

AGENDA
TRAFFIC COMMITTEE MEETING
FEBRUARY 18, 2004 - 7:30 P.M.
LOWER LEVEL CONFERENCE ROOM
TROY CITY HALL
500 W. BIG BEAVER ROAD

1. Roll Call
2. Minutes – January 21, 2004
3. Traffic Concerns Around Troy High School
4. Sidewalk Maintenance Program
5. Visitors' Time
6. Other Business
7. Adjourn

cc: Traffic Committee Members, Including Ex-Officio Members
Gary A. Shripka, Assistant City Manager/Services
Steven Vandette, City Engineer
Captain Dane Slater, Police Department
Lt. Scott McWilliams, Police Department
Lt. Robert Matlick, Fire Department
Lori Grigg Bluhm, City Attorney
John K. Abraham, Traffic Engineer

and: Dr. Janet Jopke, Supt. of Schools, 4400 Livernois 48098
Dr. Barbara Fowler, Asst. Supt. of Schools, 4400 Livernois 48098
Dr. Larry Boehms, Principal Troy High School, 4777 Northfield Parkway 48098

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 accidents.

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.

**AGENDA EXPLANATION
TRAFFIC COMMITTEE MEETING
FEBRUARY 18, 2004**

1. **Roll Call**
2. **Minutes – January 21, 2004**
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 have been 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 a gate so that vehicles do not enter these parking aisles and drop off kids, making it potentially unsafe. The driveway at Northfield Parkway will also have to be signed NO RIGHT TURN in the mornings. 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.

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.
2. Other recommendations.
3. Recommend no changes.

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.

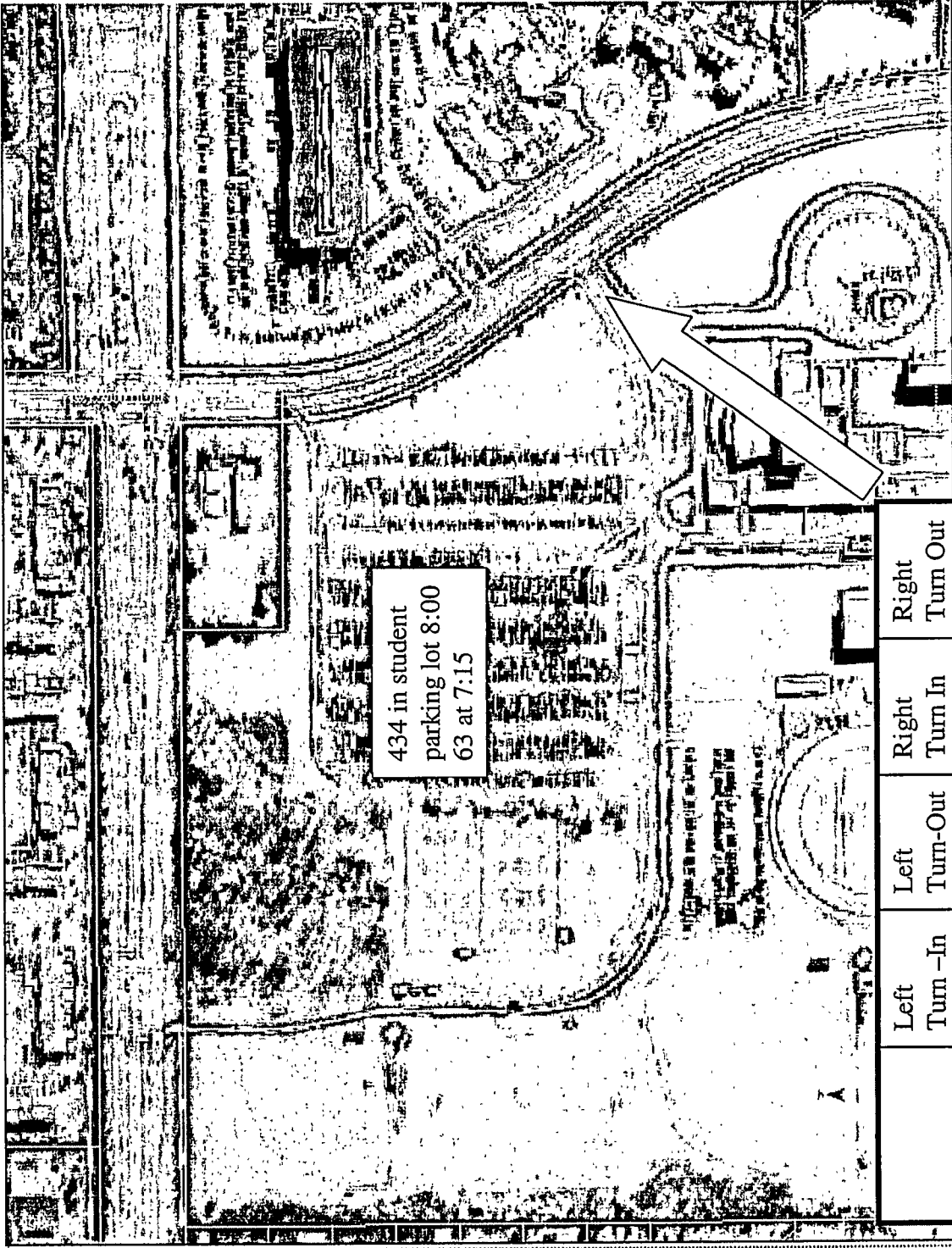
For residential area sidewalks, the City is divided into 12 sections, so all sidewalks are inspected and repaired, if required, once in 12 years. The DPW is responsive to any sidewalk concern they receive, and encourage residents to inform them if they see sidewalk problems.

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

6. Visitors' Time (Items not on the Agenda)**7. Other Business**

Items not on the agenda which Traffic Committee members may wish to discuss.

8. Adjourn



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Total	154	217	390	225



7:15 to 7:45 AM
EXCEPT BUSES

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)