



## BUDGET SUPPLEMENT – SIDEWALKS

April 29, 2010

TO: John Szerlag, City Manager

FROM: John Lamerato, Assistant City Manager/Finance & Admin. ✓  
Mark Miller, Acting Assistant City Manager/Economic Dev. Services ✓  
Tim Richnak, Public Works Director TR  
Steve Vandette, City Engineer ✓

SUBJECT: Sidewalk Fund

The City of Troy is responsible for the maintenance of just under 500 miles of sidewalks. Maintenance of these sidewalks falls under two categories:

1. Major Road Sidewalks – approximately 135 miles
2. Local Road Sidewalks – approximately 362 miles

The City is divided into 6 areas for major road sidewalk replacements and 12 areas for residential sidewalk replacements. These areas are reviewed annually and a sidewalk replacement list is prepared. Not all sidewalks in any one area are replaced, only those sections of sidewalk that do not meet current requirements. Americans with Disabilities Act (ADA) compliant facilities are also constructed with this program.

The sidewalk replacement program provides the property owner with the option of replacing the sidewalk themselves or having the replacement added to the City's list. The City hires a contractor to remove and replace these sections of sidewalks and the residents are billed for the work. Attached is a copy of the brochure that is sent out to property owners and the "Guidelines for Sidewalk Replacement" that detail the guidelines for replacement.

The annual budget amount for the Sidewalk Fund is \$500,000 with approximately \$300,000 for residential sidewalk replacement, \$100,000 for major road sidewalk replacement and \$100,000 for new construction. These funds are allocated based on the actual cost of the work in these three categories.

The item "New Construction" in the sidewalk fund is generally used for the construction of sidewalk where gaps exist along major roads. The "gap program" is based on five (5) priorities which were first established back in 1992, as follows (copy of original priority list is attached):

- 1<sup>st</sup> Priority – school request where most right-of-way is available
- 2<sup>nd</sup> Priority – school request where right-of-way is in question

- 3<sup>rd</sup> Priority – access to public parks and recreation areas
- 4<sup>th</sup> Priority – areas where right-of-way is available and missing links will complete the mile segments
- 5<sup>th</sup> Priority – areas where right-of-way is in question but the missing links will complete the mile road segment.

For the most part, Priorities 1-4 have been completed. Sidewalks have been constructed under the 5<sup>th</sup> Priority category as right-of-way has been donated as part of a private development or acquired as part of another capital project. There are approximately 39 miles of gaps remaining on the major roads

In December of 2000 the attached memo titled "Recommendations Re City-wide Walkway/Bikeway Program" was presented to City Council as a report and communication. This memo brought forth three recommendations as summarized below:

1. Implementation of a major thoroughfare sidewalk program
2. Adoption of a City-wide walkway/bikeway plan
3. Walkway/bikeway facilities be a minimum of 8 feet in width

Staff has used the 1992 and 2000 documents as directives to construct new sidewalks along major roads to the present day. Attached is a map delineating where sidewalks currently exist and where gaps are present along major roads.

***Will the City's contractor replace any dirt or grass if needed?***

Yes. Part of the sidewalk repair contract includes repair and replacement of all landscaping that is disturbed by the removal and replacement of sidewalk slabs.

***Is the City's contractor insured?***

Yes. The City's contractor requires that they be INSURED AND BONDED.

***Am I protected against vandalism and damage?***

After the walk is poured, the contractor will be present for a few hours as it sets. The property owner is asked to keep an eye on the sidewalk for a day or two afterward, and to inform the City if any damage or vandalism is done.

In the past, the most common problem with sidewalks has been spalling. This is a damage which occurs to the surface of the newly poured walk during the winter months due to the use of salt. The City's contractor will spray a curing compound on the sidewalk to help prevent this problem from occurring. It is, however, a good idea not to use salt on your newly poured sidewalks during the winter. A number of non-salt, de-icing products are available at local retail outlets.

***How will I know if the work is completed correctly?***

City inspectors will check and correct all work performed by its contractor before any payment is made. The City suggests that you do the same and inspect all work that you contract out personally.

If you do hire your own contractor, you may want to request the items below for a quality job:

- The use of 6-sack concrete
- A broom finish
- They re-sod grass areas that die out because of the sidewalk repair.
- They apply curing compound after the concrete is finished.
- Expansion strips be placed every 50ft. of newly poured continuous sidewalk.
- Expansion strips be placed at the back of the curb and front of the sidewalks adjacent to each driveway approach, and service walk.
- Sidewalk must be 4" thick and not less than 6" thick at any driveway crossing.
- Driveway approaches must be 6" thick.
- A permit is required for replacement of more than 50 square feet of concrete.

***For further information you can contact The Public Works Department.***

***At: 524-3502 or 524-3595***

***Mon.-Fri.(8:00 am to 4:00pm.)***

**CITY OF TROY  
SIDEWALK PROGRAM**



The following information will be helpful in understanding how the Sidewalk Replacement Program works.

***Does the City of Troy need a Sidewalk Replacement Program?***

The City of Troy is fortunate to have a comprehensive network of sidewalks, paved streets and driveway approaches for the use of pedestrians and vehicular traffic. However, Pavement deteriorates in time and must be replaced. Some of the sidewalks and driveway approaches have fallen into disrepair creating several problems for our residents.

Our utmost concern is to alleviate the potential for pedestrian injuries due to tripping on uneven or broken sidewalks. The City must always be concerned with the safety of its residents. This program provides a safer walk for pedestrians.

A maintenance program for sidewalks significantly reduces the possibility of any legal action being taken against our residents.

Most civil actions today name both the property owner and the municipality. If we can reduce the potential for legal action, it will help keep liability costs down.

## **FREQUENTLY ASKED QUESTIONS**

### ***Who is responsible for sidewalk repair cost?***

The City will be responsible for the cost only when the following conditions exist:

- Damage caused by trees located in the street right of way.
- Damage caused by City utilities due to construction but not utility trench settlement. **(Water/Sewer)**
- Sidewalk located on the side street portion of the corner lot, other than those at the driveway crossing.
- Street intersection crosswalks and handicap ramps.

The cost for sidewalk repair beyond these conditions is borne by the property owners. Such as, but not limited to: spalled, cracked, settlement and trip steps, utility trenches: water, sewer Edison, gas, cable or private drains.

### ***How does the program work?***

The City of Troy currently has an ongoing sidewalk maintenance and handicap ramp improvement program. Every year sidewalks needing preventive maintenance and A.D.A. noncompliant handicap ramps are selected by the Public Works Department for replacement. The inspector marks these sidewalk blocks to show which specific areas need to be addressed. A notice to property owners is sent by mail to all properties which are in need of repair or replacement. As the notice indicates, there is a specific deadline date by which the property owner has to repair or replace the sidewalk as marked. If the repairs have not been made by the deadline date, the city will cause the work to be done by a contractor hired by the City. Following completion of the work the property owner will be billed by the City.

### ***How can I arrange for the City's contractor to repair my sidewalk?***

If you want the City's Contractor to make the necessary repairs to your sidewalk, please sign and return the notice before the deadline date. This will automatically put you on the City's contractor repair list. The cost would be the same as explained in the notice.

### ***Can I hire the City's contractor for additional private work?***

Yes. You can hire the City's contractor for additional private work by having your own contract or private agreement with him. The City will not be involved or responsible for any of this additional private repair.

### ***Do I have to use the City's contractor?***

No, you can make the necessary repairs to your sidewalks yourself or you may hire any licensed contractor you choose to make the repair for you. Any sidewalk or driveway approach replacement larger than 50 sq. ft. requires a permit from the building Department. The inspection will be made by the Public Works Department.

### ***Is leveling permitted?***

Yes. You may level any concrete block that is not cracked, shattered, or severely spalled (deteriorated surface).

### ***What is concrete leveling?***

It is a procedure that remedies a number of subsurface problems by injecting a special compound mixture through small, precisely placed holes drilled in the concrete. This procedure fills all voids under the concrete and raises the slabs to the original grade while stabilizing and increasing the load bearing ability of the concrete.

### ***Why concrete leveling?***

Concrete leveling offered these benefits:

- Repairs are quick with little inconvenience.
- Repaired surface may be driven on immediately.
- Repairs maintain the original color (shade) of concrete.

**GUIDELINES FOR SIDEWALK REPLACEMENT**  
**FOR**  
**SIDEWALK ANNUAL PROGRAM**

<b><u>Type of Condition</u></b>	<b><u>Walk shall be Replaced When:</u></b>
<b><u>1-Uneven Squares (Offsets)</u></b>	An offset in the surface has developed that is 3/4" or greater.
<b><u>2- Transverse Cracks &amp; Longitudinal Cracks</u></b>	Where the slab has two or more cracks it shall be included in the replacement program. If a segment with a single continuous crack requires 1 or more slabs be replaced all slabs should be included.
<b><u>3- Holes</u></b>	Holes in the surface exceed 3" x 3" x 1" deep
<b><u>4- Spalled Surface</u></b>	A sidewalk slab has 25% or greater of its surface decayed
<b><u>5- Deteriorated Joints</u></b>	The joints have an eroded condition and are 3/4" wide or greater
<b><u>6- Settlement</u></b>	Significant water is trapped on the surface, and the total settlement at the joint between two slabs is 1 1/2".
<b><u>7- Sidewalk Slabs Holding Water</u></b>	Significant water is trapped on 25% or greater of its surface after 24 hrs of rain event.
<b><u>8- Back pitched Slabs</u></b>	Significant water is trapped on the surface.
<b><u>9- Patched Slabs</u></b>	Any bituminous patching has been done on the sidewalk.
<b><u>10-Graylining (Spider web Cracking of the Surface)</u></b>	A sidewalk slab has 50% or greater of its surface containing gray lining.
<b><u>11.Driveway Approach at the Curb</u></b>	The approach will be replaced if 1"below or above the curb.
<b><u>12- Brick Pavers</u></b>	Brick Pavers and decorative stamped concrete are prohibited in public sidewalk and driveway approach

**GUIDELINES FOR SIDEWALK REPLACEMENT  
FOR  
SCATTERED LOCATIONS**

<b><u>Type of Condition</u></b>	<b><u>Walk shall be Replaced When:</u></b>
<b><u>1-Uneven Squares (Offsets)</u></b>	An offset in the surface has developed that is $\frac{3}{4}$ " or greater.
<b><u>2-Transverse Cracks &amp; Longitudinal Cracks</u></b>	Where the slab has two or more cracks it shall be included in the replacement program. If a segment with a single continuous crack requires 1 or more slabs be replaced all slabs should be included.
<b><u>3- Deteriorated Joints</u></b>	The joints have an eroded condition and are $\frac{3}{4}$ " wide or greater
<b><u>4- Settlement</u></b>	Significant water is trapped on the surface, and the total settlement at the joint between two slabs is $1\frac{1}{2}$ ".
<b><u>5- Sidewalk Slabs Holding Water</u></b>	Significant water is trapped on 25% or greater of the surface after 24 hrs of a rain event

*J. Syerley*

SIDEWALK PROGRAM - ADDENDUM TO MEMO DATED JANUARY 30, 1992

The initial priorities established for the proposed sidewalk program were based on five priorities. These priorities are:

- 1st Priority - School request where most right-of-way is available.
- 2nd Priority - School request where right-of-way is in question or request was listed in the 1982 program.
- 3rd Priority - Access to Public Parks and Recreation areas.
- 4th Priority - Areas where right-of-way is available and missing links will complete the mile segments.
- 5th Priority - Areas where right-of-way is in question but the missing links will complete the mile road segment.

There are several segments along Long Lake Road from I-75 to Rochester that do not have any priority rating as they will be constructed as part of the Long Lake project.

A portion of the Priority 3 listed for the west side of Rochester Road near Sylvan Glen will be completed as part of the Rochester/Player intersection project.

*John Robbins*

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Sidewalks  
E-1

December 11, 2000

TO: The Honorable Mayor and City Council

FROM: John Szerlag, City Manager   
Gary Shripka, Assistant City Manager/Services   
Carol Anderson, Parks and Recreation Director   
John Abraham, Traffic Engineer   
Laurence G. Keisling, Planning Director 

SUBJECT: Recommendations Re City-wide Walkway/Bikeway Program

We are writing to convey a consolidated staff recommendation regarding the adoption and implementation of a City-wide plan and program for the construction of walkway or sidewalk and bikeway facilities. This proposal brings together three recommendations, each of which is covered by attached memoranda, summarized as follows:

1. The recommendation of John Abraham, Traffic Engineer, and the Engineering Department, for the more aggressive implementation of a major thoroughfare sidewalk program. As indicated in the attached memorandum of December 7, 2000, this program is based on a major road sidewalk inventory and cost estimates requested by the City Council earlier this year.
2. A recommendation from the Planning Commission regarding the adoption of a City-wide walkway/bikeway plan, incorporating both the Plan developed by staff and consultants in early 1999, and the major thoroughfare frontage sidewalk proposals from the Engineering Department. As indicated in the attached memorandum of November 3, 2000, the Planning Commission has further recommended that the first priority in implementation of such a Plan be completion of the major thoroughfare frontage sidewalk system. Further, they have recommended that the City's Development Standards be modified in order to require the construction of 8 foot wide sidewalks across all major thoroughfare frontages.
3. The recommendation of the Parks and Recreation Advisory Board, concurring in the recommendation of the Planning Commission in relation to the adoption of a City-wide walkway/bikeway plan, with the first priority once again being completion of the major thoroughfare frontage sidewalk system. As indicated in the attached memorandum of November 20, 2000, the Parks and Recreation Advisory Board has also recommended that the walkway/bikeway facilities be a minimum of 8 feet in width.

With the extensive background as represented by the attached memoranda, it is the recommendation of City management that the City Council take the following actions:

G-9

- A. Adopt, by resolution, a City-wide walkway/bikeway plan, including a complete major thoroughfare frontage sidewalk system.
- B. Proceed with implementation of the City-wide walkway/bikeway plan in accordance with the following priorities:
1. Construct major thoroughfare frontage sidewalk segments in order to fill "gaps" which will enable the completion of mile-long walkway elements at the earliest possible date.
  2. Construct major thoroughfare frontage sidewalk segments, which will enable the completion of continuous loops around square mile Section areas of the City.
  3. Construct, or participate in the construction of, walkway/bikeway elements which will help to provide access to City parks and school sites.
  4. Construct, or participate in the construction of, other walkway/bikeway elements (not covered by Items 1-3), as guided by the adopted City-wide walkway/bikeway plan.
- C. Take action to revise, by resolution, Section L-2-b of the City of Troy Development Standards in order to provide that major thoroughfare frontage sidewalks shall be a minimum of 8 feet in width, except in those cases where a modified width is determined to be physically necessary or more feasible by the City Engineer.

It should be noted that the adopted City-wide walkway/bikeway plan will also serve as a guide for the location and implementation of such facilities in conjunction with private development activities throughout the City. As a "guide", it should be recognized that the Plan does not indicate precise locations for the proposed walkway/bikeway facilities, particularly in the interior of the square mile Section areas.

/eh

copies: Neall Schroeder, City Engineer  
Steve Vandette, City Engineer  
Bill Need, Public Works Director  
Douglas Smith, Real Estate and Development Director  
Mark Stimac, Director of Building and Zoning

December 7, 2000

To: The Honorable Mayor and City Council

From: John Szerlag, City Manager  
Gary Shripka, Asst. City Manager/Services  
C. Neall Schroeder, City Engineer *SN*  
Steve Vandette, City Engineer *NR JWB*  
John Abraham, Traffic Engineer *JWA*

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Subject: Major Road Sidewalk Program

Enclosed, please find a draft report of the sidewalk program developed this year. The Major Road Sidewalk Program stems from the community's increasing desire to enjoy enhanced outdoor recreation opportunities, in a safe manner and coincides with societal needs of reducing dependence upon the automobile for the purposes of reducing air pollution and traffic congestion. Walking, hiking, and bicycling are recreational activities, which can be enjoyed by persons of all ages, in groups and as individuals. The enclosed report is organized into the following sections:

1. Sidewalk inventory: In this section all sidewalk gaps on Major roads have been identified.
2. Cost estimates: Construction and right-of-way costs were estimated for filling the identified sidewalk gaps.
3. Sidewalk projects scheduled in the near future: This section identifies all the gaps that may be filled as a part of our regular major road widening projects and by developers that may develop new developments on major roads
4. Priorities for a 5 year Sidewalk Program: This is still work in progress, following are some of the priorities identified.
  - To finish sidewalks on a few major roadways completely
  - Consider City mile sections that can have a continuous loop of sidewalks around their perimeters.
  - Connections to City Parks
  - Connections to schools
  - One mile segments with small gaps

We have sent questionnaires to COTHA and the Troy School District to get their priorities. Once these are received, we will consolidate the information to develop a Sidewalk Program before Budget time 2001.

## Introduction

On a per-mile basis, it is estimated that walking is more dangerous than driving, flying, or riding a bus or train. Around 6,000 pedestrians are killed every year. 90,000 pedestrians are injured every year in the nation. It is also estimated that on average, just 1 percent of funds spent in states on safety projects were directed at pedestrian safety

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TEA-21, the Transportation Equity Act for the 21st Century, was signed into law on June 9, 1998. TEA-21 reauthorizes federal surface transportation legislation formerly entitled the Intermodal Surface Transportation Efficiency Act (ISTEA). It has been called the largest public works legislation in U.S. history, authorizing \$217.5 billion in transportation funding over six years.

Section 1202 of TEA-21 requires that bicyclists and pedestrians, including pedestrians with disabilities, be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and state. This section further provides that "Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted."

The City has been proactive in this area and requires pedestrian facilities adjacent to major roadways in conjunction with all new road widening / reconstruction projects. However, this and other efforts have not been successful in completing the sidewalk system along major roads of Troy. This effort focuses on identifying all the sidewalk gaps existing along our major roadways and estimating the costs of filling all of these gaps.

The Major Road Sidewalk Program stems from the community's increasing desire to enjoy enhanced outdoor recreation opportunities and coincide with societal needs of reducing dependence upon the automobile for the purposes of reducing air pollution and traffic congestion. Walking, hiking, and bicycling are recreational activities, which can be enjoyed by persons of all ages, in groups and as individuals. This report is organized into the following sections:

1. Sidewalk inventory
2. Cost estimates (construction and right of way)
3. Sidewalk projects scheduled in the near future
4. Priorities for a 5 year Sidewalk Program

**Note:** This is still work in progress, Questionnaires on Sidewalk priorities have been sent to COTHA and the School District. Once we receive the filled questionnaires a final report will be developed that would include a short range and a long range plan for completing all sidewalk gaps on major roads.

November 3, 2000

TO: The Honorable Mayor and City Council

FROM: John Szerlag, City Manager  
Gary Shripka, Assistant City Manager/Services  
Laurence G. Keisling, Planning Director

SUBJECT: Planning Commission Recommendation Re City-wide Walkway/Bikeway Plan

In recent Study Meetings, the Planning Commission has been considering various existing and potential pathway, walkway, and/or sidewalk plans and programs within and adjacent to the City of Troy. At their August 29, 2000 Study Meeting, presentations were made and discussion occurred relative to three programs of this type, as follows:

1. Jim Scott of James C. Scott and Associates, landscape architects, assisted in the Commission's discussion of the Pathway Plan for the City of Troy, which his firm developed, in conjunction with City staff, in late 1998 and early 1999. The concept upon which the plan was based was the creation of a walkway/bikeway system, which would interconnect the Civic Center area with the four corners of the City.
2. John Abraham, Traffic Engineer, reviewed the recent past and current Major Road Sidewalk Programs. He advised the Commission that the staff is in the process of developing a sidewalk system program involving all of the major road frontages, wherein an eight foot walk would be placed along at least one side of each of those roads.
3. Larry Falardeau of Oakland County Planning and Economic Development Services made a PowerPoint presentation summarizing the various programs with which his office was involved, emphasizing the trails and greenways programs in various portions of the county. It was noted that one of the proposed trail elements, in the area along the Clinton River in Rochester Hills, could be accessed by extending or enhancing the trails or walkways from the City of Troy by way of Adams, Livernois, or John R Roads.

The matters discussed at the August 29 meeting are further set forth in the enclosed excerpt from the minutes of that Study Meeting. Further discussion ensued, particularly in relation to potential plans within the City of Troy, at the Commission's September 26 and October 24 Study Meetings (minutes excerpts also enclosed).

As the Commission's discussion proceeded, they recognized that adoption of an overall Pathway Plan for the City was important. It was their opinion, however, that the most important element of such a Plan or system was the major thoroughfare frontage sidewalk system, and that particular emphasis should be placed on completion of that system. In the course of their discussion, they further noted that the City's Development Standards include a guideline indicating that 8 foot wide sidewalks shall be provided on the north and west sides of all major roads. It is the Commission's position that the Development Standards should be modified to require the placement of sidewalks at least 8 feet in width across all major thoroughfares frontages, in conjunction with applicable public and private development. At their October 24 Study Meeting, the Planning Commission thus adopted the following advisory resolution:

Moved by Kramer

Seconded by Littman

WHEREAS, during a period ending in early 1999, consultants for the City developed a proposed Pathway Plan indicating a walkway/bikeway system which would interconnect the Civic Center area with various public and private facilities and attractions throughout the City; and

WHEREAS, the City Council has expressed a high level of interest in continuing the implementation of a major road sidewalk program throughout the City; and

WHEREAS, it is the opinion of the Planning Commission that walkway and bikeway facilities are vital elements of the City's overall alternative transportation facilities and will add greatly to the "quality of life" of the total community;

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission hereby recommends to the City Council that action be taken to adopt a City-wide walkway/bikeway plan, involving major thoroughfare frontage sidewalks as well as other pathway links, and that all available actions be taken to implement this plan, based on the following priorities:

1. Those major thoroughfare frontage sidewalk segments which are necessary to complete the major thoroughfare sidewalk system.
2. Those interior walkway and bikeway segments which are necessary to complete the pathway system and interconnect significant public and private facilities and features throughout the City.

BE IT FURTHER RESOLVED, that the Planning Commission recommends that the City's Development Standards be modified in order to require the construction of 8 foot wide sidewalks across all major thoroughfare frontages.

With this recommendation, it is further recognized that the adoption of a City-wide walkway/bikeway plan will also serve as a guide for the location and implementation of such facilities in conjunction with private development activities throughout the City.

Yeas: All Present (9)

Absent: None

#### MOTION CARRIED

In order to assist the City Council in their further consideration of this matter, we have enclosed copies of two maps or plan: (1) a copy of the draft Pathway System Plan as developed by Jim Scott and City staff, dated March 23, 1999; and (2) a copy of the current Master Land Use Plan Map, on which we have superimposed the proposed Pathway System pattern. The City Council has also previously received materials from John Abraham, including a map indicating the present major thoroughfare frontage sidewalk system and the gaps or segments which remain to be completed in that system.

/eh

copies: Neall Schroeder, City Engineer  
Steven Vandette, City Engineer  
John Abraham, Traffic Engineer  
Carol Anderson, Parks and Recreation Director  
Doug Smith, Real Estate and Development Director  
Bill Need, Public Works Director  
Mark Stimac, Director of Building and Zoning

6. TROY "PATHWAY PLAN" AND SIDEWALK PROGRAM

Mr. Keisling explained that, in late 1998 and early 1999, James C. Scott and Associates, Landscape Architects, were retained by the Parks and Recreation Department in order to develop a proposed Pathway Plan for the City of Troy. The concept upon which the Plan was based was the creation of a walkway / bikeway system which would interconnect the Civic Center area with the four corners of the City. The consultants worked with City staff to develop an overall location plan, along with standards as to the type of construction, landscaping, and "street furniture" (seating, lighting, etc.) which could be included. Cost estimates for the potential improvements, and for some of the related right-of-way acquisition, were developed and presented to the City Council. It was Mr. Keisling's understanding that the substantial nature of the costs involved discouraged the Council from further consideration of this matter. There has been little or no discussion of same since the spring of 1999.

Mr. Keisling then noted that, in recent Study Meetings, in addition to discussing various "walkability" programs, some Commission members have also raised a question as to the status of the Pathway Plan. In order to update everyone on this matter, Jim Scott was asked to attend this Study Meeting, along with related staff members, in order to summarize the background and status of this Plan, and perhaps facilitate a discussion of same. John Abraham, the City's Traffic Engineer, was also asked to be present to provide information as to the City's present and potential near future Sidewalk Construction Program. Finally, staff has also become aware that Oakland County is working on the planning and development of a multi-community pathway system, which presently does not include the City of Troy. Larry Falardeau of the Oakland County Planning Division was, therefore, asked to attend this meeting, in order to hopefully make a presentation regarding the County's Pathway System Program.

Jim Scott summarized the 1998-99 efforts to develop a Pathway System Plan for the City and noted the cost estimates for same. It was his understanding that the estimated cost for the construction of the total proposed twenty-one mile pathway system, including landscaping, was approximately six million dollars.

The Commission discussed the various functions which such a pathway system would provide. In the course of their discussion, Parks and Recreation Director, Carol Anderson also commented on some of the matters considered during development of the Pathway System Plan, and noted that there does appear to be an increasing level of interest in such facilities. If efforts are to proceed on the development and implementation of such a plan, the City must first decide what their objectives are in this effort. Doug Smith noted that the creation of such a system would add a great deal to the "quality of life" and attractiveness of the community. Walt Storrs commented that as much or more benefit could perhaps be achieved by the completion of sidewalk segments along major road frontages.

In conjunction with comments and questions from Mr. Storrs and other Commission members, John Abraham, Traffic Engineer, reviewed the recent past and current Major Road Sidewalk Programs. Staff is in the process of developing a sidewalk system program involving all of the major road frontages, wherein an eight foot walk would be placed along at least one side of each of those roads. It was his understanding that the most recent cost estimate for construction only was approximately eleven million dollars. An estimate of potential right-of-way costs has not as yet been completed. The Commission noted that many portions of the proposed Pathway System Plan involve major thoroughfare frontages. Some of the Commission members felt that efforts should be resumed to develop the interior walkway connection system along the Big Beaver Corridor, as proposed by the "Urban Design Plan" developed approximately ten years ago. Mr. Keisling noted that the DDA could perhaps consider involvement in implementation of portions of that walkway system.

Larry Falardeau of Oakland County Planning and Economic Development Services was present, and indicated that he was responsible for the various environmental enhancement programs of that agency. He made a PowerPoint presentation summarizing the various programs with which he was involved, emphasizing the trails and greenways programs in various portions of the county. These programs are typically spearheaded by one or more communities. In response to a question, he indicated that the Oakland County Parks and Recreation agency is not presently involved in these programs. It was noted that one of the proposed trail elements, in the area along the Clinton River in Rochester Hills, could be accessed by extending or enhancing the trails or walkways from the City of Troy by way of Adams, Livernois, or John R Roads. The shortest route to the proposed trail system would be by way of Adams Road, although the Livernois and John R alternatives would not involve

7. PROPOSED PATHWAY PLAN

Mr. Keisling noted that at the August 29, 2000 Study Meeting, presentations were made and discussion occurred relative to various existing and potential pathway, walkway, or sidewalk plans and programs within and adjacent to the City of Troy. The first discussion occurred in relation to the proposed Pathway Plan, which was developed in late 1998 and early 1999 by James C. Scott and Associates, landscape architects. The concept upon which the plan was based was the creation of a walkway/bikeway system, which would interconnect the Civic Center area with the four corners of the City. Along the way the system would interconnect parks and other significant community facilities. The consultants worked with the City staff to develop an overall location plan, along with standards as to the types of construction, landscaping, and "street furniture" which could be included. At the close of the discussion at the August 29 meeting, it was decided that this proposed plan should be further discussed, before making any recommendations to the City Council. As suggested by Carol Anderson, Parks and Recreation Director, the Commission could then perhaps begin by determining or confirming the overall objectives of the plan. The Commission could then also review the various elements or legs of the proposed pathway system, in order to determine conformance to the objectives, and relevance in relation to current and potential future development. In order to assist in the discussion, the Commission had received copies of the current Master Land Use Plan, on which the proposed pathway system was overlaid. They also received a map depicting the City's major road frontage sidewalk program.

Carol Anderson, Parks and Recreation Director, noticed that there was not a specific implementation program tied to the proposed 1999 Pathway Plan. The Commission then discussed various elements of the previously proposed plan. In response to Chairman Beltrami's question as to who would use the Pathway System, Carol Anderson commented that there would be many types of users, from those using various segments for exercise or leisure activity to those using the system for access to parks or other facilities. Mr. Kramer felt that the initial need is for the basic infrastructure, in the form of the completion of the major road sidewalk system. Once that system is complete, other more creative locations such as the "Civic Center Centric Pattern" could be considered and implemented. The Commission members generally felt that a definite overall plan should be established or adopted. The plan would then serve as a guide to determine, for example, when segments of the system might be constructed in conjunction with a new development in a particular area. The Commission also noted the importance of implementing the "Big Beaver Corridor Urban Design Plan", which included walkway connections between various buildings along the Corridor. That plan was not reflected in the Pathway Plan. It was generally felt that priorities should be established for implementation of various elements of a potential pathway plan. The first priority, for example, could be the completion of major thoroughfare links in areas that are a part of the Pathway Plan. The second priority could then be other portions of the major thoroughfare frontage system.

In response to a request from the Commission, Carol Anderson indicated that she would inquire with the Parks and Recreation Board as to their position on a potential Pathway Plan. Their next meeting, however, will not be until November. It was decided that a proposed resolution to the City Council relative to a Pathway Plan should be developed for consideration at the October 24, 2000 Study Meeting.

9/26/00  
plc

7. PROPOSED PATHWAY PLAN AND SIDEWALK PLANS

Mr. Keisling explained that at the August 29, 2000 Study Meeting, presentations were made and discussion occurred relative to various existing and potential pathway, walkway and/or sidewalk plans and programs within and adjacent to the City of Troy. This discussion continued at the September 26 Study Meeting, with the participation of Carol Anderson, Parks and Recreation Director. At that time, it was determined that a recommending resolution to the City Council regarding these matters should be developed at this meeting. This recommendation could, for example, include general priorities for implementation of various elements of a potential Pathway Plan. The first priority was suggested to be the completion of major thoroughfare frontage sidewalk links in areas that are a part of the draft Pathway Plan. The second priority could then be other portions of the major thoroughfare frontage system, with the third priority being the remaining portions of the proposed Pathway Plan.

The Commission noted various elements of the major thoroughfare sidewalk program and the proposed Pathway Plan. Mr. Kramer emphasized the importance of completing the major thoroughfare frontage sidewalk system. He felt that completion of that total system, through the closing of gaps in logical and consistent areas, was more important than emphasizing portions of the major thoroughfare frontage system that fell within the proposed Pathway Plan. He, therefore, suggested that there should only be two priorities recommended: (1) completion of the major thoroughfare frontage sidewalk system; and (2) construction of those interior walkway and bikeway segments which are necessary to complete the proposed Pathway Plan. Mr. Wright noted that sidewalk connections to schools should continue to be a high priority. After confirming the present Development Standards wherein 8 foot wide rather than 5 foot wide sidewalks are required across the northerly and westerly frontages of major thoroughfares, Mr. Waller stated his opinion that 8 foot sidewalks should be required across all major thoroughfare frontages.

Moved by Kramer

Seconded by Littman

WHEREAS, during a period ending in early 1999, consultants for the City developed a proposed Pathway Plan indicating a walkway/bikeway system which would interconnect the Civic Center area with various public and private facilities and attractions throughout the City; and

WHEREAS, the City Council has expressed a high level of interest in continuing the implementation of a major road sidewalk program throughout the City; and

WHEREAS, it is the opinion of the Planning Commission that walkway and bikeway facilities are vital elements of the City's overall alternative transportation facilities and will add greatly to the "quality of life" of the total community;

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission hereby recommends to the City Council that action be taken to adopt a City-wide walkway/bikeway plan, involving major thoroughfare frontage sidewalks as well as other pathway links, and that all available actions be taken to implement this plan, based on the following priorities:

1. Those major thoroughfare frontage sidewalk segments which are necessary to complete the major thoroughfare sidewalk system.
2. Those interior walkway and bikeway segments which are necessary to complete the pathway system and interconnect significant public and private facilities and features throughout the City.

BE IT FURTHER RESOLVED, that the Planning Commission recommends that the City's Development Standards be modified in order to require the construction of 8 foot wide sidewalks across all major thoroughfare frontages.

With this recommendation, it is further recognized that the adoption of a City-wide walkway/bikeway plan will also serve as a guide for the location and implementation of such facilities in conjunction with private development activities throughout the City.

Yeas: All Present (9)

Absent: None

MOTION CARRIED

## Mary F Redden

---

**From:** Laurence G Keisling  
**Sent:** Thursday, December 07, 2000 10:42 AM  
**To:** Mary F Redden  
**Cc:** Carol K Anderson; John K Abraham  
**Subject:** RE: Sidewalk/Pathway Plan

I will do a "cover memo", along with Carol A. & John A., which will "cover" individual reports from all three of us.

-----Original Message-----

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**From:** Mary F Redden  
**Sent:** Thursday, December 07, 2000 9:20 AM  
**To:** Laurence G Keisling  
**Subject:** Sidewalk/Pathway Plan

I have a memo from Carol Anderson regarding the Parks & Rec. Advisory Board recommendation on the above topic. I've been instructed to hold it until I get a memo from you regarding the Planning Commission's recommendation on the same. Is this something you're working on? It should go on the 18th.

<< OLE Object: Microsoft Clip Gallery >>

*Mary Redden*  
**CITY MANAGER'S OFFICE**  
**(248) 524-3330**  
**REDDENMF@CI.TROY.MI.US**

November 20, 2000

To: Honorable Mayor and City Council

From: John Szerlag, City Manager  
Gary Shripka, Assistant City Manager/Services *JMS*  
Carol Anderson, Parks and Recreation Director *CA*

Subject: Parks and Recreation Advisory Board Recommendation  
Regarding Citywide Sidewalk/Pathway Plan

In response to a request from the Planning Commission, the Parks and Recreation Advisory Board resumed discussion of the Citywide Sidewalk and Pathway plan at the November 9, 2000 meeting.

After discussion, a motion by Larry Jose was made, supported by Tom Krent, that the Park Board recommend to the City Council that the Walkway/Pathway Plan be adopted with the priority of major sidewalk segments being filled in first, that the sidewalks and pathways, where possible, be a minimum eight feet wide and that the plan be used as a guide.

Ayes: All

Nays: None

MOTION CARRIED

CKA/mp

November 20, 2000

To: Honorable Mayor and City Council

From: John Szerlag, City Manager  
Gary Shripka, Assistant City Manager/Services  
Carol Anderson, Parks and Recreation Director *CA*

Subject: Parks and Recreation Advisory Board Recommendation  
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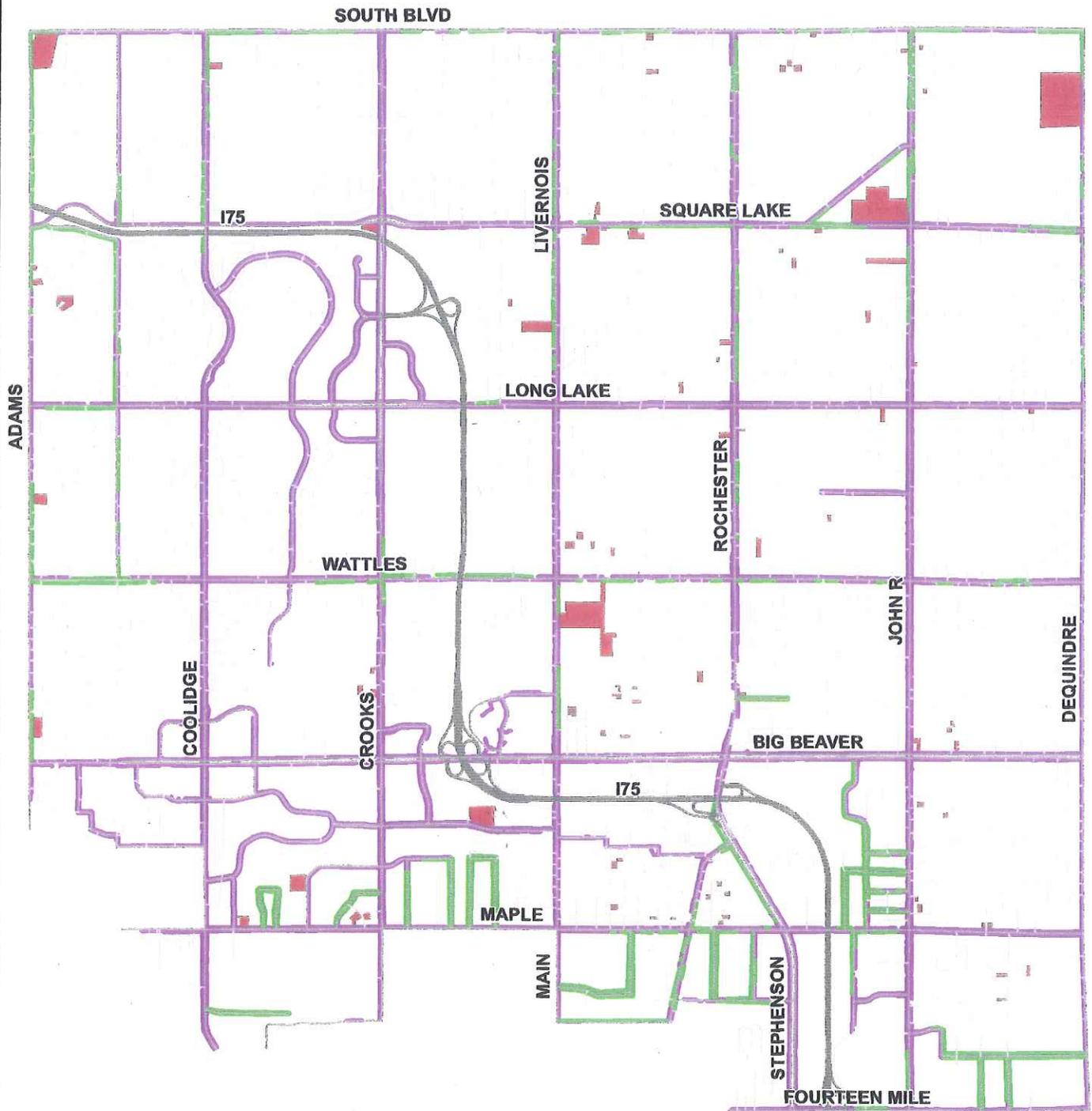
Ayes: All

Nays: None

MOTION CARRIED

CKA/mp

# Sidewalk Location Map



**Legend**

- Sidewalk Absent
- Sidewalk Present
- Parcels with Sidewalk Waiver

**ACT51 Streets**

- County Primary & City Majors
- State Trunkline
- All Others



March 22, 2010