald Bernard, 2870 Derby
and John Abraham, Traffic Engineer
Lt. Scott McWilliams, Troy Police Dept.

2. Minutes – July 18, 2007

RESOLUTION ##2007-09-49

Moved by Binkowski
Seconded by Schepke

To approve the July 18, 2007 minutes as printed.

YES: All-7
NO: None
ABSENT: None
MOTION CARRIED

PUBLIC HEARINGS

Mr. Ziegenfelder reminded the Committee and the petitioner that sidewalks are one of the most important items buyers look for when buying a new home.

3. Request for Sidewalk Waiver – 1113-1115 Birchwood

Michael Agnetti requests a waiver for the sidewalk at a duplex at 1113-1115 Birchwood. 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 neighborhood is already developed with no sidewalks existing, and a sidewalk would lead nowhere and connect to nothing. He also mentioned that there are ditches that might have to be covered to put in sidewalks. Mr. Halsey asked the petitioner if he owns any other properties on Birchwood; Mr. Agnetti said he does not.

RESOLUTION #2007-09-50
Moved by Halsey
Seconded 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 Agnetti has requested a temporary waiver of the requirement to construct sidewalk on the property because there are no other sidewalks in the area; 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 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 1113-1115 Birchwood, which is owned by Michael Agnetti.

YES: 6
NO: 1 (Kilmer)
ABSENT: None
MOTION CARRIED

Mr. Kilmer voted no because he believes all new construction should have sidewalks.

4. Request for Sidewalk Waiver – 5940-5942 Niles

Kris Parker requests a waiver for the sidewalk at a duplex at 5940-5942 Niles. 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 neighborhood is already developed with no sidewalks existing, and a sidewalk would lead nowhere and connect to nothing.

The Traffic Engineer received a note from Dave Drouillard, 5922-5924 Niles, stating that he has no objection to the waiver.

Mr. Roy Rathka, of Shelby Township, an owner of property on Haldane, wrote to the Traffic Engineer that he has no problem with the waiver. He thinks that "less concrete and more grass is better."

There was no one at the meeting to present the item.

RESOLUTION #2007-09-51
Moved by Halsey
Seconded by Diefenbaker

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 5940-5942 Niles, which is owned by Kris Parker.

YES: All-7
NO: None
ABSENT: None
MOTION CARRIED

5. Request for Sidewalk Waiver – 5960-5962 Niles

Kris Parker requests a waiver for the sidewalk at a duplex at 5960-5962 Niles. 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 neighborhood is already developed with no sidewalks existing, and a sidewalk would lead nowhere and connect to nothing.

The Traffic Engineer received a note from Dave Drouillard, 5922-5924 Niles, stating that he has no objection to the waiver.

Mr. Roy Rathka, of Shelby Township, an owner of property on Haldane, wrote to the Traffic Engineer that he has no problem with the waiver. He thinks that "less concrete and more grass is better."

There was no one at the meeting to present the item.

RESOLUTION #2007-09-52
Moved by Halsey
Seconded by Schepke

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 5960-5962 Niles, which is owned by Kris Parker.

YES: All-7
NO: None
ABSENT: None
MOTION CARRIED

6. Install signs indicating NO LEFT TURN from the side driveway at 6780 Rochester onto Hartwig.

Carole Holmes, 1225 Hartwig, requests signs prohibiting left turns from the driveway at the doctor's office at 6780 Rochester onto Hartwig. Ms. Holmes states that it has been City policy not to allow driveways from Rochester Road businesses onto residential streets. There was a new driveway installed from 6790 Rochester Road for better access to the doctor's office. Though not an immediate concern, Ms. Holmes is concerned that in the future when the doctor's office becomes a part of the ongoing development to the north (Caswell Town Center – Mixed Use development), there is potential for traffic from the new development to use Hartwig as an alternate route. Although Hartwig is a dead end street, vehicles can use Hartwig to get to South Boulevard using Barabeau, Cadmus and Sheldrake. She feels that traffic from the new driveway from 6780 should be directed back to Rochester and not towards the residential area.

Larry Holmes, 1225 Hartwig, explained that there used to be a driveway from the doctor's office to Rochester Road, but it was closed for the construction of the new PUD to the north. When this project is done, drivers will have access through Caswell to Rochester Road and South Boulevard, and no need for the driveway on Hartwig. There will also be a long right turn lane from just north of Hartwig all the way to South Boulevard. Carole Holmes said there is already so much traffic on Hartwig, and there are no sidewalks, making it hazardous for pedestrians.

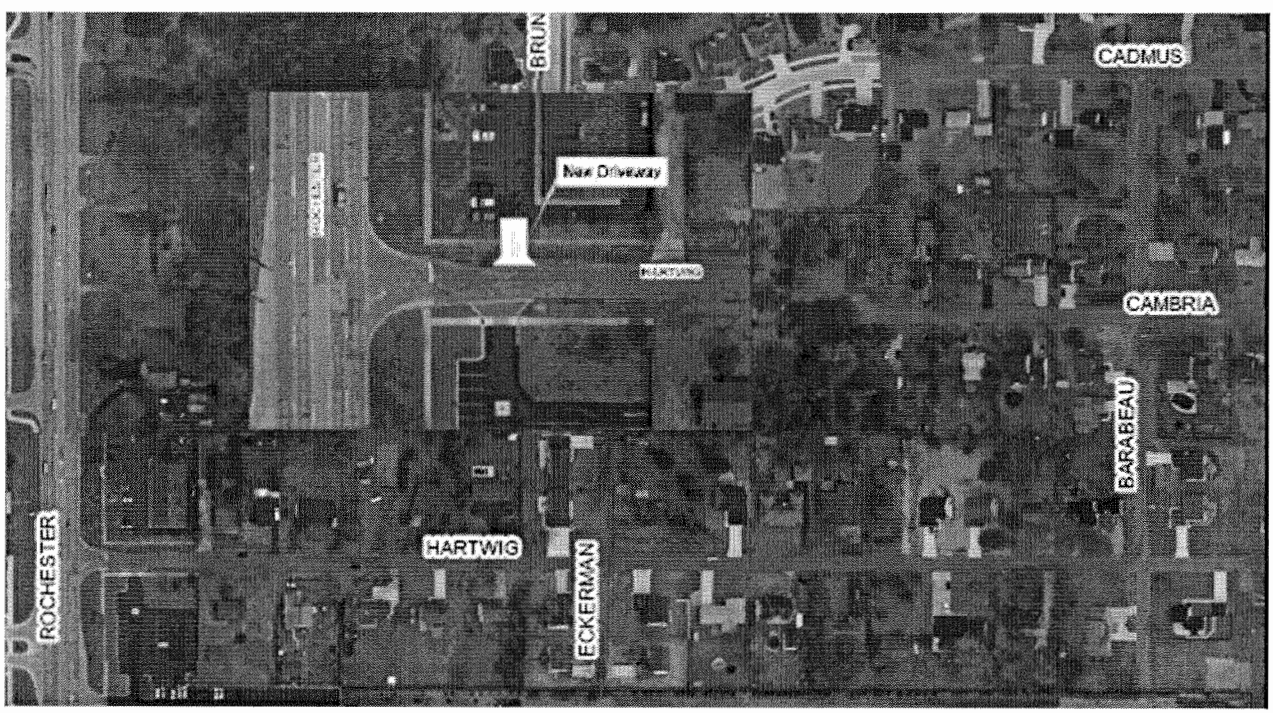
Dr. Ron Semlow, owner of the building, stated that traffic from his office would be minimal and that at the present time it would be a hardship for his patients to have to exit onto

Rochester Road, especially during peak traffic hours. He feels that since the Alibi Restaurant, with much more traffic, has a driveway on Hartwig, his driveway will have very little impact on Hartwig traffic.

Mr. Schepke and the rest of the committee see no need for the turn prohibition at this time. Mr. Kilmer sees no problem at this time, and wants to take no action until after the Caswell project is completed. If a problem develops at that time, the petitioner can come back to the Traffic Committee.

Dr. Rick Semlow believes completion of the condo part of the Caswell PUD is being delayed because of the economy.

Mr. Holmes indicated that he and his neighbors were led to believe that the sign request would not be a major issue, and therefore no one else appeared at the meeting.



RESOLUTION #2007-09-53
Moved by Halsey
Seconded by Hubbell

To recommend no changes at the Hartwig-side driveway of 6780 Rochester Road.

YES: All-7
NO: None
ABSENT: None
MOTION CARRIED

The petitioner can come back once the Caswell development is complete, at which time the Traffic Committee will consider the studies and make a recommendation.

7. Install TRAFFIC SIGNAL AHEAD signs on Rochester Road, North and South of Player

Michael Bradley, 1211 Player, lives in Golf Trail sub. He has requested TRAFFIC SIGNAL AHEAD signs on Rochester, north and south Player. He sees a lot of drivers running the red light and thinks they are just unaware of it. Warning signs for traffic signals are used to warn motorists: (a) when a new traffic signal is installed, and (b) when the signal is obscured by some obstruction or a curve in the road. There is adequate sight distance for motorists to see the traffic signals at Player and this signal was installed many years ago. Most drivers on Rochester Road are familiar with the traffic signals and additional signage is not recommended at this location. We will contact our Police Department regarding enforcement of red lights, which may have a better effect in educating the motorists.

Mr. Bradley did not attend the meeting.

RESOLUTION #2007-09-54
Moved by Hubbell
Seconded by Binkowski

To recommend no changes.

YES: All-7
NO: None
ABSENT: None
MOTION CARRIED

8. Install NO PARKING signs on Derby near Coolidge

Judith Polston, 2801 Derby, requests NO PARKING signs on both sides off Derby near Coolidge, to lessen backups and conflicts with entering/exiting vehicles. She said Glouchester has NO PARKING signs near the corner and traffic flows more smoothly. She has considered NO RIGHT TURN signs from Coolidge onto Derby, but realizes residents have to get into the subdivision somehow.

City Council resolution directions for NO PARKING signs are that they should be on one side of all residential roads; i.e., the water main or fire hydrant side. Our Department of Public Works will be installing NO PARKING signs on the north side of Derby as per the City Council resolution.

Ms. Polston read a letter in support of the NO PARKING signs from a neighbor. She also has a police report of a head-on collision on Derby on October 26, 2006.

Mildred Aron, 2785 Derby, said that Derby is only wide enough for one traffic lane when cars are parked on both sides of the street, and create a head-on situation if there are vehicles in both directions.

Karen Lamb lives in the first home on Derby off Coolidge. She said the traffic is very hazardous, as Derby is the only road connecting Coolidge to Adams.

Gerald Dreer, 2794 Derby, Birmingham, doesn't see any traffic congestion problem. Everyone on the street has ample driveway space, but he believes some of the retirees on the street may find it more convenient to park in front of their homes at times. Mr. Dreer said there are fire hydrants on both sides of Derby. He presented photos to show that there are hardly any vehicles that park on Derby at different times of the day (attached). Mr. Dreer mentioned that the Traffic Committee considered a request not to install signs on Derby in 1979. The Traffic Engineer indicated that a search of all City Council resolutions yielded no City Council resolutions to that effect (copy of all resolutions regarding Derby from 1979 are attached).

June Thomas, 2830 Derby, Birmingham, said that the City of Birmingham recommended that residents park on the street to force traffic to slow down.

Julie Bernard, 2870 Derby, Birmingham, believes that restricting parking will open up the street for more traffic and speeding.

Mike Thomas, 2830 Derby, Birmingham, pointed out that Troy already has an ordinance in place to prohibit parking on the fire hydrant (north) side of the street.

After some heated discussion, Jan Hubbell said that the parking problem, if any, indicates a neighborhood dispute, which the residents should work out themselves.

Dr. Abraham said NO PARKING signs are planned for the north side of Derby, when the Department of Public Works has the time over and above their other responsibilities. They are working on installing signs on all water main/hydrant sides of Troy streets and they are 98% done with all Troy residential streets.

RESOLUTION #2007-09-55
Moved by Binkowski
Seconded by Hubbell

Recommend no changes, and proceed with installation of NO PARKING signs on the north side of Derby as per City Council resolution.

YES: All-7
NO: None
ABSENT: None
MOTION CARRIED

9. Install NO PARKING Signs on the North Side of Ivy Lane

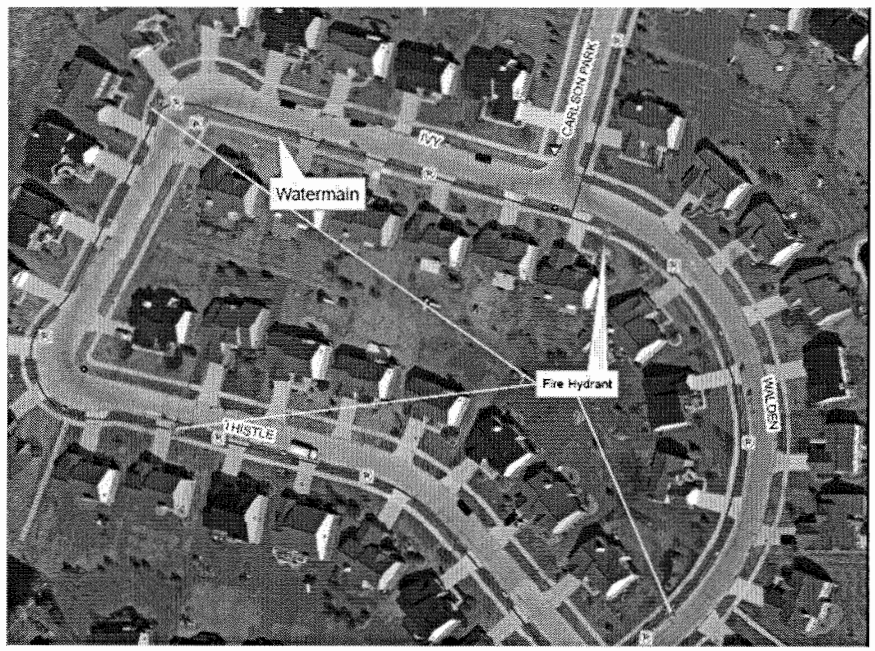
Betty Brown-York, from the Troy Post Office, called regarding Ivy Lane. The NO PARKING signs are not all on the same side of the street. Cars park on the north side in front of #394, 370 and 346, and block the mailboxes (see attached sketch and photos). It has been an inconvenience for the mail carrier to deliver mail and so they request the parking restriction be moved from the south side to the north side of the street.

The parking restrictions on Ivy Lane are in accordance with the City Council resolution that all water main sides of residential streets should be marked NO PARKING as shown in the picture. This is for easy access to fire hydrants in case of emergencies. The parking

restriction extends from the west side of Ivy Lane (in the north-south section) and continues on the south side of the east-west portion of Ivy Lane. The mailboxes are along the west and north sides of the street.

Mr. Feng Lin, 3465 Ivy, thinks it would be better to move the mailboxes to the south side of Ivy Lane and have the NO PARKING signs follow the hydrants in the usual way.

It can also be seen that there is no fire hydrant on Ivy Lane west of Carlson Park and the change requested may not affect access to fire hydrants.



David Boyle, Supervisor at the Troy Post Office, addressed the committee. He said when mailboxes are blocked by parked cars, postal workers have to dismount from their trucks and cross the street on foot to make deliveries. If the problem persists, the post office can discontinue delivery. He also mentioned that mail carriers experience kids darting from between parked vehicles, causing potential conflicts with mail vehicles.

Mr. Diefenbaker suggested that the mailboxes be moved from the north side to the south side of the road where parking is restricted already.

Mr. Boyle indicated that due to the configuration of the street the mail carrier will have to make a "U" turn on Ivy Lane to service the mailboxes if they are moved to the south side. He also mentioned that making "U" turns also presents a safety hazard, particularly in snowy/icy conditions especially when snow is plowed and piled at the sides of the road.

Mr. Lin indicated that the 90-degree curve on Ivy offers wider pavement, or an "eyebrow," where "U" turns can be completed safely.

Mr. Kilmer suggested signs prohibiting parking only during the day; e.g., from 8 a.m. to 5 p.m. to allow easy access to mailboxes during delivery time.

RESOLUTION #2007-09-56
Moved by Schepke
Seconded by Diefenbaker

To recommend no changes to parking regulations on Ivy Lane.

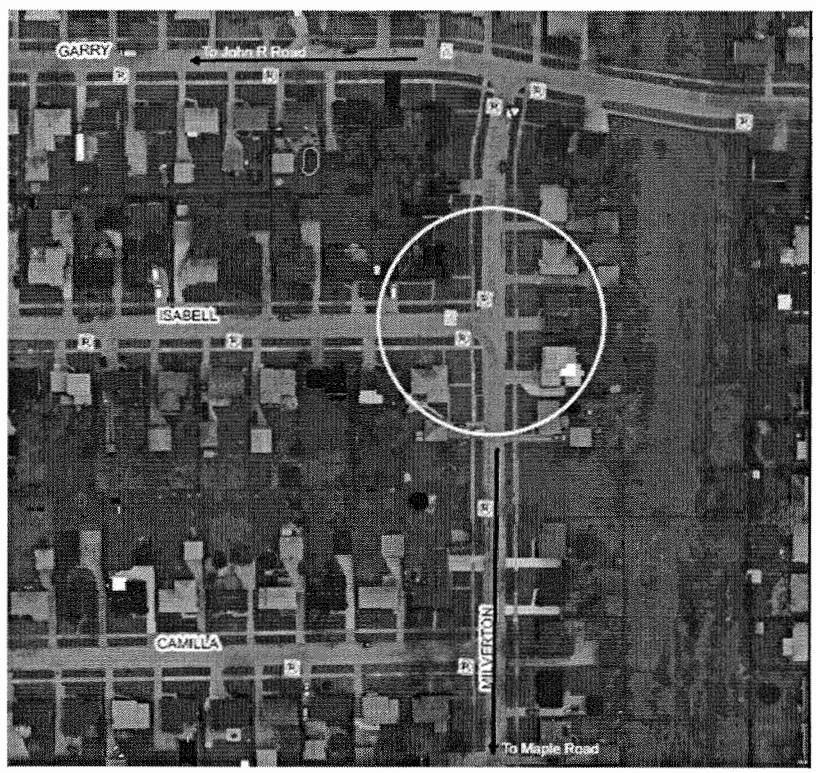
YES: 6
NO: 1 (Kilmer)
ABSENT: None
MOTION CARRIED

Mr. Kilmer prefers signs prohibiting parking only during the day; e.g., from 8 a.m. to 5 p.m.

10. Install 3-way STOP signs at Isabell and Milverton

Mark Williams, 2392 Isabell, reports that there is a serious speeding problem along Milverton, which runs north from Maple to Garry. Mr. Williams requested and received enforcement from the Police Department, and was very pleased with the results. Unfortunately, a few days or a week after the police leave, the speeds go up again. Mr. Williams is concerned about the safety of the many children who live on or near Milverton.

He has read the information on STOP signs on the City web site, and agrees with much of it, but still feels that three-way STOP signs at the corner of Isabell and Milverton would help curb speeding and make the area safer.



Milverton runs from Maple and ends in Garry north of the intersection of Isabell. Isabell runs east-west between Rhode Island and Milverton. Traffic studies at the intersection show that there have been no reported traffic crashes near this intersection in the past 3

years. Field observations also indicate that there are no major sight obstructions at the intersection. Traffic volume studies show that Milverton carries around 700 vehicles in a day and Isabell carries around 300 vehicles in a day. Traffic speed studies indicate that the average speed on Milverton was 24.1 miles per hour and the 85th percentile speed was 29.7 in a 24-hour period. Traffic volumes and speeds are comparable to a majority of all residential streets in the City of Troy.

The Michigan Manual of Uniform Traffic Control Devices provides the following regarding multi-way STOP sign installation:

> ***STOP signs shall not be used for speed control.***
> *The decision to install multi-way stop control should be based on an engineering study.*
> *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*
> *A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
> *B. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.*
> *C. Minimum volumes:*
> *1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and*
> *2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour.*

None of the above State-prescribed warrants for multi-way STOP signs are met for this intersection. We have sent Mr. Williams information regarding the Neighborhood Traffic Harmonization Program and the Traffic Information Survey forms to initiate the program in the neighborhood to work on speed concerns on Milverton.

Mr. Williams said Milverton is being used as a cut-through street during construction on John R. Children from around the neighborhood congregate to play in a vacant lot across the street from his house, and he would support any changes to curtail speeding on Milverton.

Lt. McWilliams said temporary speed humps were tried on Leetonia. They did help slow the traffic, but they create road noise. The labor cost for installation would have to be divided among the neighbors. He will send officers and the radar trailer to Milverton for enforcement.

The committee wants to give the residents time to work with the Traffic Engineer on the Neighborhood Traffic Harmonization Program before taking any action.

Mr. Schepke would prefer that if any STOP signs are installed, they should be at Camilla, one block to the south of Isabell.

RESOLUTION #2007-09-57
Moved by Hubbell
Seconded by Binkowski

Recommend no changes at this time.

YES: All-7
NO: None
ABSENT: None
MOTION CARRIED

RESOLUTION #2007-09-58
Moved by Halsey
Seconded by Kilmer

To present the Neighborhood Traffic Harmonization Program to the residents to allow them to go through the harmonization process before making any decisions on changes.

11. Establish Fire lanes at Grand Haven and Lovington

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).

RESOLUTION #2007-09-59
Moved by Hubbell
Seconded by Diefenbaker

Recommend that the fire lanes/tow away zones shown in the attached sketch be established at Grand Haven and Lovington.

YES: All-7
NO: None
ABSENT: None
MOTION CARRIED

12. Visitors' Time

No one else wished to address the committee.

13. Other Business

Ms. Binkowski is concerned about congestion at the I-75/Crooks interchange due to the Crooks Road construction project north of Square Lake. She indicated that two lanes merge left, leaving only one lane to go northbound on Crooks, causing long backups at times, onto the ramps and onto I-75. The Crooks Road project is being administered by the Road Commission for Oakland County, and the Traffic Engineer will contact the engineers at the RCOC regarding this matter.

Ms. Binkowski also expressed concern about the criteria for issuing sidewalk waivers and the procedures involved in renewing previously granted waivers when the allotted time has expired. She suggested a study meeting to work out details.

RESOLUTION 2007-09-60
Moved by Binkowski
Seconded by Schepke

To hold a special study meeting in January 2008 to discuss sidewalk waivers and related procedural issues. Requested attendees will be Mark Stimac, Director of Building and Zoning, Susan Lancaster, Asst. City Attorney, and Marina Basta-Farouk, Project Manager, Department of Public Works

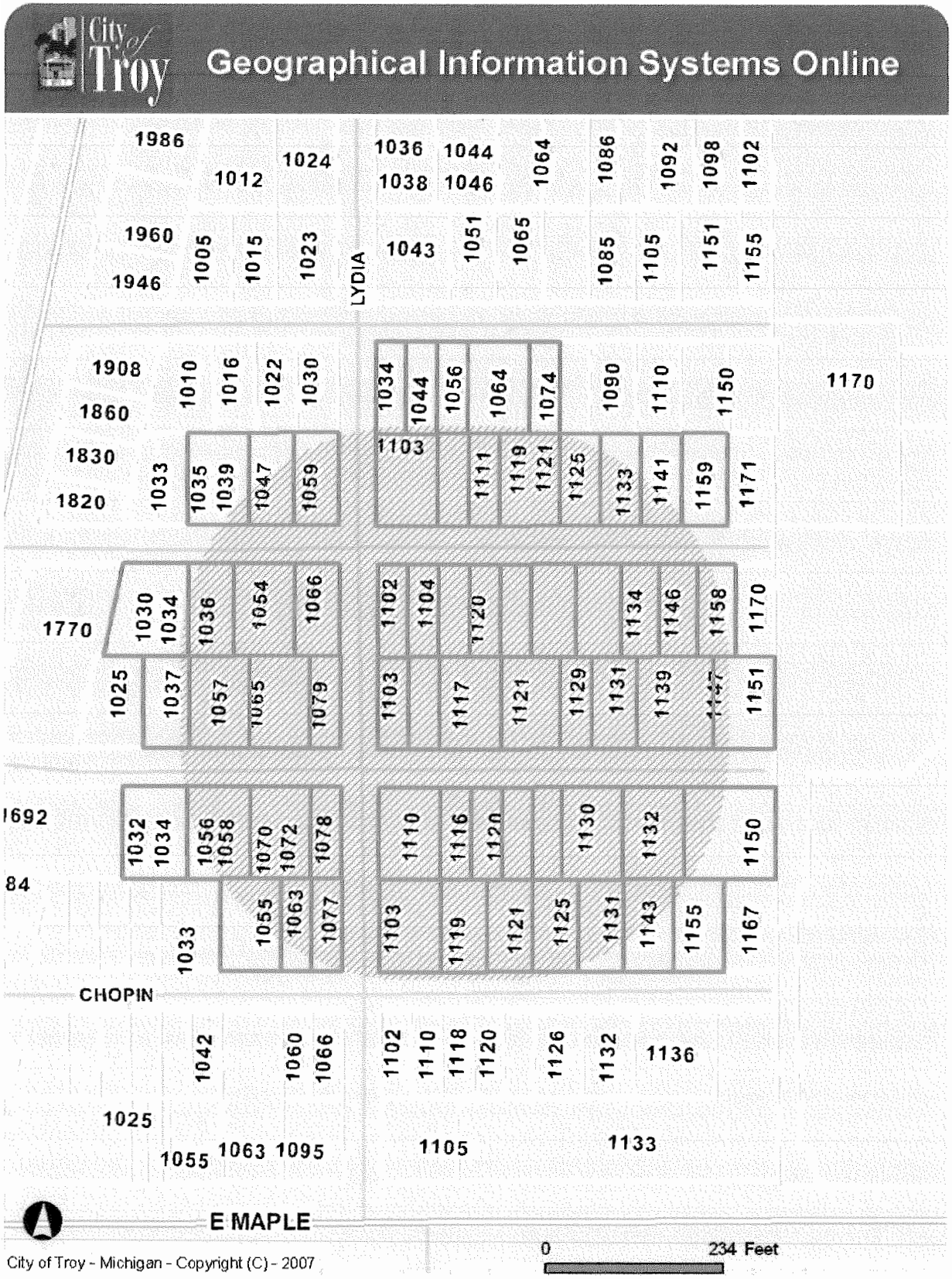
YES: All-7
NO: None
ABSENT: None
MOTION CARRIED

14. Adjourn

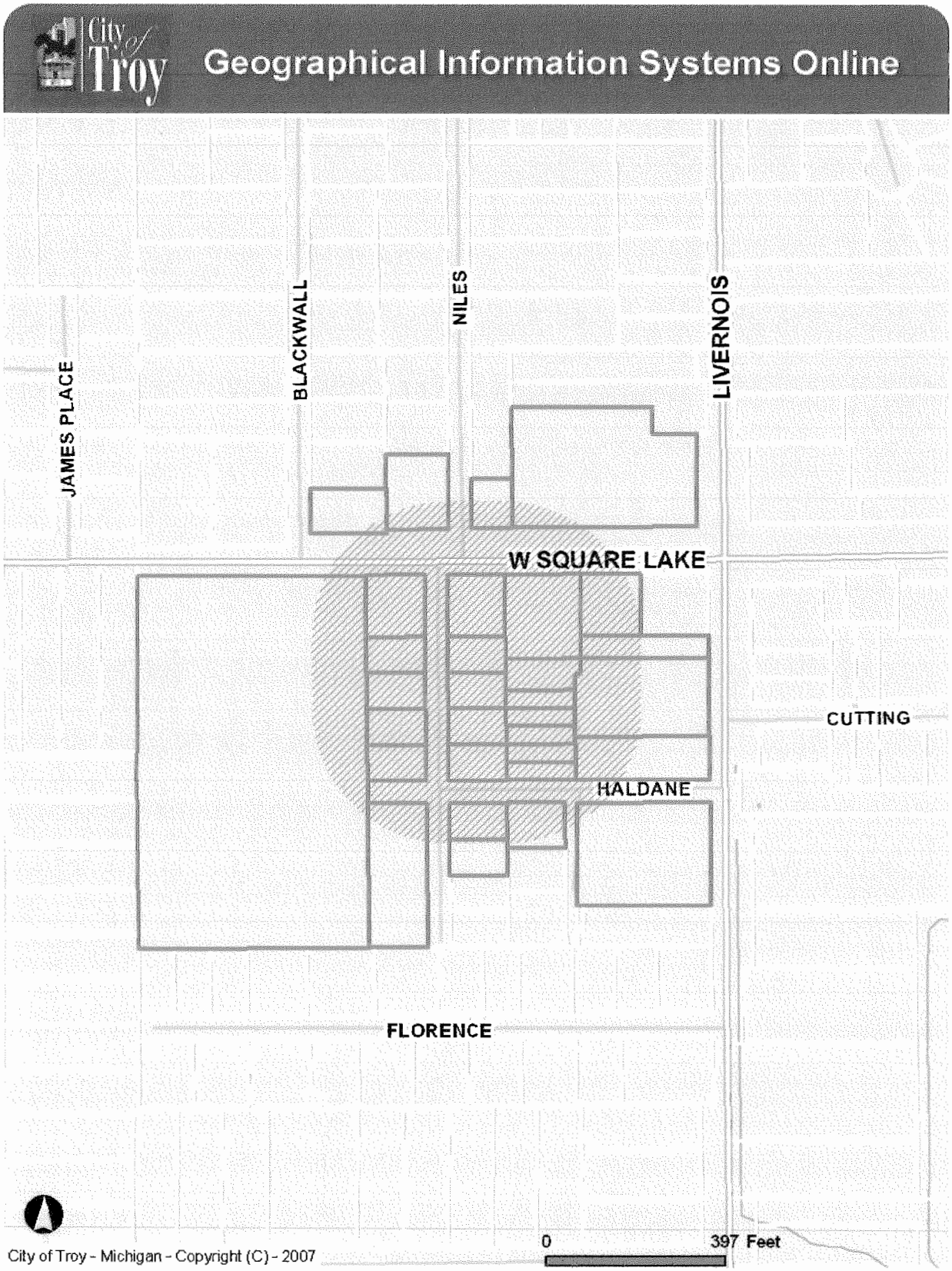
The meeting adjourned at 9:20 p.m.

Pete Ziegenfelder, Chair

Laurel Nottage, Recording Secretary



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.



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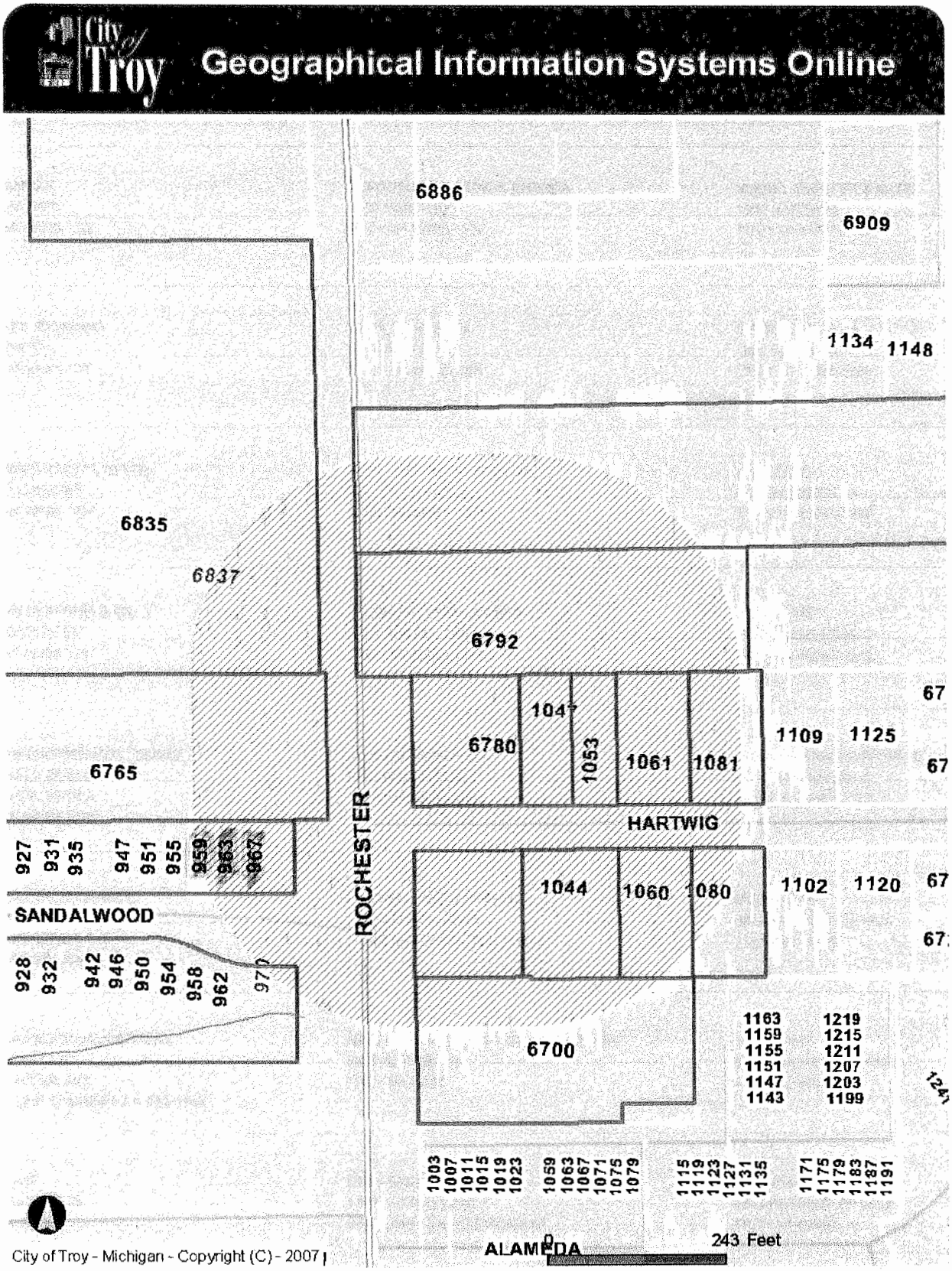

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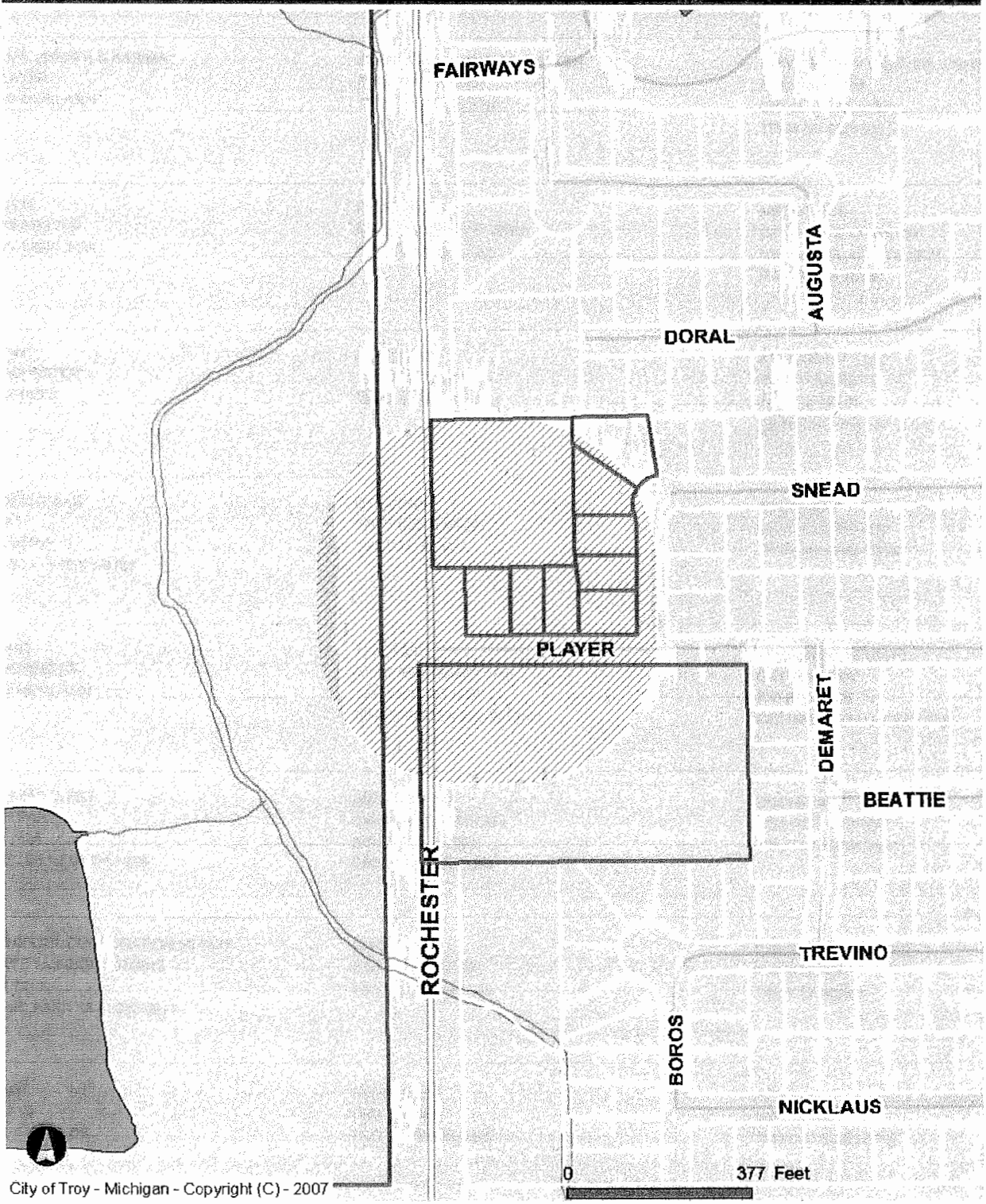
City of Troy Geographical Information Systems Online



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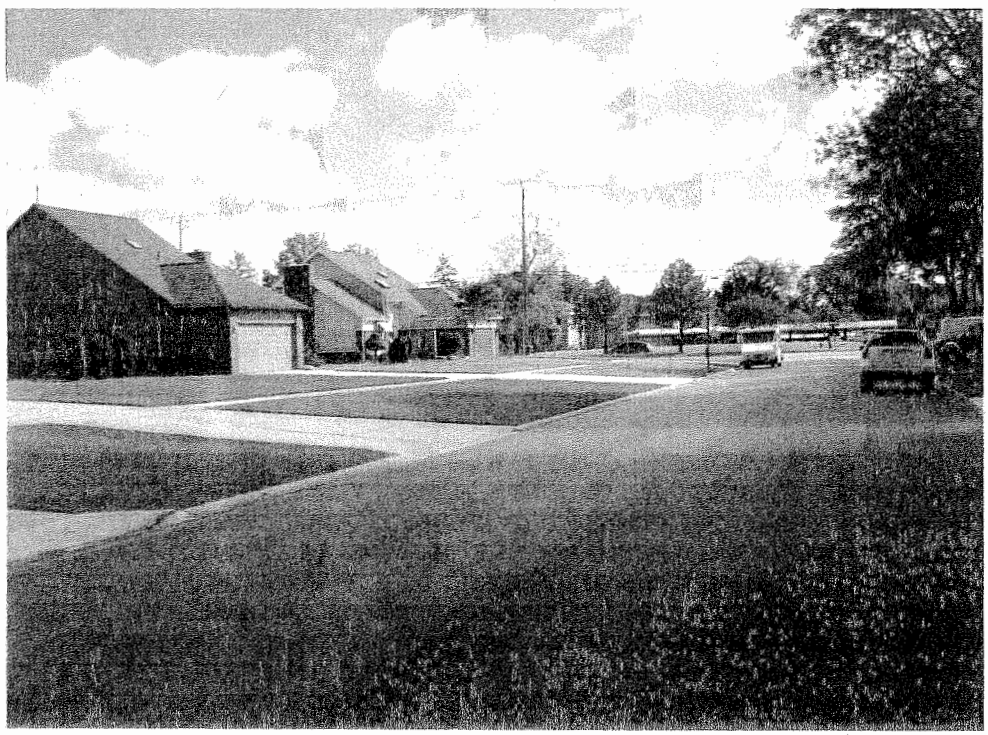
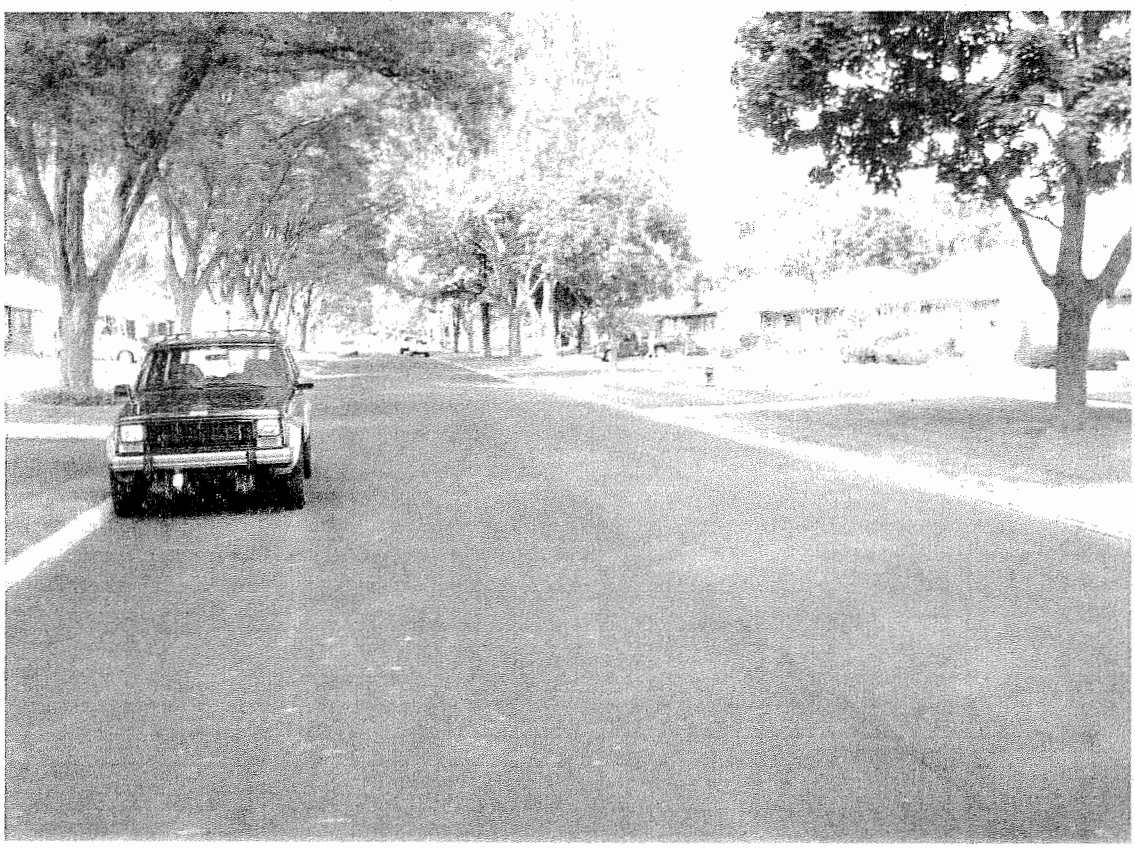
ITEM 8

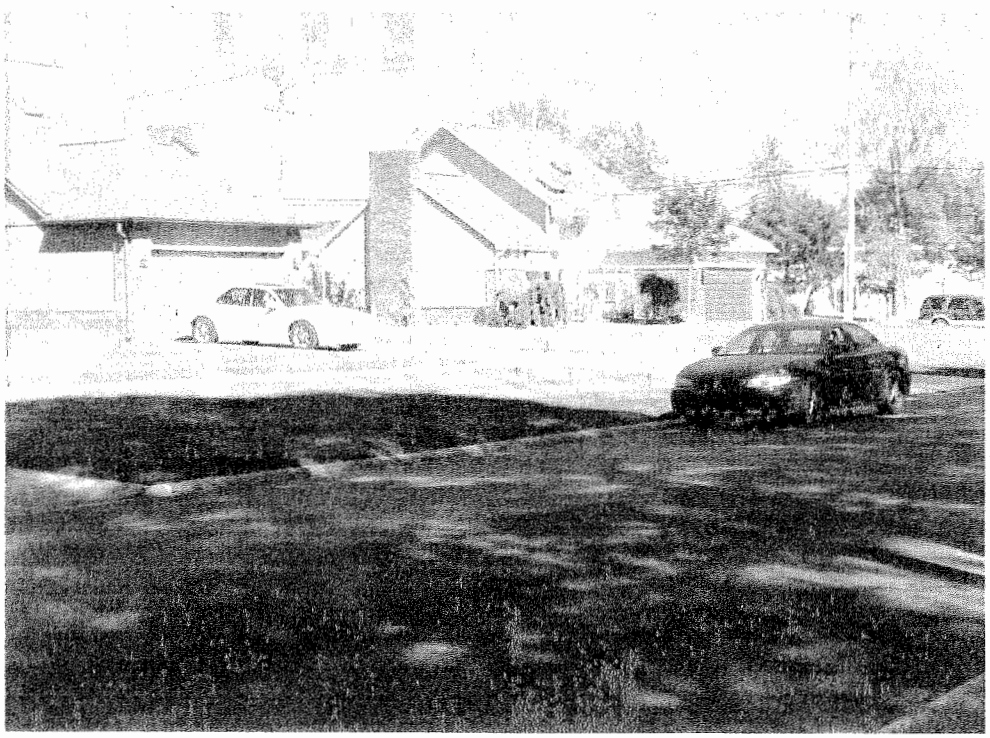


WEEK DAY MORNING

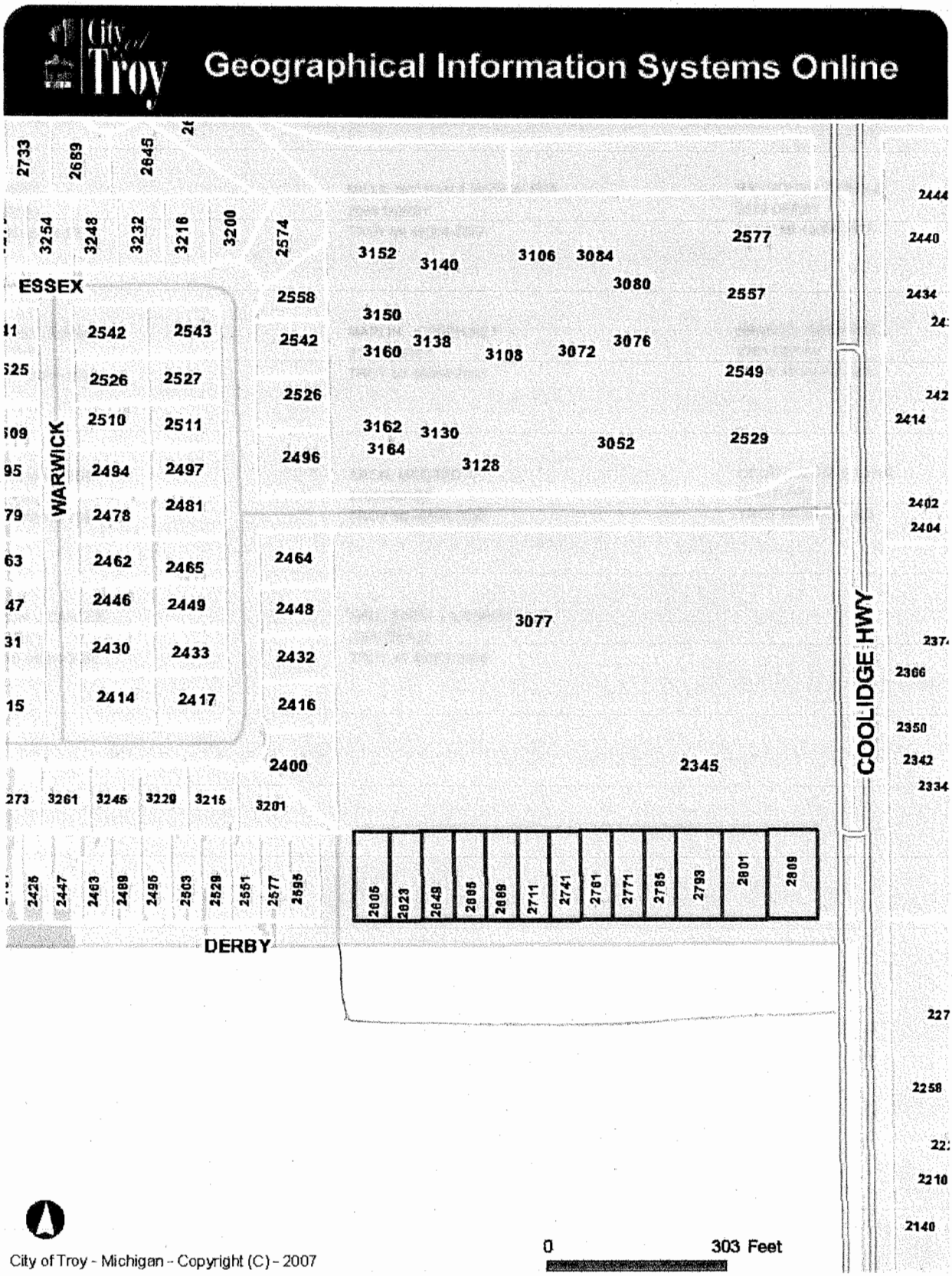


WEEK DAY AFTERNOON

III



Safeway



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August 27, 1979 CC Meeting

#79-849
Moved by McKenna
Supported by Doyle

RESOLVED,That the administration be directed to take steps to deter thru traffic from using Glouchester and Derby and install the fourth stop sign at Derby and Edenborough.

Yeas: Doyle, Husk, Liebrecht, Pallotta, Stine, Taucher
Nays: McKenna

October 1, 1979 CC Meeting

#79-973
Moved by Taucher
Supported by McKenna

RESOLVED, That the 4-way "stop" signs on Derby at Edenborough remain in place until construction of Adams Road bridge is completed and open to traffic, as recommended by the Traffic Committee.

Yeas: All-5
Absent: Doyle, Liebrecht

December 17, 1979 CC Meeting

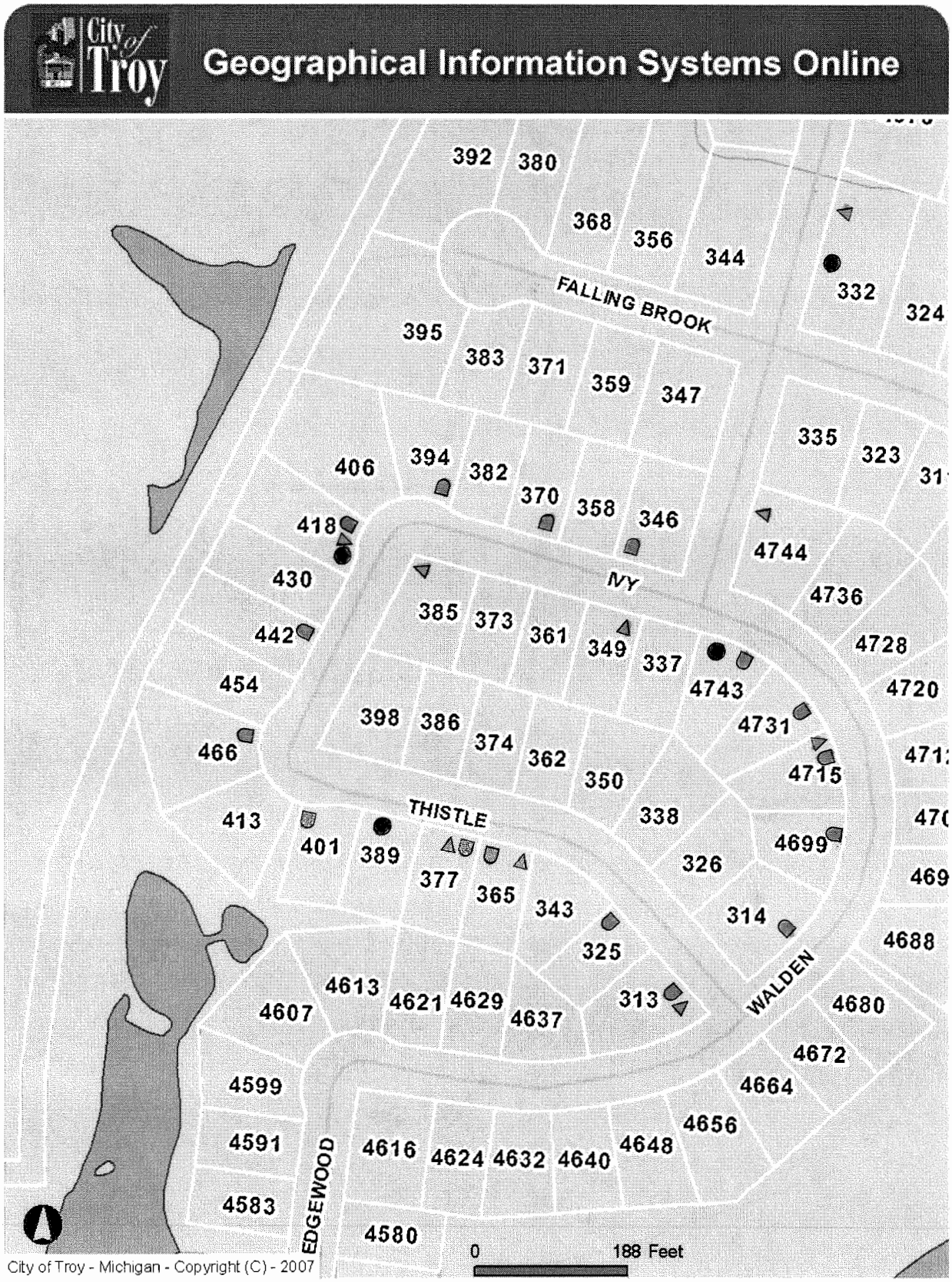
#79-1234
Moved by Taucher
Supported by Husk

RESOLVED, That Traffic Control Order No. 79-27-SS for the installation of a "Stop" sign on westbound Derby at Edenborough, is hereby approved as recommended by the Traffic Committee

Yeas: All-7
Absent: Doyle

ITEM 9

ITEM 9



= MULTIPLE MAIL BOXE

= NO PARKING SIGNS

= FIRE HYDRANTS

8/17/07

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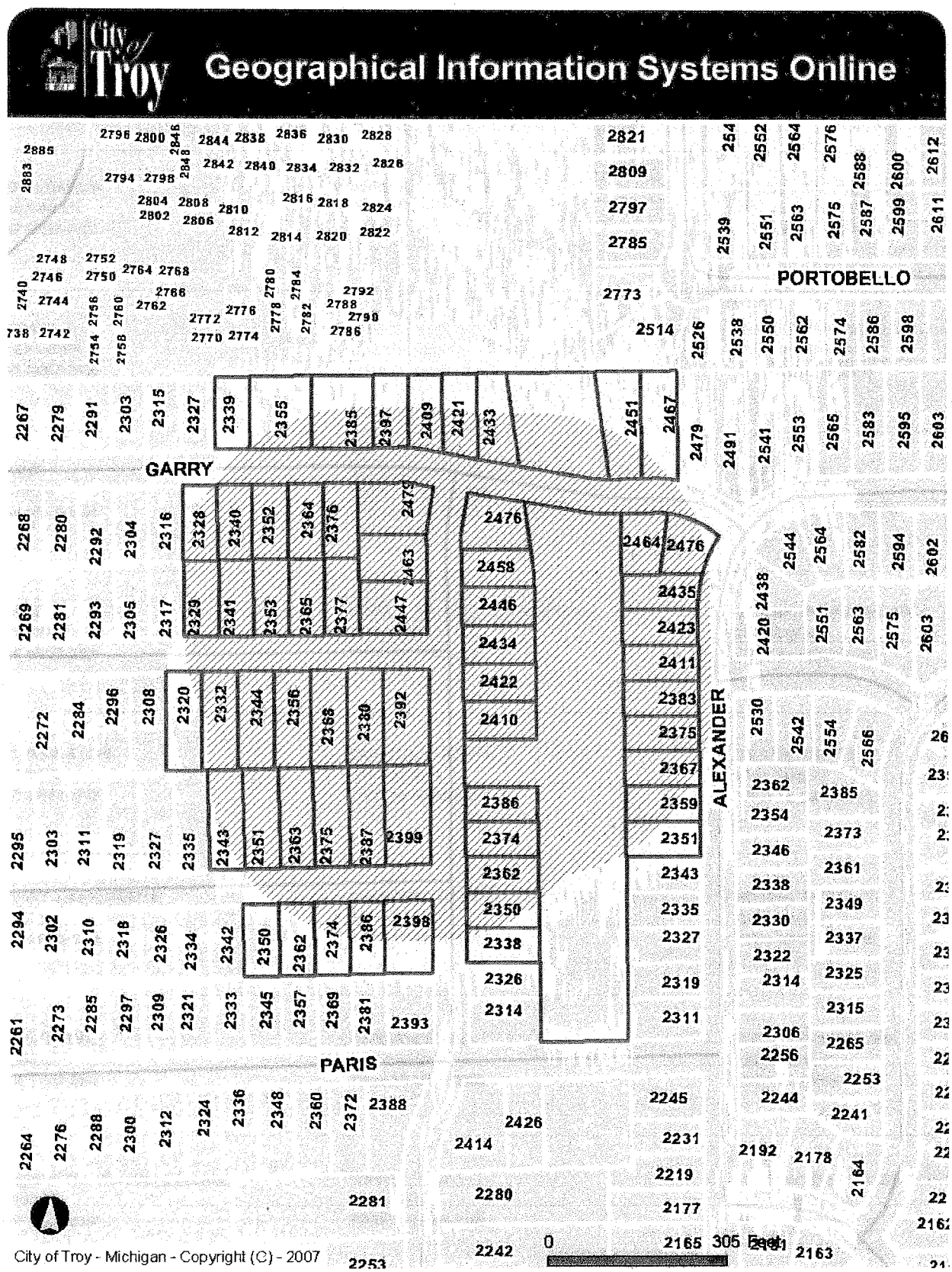

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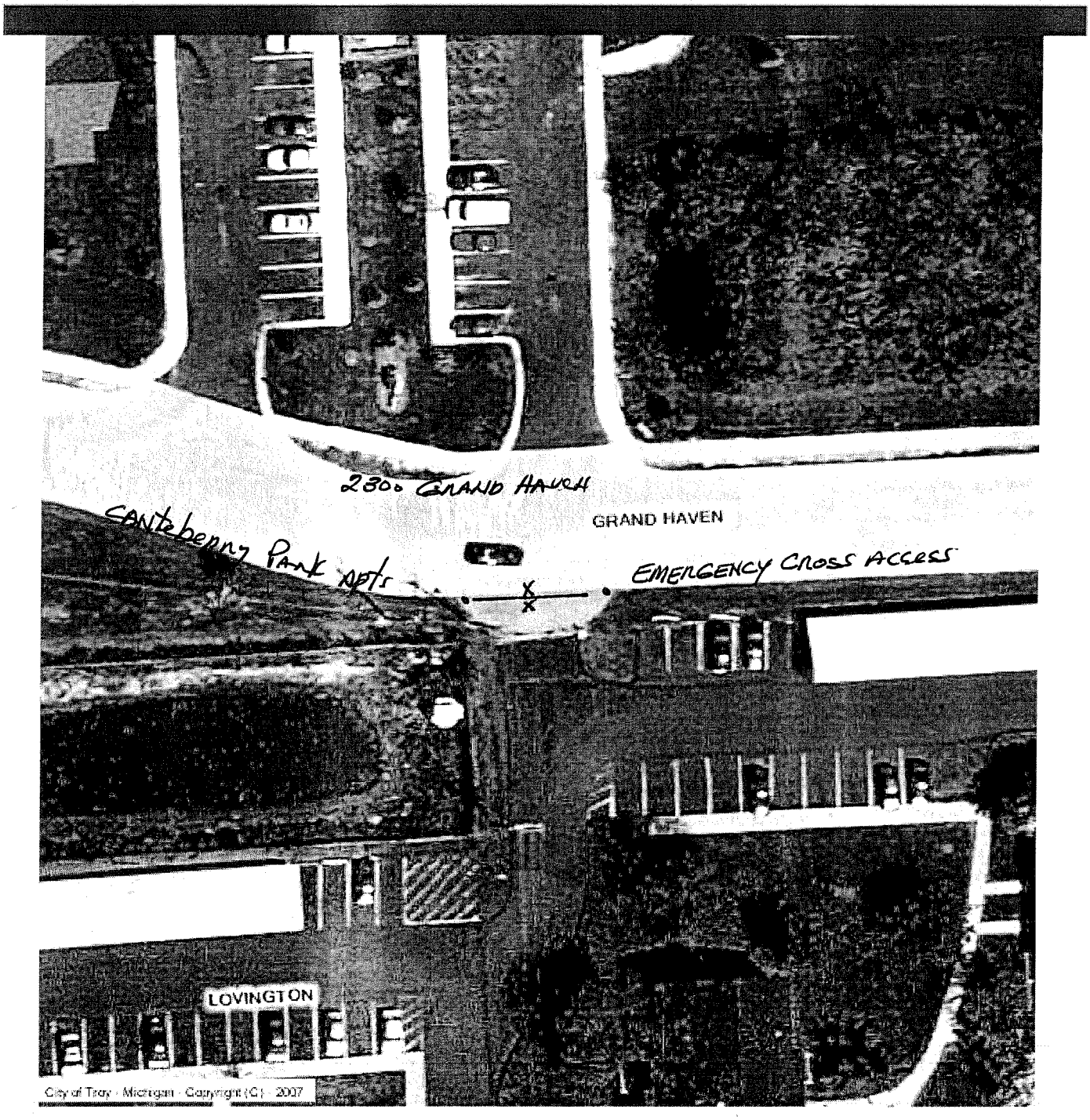
ITEM 11

City of Troy
Oakland County - Michigan
Geographical Information Systems



2300 GRAND HAVEN

CANTERBERRY PARK APTS

EMERGENCY CROSS ACCESS

CROSS ACCESS BETWEEN GRAND HAVEN DRIVE & LOVINGTON DR.
HANG SIGN ON CABLE FIRE LANE.