

FINAL

The Traffic Committee meeting was called to order at 7:30 p.m. in the Lower Level Conference Room at Troy City Hall on February 18, 2004 by Jan Hubbell, Vice-Chair.

1. Roll Call

PRESENT: Ryan Deel
Ted Halsey
Jan Hubbell
Kaveri Korgavkar, Student Rep.
Richard Minnick

ABSENT: John Diefenbaker
Richard Kilmer
Charles Solis

Also present: John Abraham, Traffic Engineer
Lt. Scott McWilliams, Police Department

Motion to Excuse

RESOLUTION #TC-2004-02-08

Motion by Halsey
Seconded by Deel

To excuse Mr. Diefenbaker, Mr. Kilmer and Mr. Solis as they are out of the City.

YEAS: All-4

NAYS: None

ABSENT: 3 (Diefenbaker, Kilmer, Solis)

MOTION CARRIED

2. Minutes – January 21, 2004

RESOLUTION #TC-2004-02-09

Motion by Halsey
Seconded by Deel

To approve the January 21, 2004 minutes as printed.

YEAS: All-4

NAYS: None

ABSENT: 3 (Diefenbaker, Kilmer, Solis)

MOTION CARRIED

3. Traffic Concerns Around Troy High School

At the last Traffic Committee meeting there was discussion about traffic concerns in the Troy High School area. The Traffic Engineer and Traffic Safety Lieutenant were requested to investigate and report back. The Traffic Safety Unit has been out almost every morning to enforce traffic laws in the area, and the Traffic Engineering office performed studies at the school to evaluate the traffic and concerns.

During arrival time, particularly between 7:15 and 7:45 a.m., there is very high congestion on all roadways in the school area. All students have to use the Long Lake entrance, while all parents dropping off students have to use the Northfield Parkway entrance. Due to delays at the Northfield Parkway entrance, the traffic backup extends in both directions on the roadway and on many occasions back into the intersection of Northfield Parkway and Long Lake Road. This also leads to motorists stalling or "getting stuck" in the median area of the intersection. As such, there are many instances when this stalled traffic obstructs through traffic on Long Lake, causing a potentially hazardous situation. This is one of the major concerns from a traffic safety point of view since there have also been crashes related to such obstruction of traffic.

Traffic studies at the school show the following at the intersection of Northfield Parkway and Troy High School.

	Left Turn In	Left Turn Out	Right Turn In	Right Turn Out
7:00 – 7:15	39	40	83	40
7:15 – 7:30	55	93	153	89
7:30 – 7:45	58	79	146	96
7:45 – 8:00	2	5	8	0
Total	154	217	390	225

As seen, there is a very high number of traffic maneuvers at the intersection between 7:15 and 7:45 a.m. All the parents are directed to the circular drive southeast of the school and must exit back onto Northfield Parkway in both directions. In this time period, backups on Northfield Parkway are in excess of 20 vehicles. Observations indicated that there is a very high number of vehicles (217) making a left out of the driveway, and these may be slowing down all traffic in the area. The student parking lot had around 63 vehicles at 7:15 a.m. and by 7:45 a.m. there were 434. There were a couple of instances where the backup in the center lane on Long Lake from the school driveway was overflowing into the westbound Long Lake traffic lane. Very few vehicles were seen exiting this driveway onto Long Lake during the morning arrival time.

Subsequent to the studies, Sgt. Redmond and Dr. Abraham met with the school principal, assistant principal and the Assistant Superintendent of the Troy School District regarding these concerns. The Principal, Dr. Boehms, indicated that a few minor changes were done to the drop off areas and that traffic and concerns from parents have been high since fall.

Dr. Fowler, Asst. Superintendent, indicated that this might be one of the sites the school district is looking at for some kind of reconfiguration to improve traffic flow and parking. Two options for alleviating the existing concerns were discussed.

1. To post "NO LEFT TURN BETWEEN 7:15 and 7:45 a.m. EXCEPT BUSES" at the school driveway at Northfield Parkway. This would force all traffic exiting the school to make a right turn, thus creating a better flow of traffic in the drop off pattern.
2. All parents could use the northern driveway on Northfield Parkway into the staff/student parking lot. The idea is to use a part of the parking lot (western edge) as a drop off area, and the parents would exit onto Long Lake. Since there is more than adequate stacking for this option, traffic flow might be much smoother. This also utilizes the outbound lanes of the driveway that leads to Long Lake (which currently is hardly used in the morning).

To separate parent traffic from students in the parking lot, all aisles of the parking lot may have to be closed by gates so that vehicles do not enter these parking aisles and drop off kids, making it potentially unsafe. The second (south) driveway at southbound Northfield Parkway will also have to be signed NO RIGHT TURN in the morning. Several options were discussed with this concept. It was concluded that some of this may involve more permanent type improvements, and the school district may hire a traffic consultant to evaluate and design parking and drop off areas.

Sgt. Redmond felt that the potential traffic safety situation is something that may need immediate attention and suggests that we try the NO LEFT TURN onto Northfield Parkway option on a temporary basis to determine whether it helps. To expedite the process, it was decided that a temporary traffic control order will be issued to restrict left turns. A special letter from the school will inform parents, and then signs will be installed around the first of March to help relieve the situation.

In the meantime, the Traffic Committee can study and consider other options to relieve congestion in the area.

Sgt. Redmond and Dr. Abraham have been at the school repeatedly. All parents driving their children to school enter and exit the same driveway from northbound and southbound Northfield Parkway. Drivers wanting to turn left (north) onto Northfield hold up the line blocking in and out traffic. Southbound traffic backs up so far that it blocks traffic on Long Lake. Teachers use the same driveway on Northfield Parkway.

Very few motorists use the student driveway onto Long Lake. That driveway is only used as an entrance. Parents could use it as an exit in the morning to relieve congestion at the Northfield Parkway driveway.

School buses all enter from Long Lake and exit onto Northfield Parkway, about half turning left and half right.

The school has plenty of land and space to change the configuration of driveways and traffic flow for greater efficiency. Sgt. Redmond and Dr. Abraham have met with Dr. Boehms and Dr. Fowler, and they are aware of the problems. They have made some changes in the parking lot but the situation seems to have worsened. It was suggested that another driveway could be added to create two different loops of traffic. The School District plans to hire a traffic consultant to perform a study of the school to come up with some permanent solutions to the traffic concerns in the area.

SUGGESTED RESOLUTION:

1. Recommend installing a NO LEFT TURN 7:15-7:45 A.M. EXCEPT BUSES sign on the Troy High School drive onto Northfield Parkway.

RESOLUTION #2004-02-10

Motion by Halsey

Seconded by Deel

YEAS: All-4

NAYS: None

ABSENT: 3 (Diefenbaker, Kilmer, Solis)

MOTION CARRIED

4. Sidewalk Maintenance Program

At the last Traffic Committee meeting discussion on sidewalks, there was a request for a report on sidewalk maintenance by our Department of Public Works. Tim Richnak, DPW Director, indicated that the DPW has a very aggressive sidewalk maintenance program. For major roads the City is divided into six different sections and each year major road sidewalks in one section are inspected and repaired. These inspections include finding trip hazards, cracks more than ¼ inch wide, and pavement surface failures. In addition to sidewalks in the section, the DPW also performs repairs on areas where they receive citizen requests. Therefore, every piece of major road sidewalk will be inspected and repaired once every six years.

For residential area sidewalks, the City is divided into 12 sections, so all sidewalks are inspected and repaired, if required, once in 12 years. The DPW is responsive to any sidewalk concern they receive, and encourage residents to inform them if they see sidewalk problems.

Attached are some details of the maintenance program. Last year \$385,000 was spent on the sidewalk maintenance program.

5. **Visitors' Time**

6. **Other Business**

Mr. Halsey mentioned that there is City-owned property at Vanderpool and Rochester where people park, though there are some NO PARKING signs. Sgt. Redmond mentioned that he will be glad to go and take a look at it.

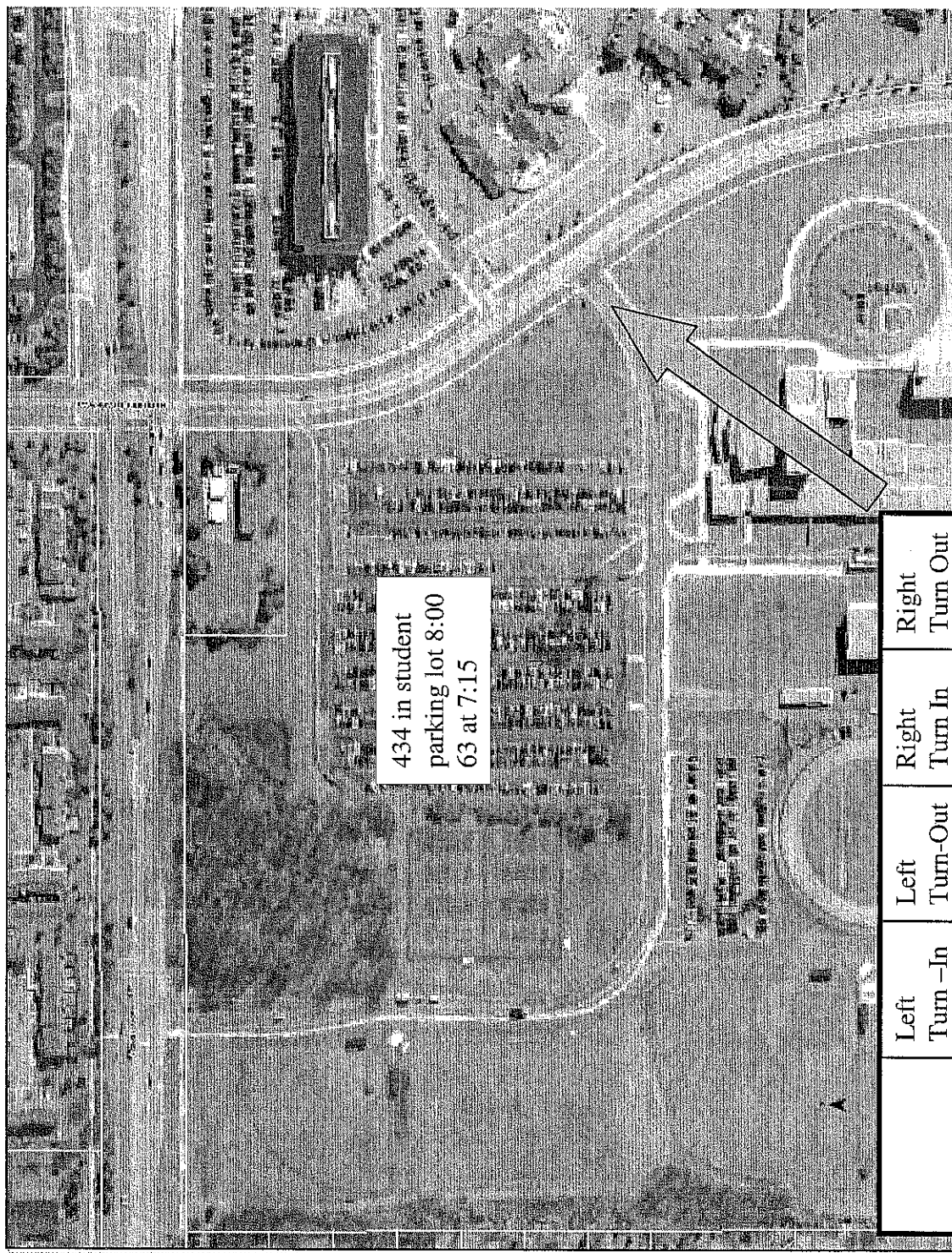
Mr. Deel mentioned an article in the Detroit Free Press that gave Stephenson Highway a "D" grade. Stephenson carries a great number of heavy trucks that takes a toll on the pavement. Dr. Abraham explained that the City is currently in the right-of-way acquisition phase for reconstructing the roadway.

The question was raised as to when Wattles Road will be boulevarded. Dr. Abraham said it will be done at the same time as the Rochester Road reconstruction project.

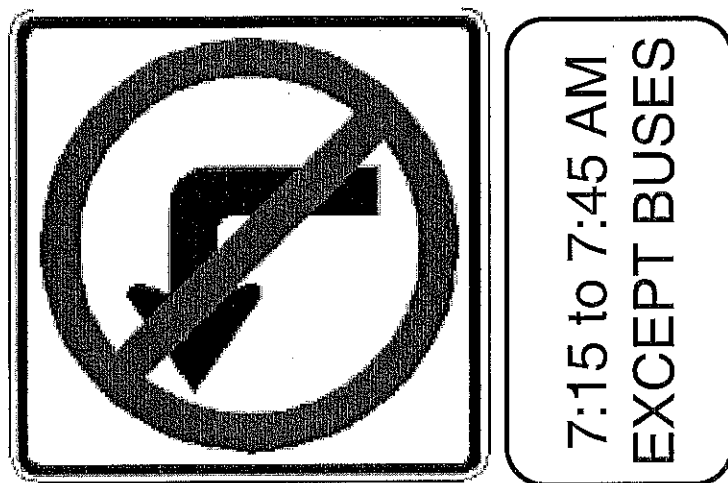
8. **Adjourn**

The meeting was adjourned at 8:17 p.m. The next meeting is scheduled for March 17, 2004.

SIGNED: 
Jan Hubbell, Vice-Chair



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R3-2 sign - 24" X 24"

<u>Budget Year</u>	<u>Sidewalk Replacement</u>	<u>Est. L.F Not Actual</u>
<u>2004/2005</u>	* <u>\$550,000</u>	
<u>2003/2004</u>	** <u>\$385,000</u>	
<u>2002/2003</u>	<u>\$299,990</u>	<u>13,333 L.F</u>
<u>2001/2002</u>	<u>\$425,750</u>	<u>17,777.L.F</u>
<u>2000/2001</u>	<u>\$202,990</u>	<u>9,022 L.F.</u>
<u>1999/2000</u>	<u>\$174,960</u>	<u>7,777 L.F</u>
<u>1998/1999</u>	<u>\$107,700</u>	<u>4,800.L.F</u>
<u>1997/1998</u>	<u>\$ 86,800</u>	<u>3,911 L.F</u>

* Amount Requested

** Amount Approved

Twelve Year Sidewalk Replacement Program for Subdivision

Year 1

Section # 1, and 12

Year 2

Section # 13, and 24

Year 3

Section # 25, and 36

Year 4

Section # 3, 2, and 11

Year 5

Section # ½ (16) E, 15, and 14

Year 6

Section # ½ (21) E, 22, and 23

Year 7

Section # 27, 26, 34, and 35

Year 8

Section # 4, 5, 6, and 9

Year 9

Section # 7, and 8

Year 10

Section # 17, 18, and ½ (16) W

Year 11

Section # ½ (16) E, 15, and 14

Year 12

Section # 28, 29, 30, 31, and 32

Six Year Sidewalk Replacement Program for the Mile Rd**Year 1****Section # 1,2,3,10,11, and 12**

- 1- S. Side of South Blvd (Livernois & Dequindre)
- 2- S. & N. Side of Square Lake (Livernois & Dequindre)
- 3- N. Side of Long Lake (Livernois & Dequindre)
- 4- E. side Dequindre (South Blvd. & Long Lake)
- 5- E. & W. Side of John R (South Blvd. & Long Lake)
- 6- E. & W. Side of Rochester (South Blvd. & Long Lake)
- 7- E. Side of Livernois (South Blvd. & Long Lake)

Year 2**Section # 13,14,15, ½ (16) E, ½ (21) E, 22, 23, and 24**

- 1- S. Side of Long Lake (Livernois & Freeway)
- 2- S. & N. Side of Wattles (Livernois & Freeway)
- 3- N. Side of Big Beaver (Livernois & Freeway)
- 4- E. Side Dequindre (Long Lake to Big Beaver)
- 5- E. & W. Side of John R (Long Lake to Big Beaver)
- 6- E. & W. Side of Rochester (Long Lake to Big Beaver)
- 7- E. & W. Side of Livernois (Long Lake to Big Beaver)
- 8- E. Side of Freeway (Long Lake to Big Beaver)

Year 3**Section # 25, 26, 27, 34, 35, and 36**

- 1- S. Side of Big Beaver (Livernois & Dequindre)
- 2- S. & N. Side of Maple (Livernois & Dequindre)
- 3- N. Side of Fourteen (Stephenson Hwy & Dequindre)
- 4- E. Side Dequindre (Big Beaver & Fourteen)
- 5- E. & W. Side of John R (Big Beaver & Fourteen)
- 6- E. & W. Side of Rochester & Stephenson Hwy (Big Beaver & Fourteen)
- 7- E. Side of Livernois (Big Beaver & Elmwood)

Year 4**Section # 4, 5, 6, 7, 8, and 9**

- 1- S. Side of South Blvd (Livernois & Adams)
- 2- S. & N. Side of Square Lake (Livernois & Adams)
- 3- N. Side of Long Lake (Livernois & Adams)
- 4- W. Side of Livernois (South Blvd. & Long Lake)
- 5- E. & W. Side of Crooks (South Blvd. & Long Lake)
- 6- E. & W. Side of Coolidge (South Blvd. & Long Lake)
- 7- E. Side of Adams (South Blvd. & Long Lake)

Year 5

Section # ½ (16) W, 17, 18, 19, 20, and ½ (21) W

- 1- S. Side of Long Lake (Adams & Freeway)
- 2- S. & N. Side of Wattles (Adams & Freeway)
- 3- N. Side of Big Beaver (Adams & Freeway)
- 4- E. Side of Freeway (Long Lake to Big Beaver)
- 5- E. & W. Side of Crooks (Long Lake to Big Beaver)
- 6- E. & W. Side of Coolidge (Long Lake to Big Beaver)
- 7- E. Side of Adams (Long Lake to Big Beaver)

Year 6

Section # 28, 29, 30, 31, and 32

- 1- S. Side of Big Beaver (Adams & Livernois)
- 2- N. Side of Maple (Coolidge & Livernois)
- 3- W. Side of Livernois (Big Beaver & Maple)
- 4- E. & W. Side of Crooks (Big Beaver & Mijer)
- 5- E. Side of Coolidge (Big beaver & Industrial Row)