A regular meeting of the Troy Traffic Committee was held Wednesday, June 17, 2015 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: Tim Brandstetter
David Easterbrook
Richard Kilmer
Al Petrulis
Cynthia Wilsher
Pete Ziegenfelder
Katie Regan (Student Representative)

Absent: None

Also present: Sgt. Mike Szuminski, Police Department
Bill Huotari, Deputy City Engineer/Traffic Engineer

2. Minutes – May 13, 2015

Resolution # 2015-06-24
Moved by Kilmer
Seconded by Easterbrook

To approve the May 13, 2015 minutes as printed.

Yes: Brandstetter, Easterbrook, Kilmer, Petrulis, Wilsher, Ziegenfelder
No: None
Absent: None

MOTION CARRIED

PUBLIC HEARINGS

3. Request for Sidewalk Waiver – 1194 E. South Blvd. – Sidwell #88-20-01-101-051

Rafael Batu requests a sidewalk waiver for the sidewalk at 1194 E. South Boulevard (Sidwell #88-20-01-101-051). Mr. Batu states that there are no sidewalks in place and that neighbors have no sidewalk either.

The Department of Public Works (DPW) recommends approving this waiver request per the attached memo from the Director and Public Works Manager.

Mr. Ziegenfelder noted that he is in favor of sidewalks at all locations.

Mr. Brandstetter does not see a hardship at this location as there is sufficient right-of-way available and drainage at the site would not be impacted.

Ms. Wilsher discussed the benefits of a walkable community.

Mr. Easterbrook asked if the other properties along this section of South Boulevard were granted sidewalk waivers.

Mr. Petrulis stated that his opinion is that there is no need for a sidewalk at this location as it would be the only one.

A general discussion of sidewalks and the waiver process ensued.

Resolution # 2015-06-25
Moved by Kilmer
Seconded by Petrulis

WHEREAS, City of Troy Ordinances, Chapter 34, allows the Traffic Committee to grant waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Rafael Batu has requested a waiver of the requirement to construct sidewalk based on no other existing sidewalk on South Boulevard; and

WHEREAS, the Traffic Committee has determined the following:

a. A waiver 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 waiver of the sidewalk requirement for 1194 E. South Boulevard (Sidwell #88-20-01-101-051).

YES: Brandstetter, Easterbrook, Kilmer, Petrulis, Wilsher
NO: Ziegenfelder
ABSENT: None

MOTION CARRIED

REGULAR BUSINESS

4. Radar Speed Board Update – Beach, South of Wattles; Glouchester; and Northfield Parkway

Radar speed boards were installed in the summer of 2014 at three locations in the City: Beach Road, Glouchester Drive and Northfield Parkway. Speed studies were conducted prior to the placement of the radar speed boards and OHM Advisors has completed an after speed study at each location this year. Copies of the speed studies are included as part of the agenda and a brief summary of each location follows:

Beach Road summary:

- All four locations continue to show an 85th percentile speed higher than the posted speed limit.
- Average speeds have not decreased with the installation of the radar speed board.
- The average speed was higher than the speed limit for northbound traffic (south of Oxford) before and after.
- Northbound traffic (south of Oxford) had the highest 10 mph pace speed of the four locations. This can be attributed to the straightaway leading into the study area and the downhill slope approaching Oxford.
- With the 85th percentile speed for southbound in the 28-29 mph range and northbound in the 33-34 mph range, a better placement of the radar speed board may be for northbound traffic, placing the sign south of Oxford where Beach begins its downslope.

Glouchester Drive summary:

- The 85th percentile speed is higher than the posted speed limit of 25 mph in both directions.
- The average eastbound speeds both before and after are identical.
- The addition of the radar speed board has not had a positive impact on speed reduction, as the mean westbound speed is 5 mph faster than before the sign was installed.

Northfield Parkway summary:

- All four locations continue to show an 85th percentile speed higher than the posted speed limit.
- The average speed was at or below the speed limit in both directions after the installation of the radar sign, showing a significant decrease particularly in the northbound/eastbound traffic.

5. Public Comment

There was no public comment provided at the meeting.

6. Other Business

Discussion of the Master Pathway plan.

7. Adjourn

The meeting adjourned at 8:14 p.m.

Pete Ziegenfelder, Chairperson

Bill Huotari, Deputy City Engineer/Traffic Engineer

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