

## **AGENDA**

### **Traffic Committee Meeting**

**September 16, 2015 – 7:30 P.M.**

**Lower Level Conference Room – Troy City Hall, 500 West Big Beaver Road**

1. Roll Call
2. Minutes – July 15, 2015

### **PUBLIC HEARINGS**

3. Request for Sidewalk Waiver – 2900 Lovington (Sidwell #88-20-36-426-015)
4. Request for Sidewalk Waiver – 607 Troywood (Sidwell #88-20-22-202-050)
5. Request for Sidewalk Waiver – 2060 Rochester (Sidwell #88-20-27-430-040)
6. Request for Sidewalk Waiver – Devonwood (Sidwell #88-20-07-151-052)

### **REGULAR BUSINESS**

7. Request for Traffic Control – Braemar at Aberdeen
8. Request for Traffic Control – Melanie at Michael
9. Public Comment
10. Other Business
11. Adjourn

- cc: Item 3: Amgad Beshaw, 2900 Lovington  
Properties within 300'
- Item 4: Gary Abitheira, 3301 Mirage  
Properties within 300'
- Item 5: Gary Abitheira, 3301 Mirage  
Properties within 300'
- Item 6: Kenneth Freund, 53481 W. Ten Mile, South Lyon, MI 48178  
Properties within 300'
- Item 7: Leslie Wojcik, 4837 Heatherbrook  
Properties within 300'
- Item 8: Brad Watson, 84 Melanie  
Properties within 300'

Traffic Committee Members; Captain Robert Redmond & Sgt. Mike Szuminski, Police Department  
Lt. Eric Caloia, Fire Department; William J. Huotari, Deputy City Engineer/Traffic Engineer

## TRAFFIC COMMITTEE

### MESSAGE TO VISITORS, DELEGATIONS AND CITIZENS

The Traffic Committee is composed of seven Troy citizens who have volunteered their time to the City to be involved in traffic and safety concerns. The stated role of this Committee is:

- a. To give first hearing to citizens' requests and obtain their input.
- b. To make recommendations to the City Council based on technical considerations, traffic surveys, established standards, and evaluation of citizen input.
- c. To identify hazardous locations and recommend improvements to reduce the potential for traffic crashes.

Final decisions on sidewalk waivers will be made by the Committee at this meeting.

The recommendations and conclusions arrived at on regular items this evening will be forwarded to the City Council for their final action. Any citizen can discuss these recommendations before City Council. The items discussed at the Traffic Committee meeting will be placed on the City Council Agenda by the City Manager. The earliest date these items might be considered by City Council would normally be 10 days to 2 weeks from the Traffic Committee meeting. If you are interested, you may wish to contact the City Manager's Office in order to determine when a particular item is on the Agenda.

Persons wishing to speak before this Committee should attempt to hold their remarks to no more than 5 minutes. Please try to keep your remarks relevant to the subject at hand. Please speak only when recognized by the Chair. These comments are made to keep this meeting moving along. Anyone wishing to be heard will be heard; we are here to listen and help in solving or resolving your particular concerns.

**PUBLIC HEARINGS**

**3. Request for Sidewalk Waiver – 2900 Lovington (Sidwell #88-20-36-426-015)**

Amgad Beshaw requests a sidewalk waiver for the sidewalk at 2900 Lovington (Sidwell #88-20-36-426-015). Mr. Beshaw states that *“we need please to wave us from the sidewalk in the use of Lovington Ave, because we don’t have sidewalks in Lovington Ave”*.

The Department of Public Works (DPW) recommends approving the waiver request and that the sidewalk not be installed on Lovington per the attached memo.

**SUGGESTED RESOLUTIONS:**

- a. 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, Amgad Beshaw has requested a waiver of the requirement to construct sidewalk based on no other sidewalks on Lovington to connect to; and

WHEREAS, the Traffic Committee has determined the following:

- 1. 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
- 2. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
- 3. 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 2900 Lovington (Sidwell #88-20-36-426-015).

- b. 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 at 2900 Lovington (Sidwell #88-20-36-426-015).

**4. Request for Sidewalk Waiver – 607 Troywood (Sidwell #88-20-22-202-050)**

Gary Abitheira requests a sidewalk waiver for the sidewalk at 607 Troywood (Sidwell #88-20-22-202-050). Mr. Abitheira states that *“we would like to request a sidewalk variance because there are no sidewalks in the area, therefore rendering the sidewalk in front of the house unnecessary and obscure ”*.

The Department of Public Works (DPW) recommends approving the waiver request and that the sidewalk not be installed on Troywood per the attached memo.

**SUGGESTED RESOLUTIONS:**

- a. 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, Gary Abitheira has requested a waiver of the requirement to construct sidewalk based on no other sidewalks on Troywood to connect to; and

WHEREAS, the Traffic Committee has determined the following:

- 1. 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
- 2. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
- 3. 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 607 Troywood (Sidwell #88-20-22-202-050).

- b. 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 at 607 Troywood (Sidwell #88-20-22-202-050).

**5. Request for Sidewalk Waiver – 2060 Rochester (Sidwell #88-20-27-430-040)**

Gary Abitheira requests a sidewalk waiver for the sidewalk at 2060 Rochester (Sidwell #88-20-27-430-040). Mr. Abitheira states that *“this house is a corner house on Rochester Road and Larchwood. Sidewalk was put on Rochester road, however houses on Larchwood don’t have sidewalks – the sidewalk would run directly into a fence. It would serve no purpose while also bringing in a possibility of discrepancies between neighbors”*.

The Department of Public Works (DPW) recommends denying the waiver request and that the sidewalk along Rochester should remain and the sidewalk along Larchwood should be installed per the attached memo.

**SUGGESTED RESOLUTIONS:**

- a. 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, Gary Abitheira has requested a waiver of the requirement to construct sidewalk based on no other sidewalks on Larchwood to connect to; and

WHEREAS, the Traffic Committee has determined the following:

1. 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
2. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
3. 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 2060 Rochester (Sidwell #88-20-27-430-040), Larchwood frontage only.

- b. 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 at 2060 Rochester (Sidwell #88-20-27-430-040), Larchwood frontage only.

**6. Request for Sidewalk Waiver – Devonwood (Sidwell #88-20-07-151-052)**

Kenneth Freund requests a sidewalk waiver for the sidewalk on Devonwood, east of Adams (Sidwell #88-20-07-151-052). Mr. Freund states that “*construction of approximately 80 feet of sidewalk on Devonwood Road is unnecessary because Devonwood Road is a gravel road without sidewalks. Construction of a new sidewalk would lead to nowhere and connect to no other walk. Construction would not serve purpose of a pedestrian travel-way and would be an undue hardship on owner*”.

The Department of Public Works (DPW) recommends approving the waiver request and that the sidewalk not be installed on Devonwood per the attached memo.

**SUGGESTED RESOLUTIONS:**

- c. 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, Kenneth Freund has requested a waiver of the requirement to construct

sidewalk based on no other sidewalks on Larchwood to connect to; and

WHEREAS, the Traffic Committee has determined the following:

- 4. 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
- 5. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
- 6. 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 on Devonwood, east of Adams (Sidwell #88-20-07-151-052).

- d. 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 on Devonwood, east of Adams (Sidwell #88-20-07-151-052).

**REGULAR BUSINESS**

**7. Request for Traffic Control – Braemer at Aberdeen**

Leslie Wojcik of 4837 Heatherbrook states that the lack of existing traffic control at the intersection of Braemar at Aberdeen 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.

**SUGGESTED RESOLUTIONS:**

- a. RESOLVED, that the intersection of Braemer at Aberdeen be **MODIFIED** from NO traffic control to ONE-WAY STOP control with a sign on the northbound Aberdeen Drive approach to the intersection .
- b. RESOLVED, that **NO CHANGE** be made at the intersection of Braemer at Aberdeen.

**8. Request for Traffic Control – Melanie at Michael**

Brad Watson of 84 Melanie states that the lack of existing traffic control at the intersection of Braemar at Aberdeen 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.

**SUGGESTED RESOLUTIONS:**

- a. RESOLVED, that the intersection of Melanie at Michael be **MODIFIED** from NO traffic control to ONE-WAY STOP control with a sign on the southbound Michael Drive approach to the intersection .
- b. RESOLVED, that **NO CHANGE** be made at the intersection of Melanie at Michael.

**9. Public Comment**

**10. Other Business**

**11. Adjourn**

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 Petrusis  
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  
Liua Murza, 2218 Tucker  
Petru Lupas, 2194 Tucker  
Cornelia 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. Bovensiepe 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. Petrusis to leave the barricade in its place and explore an EVA.

Mr. Petrusis 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 Petrusis  
Seconded by Easterbrook

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

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

**MOTION CARRIED**

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

To leave the barricade in place and encourage an EVA

Yes: Easterbrook, Petrusis, 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 19<sup>th</sup>.

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 trees 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, Petrusis, 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. Bovensiepe 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, Petrusis, 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.

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Pete Ziegenfelder, Chairperson

---

Bill Huotari, Deputy City Engineer/Traffic Engineer



500 W. Big Beaver.  
Troy, MI 48084  
248.524.3300  
troymi.gov

8-14-2015

TO: The City of Troy Traffic Committee

FROM: Timothy Richnak, Public Works Director  
Kurt Bovensiep, Public Works Manager 

SUBJECT: Request for Waiver of Sidewalk Requirement  
Sidwell Number 88-20-36-426-015

Per the attached waiver form, Amgad Beshaw, is requesting a waiver for the sidewalk on the property located at 2900 Lovington, 88-20-36-426-015, in the Dequindre Estates subdivision.

Chapter 34 City of Troy Sidewalks and Driveway Approaches Ordinance # 34-07 requires, all owners of lots and premises abutting dedicated streets open to the public shall be required to construct sidewalks and driveway approaches at the time of construction of any new buildings or structures, or additions to buildings or structures, or at the time a nonconforming use changes to a permitted use in the Zoning District. No occupancy permit shall be issued until such time as the owners of said property have complied with the requirements of this provision provided only that the Director of Building and Zoning may extend the time for completion of the required sidewalks and driveway approaches in accordance with established procedure.

City of Troy Sidewalks and Driveway Approaches Ordinance # 34.07.01 also requires that a sidewalk be installed in conjunction with the development of a parcel because of a recent lot split, combined and re-platted.

**Please be advised that there are no connecting sidewalks along Lovington.**

We recommend that the sidewalk not be installed on Lovington as per ordinance #34.07. The surrounding streets in the Dequindre Estates Subdivision in addition to the adjacent parcels do not currently have sidewalks. Therefore, the construction of sidewalks at 2900 Lovington would not provide any connections. If the sidewalk requirements were to be waived, we recommend the approval be subject to the execution and recording of an "*Agreement for Irrevocable Petition for Sidewalk*", or the submission of a cash deposit for future construction to assure consent and participation if there is future sidewalk installation.



City of Troy  
Mr. Timothy L. Richnak  
Public Works Director  
4693 Rochester Road  
Troy, MI 48098

Mr. Richnak,

I am/we are the owner(s) of the property at 2900 Lorington Ave

Lot number \_\_\_\_\_

Subdivision Name Dequindre Estates

Sidewell Number 88-20-36-426-015

I/we would like to request a sidewalk variance for the following reasons:

we need please to waive us from the sidewalk  
in shadow of Lorington Ave, because we don't have side  
walk in Lorington Ave

I/We can be contacted at 248-688-2231  
Phone Number

Pastor@ChurchofTroy.org  
E-mail

Amgad Beshaw  
Name

2900 Lorington Ave F  
Address

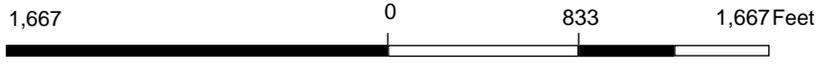
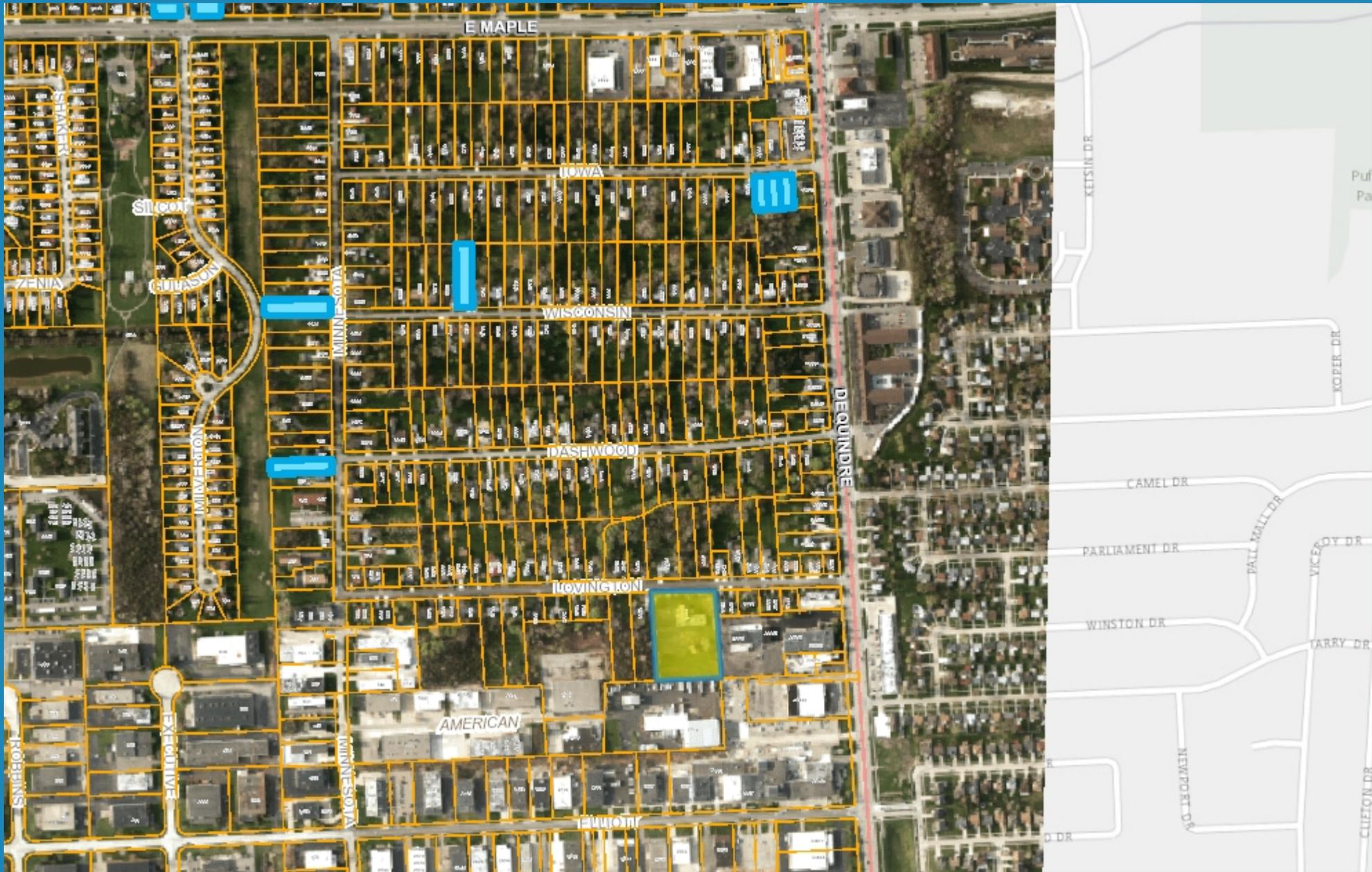
Troy, MI  
City, State, Zip

[Signature]  
Signature

\*A copy of the site plan is required with the submission of a sidewalk variance application.







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.



**2900 Lovington**



## ITEM #4

500 W. Big Beaver.  
Troy, MI 48084  
248.524.3300  
troymi.gov

8-6-2015

TO: The City of Troy Traffic Committee

FROM: Timothy Richnak, Public Works Director  
Kurt Bovensiep, Public Works Manager 

SUBJECT: Request for Waiver of Sidewalk Requirement  
Sidwell Number 88-20-22-202-050

Per the attached waiver form, Gary Abitheira, is requesting a waiver for the sidewalk on the property located at 607 Troywood, 88-20-22-202-050, in the Northgate Subdivision.

Chapter 34 City of Troy Sidewalks and Driveway Approaches Ordinance # 34-07 requires, all owners of lots and premises abutting dedicated streets open to the public shall be required to construct sidewalks and driveway approaches at the time of construction of any new buildings or structures, or additions to buildings or structures, or at the time a nonconforming use changes to a permitted use in the Zoning District. No occupancy permit shall be issued until such time as the owners of said property have complied with the requirements of this provision provided only that the Director of Building and Zoning may extend the time for completion of the required sidewalks and driveway approaches in accordance with established procedure. City of Troy Sidewalks and Driveway Approaches Ordinance # 34.07.01 also requires that a sidewalk be installed in conjunction with the development of a parcel because of a recent lot split, combined and re-platted.

**Please be advised that there is currently no sidewalk along Troywood.**

We recommend that sidewalk on Troywood not be installed, as per ordinance #34.07. The surrounding streets in the subdivision do not currently have sidewalks. Therefore, the construction of sidewalks at 607 Troywood would not provide any connections. If the sidewalk requirements were to be waived, we recommend the approval be subject to the execution and recording of an "Agreement for Irrevocable Petition for Sidewalk", or the submission of a cash deposit for future construction to assure consent and participation if there is future sidewalk installation.



City of Troy  
Mr. Timothy L. Richnak  
Public Works Director  
4693 Rochester Road  
Troy, MI 48098

Mr. Richnak,

I am/we are the owner(s) of the property at 607 Troywood

Lot number \_\_\_\_\_

Subdivision Name Northgate

Sidewell Number 88-70-22-702-050

I/we would like to request a sidewalk variance for the following reasons:  
We would like to request a sidewalk variance because there are no sidewalks in the area, therefore rendering  
the sidewalk in front of the house unnecessary and obscure.

I/We can be contacted at 248-840-2828

Phone Number

Gabitheira@wideopenwest.com

E-mail

Gary Abitheira

Name

3301 Mirage Drive

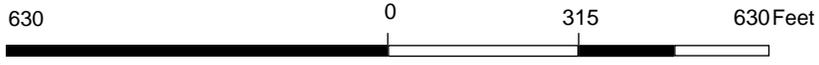
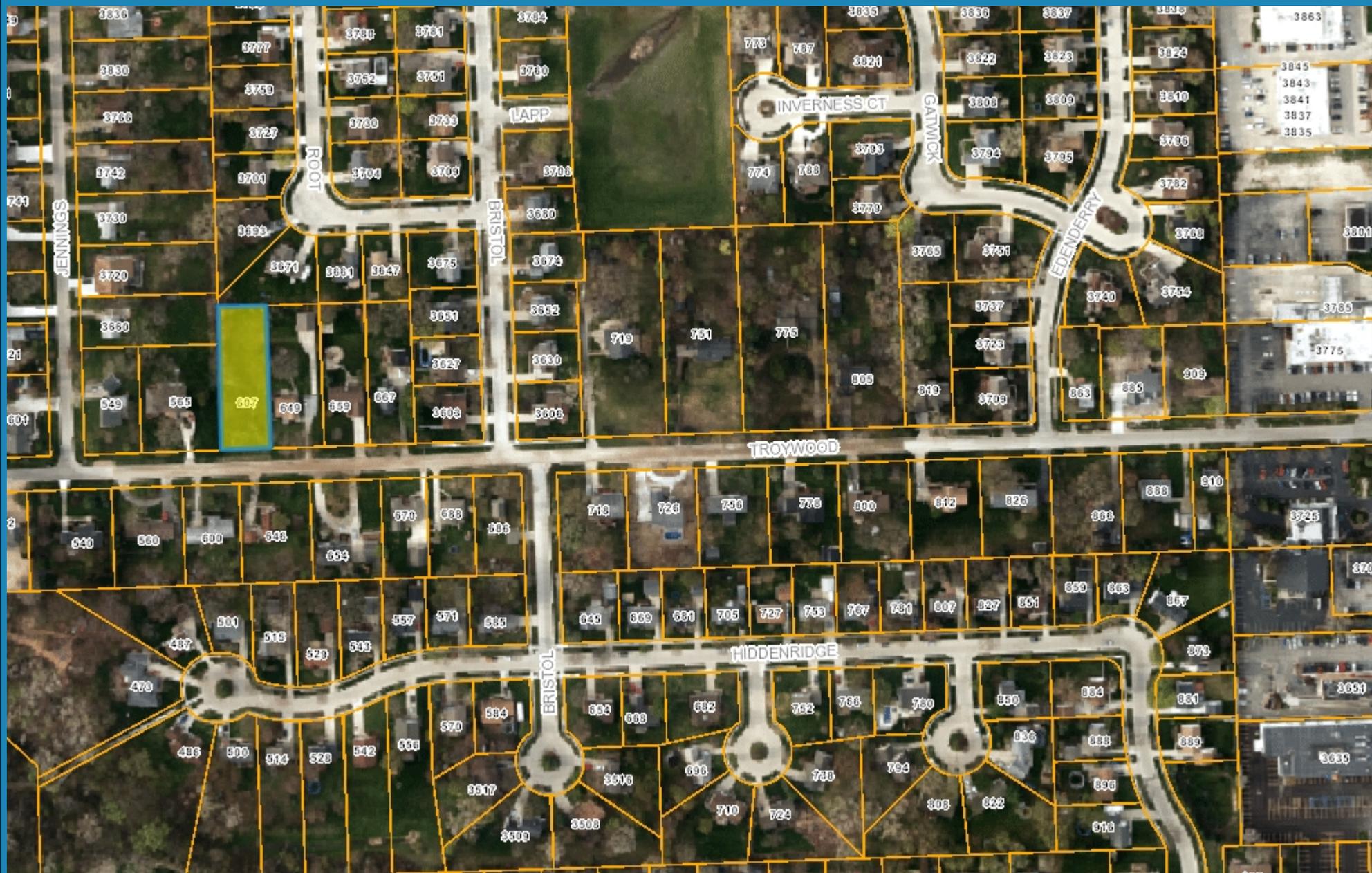
Address

Troy, MI, 48085

City, State, Zip

Signature

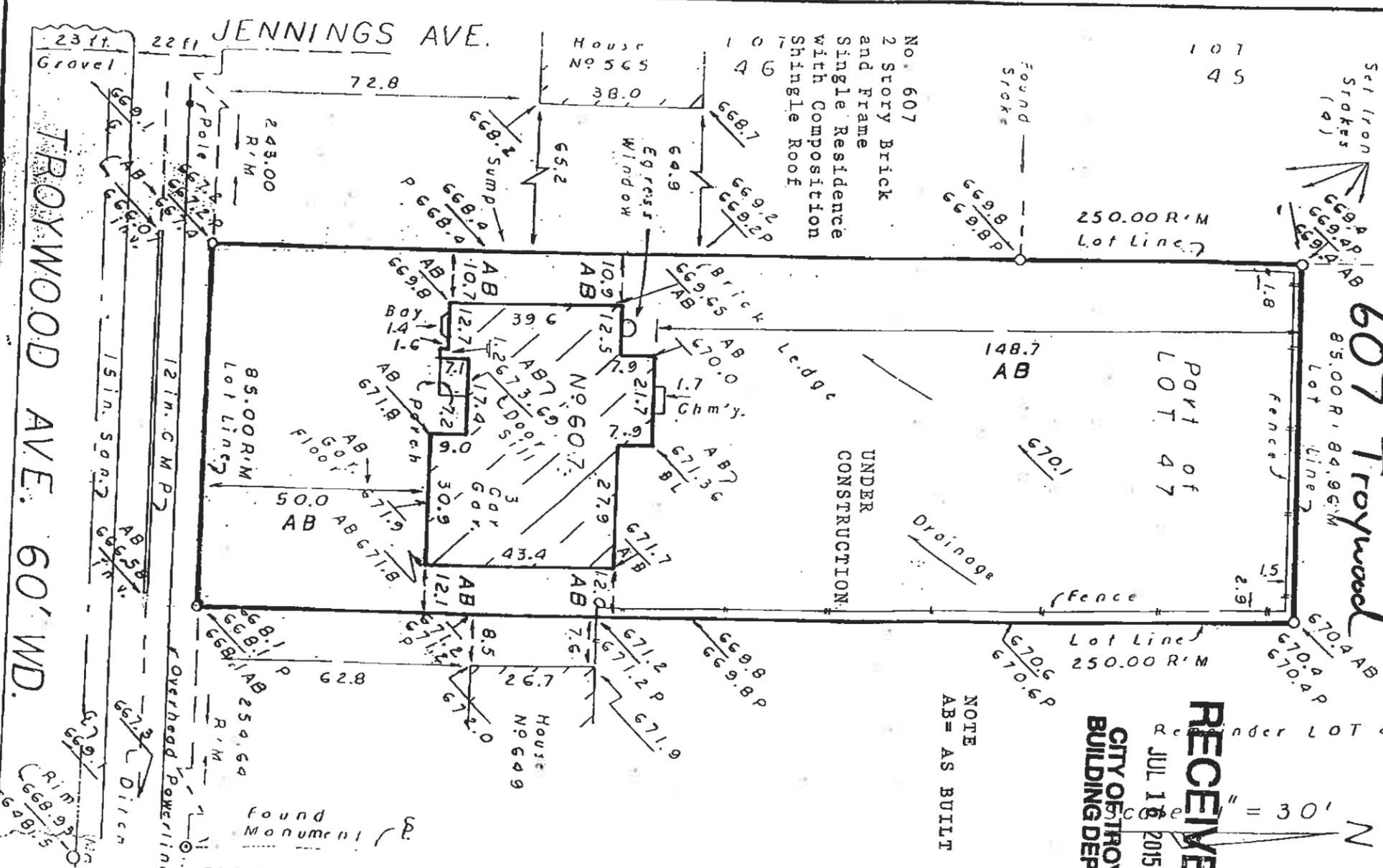
**\*A copy of the site plan is required with the submission of a sidewalk variance application.**



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.

# CERTIFICATE OF SURVEY

## 607 Troywood



**RECEIVED**  
 JUL 18 2015  
 CITY OF TROY  
 BUILDING DEPT.

NOTE  
 AB = AS BUILT

**LEGAL DESCRIPTION OF PROEPRTY:** 20-22-202-050  
 West 85.0 ft. of South 250.0 ft. of Lot 47, NORTHGATE SUBDIVISION,  
 City of Troy, Oakland County, Michigan.  
 Plat recorded LIBER 44, PAGE 55, OCR

I HEREBY CERTIFY that I have surveyed and mapped the property herein described; and that said survey was performed with a relative error of closure of no greater than 1 in 5000 and that all the requirements of P.A. 132, 1970 have been complied with.

AS BUILT SURVEY  
 607 Troywood

ORDER No. 190774

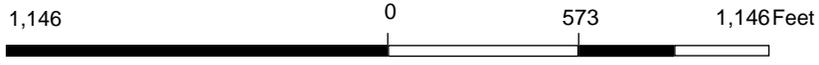
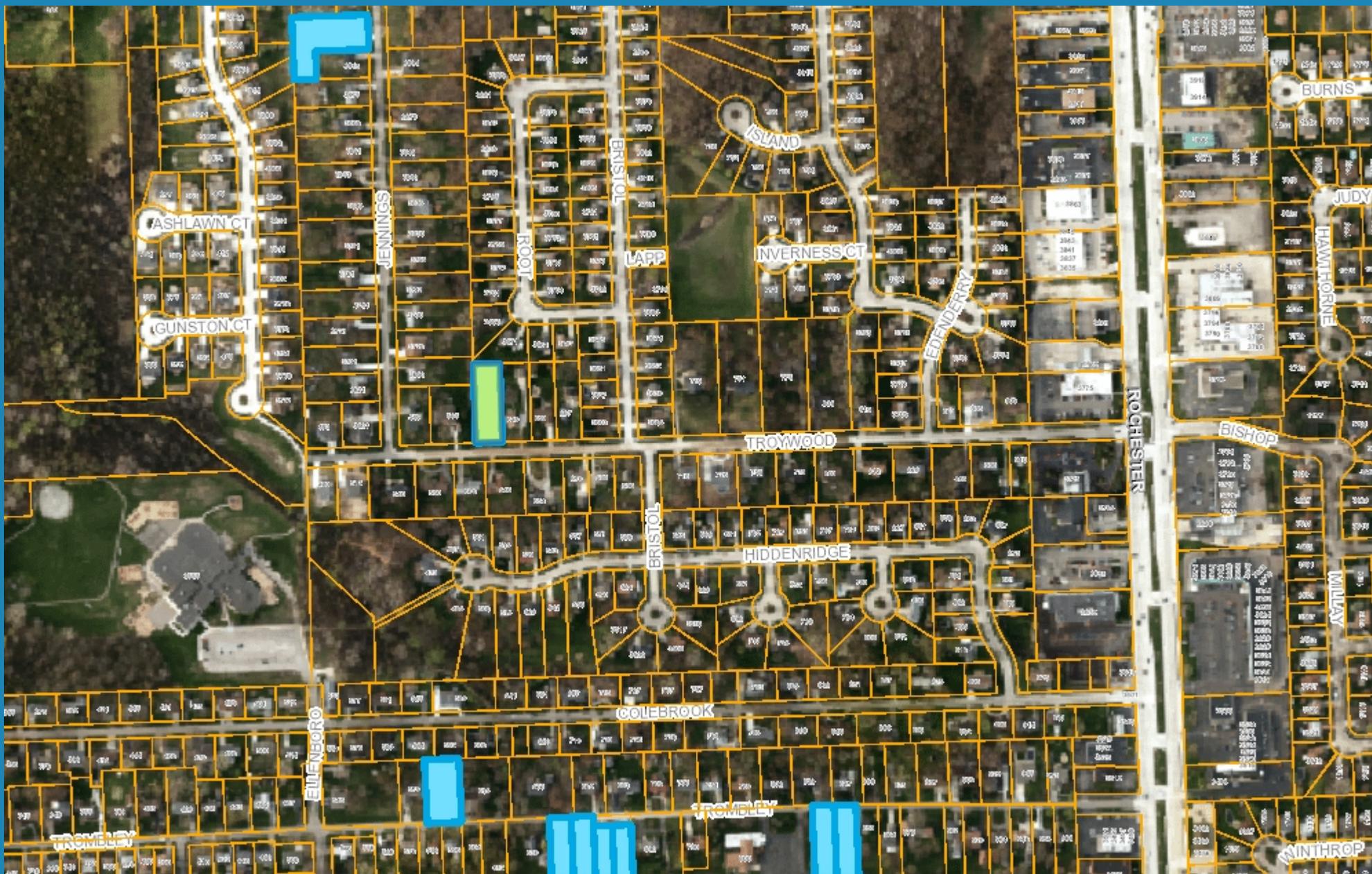
DATE April 28, 2015

BY:

**GUARANTY SURVEY CO.**  
 REGISTERED LAND SURVEYORS

PETER G. PITCHFORD  
 LAND SURVEYOR  
 No. 24611  
 TOM NORTH  
 No. 24611

(248) 528-1717  
 (248) 528-1746



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.



**607 Troywood**



**607 Troywood**



**ITEM #5**  
500 W. Big Beaver.  
Troy, MI 48084  
248.524.3300  
troymi.gov

8-10-2015

TO: The City of Troy Traffic Committee

FROM: Timothy Richnak, Public Works Director  
Kurt Bovensiepe, Public Works Manager 

SUBJECT: Request for Waiver of Sidewalk Requirement  
Sidwell Number 88-20-27-430-040

Per the attached waiver form, Gary Abitheira, is requesting a waiver for the sidewalk on the property located at 2060 Rochester, 88-20-27-430-040, in the Stumpf's Beech Grove Subdivision.

Chapter 34 City of Troy Sidewalks and Driveway Approaches Ordinance # 34-07 requires, all owners of lots and premises abutting dedicated streets open to the public shall be required to construct sidewalks and driveway approaches at the time of construction of any new buildings or structures, or additions to buildings or structures, or at the time a nonconforming use changes to a permitted use in the Zoning District. No occupancy permit shall be issued until such time as the owners of said property have complied with the requirements of this provision provided only that the Director of Building and Zoning may extend the time for completion of the required sidewalks and driveway approaches in accordance with established procedure. City of Troy Sidewalks and Driveway Approaches Ordinance # 34.07.01 also requires that a sidewalk be installed in conjunction with the development of a parcel because of a recent lot split, combined and re-platted.

**Please be advised that there is currently sidewalk installed along Rochester Road and currently no sidewalk along Larchwood.**

We recommend that sidewalk along Rochester should remain and the sidewalk on Larchwood should be installed as per ordinance #34.07. Having sidewalk along both sides of this property would benefit the homeowners as well as provide a connection from a major road into a subdivision. If the sidewalk requirements were to be waived, we recommend the approval be subject to the execution and recording of an "Agreement for Irrevocable Petition for Sidewalk", or the submission of a cash deposit for future construction to assure consent and participation if there is future sidewalk installation.



City of Troy  
Mr. Timothy L. Richnak  
Public Works Director  
4693 Rochester Road  
Troy, MI 48098

Mr. Richnak,

I am/we are the owner(s) of the property at 2060 Rochester Road

Lot number \_\_\_\_\_

Subdivision Name Stumpfs beech grove sub

Sidewell Number 88-20-27-430-040

I/we would like to request a sidewalk variance for the following reasons:  
This house is a corner house on Rochester Road and Larchwood. Sidewalk was put on Rochester road, however  
houses on Larchwood don't have sidewalks--the side walk would run directly into a fence. It would serve no  
purpose while also bringing in a possibility of discrepancies between neighbors.  
\_\_\_\_\_  
\_\_\_\_\_

I/We can be contacted at 248-840-2828  
Phone Number

Gabitheira@wideopenwest.com  
E-mail

Gary Abitheira  
Name

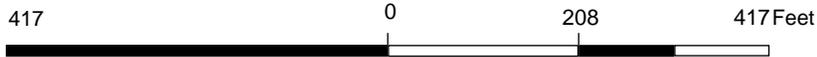
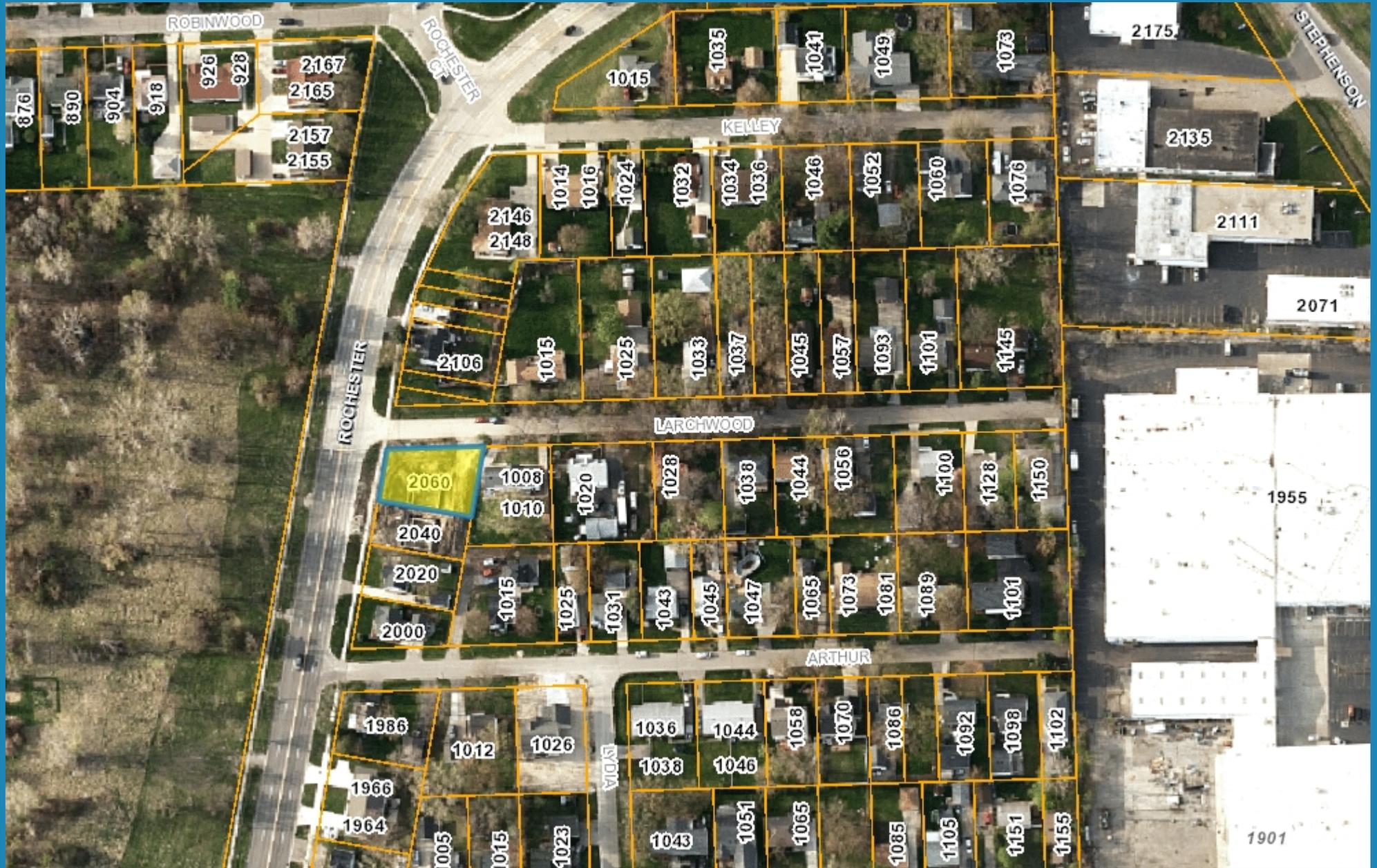
3301 Mirage Drive  
Address

Troy, MI, 48085  
City, State, Zip

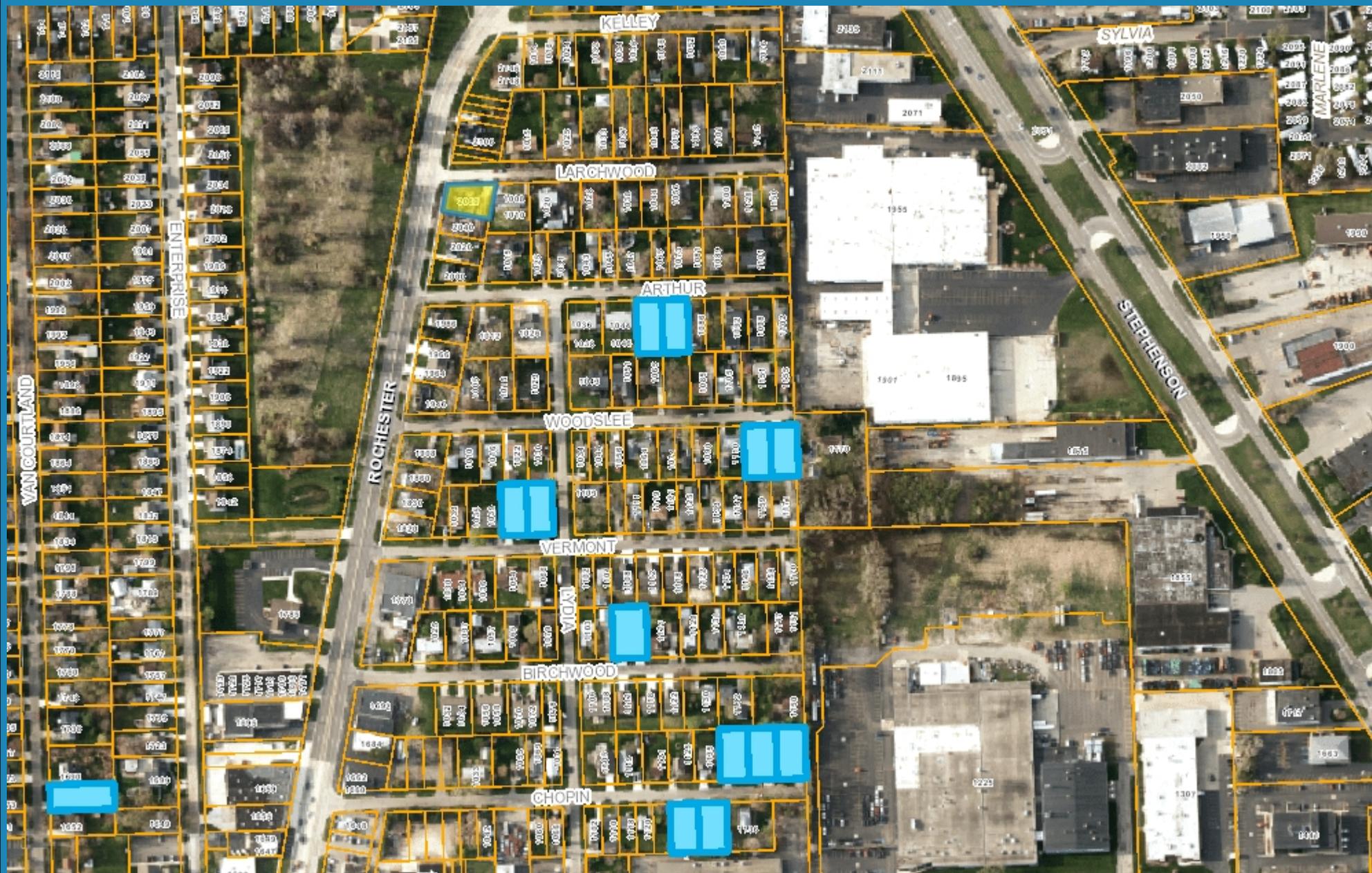
  
Signature

**\*A copy of the site plan is required with the submission of a sidewalk variance application.**





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833 0 417 833 Feet



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2060 Rochester



**2060 Rochester**



500 W. Big Beaver.  
Troy, MI 48084  
248.524.3300  
troymi.gov

8-14-2015

TO: The City of Troy Traffic Committee

FROM: Timothy Richnak, Public Works Director   
Kurt Bovensiep, Public Works Manager 

SUBJECT: Request for Waiver of Sidewalk Requirement  
Sidwell Number 88-20-07-151-052

Per the attached waiver form, Kenneth Freund, is requesting a waiver for the sidewalk on the property located at on Devonwood, 88-20-07-151-052 in the Sussex Condominium Subdivision.

Chapter 34 City of Troy Sidewalks and Driveway Approaches Ordinance # 34-07 requires, all owners of lots and premises abutting dedicated streets open to the public shall be required to construct sidewalks and driveway approaches at the time of construction of any new buildings or structures, or additions to buildings or structures, or at the time a nonconforming use changes to a permitted use in the Zoning District. No occupancy permit shall be issued until such time as the owners of said property have complied with the requirements of this provision provided only that the Director of Building and Zoning may extend the time for completion of the required sidewalks and driveway approaches in accordance with established procedure.

City of Troy Sidewalks and Driveway Approaches Ordinance # 34.07.01 also requires that a sidewalk be installed in conjunction with the development of a parcel because of a recent lot split, combined and re-platted

Please be advised that there is sidewalk along Adams and Squire Ct, but none along Devonwood, other streets in this subdivision or adjacent parcels.

We recommend that the sidewalk not be installed as per ordinance #34.07. While there are sidewalk on Adams and Squire Ct, the installation of a sidewalk on this property would not provide any pedestrian connections. The adjacent parcels and the rest of the subdivision were not developed with sidewalks. If the sidewalk requirements were to be waived, we recommend the approval be subject to the execution and recording of an "Agreement for Irrevocable Petition for Sidewalk", or the submission of a cash deposit for future construction to assure consent and participation if there is future sidewalk installation.



City of Troy  
Mr. Timothy L. Richnak  
Public Works Director  
4693 Rochester Road  
Troy, MI 48098

Mr. Richnak,

I am/we are the owner(s) of the property at Freund Four, LLC

Lot number \_\_\_\_\_

Subdivision Name Sussex Condominium (Condominium Plan No. 1658)

Sidewell Number 20-07-151-031, Devonwood Road  
052

I/we would like to request a sidewalk variance for the following reasons:

Construction of approximately 80 feet of sidewalk on Devonwood Road is unnecessary because Devonwood Road is a gravel road without sidewalks.  
Construction of a new sidewalk would lead to nowhere and connect to no other walk. Construction would not serve purpose of a pedestrian travel-way and would be an undue hardship on owner.

I/We can be contacted at \_\_\_\_\_  
Phone Number

\_\_\_\_\_  
E-mail  
  
Kenneth Freund, Manager  
Name

53481 W. Ten Mile Road  
Address

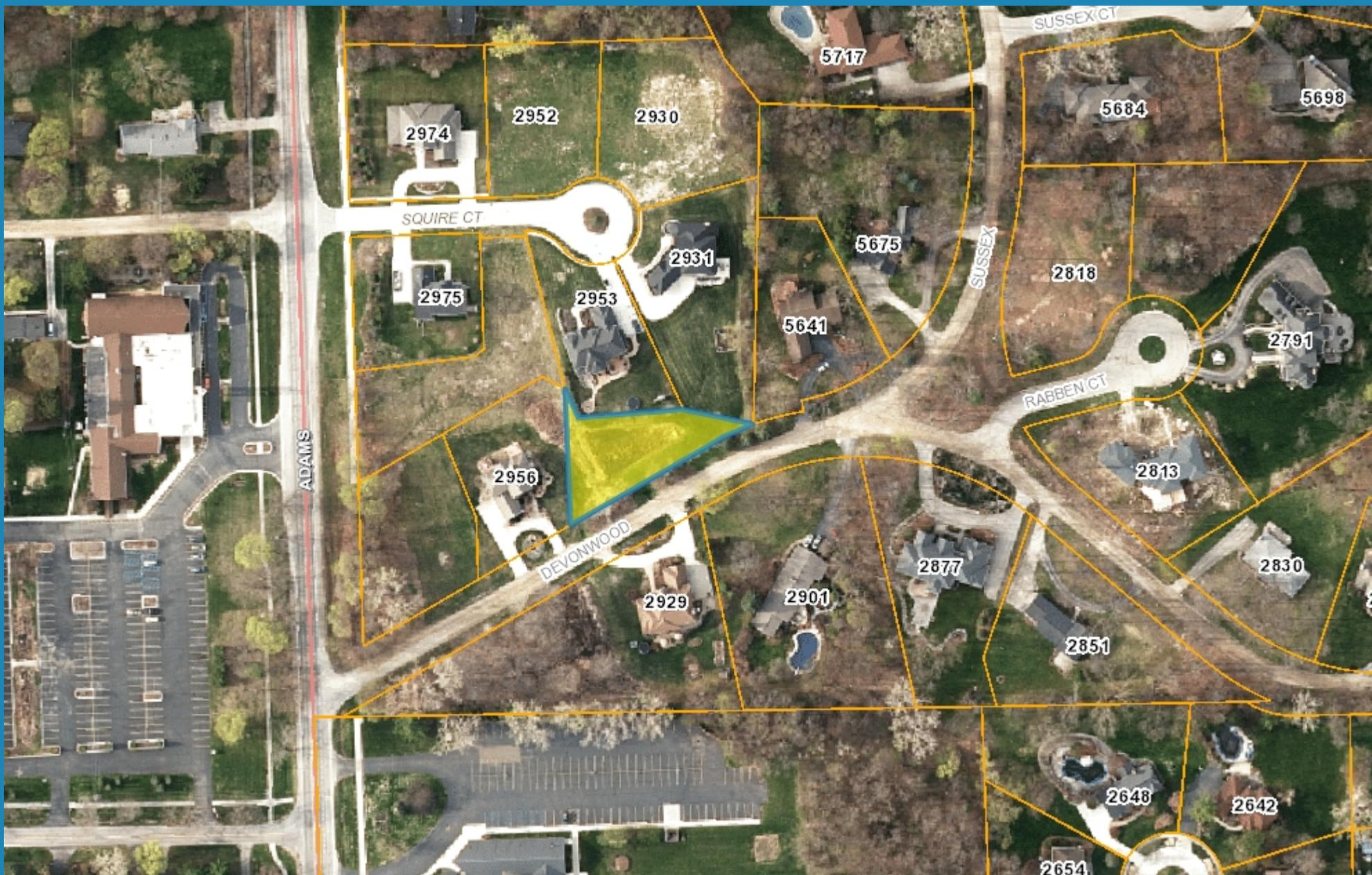
South Lyon, Michigan 48178  
City, State, Zip

\_\_\_\_\_  
Signature

\*A copy of the site plan is required with the submission of a sidewalk variance application.







417 0 208 417Feet



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.



94



94 Feet



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# Devonwood



**Devonwood**





## **TRAFFIC COMMITTEE REPORT**

August 17, 2015

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: Request for Traffic Control  
Braemar at Aberdeen

### **Background:**

Leslie Wojcik of 4837 Heatherbrook states that the lack of existing traffic control at the intersection of Braemar at Aberdeen 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.

There have been no crashes reported at this intersection in the past five (5) years.

The posted speed limit on both streets is 25 mph. Due to the geometrics, Braemar is considered the continuing roadway.

The major potential sight distance obstruction at the intersection is a tree and several shrubs in the southeast quadrant of the intersection.

The safe approach speed was found to be 7.6 mph for northbound Aberdeen Drive; therefore a STOP sign is the recommended treatment.

The city requested that OHM review the request and provide their findings and recommendations (copy attached).

July 1, 2015

Mr William Huotari, PE  
Deputy City Engineer  
City of Troy  
500 W. Big Beaver Rd  
Troy, MI 48084

RE: Traffic Control Recommendation for Braemar Drive and Aberdeen Drive  
OHM JN: 0128-15-0150

Dear Mr. Huotari:

As requested, we have reviewed the Braemar Drive at Aberdeen Drive intersection to determine the proper traffic control. The subject intersection is a 3-leg intersection (tee) located in the City of Troy approximately 800 feet south of West Long Lake Road and 200 feet west of Livernois Road. The speed limit on both streets is 25 mph. There are currently no traffic control devices at this intersection. Reference the attachments for aerial and intersection photos.

### **Background on Traffic Control Determination**

Based on the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) there are four conditions where STOP signs may be warranted:

- At the intersection of a less important road with a main road where application of the normal right-of-way rule is unduly hazardous
- On a street entering a through highway or street.
- At an unsignalized intersection in a signalized area.
- At other intersections where a combination of high speed, restricted view, or crash records indicate a need for control by the STOP sign.

Many times STOP signs are installed where they may not be warranted. Traffic experts agree that unnecessary STOP signs:

- Cause accidents they are designed to prevent.
- Breed contempt for other necessary STOP signs.
- Waste millions of gallons of gasoline annually.
- Create added noise and air pollution.
- Increase, rather than decrease, speeds between intersections.



The use of a YIELD sign is intended to assign the right-of-way at intersections where it is not usually necessary to stop before proceeding into the intersection. Conversely, the STOP sign is intended for use where it is usually necessary to stop before proceeding into the intersection.

The following conditions should be fully evaluated to determine how the right-of-way should be assigned:

- **Traffic Volumes:** Normally, the heavier volume of traffic should be given the right-of-way.
- **Approach Speeds:** The higher speed traffic should normally be given the right-of-way.
- **Types of Highways:** When a minor highway intersects a major highway, it is usually desirable to control the minor highway.
- **Sight Distance:** Sight distance across the corners of the intersection is the most important factor and is critical in determining safe approach speeds.

### **Crash Analysis**

Based on information obtained through Traffic Improvement Association of Michigan, there were no crashes recorded in the past 5-years at the intersection of Braemar and Aberdeen Drive. The crash data does not constitute a compelling case for modifying the existing controls.

### **Approach Speeds**

The approach speed limit on both streets is 25 mph. Speed limits alone cannot be used in this case to determine which direction of traffic should be assigned the right-of-way.

### **Types of Roadways**

Both Braemar Drive and Aberdeen Drive are considered local streets. Due to the geometry Braemar Drive would be considered the continuing roadway. It should be noted that currently there are no parking signs posted along eastbound Braemar Drive and southbound Aberdeen Drive.

### **Sight Distance**

The major potential sight distance obstruction at the intersection is a tree and several shrubs in the southeast quadrant of the intersection. These obstructions come into play when determining the safe approach speeds for the intersection. The safe approach speed is the speed at which a vehicle can approach an intersection and still stop in time to avoid a collision with a vehicle on the cross street. Safe approach speeds are determined through calculations.

When the safe approach speed is found to be more than 10 mph, a YIELD sign is commonly used. In this case, the safe approach speed was found to be 7.6 mph for northbound Aberdeen Drive; therefore a STOP sign is the recommended treatment. The safe approach speed calculation spreadsheet is attached for your reference.



**Recommendation**

OHM recommends that the intersection control be made a one-way STOP control. The sign should be placed on the northbound approach to the intersection on Aberdeen Drive.

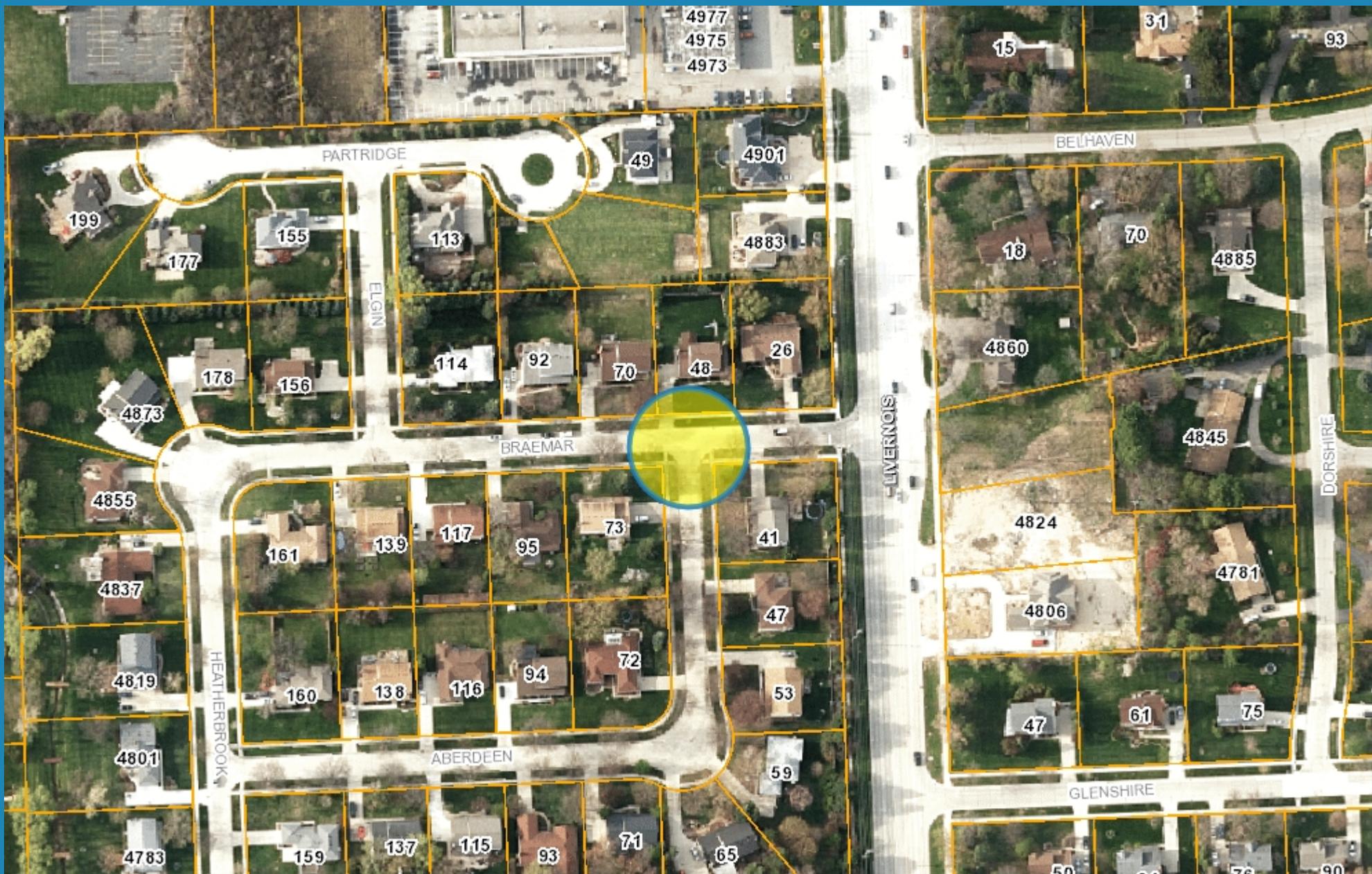
Sincerely,  
Orchard Hiltz & McCliment, Inc.

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Steve M. Loveland, PE, PTOE  
Traffic Project Manager

Attachments:

- Aerial and Intersection Photos
- Safe Approach Speed Calculation Spreadsheet



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.

# Safe Approach Speed Calculation

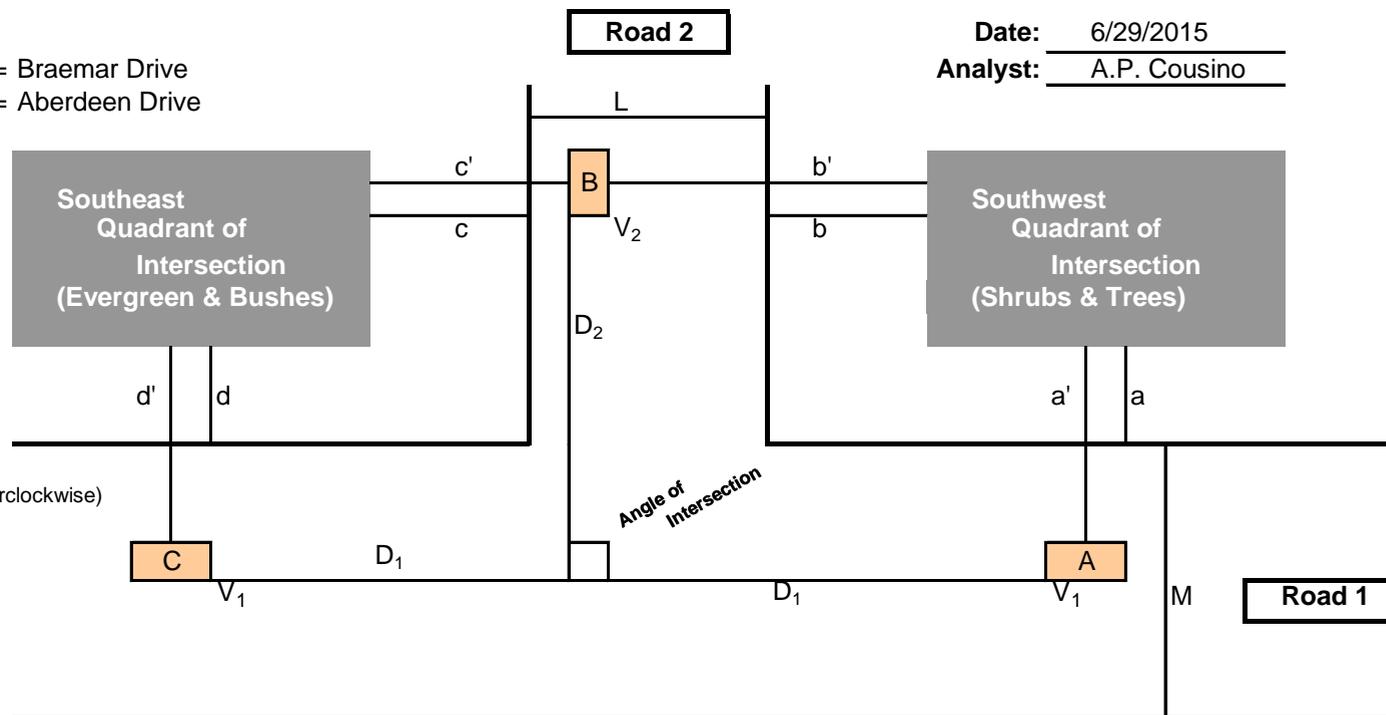
**Braemar at Aberdeen**  
City of Troy

Road 1 = Braemar Drive  
Road 2 = Aberdeen Drive

Date: 6/29/2015  
Analyst: A.P. Cousino

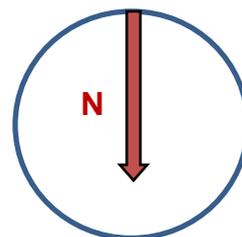
**Measured:**

- Width of Roads
  - Road 1 = 28 (ft)
  - Road 2 = 28 (ft)
- Distance to Obstruction
  - a = 25 (ft)
  - b = 30 (ft)
  - c = 16 (ft)
  - d = 20 (ft)
- Angle of Intersection
  - Delta = 90 (degrees, measure counterclockwise)
- Road 1 Posted Speed Limit = 25 (mph)



**Assumed:**

- Speed of Vehicle A = Speed of Vehicle C = Posted Speed Limit on Road 1
  - + 5 (mph)
  - V<sub>1</sub> = 30 (mph)
- Perception / Reaction Time (AASHTO)
  - t = 2.5 (sec)
- Deceleration rate (AASHTO)
  - A = 11.20
- Clearance distance in excess of safe stopping distance (AAA)
  - EC = 0 (ft)



Intermediate Calculations:

D <sub>1</sub> =	196	a' =	36
D <sub>2A</sub> =	47.3	b' =	47
D <sub>2C</sub> =	33.3	c' =	27
		d' =	37

Based On  $D_1 = (1.075 V_1^2 / A) + 1.4667 V_1 t + EC$   
 $D_{2A} = \frac{a' * D_1}{(D_1 - b')}$  or  $D_{2C} = \frac{c' * D_1}{(D_1 - d')}$

Calculated Safe Approach Speed for Vehicle B  
Approaching on Road 2

- V<sub>2</sub> = 10.2 (mph) [Based on Veh. A]
- or V<sub>2</sub> = 7.6 (mph) [Based on Veh. C]

FALSE

Notes: Enter field measurements in yellow highlighted area.

Blue fields are std. default values; change only for cause.

Calculated by spreadsheet

**Recommended ROW control for Road 2**

based on safe approach speed : **STOP Sign**



Westbound approach looking west



Eastbound approach looking east



Northbound approach looking south



Northbound approach looking northwest



Northbound approach looking northeast



## **TRAFFIC COMMITTEE REPORT**

August 17, 2015

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: Request for Traffic Control  
Melanie at Michael

### Background:

Brad Watson of 84 Melanie states that the lack of existing traffic control at the intersection of Braemar at Aberdeen 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.

There have been no crashes reported at this intersection in the past five (5) years.

The posted speed limit on both streets is 25 mph. Due to the geometry Melanie Lane would be considered the continuing roadway.

The major potential sight distance obstructions at the intersection are a pair of trees and several shrubs in the northeast quadrant of the intersection.

The safe approach speed was found to be 9.8 mph southbound Michael Drive; therefore a STOP sign is the recommended treatment.

The city requested that OHM review the request and provide their findings and recommendations (copy attached).

July 10, 2015

Mr William Huotari, PE  
Deputy City Engineer  
City of Troy  
500 W. Big Beaver Rd  
Troy, MI 48084

RE: Traffic Control Recommendation for Melanie Lane and Michael Drive  
OHM JN: 0128-15-0180

Dear Mr. Huotari:

As requested, we have reviewed the Melanie Lane at Michael Drive intersection to determine the proper traffic control. The subject intersection is a 3-leg intersection (tee) located in the City of Troy approximately .5 miles south of W South Boulevard and 250 feet west of Livernois Road. The speed limit on both streets is 25 mph. There are currently no traffic control devices at this intersection. Reference the attachments for aerial and intersection photos.

### **Background on Traffic Control Determination**

Based on the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) there are four conditions where STOP signs may be warranted:

- At the intersection of a less important road with a main road where application of the normal right-of-way rule is unduly hazardous
- On a street entering a through highway or street.
- At an unsignalized intersection in a signalized area.
- At other intersections where a combination of high speed, restricted view, or crash records indicate a need for control by the STOP sign.

Many times STOP signs are installed where they may not be warranted. Traffic experts agree that unnecessary STOP signs:

- Cause accidents they are designed to prevent.
- Breed contempt for other necessary STOP signs.
- Waste millions of gallons of gasoline annually.
- Create added noise and air pollution.
- Increase, rather than decrease, speeds between intersections.



The use of a YIELD sign is intended to assign the right-of-way at intersections where it is not usually necessary to stop before proceeding into the intersection. Conversely, the STOP sign is intended for use where it is usually necessary to stop before proceeding into the intersection.

The following conditions should be fully evaluated to determine how the right-of-way should be assigned:

- **Traffic Volumes:** Normally, the heavier volume of traffic should be given the right-of-way.
- **Approach Speeds:** The higher speed traffic should normally be given the right-of-way.
- **Types of Highways:** When a minor highway intersects a major highway, it is usually desirable to control the minor highway.
- **Sight Distance:** Sight distance across the corners of the intersection is the most important factor and is critical in determining safe approach speeds.

### **Crash Analysis**

Based on information obtained through Traffic Improvement Association of Michigan, there were no crashes recorded in the past 5-years at the intersection of Melanie Lane and Michael Drive. The crash data does not constitute a compelling case for modifying the existing controls.

### **Approach Speeds**

The approach speed limit on both streets is 25 mph. Speed limits alone cannot be used in this case to determine which direction of traffic should be assigned the right-of-way.

### **Types of Roadways**

Both Melanie Lane and Michael Drive are considered local streets. Due to the geometry Melanie Lane would be considered the continuing roadway. It should be noted that currently there are no parking signs posted along eastbound Melanie Lane and southbound Michael Drive.

### **Sight Distance**

The major potential sight distance obstructions at the intersection are a pair of trees and several shrubs in the northeast quadrant of the intersection. These obstructions come into play when determining the safe approach speeds for the intersection. The safe approach speed is the speed at which a vehicle can approach an intersection and still stop in time to avoid a collision with a vehicle on the cross street. Safe approach speeds are determined through calculations.

When the safe approach speed is found to be more than 10 mph, a YIELD sign is commonly used. In this case, the safe approach speed was found to be 9.8 mph for southbound Michael Drive; therefore a STOP sign is the recommended treatment. The safe approach speed calculation spreadsheet is attached for your reference.



**Recommendation**

OHM recommends that the intersection control be made a one-way STOP control. The sign should be placed on the southbound approach to the intersection on Michael Drive.

Sincerely,  
Orchard Hiltz & McCliment, Inc.

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Steve M. Loveland, PE, PTOE  
Traffic Project Manager

Attachments:

- Aerial and Intersection Photos
- Safe Approach Speed Calculation Spreadsheet



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.

# Safe Approach Speed Calculation

Melanie at Michael  
City of Troy

Road 1 = Melanie Lane  
Road 2 = Michael Drive

Date: 7/7/2015  
Analyst: A.P. Cousino

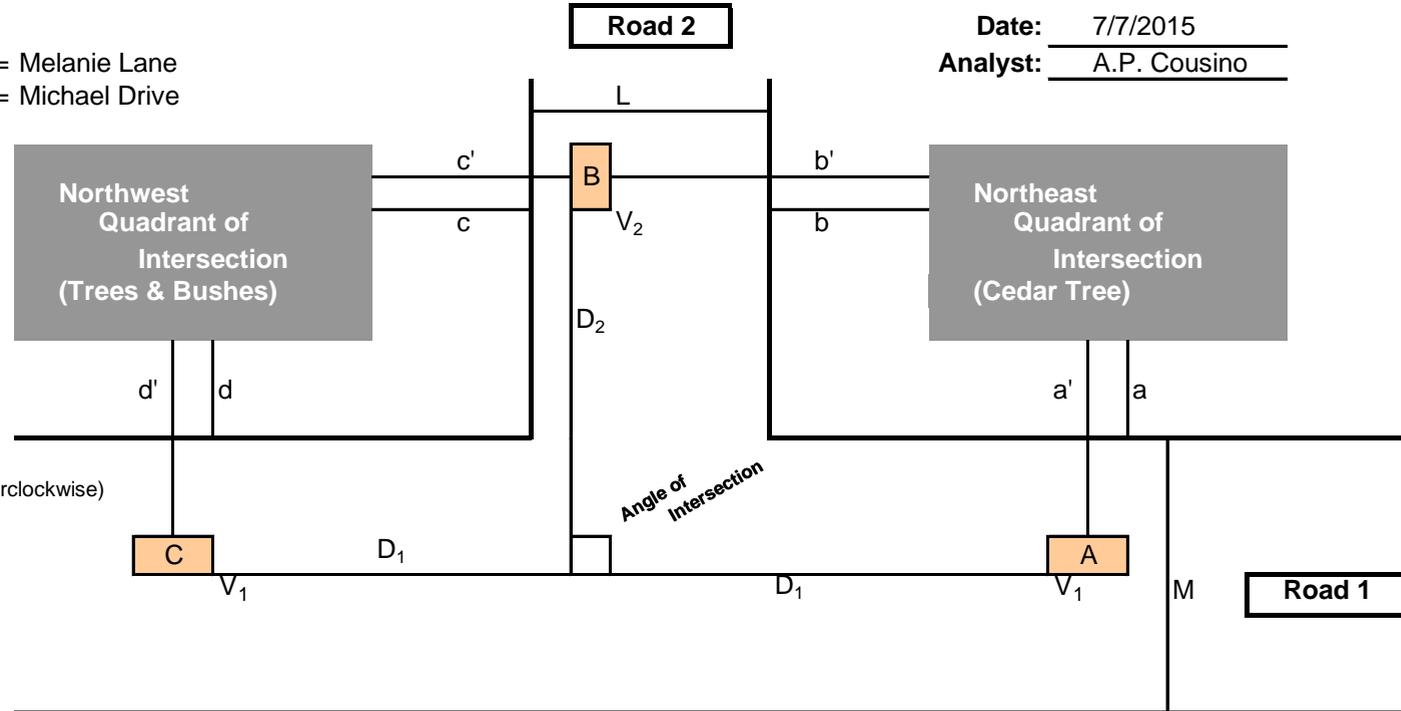
Measured:

Width of Roads  
Road 1 = 28 (ft)  
Road 2 = 28 (ft)

Distance to Obstruction  
a = 46 (ft)  
b = 35 (ft)  
c = 22 (ft)  
d = 35 (ft)

Angle of Intersection  
Delta = 90 (degrees, measure counterclockwise)

Road 1 Posted  
Speed Limit = 25 (mph)



Assumed:

Speed of Vehicle A = Speed of Vehicle C  
= Posted Speed Limit on Road 1

+ 5 (mph)  
V<sub>1</sub> = 30 (mph)

Perception / Reaction Time (AASHTO)

t = 2.5 (sec)

Deceleration rate (AASHTO)

A = 11.20

Clearance distance in excess of safe stopping distance (AAA)

EC = 0 (ft)

Intermediate Calculations:  
D<sub>1</sub> = 196  
D<sub>2A</sub> = 77.5  
D<sub>2C</sub> = 44.9  
a' = 57  
b' = 52  
c' = 33  
d' = 52

Based On  $D_1 = (1.075 V_1^2 / A) + 1.4667 V_1 t + EC$   
 $D_{2A} = \frac{a' * D_1}{(D_1 - b')}$  or  $D_{2C} = \frac{c' * D_1}{(D_1 - d')}$

Calculated Safe Approach Speed for Vehicle B  
Approaching on Road 2

V<sub>2</sub> = 15.1 (mph) [Based on Veh. A]  
or V<sub>2</sub> = 9.8 (mph) [Based on Veh. C]

FALSE

Notes: Enter field measurements in yellow highlighted area.  
Blue fields are std. default values; change only for cause.  
Calculated by spreadsheet

Recommended ROW control for Road 2

based on safe approach speed : **STOP Sign**



Melanie Lane looking west



Melanie Lane looking east



Michael Drive looking southeast



Michael Drive looking southwest



Michael Drive looking north