CITY COUNCIL ACTION REPORT

Date: August 11, 2015

To: Brian Kischnick, City Manager

From: Mark F. Miller, Director of Economic and Community Development
Steven J. Vandette, City Engineer
William J. Huotari, Deputy City Engineer/Traffic Engineer

Subject: Traffic Committee Recommendations and Minutes – July 15, 2015

At the Traffic Committee meeting of July 15, 2015, the following recommendations were made for City Council approval:

7. Request to Discuss Interconnection – Tucker, John R to Standish

A motion was made at the conclusion of public comment to "*Leave the barricade in place and encourage an Emergency Vehicle Address (EVA)*". This motion ended in a tie vote (3-3). A complete package including information from the July 15, 2015 Traffic Committee meeting and the August 11, 2015 Planning Commission meeting is included in a separate agenda item for City Council consideration.

8. Request for Traffic Control – Almond at Crestview

RESOLVED, that Troy City Council hereby **AUTHORIZES** the intersection of Almond at Crestview be modified from NO traffic control to ONE-WAY STOP control with a sign on the eastbound Almond approach to Crestview.

9. Request for Traffic Control – Marcus at Sparta

RESOLVED, that Troy City Council hereby **AUTHORIZES** no changes to the intersection of Marcus at Sparta.

10. Request for Warning Signs – 1201 Stephenson Highway

RESOLVED, That Troy City Council hereby **AUTHORIZES** no changes be made near 1201 Stephenson Highway.

Minutes of the meeting are attached.

A regular meeting of the Troy Traffic Committee was held Wednesday, July 15, 2015 in the Lower Level Conference Room at Troy City Hall. Pete Ziegenfelder called the meeting to order at 7:30 p.m. Due to the size of the audience, the meeting was moved to the Council Chambers.

1. Roll Call

Present: Tim Brandstetter
David Easterbrook
Richard Kilmer
Al Petrulis
Cynthia Wilsher
Pete Ziegenfelder

Absent: None

Also present: Paul Turner, 3899 Spruce
Cynthia Fedak, 5227 Standish
Mike Lanham, Sr., 2124 Tucker
Marco Cercone, 2349 Tucker
Sandra Paci, 5045 Saffron
Robert Rayment, 2700 Sparta
Loretta Rayment, 2700 Sparta
Deb Tosch, 2088 Tucker
Murray Deagle, 328 Evaline
Gary Copley, 5171 Saffron
Ken Trasleur, 5158 Saffron
Chris Hausner, 2071 Tucker
Monica Hausner, 2071 Tucker
Tina Woodin, 42322 Parkside
Ollie Apahidean, 2223 Tucker
Bob Weir, 1244 Almond
Elizabeth Gramer, 6751 Crestview
Farook Salem, 2015 Tucker
Dan Fratila, 2192 Tucker
Barbara Northam, 5241 Standish
Dorothy Konarske, 2237 Drake
Semida Fratila, 2192 Tucker
Elaine Wolf, 2150 Tucker
Mihaela Dancea, 5302 Standish
Horatio Dancea, 5302 Standish
Daniel Murza, 2218 Tucker
Liuia Murza, 2218 Tucker
Petru Lupas, 2194 Tucker
Cornenia Lupas, 2197 Tucker
Genevieve Murskyj, 5115 Saffron

Leo Murskyj, 5115 Saffron
Steve Dearing, OHM Advisors
Lori Bluhm, City Attorney
Kurt Bovensiep, Public Works Manager
Lt. Eric Caloia, Fire Department
Sgt. Mike Szuminski, Police Department
Bill Huotari, Deputy City Engineer/Traffic Engineer

2. Minutes – June 17, 2015

Resolution # 2015-07-26
Moved by Kilmer
Seconded by Wilsher

To approve the June 17, 2015 minutes as printed.

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

MOTION CARRIED

A motion was made by Mr. Kilmer and seconded by Mr. Brandstetter to move Item #7 to the front of the meeting due to the large number of residents in attendance at the meeting.

Resolution # 2015-07-27
Moved by Kilmer
Seconded by Brandstetter

To move Item #7, on the agenda, to the front of the meeting.

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

MOTION CARRIED

7. Request to Discuss Interconnection – Tucker, John R to Standish

A petition was submitted at the meeting opposed to the removal of the barricade and was signed by sixty-two (62) residents in the immediate area. Emails in opposition to removing the barricade were received from twenty-five (25) residents. Emails supporting removal were received from seven (7) residents prior to and after the meeting.

Michael Ortmon of 5298 Standish spoke in **favor** of removing the barricade. His points were based on Planning Commission discussion of connected streets; public safety where

seconds matter; if Standish were blocked in the middle, the only way to get in would be from Long Lake to Standish; Tucker would be a much more accessible road for emergency vehicles to access the area; and that traffic could be "evened out" if the barrier comes down as multiple access points would provide residents in the area multiple ways to get in or out of their subdivisions.

Dan Fratila of 2192 Tucker spoke in **opposition** to removing the barricade. Mr. Fratila provided a Power Point presentation detailing his points. His three (3) main concerns were summarized as:

A. Low visibility that would jeopardize the health, safety and welfare of the immediate community surrounding Tucker. Two (2) new connections are available in the immediate vicinity of Tucker Dr. (Mayflower and Drake – approved to be opened).
B. City Council Resolution #87-1086 from 9/14/1987.
C. City Policy on Street Interconnectivity of conflicts.

Chris Hausner of 2071 Tucker spoke in **opposition** to removing the barricade. Mr. Hausner discussed the following: an increase in the crash hazard with the Tucker connection open, both internally at Tucker/Standish as well as at Tucker/John R; difficulties making a left turn from Tucker to John R with limited traffic on Tucker; request that an EVA (Emergency Vehicle Access) be placed if the barricade were to be removed; there would be a tenfold increase in traffic on the gravel portion of Tucker and it would become a maintenance issue; the request to remove the barricade was made by a resident that does not live on Tucker; there are fourteen (14) homes on the gravel portion of Tucker that would be directly impacted; removing the barricade would create a half-mile straight shot from John R to the interior subdivisions and traffic would travel at high rates of speed; the need for a traffic signal at John R/Tucker if the barricade were removed; there have been two (2) access points added in the immediate area; and finally that no one on Tucker requested that the barricade be removed.

Deb Tosch of 2088 Tucker spoke in **opposition** to removing the barricade. Ms. Tosch discussed the following items: that she had lived on Highbury for 18 years and knows from experience that speeds increase on long, straight stretches of roads in a neighborhood and had a dog hit and killed while living on Highbury; they moved to Tucker because of the barricade and limited traffic; they are on a fixed income and could not afford a SAD (Special Assessment District) paving project; inconsistencies in the City's interconnectivity policy noting that there are three (3) locations in their section of the city where there are barricades and/or EVA's in place and those locations also have curved roads which help keep speeds down; a Wall Street Journal article that 38 counties in Michigan have turned paved roads to gravel to reduce maintenance costs (she stated that it is 3 times the cost to maintain a paved road as compared to a gravel road); if the barricade can't stay then install an EVA like what was done at Boyd and Harmony or Devonwood; be consistent in your policy.

Ken Androni 2097 Tucker spoke in **opposition** to removing the barricade. Mr. Androni has lived on Tucker for 40 years and has watched how it has changed. It has several long and hidden driveways. If the barricade has to come down, install an EVA. Access to John

R is already difficult during rush hour and would only be made worse if the barricade comes down. Leave Tucker as it was intended.

Ollie Apahidean of 2223 Tucker spoke in **opposition** to removing the barricade. Tucker was a gravel road back in 1963. By 1990 most of the homes were built along Tucker. The Barricade was placed in 1987 when Long Lake Meadows was built. Removal of the barricade creates an unnecessary hardship. Accidents will increase at Tucker and Standish. Right now, traffic is limited due to the barricade. He feels the safest solution is to leave things as is. He did note that a motorcycle driver who lives in the area drives around the existing barricade daily. The barricade has been in place for 27 years and has worked just fine for the residents, so why change it now?

Marcus Cercone of 2349 Tucker spoke in **opposition** to removing the barricade. He is opposed to the removal due to speeding that will occur on Tucker. He also stated that it would be detrimental to little kids.

A representative of the Bethesda Romanian Pentecostal Church spoke in **opposition** to removing the barricade. He stated that the church had tried to get a driveway approved from the church to John R in the past but were denied by the RCOC due to visibility issues with the existing bridge. He is also concerned that the children who play in the grassy area at the church could be in harm's way if the barricade were removed.

Monica Hausner of 2017 Tucker spoke in **opposition** to removing the barricade. She stated that there is low visibility. It can take up to five (5) minutes to get out on John R from Tucker. It would be a big mistake to open Tucker up.

Daniel Murza of 2218 Tucker spoke in **opposition** to removing the barricade. He wanted to confirm and agree with all that has been previously stated. He added that it is a hazardous situation. It takes more than 5 minutes to get onto John R in the AM peak hour.

Lee Murza of 2218 Tucker spoke in **opposition** to removing the barricade. She spoke about the safety of the children who play on the street. They drive their kids to school and don't mind driving around to get to the school.

Brian Murphy of 2119 Tucker spoke in **opposition** to removing the barricade. Mr. Murphy discussed the difficulty in southbound John R traffic trying to turn onto Tucker between 3:30 – 6:00 PM. He stated that people pass on the shoulder and that there will be more crashes if the barricade is removed.

Semida Fratila of 2192 Tucker spoke in **opposition** to removing the barricade. She stated that this is a very big safety issue. The metal embankment from the bridge blocks visibility at the Tucker intersection. There are very long driveways with obstructed views which is not an issue currently as there are lower speeds on Tucker with the barricade in place.

Horatio Dancea of 5302 Standish spoke in **favor** of removing the barricade. He spoke of the safety of children on Standish if the barricade were removed. The majority of citizens

live beyond the barricade.

Gary Copely of 5171 Saffron spoke in **favor** of removing the barricade. He stated that if the barricade is removed, then there would be a safer alternative to exist the subdivision from the east.

James Konarske of 2237 Drake spoke in **favor** of removing the barricade. He stated that the request to remove the barricade was initiated for consistency. He agrees with the safety issues but believes that the future reconstruction of John R should negate the turning issue.

Michael Ortmann of 5298 Standish spoke in **favor** of removing the barricade. He stated that drivers avoid a bottleneck and with multiple connections, traffic is spread out and gets traffic off the main road. Tucker residents would be able to safely exit the subdivision. There is an autistic child that lives on his street as well as other children.

Deb Tosch of 2088 Tucker spoke in **opposition** to removing the barricade. She stated that the people on Standish want Tucker opened so that traffic is spread evenly.

Chris Hausner of 2071 Tucker spoke in **opposition** to removing the barricade. He stated that a traffic signal would be needed at Tucker and Standish if the barricade was removed. Residents on both sides of the barricade supported leaving the barricade alone. There are more crashes on John R at Tucker than there are at Tucker at Standish. The school has a bus stop on Tucker. The gravel road cannot handle the traffic. The request to remove the barricade from a resident on Drake.

Ollie Apahidean of 2223 Tucker spoke in **opposition** to removing the barricade. John R is planned to be widened. Utility poles are being relocated. It is dangerous to exist Tucker to John R. A widened road would make more pavement to be crossed. A traffic signal [at Tucker/John R] would be too close to Long Lake to meet warrants. There would be an increase in traffic safety issues.

Dan Fratila of 2192 Tucker spoke in **opposition** to removing the barricade. He discussed a petition that was signed by every resident on Tucker. Kids walk or ride bikes to Wass Elementary. School bus stops on Tucker and picks up kids and drops them off from both sides of the barricade. He discussed installation of an EVA which would be minimal cost to install as a portion of the existing guard rail could be left in place while still providing an EVA.

Semida Fratila of 2192 Tucker spoke in **opposition** to removing the barricade. She discussed safety concerns with opening the barricade or keeping the barricade in place, but which is more dangerous?

Mr. Ziegenfelder discussed a hypothetical scenario where the church was on fire and Tucker was closed at John R. There would be no room for emergency vehicles to get through. The existing gravel road was not build to handle through traffic. He himself has

pulled a vehicle from the ditch along John R near Tucker. There are no sidewalks along Tucker. If he could not make a left from Tucker onto John R, he would go back through the subdivision if the barricade were not in place. He would support the installation of an EVA.

Lt. Caloia provided a memo from the Fire Department in support of removing the barricade. He discussed the reduced response time for emergency vehicles due to the barricade and the need to access properties from other directions. He stated that 30 seconds can be the difference between life and death.

Mr. Easterbrook discussed EVA's and had questions about cars passing turning vehicles on John R along the shoulders. Sgt. Szuminski responded that it occurs frequently at many locations in the city including along John R. Mr. Easterbrook stated that he was concerned about the safety of the children, but by removing the barricade 40% of traffic would be cut from Standish.

Steve Dearing of OHM Advisors discussed the perception of hazard versus what is law. The Michigan Vehicle Code (MVC) section 257.649, paragraph 6 provides that a driver must stop at a Stop sign; they must stop at a stop bar if present; if there is a marked pedestrian crossing a driver must stop before it. If you can't see from the stopped location then the driver is obligated to again stop at a location where there is adequate sight distance to safely proceed. Mr. Dearing further stated that he did review the Tucker/John R intersection and found that from a point 15' shy of the intersecting roadway that driver's sight distance is down to the traffic signal at Long Lake.

Mr. Kilmer discussed that any subdivision in Troy has traffic and speeding issues. People on the east side have the right to use the street and you have the right to use the other streets. Traffic is bad all over Troy.

Mr. Petrulis discussed safety issues related to speed, emergency vehicles and children. He acknowledged that residents do not want the barricade removed. If they choose to add 30 seconds to a response it is their choice. An EVA is a good compromise. The safest choice may be to leave the status quo.

Ms. Wilsher drives John R on a regular basis and acknowledges that it is difficult to get out on the road. She avoids making a left turn on major roads in Troy, like UPS. She asked about the number of crashes at Tucker/John R and Sgt. Szuminski responded that he is not aware of a significant amount of crashes. Ms. Wilsher stated that if left turns to John R are that dangerous that we should not allow left turns onto John R.

Mr. Brandstetter spoke about safety and the pro's and con's for each point. Removing the barricade would provide an alternate route. Speeding is an issue throughout the city. Interconnectivity spreads the traffic load to more roads. Citizens clearly want this barricade to stay.

Mr. Kilmer discussed damage to a fire truck by running over an EVA.

Mr. Easterbrook asked about a time study completed using Drake. Lt. Caloia responded that one has not been done as the connection is not in place yet.

Mr. Brandstetter asked if Station 5 responded to this area. Lt. Caloia responded in the affirmative. Lt. Caloia further discussed the study that he conducted reviewing response times using existing routes.

Mr. Ziegenfelder asked about snow plowing at an EVA and what is done when they plow snow up to an EVA. Mr. Bovensiep responded that they dispatch crews, after snow plowing has been completed, to clear the EVA's of snow.

Ms. Wilsher asked if there would be No Parking signs posted at an EVA. An EVA includes No Parking signs.

A motion was made by Mr. Easterbrook and seconded by Mr. Petrulis to leave the barricade in its place and explore an EVA.

Mr. Petrulis made a motion to modify the motion on the table by replacing "explore" with "encourage". This was seconded by Mr. Easterbrook.

Resolution # 2015-07-28
Moved by Petrulis
Seconded by Easterbrook

To modify the motion by replacing "explore" with "encourage".

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

MOTION CARRIED

Resolution # 2015-07-29
Moved by Brandstetter
Seconded by Petrulis

To leave the barricade in place and encourage an EVA

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

MOTION FAILED

Mr. Ziegenfelder declared a 5 minute recess until 9:26 PM.

PUBLIC HEARINGS

3. Request for Sidewalk Waiver – 2981 Iowa (Sidwell #88-20-36-226-069)

Dr. Mike Derkevorkian requests a sidewalk waiver for the sidewalk at 2981 Iowa (Sidwell #88-20-36-226-069). Dr. Derkevorkian states that "*the adjacent property to the west has no sidewalk and the City has no plans to provide sidewalks along Iowa Drive at any time in the future. The City requirement to provide a sidewalk that end at our property line and leads to nowhere is a waste of resources and misleading to the public".*

Dr. Derkevorkian was present at the meeting and stated that they are requesting a sidewalk waiver as part of their improvements at their site on Iowa.

Mr. Easterbrook noted that the Traffic Committee had previously waived four (4) sidewalks along Iowa in the past.

Ms. Wilsher is in favor of sidewalks everywhere. City Council supports a walkable community.

Mr. Ziegenfelder stated that if sidewalks were installed it would disrupt the proposed landscaping and improvements at the front of the clinic.

Mr. Brandstetter stated that the applicant is beautifying the front of the building. He also noted that an existing drainage structure in the front may be an issue.

Resolution # 2015-07-30
Moved by Easterbrook
Seconded by Kilmer

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, Dr. Mike Derkevorkian has requested a waiver of the requirement to construct sidewalk based on the adjacent property to the west has no sidewalk and the City has no plans to provide sidewalks along Iowa Drive at any time in the future. The City requirement to provide a sidewalk that end at our property line and leads to nowhere is a waste of resources and misleading to the public; 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 2981 Iowa (Sidwell #88-20-36-226-069).

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

MOTION CARRIED

4. Request for Sidewalk Waiver – 4177 Beach (Sidwell #88-20-18-376-040)

Paul Turner requests a sidewalk waiver for the sidewalk at 4177 Beach (Sidwell #88-20-18-376-040). Mr. Turner states that "*there are no sidewalks on the west side of Beach Road for more than a mile north or south. A sidewalk on this road would not be useful since it would not connect to any other sidewalk*". Mr. Turner is not requesting a waiver for the sidewalk along Amherst as that will be installed as part of the new home construction similar to what was approved and constructed on the north side of Amherst. The waiver request is for the sidewalk along Beach Road only.

Mr. Turner was present at the meeting and stated that they are requesting a sidewalk waiver for the sidewalk along Beach Road only. The sidewalk along Amherst Court will be installed like what was done on the north side of Amherst Court. There is no sidewalk along Beach Road for over a mile. A sidewalk waiver was granted for the property on the north side on November 19th.

Mr. Ziegenfelder noted that the city recommends that the sidewalk be installed along Amherst Court and waive the sidewalk along Beach Road.

Mr. Petrulis noted that the area has many tress along Beach Road. There are no other sidewalks along Beach Road.

Mr. Brandstetter discussed that the Traffic Committee approved a similar request last year on the property to the north.

Resolution # 2015-07-31
Moved by Kilmer
Seconded by Easterbrook

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, Paul Turner has requested a waiver of the requirement to construct sidewalk based on no sidewalks on the west side of Beach Road for more than a mile north or south; and a sidewalk on this road would not be useful since it would not connect to any other sidewalk; 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 for the sidewalk requirement along Beach Road, only, at 4177 Beach (Sidwell #88-20-18-376-040).

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

MOTION CARRIED

5. Request for Sidewalk Waiver – 6022 Atkins (Sidwell #88-20-02-379-001)

Elie Sassine requests a sidewalk waiver for the sidewalk at 6022 Atkins (Sidwell #88-20-02-379-001) along Square Lake Road and Atkins. Elie states that "*the construction of a new sidewalk would lead to nowhere and connect to nothing. It can become a trip hazard/fall hazard as there is no other sidewalk to connect to. There is a utility pole and roadside drainage along with beautiful trees. I can be held financially liable if someone trips and the water may not drain properly in extreme weather conditions"*.

There was no member of the public that addressed this item.

Mr. Brandstetter stated that there was no existing sidewalk to the east until the church property.

Mr. Easterbrook asked about the Irrevocable Petition.

Ms. Bluhm stated that a waiver is approval to break the law. It is easier to do a yay or nay vote.

Ms. Wilsher stated that as long as there is sidewalk along one side of the road she is happy.

Mr. Bovensiep stated that the existing sidewalk along Square Lake Road ends at the church property and starts again west of Atkins. He further discussed the wetlands between this property and the church and the difficulties associated with installing sidewalk between this property and the church.

Resolution # 2015-07-32
Moved by Petrulis
Seconded by Kilmer

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, Elie Sassine has requested a waiver of the requirement to construct sidewalk based on new sidewalk would lead to nowhere and connect to nothing. It can become a trip hazard/fall hazard as there is no other sidewalk to connect to. There is a utility pole and roadside drainage along with beautiful trees. I can be held financially liable if someone trips and the water may not drain properly in extreme weather conditions; 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 for the sidewalk requirement along Square Lake Road and along Atkins at 6022 Atkins (Sidwell #88-20-02-379-001).

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

MOTION CARRIED

6. Request for Sidewalk Waiver – 254 Florence (Sidwell #88-20-09-226-005)

Debby Deagle requests a sidewalk waiver for the sidewalk at 254 Florence (Sidwell #88-20-

09-226-005). Ms. Deagle states that "*no sidewalk exist on street. My house is last lot on dead end". Sidewalk would not benefit the neighborhood".*

Mr. Murray Deagle was present at the meeting and requested a sidewalk waiver at the subject property.

Mr. Petrulis stated that there is no sidewalk on either side of the road. Florence is a dead end road. There would be issues with landscaping and drainage if a sidewalk were to be installed. The sidewalk would connect to nothing and lead to nowhere.

Resolution # 2015-07-33
Moved by Brandstetter
Seconded by Easterbrook

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, Debby Deagle has requested a waiver of the requirement to construct sidewalk based on no sidewalk exist on street. My house is last lot on dead end". Sidewalk would not benefit the neighborhood; 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 for the sidewalk requirement at 254 Florence (Sidwell #88-20-09-226-005).

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

MOTION CARRIED

REGULAR BUSINESS

8. Request for Traffic Control – Almond at Crestview

Elizabeth Gramer of 6751 Crestview states that the lack of existing traffic control at the intersection of Almond at Crestview creates a hazardous condition. Traffic does not yield the right-of-way and travels through the intersection at a high rate of speed and is unsafe for drivers and pedestrians.

Ms. Gramer was in attendance at the meeting and stated that traffic does not yield the right-of-way at the intersection. The intersection is dangerous as-is [with no traffic control].

Mr. Ziegenfelder is in favor of Stop signs at all intersections.

Mr. Petrulis noted that the recommendation from OHM Advisors was to place a Stop sign on Almond.

Resolution # 2015-07-34
Moved by Kilmer
Seconded by Wilsher

RESOLVED, that the intersection of Almond at Crestview be **MODIFIED** from NO traffic control to ONE-WAY STOP control with a sign on the eastbound Almond approach to Crestview.

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

MOTION CARRIED

9. Request for Traffic Control – Marcus at Sparta

James Swift states that on the cross roads of Sparta and Marcus, right off of Big Beaver road, there are no stop signs going north or south on Sparta only stop signs on Marcus going east and west. This creates an extremely unsafe cross way not only for pedestrians but also for drivers that travel down this path.

Mr. Robert Rayment of 2700 Sparta stated that he has been a resident in this area for the past 15 years. Sparta is the only through street between Big Beaver and Maple. Additional Stop signs, making it an All-Way Stop would provide for a safer intersection. He feels this would provide for safety of drivers and residents.

Mr. Ziegenfelder asking if the issue was regarding people turning and not stopping. Mr. Rayment replied that people don't stop at the intersection. Mr. Ziegenfelder believes it is an enforcement issue rather than a signage issue.
Mr. Brandstetter stated that Stop signs are not effective in controlling speeds. People may not stop if signs are not warranted. It appears that this issue is more of a lack of compliance with vehicles turning from Marcus to Sparta.

Mr. Kilmer stated that there are not enough Police officers to enforce every location.

Mr. Brandstetter noted that installing additional Stop signs would create a larger enforcement issue.

Ms. Wilsher stated that people drive down Sparta recklessly.

Resolution # 2015-07-35
Moved by Kilmer
Seconded by Wilsher

RESOLVED, that the intersection of Marcus at Sparta be **MODIFIED** from TWO-WAY STOP traffic control to ALL-WAY STOP control.

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

MOTION FAILED

10. Request for Warning Signs – 1201 Stephenson Highway

Tina Woodin of Sterling Heights (employed by Witzenmann USA at 1201 Stephenson) states that there is a large group of Canadian geese that come back every year to raise their families near 1201 Stephenson. Ms. Woodin is concerned for the safety of the geese as well as motorists who may unexpectedly encounter geese crossing Stephenson Highway creating a potentially hazardous situation for drivers as well as the geese.

Ms. Woodin was in attendance at the meeting and stated that there is a large group of Canadian geese that raise their families on Stephenson Highway near her place of employment at 1201 Stephenson. At least eight (8) geese have been hit this year. This is a safety hazard for drivers as well.

Mr. Petrulis asked if there was any consideration of not having geese in this area by using removal procedures.

Mr. Bovensiep discussed how the city has worked to get geese to move from one area to another. The geese just come back and are very difficult to move them once they have a nesting area established.

Mr. Kilmer asked if we put signs up here will we have to put them up all over the city as goose populations are evident all over the city.
Mr. Petrulis discussed the use of “coyote packs” at his place of employment that have been effective this year in keeping geese away.

Ms. Wilsher stated that geese have been occupying this area along Stephenson since she

moved into her house on Maple Road in 1963. She feels that drivers may be more cautious if they had some warning from signs.

Mr. Brandstetter drives Stephenson 2-3 times per week. He stated that this is a valid concern but we may be opening Pandora 's Box with signage.

Mr. Bovensiep responded to a question regarding animal/bird collection by DPW and replied that DPW does get called out to collect animals/birds that have been hit.

Resolution # 2015-07-36
Moved by Wilsher
Seconded by Brandstetter

RESOLVED, that Goose Crossing signs be **PLACED** near 1201 Stephenson Highway in both directions.

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

MOTION FAILED

11. Public Comment

There was no public comment provided at the meeting.

12. Other Business

There was no other business discussed.

13. Adjourn

The meeting adjourned at 10:20 p.m.

Pete Ziegenfelder, Chairperson

Bill Huotari, Deputy City Engineer/Traffic Engineer

G:\Traffic\aaa Traffic Committee\2015\7_July 15\Minutes_07152015_DRAFT.docx

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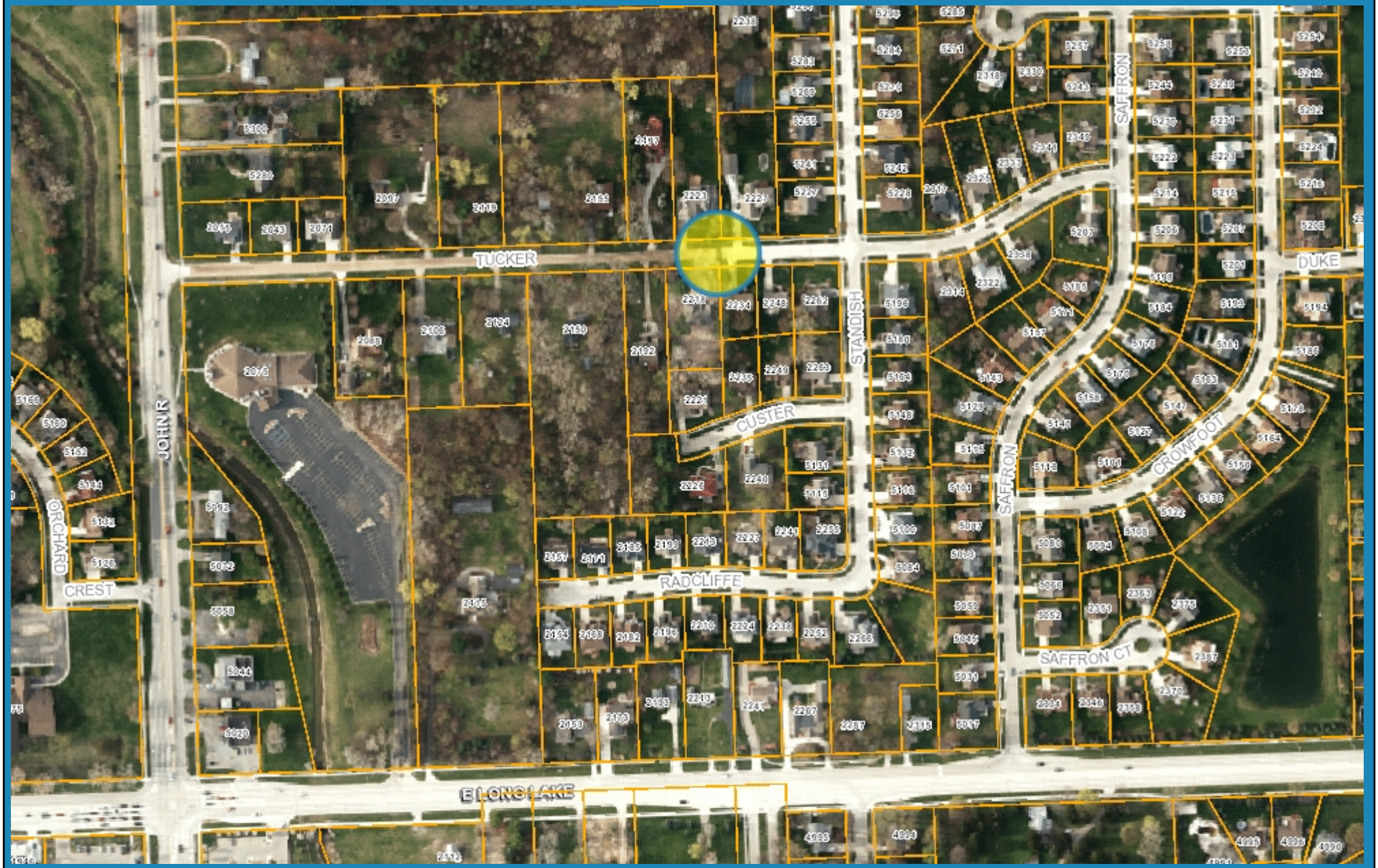
ITEM #7 - Tucker Barricade



755 0 378 755 Feet

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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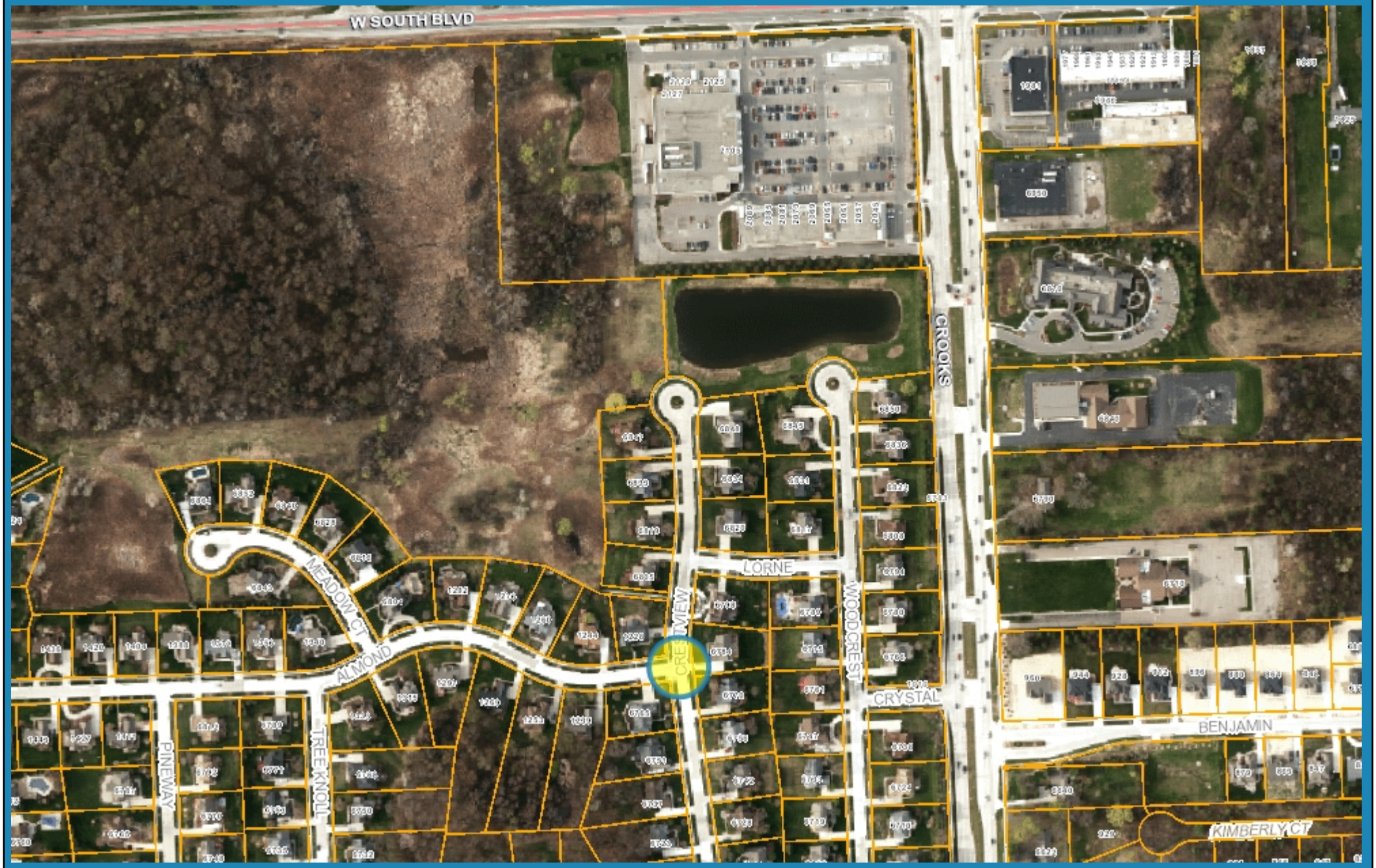
ITEM #8 - Almond at Crestview



833 0 417 833 Feet

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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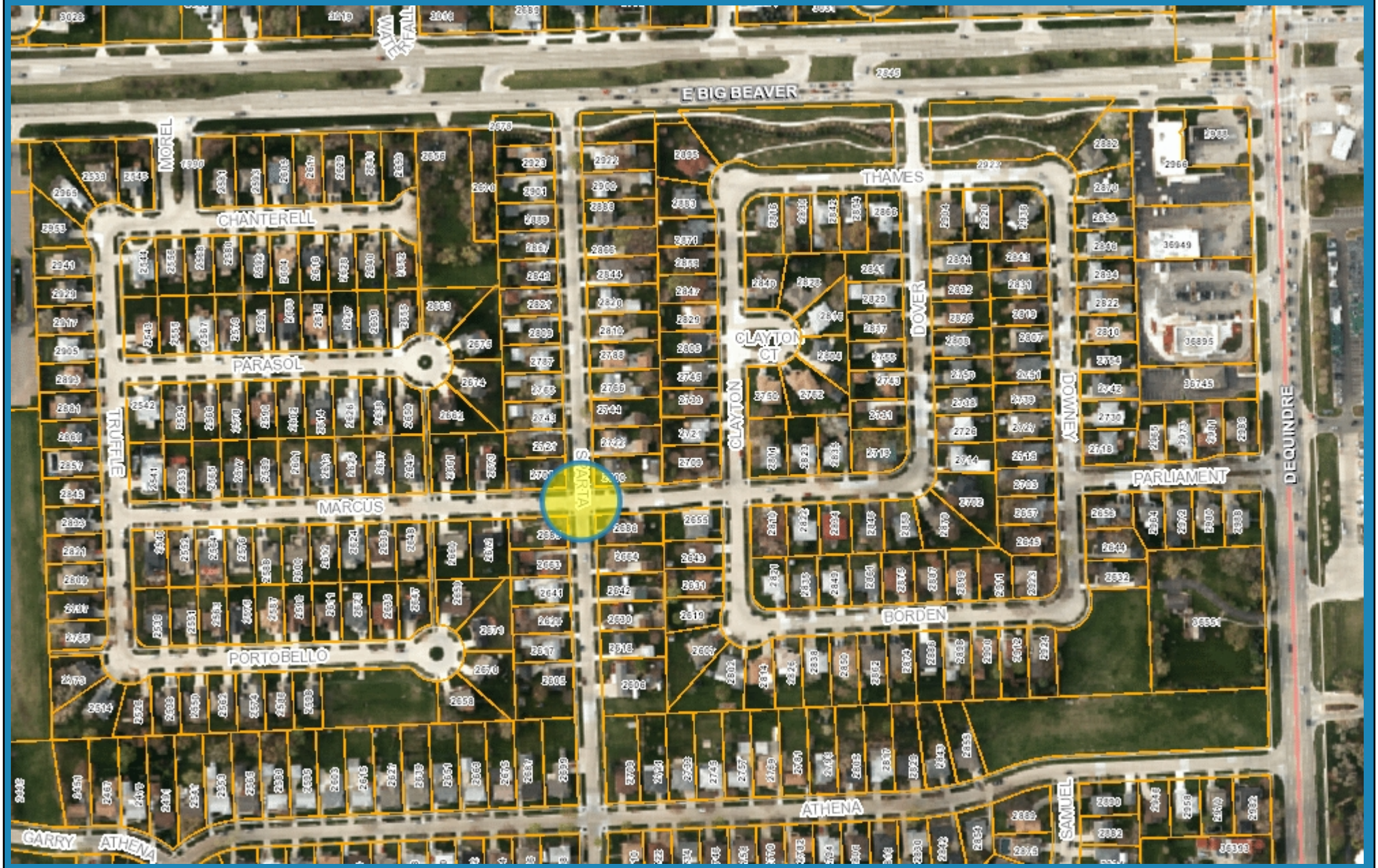
ITEM #9 - Marcus at Sparta



752 0 376 752 Feet

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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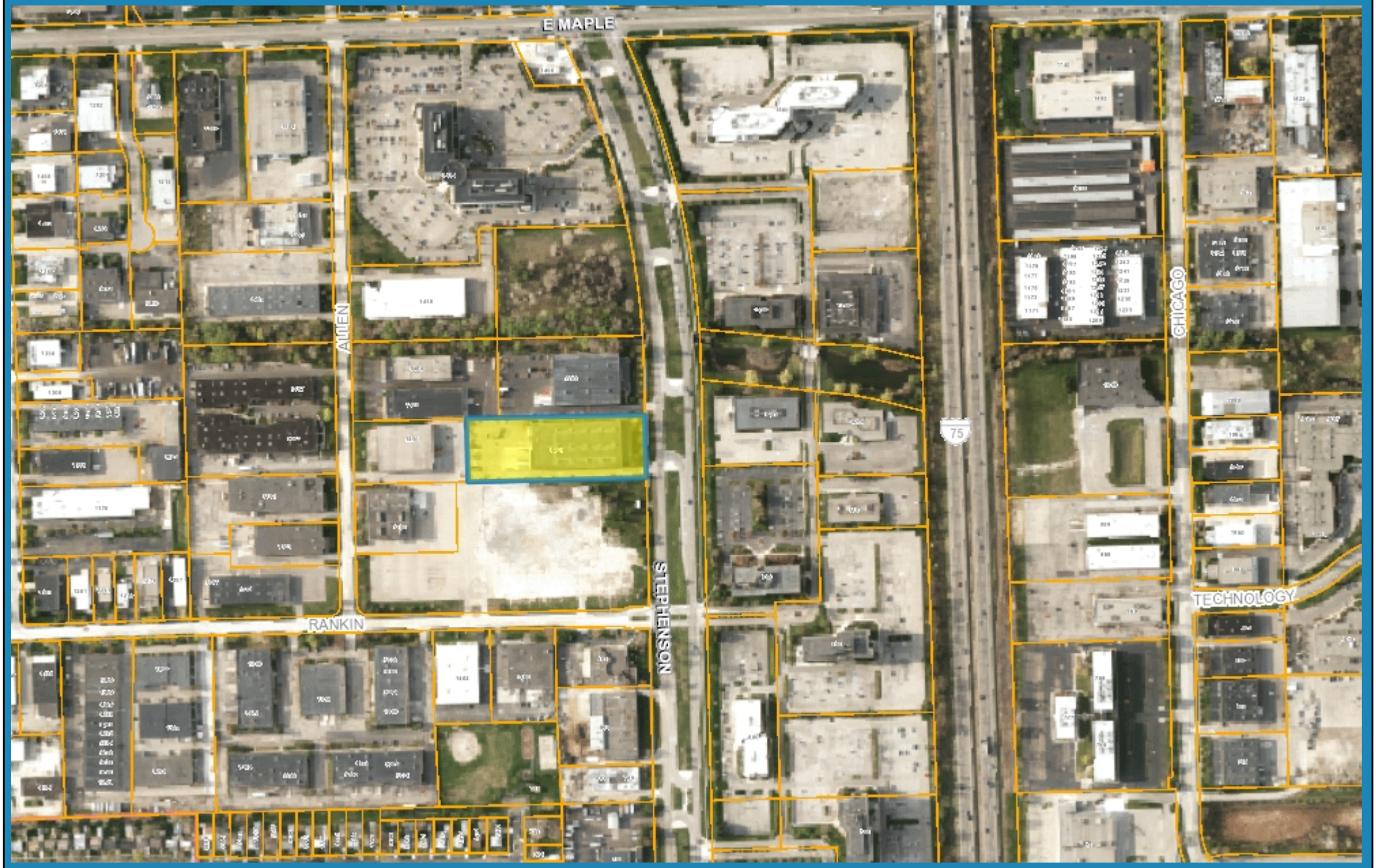
ITEM #10 - 1201 Stephenson



1,272 0 636 1,272 Feet

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.