

AGENDA
TRAFFIC COMMITTEE MEETING
NOVEMBER 15, 2006 - 7:30 P.M.
LOWER LEVEL CONFERENCE ROOM
TROY CITY HALL
500 W. BIG BEAVER ROAD

1. Roll Call
2. Minutes – October 18, 2006

PUBLIC HEARINGS

3. Request for Sidewalk Waiver at 2059 Garry
4. Request for Sidewalk Waiver at 2065 Garry

REGULAR BUSINESS

5. Request for Removal of STOP Signs on Northfield Parkway at Durand/Wintergreen
Requested by Troy High School
6. Study Item: Review of Traffic Impact Study for Beaumont Hospital
7. Visitors' Time
8. Other Business
9. Adjourn

cc: Traffic Committee Members, Including Ex-Officio Members
Captain Ed Murphy, Police Department
Lt. Scott McWilliams, Police Department
Lt. Robert Matlick, Fire Department
John K. Abraham, Traffic Engineer

and cc: Items 3 & 4 Michael Agnetti, 2977 Lovington, Troy MI 48083
Residents within 300 feet of 2059 & 2065 Garry

Item 5 Mr. Mark Dziatczak, Principal, Troy High School
Residents within 300 feet of Durand/Wintergreen

Item 6 Beaumont Hospital, 44201 Dequindre, Troy 48085
Mr. Jim Lemire, Harley Ellis Devereaux, 26913 Northwestern Hwy.
Suite 200, Southfield MI 48033-3476
Residents within 300 feet of Beaumont Hospital
E. James Grix, 2508 Coral Drive, Troy 48085

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

NOVEMBER 15, 2006

1. **Roll Call**
2. **Minutes –October 18, 2006**

PUBLIC HEARINGS

3. **Request for Sidewalk Waiver – 2059 Garry**

Michael Agnetti requests a waiver for the sidewalk at 2059 Garry. The sidewalk ordinance requires that sidewalk be installed in conjunction with the construction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an "Agreement for Irrevocable Petition for Sidewalks."

Petitioner states that the neighborhood is already developed with no sidewalks existing, and a sidewalk would lead nowhere and connect to nothing.

Richard Ewing, 2078 Garry, phoned Dr. Abraham and visited City Hall to express his opposition to construction of the sidewalks.

SUGGESTED RESOLUTIONS:

1. WHEREAS, City of Troy Ordinances, Chapter 34, Section 8(D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Michael Agnetti has requested a temporary waiver of the requirement to construct sidewalk on the property because there are no other sidewalks in the area; and

WHEREAS, the Traffic Committee has determined the following:

- a. A variance 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 two-year waiver of the sidewalk requirement for the property at 2059 Garry, which is owned by Michael Agnetti.

2. 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 for the property at 2059 Garry, which is owned by Michael Agnetti.

4. **Request for Sidewalk Waiver – 2065 Garry**

Michael Agnetti requests a waiver for the sidewalk at 2065 Garry. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an "Agreement for Irrevocable Petition for Sidewalks."

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- 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 two-year waiver of the sidewalk requirement for the property at 2065 Garry, which is owned by Michael Agnetti.

2. 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 for the property at 2065 Garry, which is owned by Michael Agnetti.

REGULAR BUSINESS

5. **Request for Removal of STOP Signs on Northfield Parkway at Durand/Wintergreen.**

Mark Dziatczak, principal of Troy High School requests consideration of removal of STOP signs on Northfield Parkway.

Background: City staff and the Traffic Committee have discussed traffic conditions at Troy High on several occasions. One of the suggestions from these discussions was the installation of a "parents only" drive on Northfield Parkway, south of the main drive. Over the summer, the drop-off area was constructed and opened at the beginning of this school year. The drop-off ramp is one-way and provides for two lanes in the drop-off area and allows for right-only operations exiting the drop-off area onto Northfield Parkway.

Observations of arrival and dismissal time traffic at the school indicate that there is high congestion in the area during these times. In the morning, motorists exiting the drop-off area proceed south and have to stop at the 4-way stop sign at Durand/Wintergreen on Northfield Parkway. Delays at the intersection cause a backup from Durand to the drop-off area. This leads to backups from the drop-off area onto Northfield Parkway. Some of the concerns associated with this include parents dropping off kids on Northfield Parkway, kids then walking between cars to get to the school, multiple lanes stopped and letting off kids at the drop-off area, motorist confusion and frustration.

In the afternoon the congestion was not as critical; parents were able to pick up their kids and leave. The STOP-controlled intersection causes the traffic to flow at speeds between 5-10 mph with average delays of around four minutes.

STOP signs at Durand were installed in 1990, just when Troy High opened, based on citizen concerns:

- a. Limited sight distance for traffic exiting Durand / Wintergreen, motorists cannot make turns safely out onto Northfield Parkway since they cannot see oncoming traffic over the hill/curve.
- b. Safe pedestrian crossing for kids walking to school from the east side of Northfield Parkway.
- c. Excessive speed concerns, and the residents felt the signs might provide a "break" in traffic and speeds.

The Traffic Committee discussed installation of the STOP signs on several occasions in 1989 and 1990. Relevant parts of the minutes of two meetings and a copy of the Traffic Control Order are attached for committee review.

SUGGESTED RESOLUTIONS:

- a. Recommend removal of the STOP signs on Northfield Parkway at Durand/Wintergreen.
- b. Recommend no changes.

6. Study Item: Review of Traffic Impact Study for Beaumont Hospital.

This item is placed on the agenda as a study item to review traffic analysis for the hospital expansion plan. Conclusions from the Traffic Impact Study for the expansion of Beaumont Hospital on Dequindre Road are attached. City staff is reviewing their site plan and the traffic impact study. Following are some comments from staff.

- a. The site is currently served by two traffic signals, and ultimately, after expansion, there will be two signals, one at their emergency center and one at the main intersection south of the building.
- b. The study assumes roadway widening to be completed by the City/County by 2010. The current schedule shows that the project may be funded for construction only by 2014.
- c. **Pedestrian Issues:**

Sidewalks along Dequindre will be installed as a part of this phase. In the past there have been a number of pedestrian safety concerns from Beaumont employees, officials and the general public. One of the major concerns is safe crossing of pedestrians between the buildings, across Dequindre. The Beaumont master plan recognizes this concern and includes a pedestrian overpass/skywalk connecting the two buildings by 2015. However, in the interim there is no plan that would address pedestrian safety concerns between 2007-2015 (or when the skywalk is complete). By closing the main entrance drive and removing the traffic signal, there is no designated "crosswalk" in proximity to the buildings; therefore, it can be expected that pedestrians may cross at different points along Dequindre, between the proposed signalized intersections. Development of a pedestrian circulation plan including designated crosswalks and sidewalk connections to buildings is suggested.

To discourage pedestrians from crossing Dequindre at several points, a physical barrier is recommended along the border of the sidewalk with openings only at the designated crosswalk(s). This could be landscape shrubs or decorative fence or any such treatment that would match the building and surrounding areas. The frequency and number of shuttle buses running between the campuses may also

need to be reviewed so that employees and other potential pedestrians can be better served instead of walking.

d. Improvements on Dequindre:

The major traffic-carrying driveway is proposed to be moved to the south, and following are recommendations for improvements to Dequindre Road.

1. Five-lane cross-section should be continued through the proposed south driveway. As discussed in the study, a majority of the traffic will be from the north, so there is a need for at least two lanes in each direction until the main drive. The roadway can then taper back to three lanes south of the intersection, to match with the 36' wide pavement just north of the residential streets Ranieri and Burning Bush.
2. Driveways onto Dequindre from the west and east should have a minimum of three lanes exiting to facilitate exclusive right, left, and through movements at the signalized intersection.

This is a study item, and if the committee wishes to pass any resolutions recommending improvement beyond staff recommendations, it can be done. A complete copy of the Traffic Impact Study is available at the City Engineering Office for review, if required.

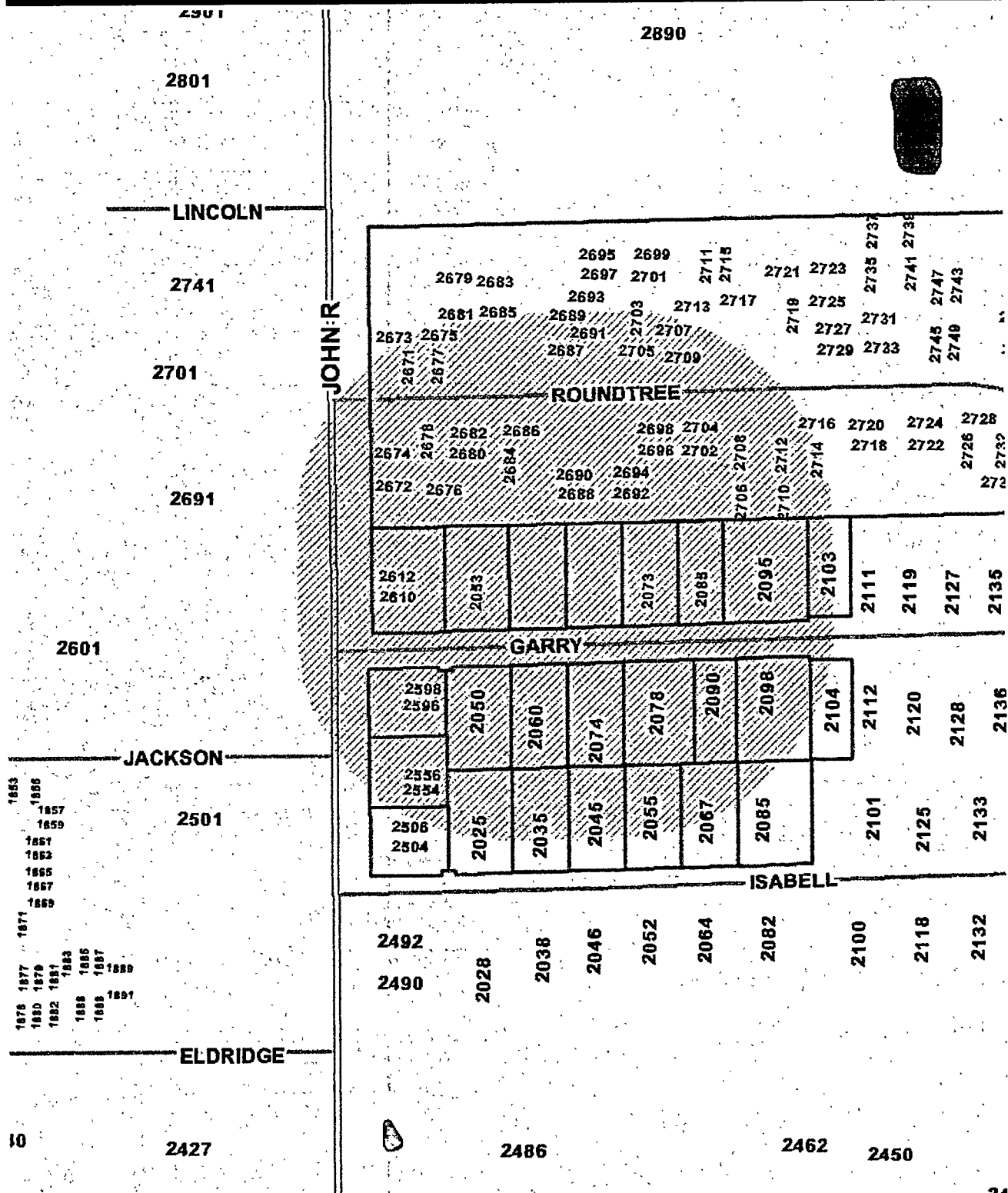
7. Visitors' Time

Items not on the agenda.

8. Other Business

Items not on the agenda which Traffic Committee members may wish to discuss.
Discussion of cancellation of December meeting.

9. Adjourn



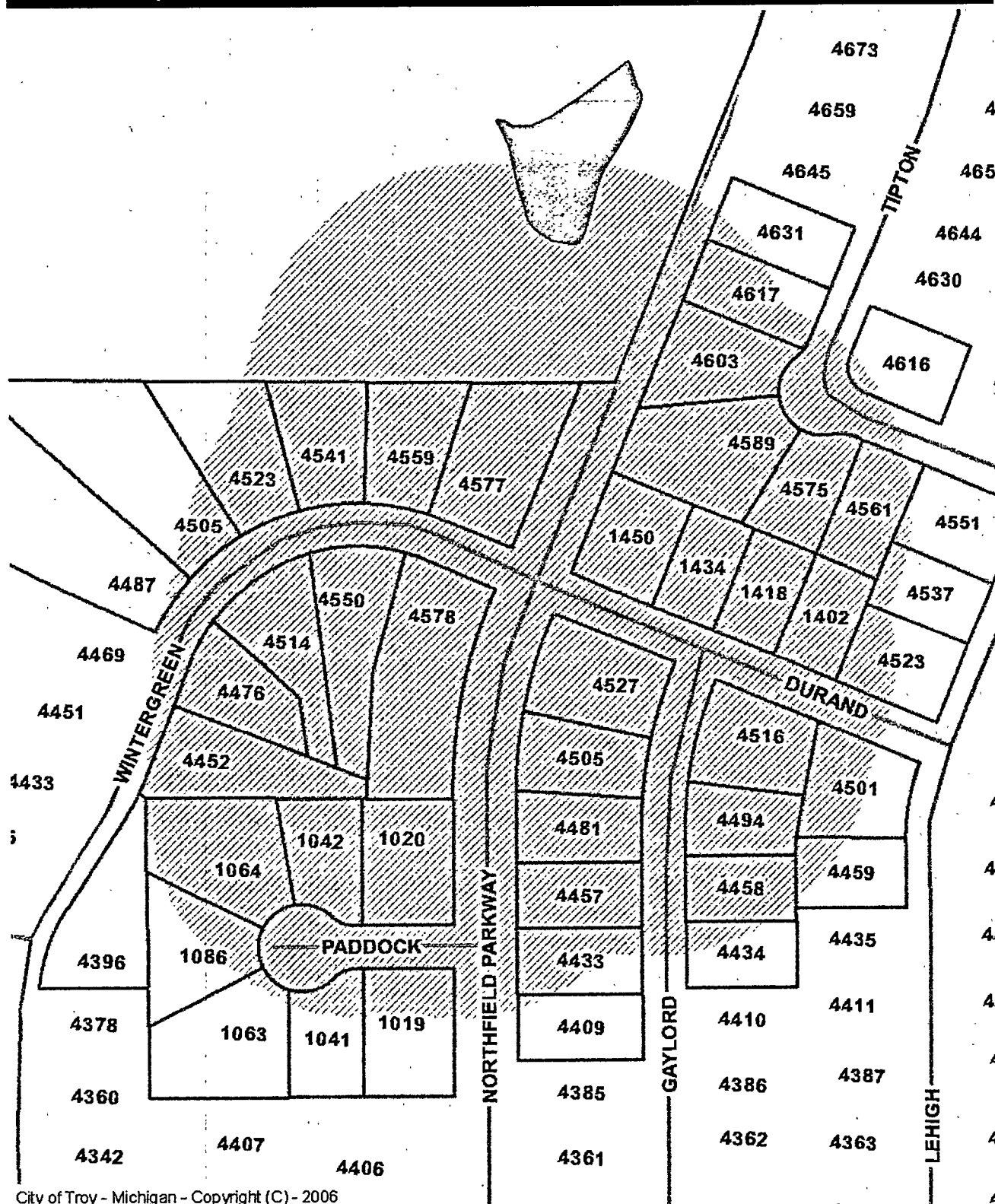
Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally



TROY HIGH SCHOOL
SCALE 1"=400'



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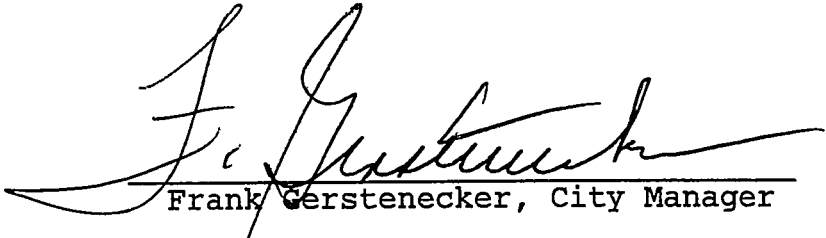
TRAFFIC CONTROL ORDER #90-10-SS

Location: Northfield/Durand/Wintergreen Intersection

Requirement of Order: Install **Four-Way Stop Signs**, with **Advance Warning Signs**, at the Northfield-Durand-Wintergreen intersection.

Date of Council Approval: April 9, 1990 Resolution #90-323

Work Order Sent to: DPW 4/11/90 Send 2 copies to: DPW
 Fire Dept. Fire
 (This form shall be work order.)


 Frank Gerstenecker, City Manager

Rec 4-23-90

4-23-90

Date Installed


Authorized Signature

 Manager's Office will
 distribute copies
 after installation.

 Distribute copies to: Date sent:
 Police Dept. 4-25-90
 City Clerk 4-25-90
 Traffic/Transp. Engr. 4-25-90
 Fire Department _____

Traffic Committee Recommendations - Meeting of March 21, 1990 c-7

- a) Install a No Parking sign on the West Side of Lawson Drive, South of Wattles

Resolution #90-322

Moved by Pallotta

Supported by Schilling

RESOLVED, that Traffic Control order No. 90-5-P is hereby approved for the installation of a "No Parking" sign on the west side of Lawson Drive, south of Wattles, to prohibit parking between Wattles and Meadowbrook, as recommended by the Traffic Committee.

Yes: All-7

- b) Traffic Control Devices at the Northfield/ Durand/Wintergreen Intersection

Resolution #90-323

Moved by Stine

Supported by Pallotta

RESOLVED, that Traffic Control Order No. 90-10-SS is hereby approved for the installation of four-way stop signs, with advance warning signs, at the Northfield/Durand/Wintergreen intersection.

Yeas: All-7

TRAFFIC COMMITTEE MEETING OF MARCH 2, 1990

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**ITEM: 7 INSTALL A FOUR WAY STOP AT THE NORTHFIELD/DURAND/
WINTERGREEN INTERSECTION.**

Information is provided per the attached memo.

Mrs. Perry questioned why this item was back for further consideration by the Traffic Committee. Mr. Robbins explained that the City has been unable to get permission to change the berm because the 21 foot easement is for landscaping only with no right for the City to go on without the residents' permission. The residents won't give permission although the City Engineer has been trying to obtain it. Cutting back the berm to the right of way line with a wall erected on the right of way line would offer some help in the sight distance but not enough. If it was a roadway easement, there would be no problem.

Mr. Robbins mentioned that he went to a homeowners meeting about the new high school but the people there just wanted to talk about the intersection. The limited sight distance is on record and there could be a liability case if ever an accident. There will be an increase in traffic (about 20%) with the new high school and with the light at Wattles and Northfield. Construction workmen, etc. will also add to the increase in traffic.

The comment was made that a traffic signal for this intersection will eventually be requested.

Mr. Hanna asked why the owners won't agree and was told that they don't want their landscaping disrupted. He asked why the residents had not been notified of the meeting.

Mr. Halsey remarked that it is already known what the people want. He stated that things have changed since the intersection was last considered and although he was dead set against a 4-way stop when first discussed, if what was recommended cannot be done, maybe a 4-way stop should be installed.

Mr. Cotsonika questioned putting signs that are not warranted. Mr. Halsey replied that the intersection does meet the warrants because of the vision obstruction.

Mrs. Perry said that she is worried about it being too late to see the stop sign after coming around the curve. She could not understand that the residents complained about the sight distance but are more worried about disturbing their landscaping.

Mr. Robbins indicated that, under the warrants, he is allowed to reverse the stop signs from Durand and Wintergreen to Northfield Parkway but this would not correct the sight distance.

Mr. Diefenbaker inquired about the City going to court to force the residents to allow the developer on the easement to reconstruct to the original design. He continued by saying that stop signs will not help, police sitting 12 hours a day will not help, and no matter what we do, it will not help - the only solution is get the berm cut back.

TRAFFIC COMMITTEE MEETING OF MARCH 21, 1990

p. 6

Item 7 Contd.

Mr. Cotsonika pointed out that the City approved a topographical plan. The roadway was not built to plan and the developer should be made to comply with the plan. If there is still a problem after complying with the plan, then install stop signs.

Mr. Robbins said that the problem is not with the developer. He is willing to correct the mistake but the City Attorney says the the City cannot touch the property unless permission is obtained by negotiating with the owners.

Fire Inspector Mouch commented that there will be alot more traffic with the new high school, a 4-story office building on the north-east corner of Northfield and Long Lake which will be occupied by June, and another 4-story office building being built on the south-east corner.

Mr. Hanna offered his opinion that the residents bought their homes and now realize they are abutting a major road. He does not think any signage will help and believes that the intersection should be reconstructed as originally approved.

Discussion led to the remark that maybe if the residents object to a wall being erected, they will go along with the original idea of cutting down the berm.

Moved by Hanna
Supported by Perry

Recommend that the existing traffic control devices at the Northfield/Durand/Wintergreen intersection be retained and that City Council pursue all manners and methods at their disposal to reconstruct the intersection as originally designed, prior to any additional traffic control devices being contemplated.

YEAS: 7 Cotsonika, Diefenbaker, Halsey, Hanna, Hubbell,
Perry, Townson

NAYS: 0

ABSENT: 0

MOTION PASSED

ITEM: 8 OTHER BUSINESS.

Mr. Halsey suggested that, rather than receive duplicate attachments with the minutes of the Traffic Committee meetings, the attachments from the agendas could be retained. The Committee concurred.

ITEM: 6 REDESIGN COOLIDGE ROAD MEDIAN OPENING OPPOSITE
KOPPY-NEMER AND SOMERSET MALL DRIVEWAYS

Troy Police Sgt. Kerr and Gene Engelhard have noted that many motorists find it difficult to observe the "Right Turn Only" signs at the Somerset Mall and Koppy-Nemer driveways to Coolidge, north of Golfview. This traffic regulation was enacted in an effort to reduce the frequency of accidents involving left turn vehicles. One possibility for making this turn restriction more obvious to motorists would be to install a traffic island on Coolidge as shown in the attached sketch. This island would permit only the left turn movements from Coolidge into the driveways. Movements across Coolidge or left turns onto Coolidge would be physically prohibited.

Gene Engelhard appeared before the Committee on behalf of this item. He had been ticketed for an illegal left turn out of the Somerset Mall drive but said that the way he saw the sign he thought it meant not to turn left into the northbound lanes of Coolidge. After going back to look, he said that he could understand why he thought this and why he brought it to the attention of the Traffic Committee. He expressed agreement with the sketch and is in favor of the traffic island on Coolidge.

Mr. Diefenbaker remarked about not being happy with the signing when it went in. He would much rather see an island as shown in the sketch.

Mr. Hanna questioned who had been notified.

Moved by Hanna
Supported by Diefenbaker

Recommend that this item be tabled for 30 days so that all parties concerned may be notified.

YEAS: 4 Diefenbaker, Halsey, Hanna, Perry
NAYS: 0
ABSENT: 3 Coleman, Cotsonika, Rudell

MOTION PASSED

Mr. Hanna said to be sure to notify representatives of the Koppy-Nemer and Somerset Mall developments.

Carol Anne Bonjour, 2433 Wexford, requested that a place for U-turns on Coolidge be considered.

ITEM: 8 INSTALL 4-WAY STOP AT NORTHFIELD PARKWAY/DURAND

Kathy Richardson, 4265 Gaylord, has expressed concern about the intersection sight distance available to motorists entering Northfield Parkway from Durand. At their meeting of December 5, 1988, Troy City Council considered a request to install a 4-way stop at Northfield Parkway/Durand/Wintergreen. However, they concluded that this would not be an appropriate use of stop signs and that stop signs on Northfield Parkway at Durand/Wintergreen would not be "self enforcing". As a result of that City Council discussion, the City Engineer and Transportation Engineer investigated the possibility of improving the sight distance through other means.

Item 8 Contd.

In December of 1988, Troy City Council reviewed a sight restriction at the intersection of Northfield and Durand. Engineering Department surveys had shown that the intersection sight distance was less than what would be considered desirable. To improve sight conditions for motorists northbound on Northfield Parkway and motorists westbound on Durand, three alternatives were discussed:

1. Convert Durand to a cul-de-sac, thus eliminating the intersection of Northfield and Durand and the possibility of conflicting traffic movements.
2. Reconstruct Northfield Parkway by reducing the elevation of the hill south of Durand or by altering the curve in Northfield Parkway south of Durand.
3. Place warning signs to notify motorists of limited sight distance.

Troy City Council concluded that the most reasonable alternative for the immediate future was to place the warning signs on Northfield Parkway south of Durand. However, the City Council also asked for an investigation of the other two alternatives, including cost estimates.

A creation of a cul-de-sac for Durand at Northfield Parkway is shown on the attached sketch labeled Alternate "A". This sketch shows the typical right-of-way required for cul-de-sacs in residential areas. In this case, the right-of-way line would be approximately 10 feet from existing homes. Because of the proximity of the right-of-way and the new pavement to these existing homes, right-of-way costs would be significant. Our estimate of the right-of-way cost for Alternate "A" is \$67,000. Construction cost would be \$64,000. Therefore the total cost of creating the cul-de-sac as shown in Alternate "A" is \$131,000. If the right-of-way were reduced by 10 feet (a 50-foot radius for cul-de-sac right-of-way), the cost of this alternative would be reduced to \$105,000.

In the process of preparing plans for reconstructing Northfield Parkway, we plotted the existing berm location in relationship to the limits of public right-of-way, including the 21-foot greenbelt and utility easement. This information is shown in Alternate "B". By relocating the berm outside of the 43-foot half-width right-of-way and placing it entirely within the greenbelt easement, we believe that sufficient sight distance would be created to provide the desirable intersection sight distance at Northfield and Durand. The estimated cost of relocating the berm and reconstructing the sidewalk as shown in Alternate "B" is \$30,000.

Kathy Richardson appeared before the Committee on behalf of the Merihill Acres Subdivision concerns about safety and sight distance. She noted that the limited sight distance signs have been put in. She said that the residents are not in favor of the other two suggestions - a cul-de-sac or eliminating the berm and moving the sidewalk. She thought that the curve in the roadway is what is wrong.

Mr. Schroeder said that the berm was improperly constructed and it is the logical solution to remove the top of the berm and move the sidewalk back to where it belongs in the right-of-way.

TRAFFIC COMMITTEE MEETING OF APRIL 19, 1989

Item 8 Contd.

Sandie Dipasquale, 4481 Gaylord, appeared before the Committee to say that she feels strongly against these proposals and believes traffic will speed up with clear sight distance. Northfield Parkway is being used as a major roadway. There is screeching of brakes, near misses, etc. and something is needed as a reason to slow down. The problem will grow with traffic climbing.

Mr. Hanna inquired about the speed limit and was informed that it is 35 mph. Mr. Halsey remarked that Northfield Parkway was built as a connector street - built to accommodate the subdivisions. Mr. Hanna asked the residents if their concern is sight distance or speed and was told both.

Robert Shaw said that if the berm is taken down or trimmed, it will increase speeds and when the school goes in, there will be more drag racing.

Mrs. Perry feels that it is an enforcement problem. Lt. Craft said that he was not aware of special complaints. He drove through and could see the potential for speed. When traveling northbound, he could not see Durand Street going 35-40 mph. He will set up enforcement.

Sandie Dipasquale expressed the need for a 4-way stop with signs to indicate the stop ahead. This would give access for residents, children and adults.

Bill Drerup said that there has been no fatality yet but it is the Homeowners #1 priority. There are 269 homes in the area.

John Corfield asked why there would be a problem with a 4-way stop. Mr. Halsey mentioned the hill. Mr. Corfield said that he does not understand; it would be the simplest solution. Mr. Halsey said that it would be a problem when coming northbound and approaching the stop signs on the hill with icy conditions. Mr. Corfield mentioned there had been an accident with dry pavement.

Mrs. Perry stated that Northfield Parkway was designed as a collector street and believes there would be slim compliance with stop signs.

Mr. Corfield remarked that even if motorists don't stop, slowing down may help. He did not care if Northfield was changed to street or road instead of parkway if necessary to install stop signs. He said that it is not the function of the police department to just enforce speeding.

Walt Feifer questioned still having limited sight distance by moving the berm. He proposed looking at the whole problem of traffic, speeding, and limited sight distance when the new high school is built.

Kathy Richardson asked that if opposed to stop signs, how about a light? If there is a light, speeding traffic could see the light even with limited sight distance (sloping, berming, etc.) Mr. Diefenbaker indicated that there is not enough volume to warrant a traffic signal.

Mr. Halsey suggested that if the school is approved and built, a signal could be looked at as a long range solution. Mrs. Perry added that volumes would have to be looked at after the school is built.

Item 8 Contd.

Moved by Hanna

Supported by Diefenbaker

Recommend that this item be tabled for 60 days to allow time to obtain the following information:

Traffic Counts at Selective Times

Police Enforcement at Random Times & Citations Issued

Speed Studies

Accident Pattern Report

Effect of Sight Distance on Traffic Control Devices, If Any

YEAS: 3 Diefenbaker, Halsey, Hanna

NAYS: 1 Perry

ABSENT: 3 Coleman, Cotsonika, Rudell

MOTION PASSED

Joseph Malla, 4241 Gaylord, said that he thought the Committee was to prevent accidents and questioned waiting for action. He said that speeds are in excess of 70 mph. He is incensed about the road and the advent of the school. He believes that at minimum there should be stop signs and feels that the cross road sign looks like a target. He feels lowering the berm will increase speeding and he wants stop signs.

Bev Bunting, 4457 Gaylord, inquired if legal counsel had been consulted regarding obtaining access to the property needed for the two proposals if the residents are against them. She feels that the legal right to enter the easement for regrading the berm is going beyond the purposes of the easement. Mr. Schroeder said that most of the berm relocation is in the right-of-way.

Mrs. Perry was opposed to tabling the item because the Committee has discussed it before and nothing is different; sight distance is a problem and something should be done to improve it; and a 4-way stop is not the solution because it is not warranted.

Mr. Hanna requested that the minutes of former meetings on this item be included for the next discussion.

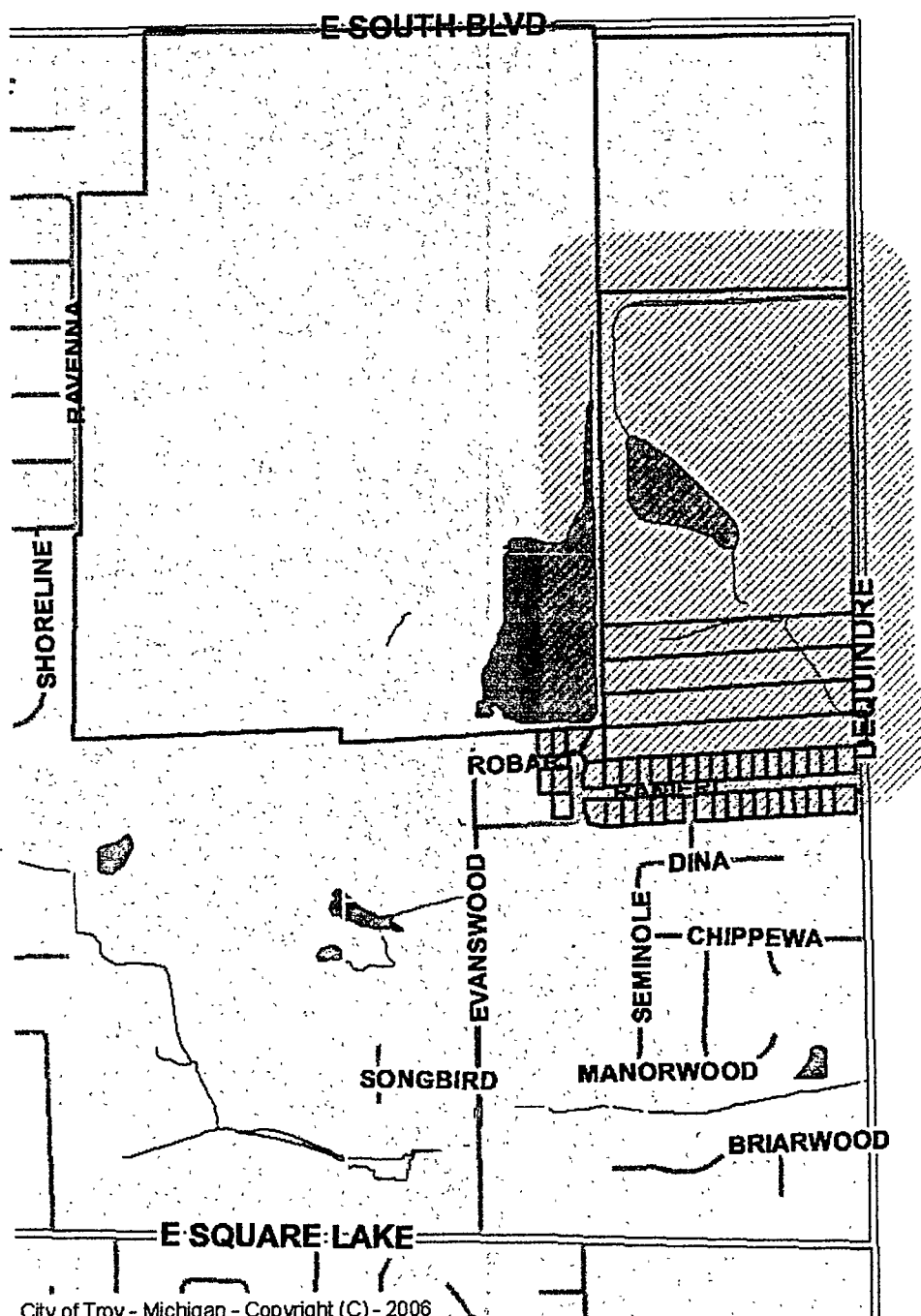
ITEM: 9 REVIEW OF TRAFFIC PROBLEMS ON WITHERBEE

Judy Simony, 2417 Wexford, has expressed concern about the speed of motorists driving on Witherbee. She lives at the corner of Wexford and Witherbee, and feels that something must be done to slow down traffic on Witherbee so that vehicles will not run off the road and endanger pedestrians. A warning sign has been installed at the intersection of Witherbee and Wexford to warn motorists of the change in direction of the road at that point.

In response to concerns expressed by the Buckingham Woods Association about cut through traffic and speeding traffic on Witherbee, radar speed studies were conducted on May 23, 1988 between 4:00 and 5:00 PM. The average speed was found to be 25 mph and 85% of the vehicles were traveling at 29 mph or less.



Geographical Information Systems Online



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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

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BEAUMONT SITE PLAN

ITEM 6

Beaumont

William Beaumont Hospital
Troy, Michigan

Phase 1

Development

Project:

Beaumont Hospital
Phase 1 Development
Site Plan

Beaumont Hospital
Phase 1 Development
Site Plan

Beaumont Hospital
Phase 1 Development
Site Plan

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Beaumont Hospital
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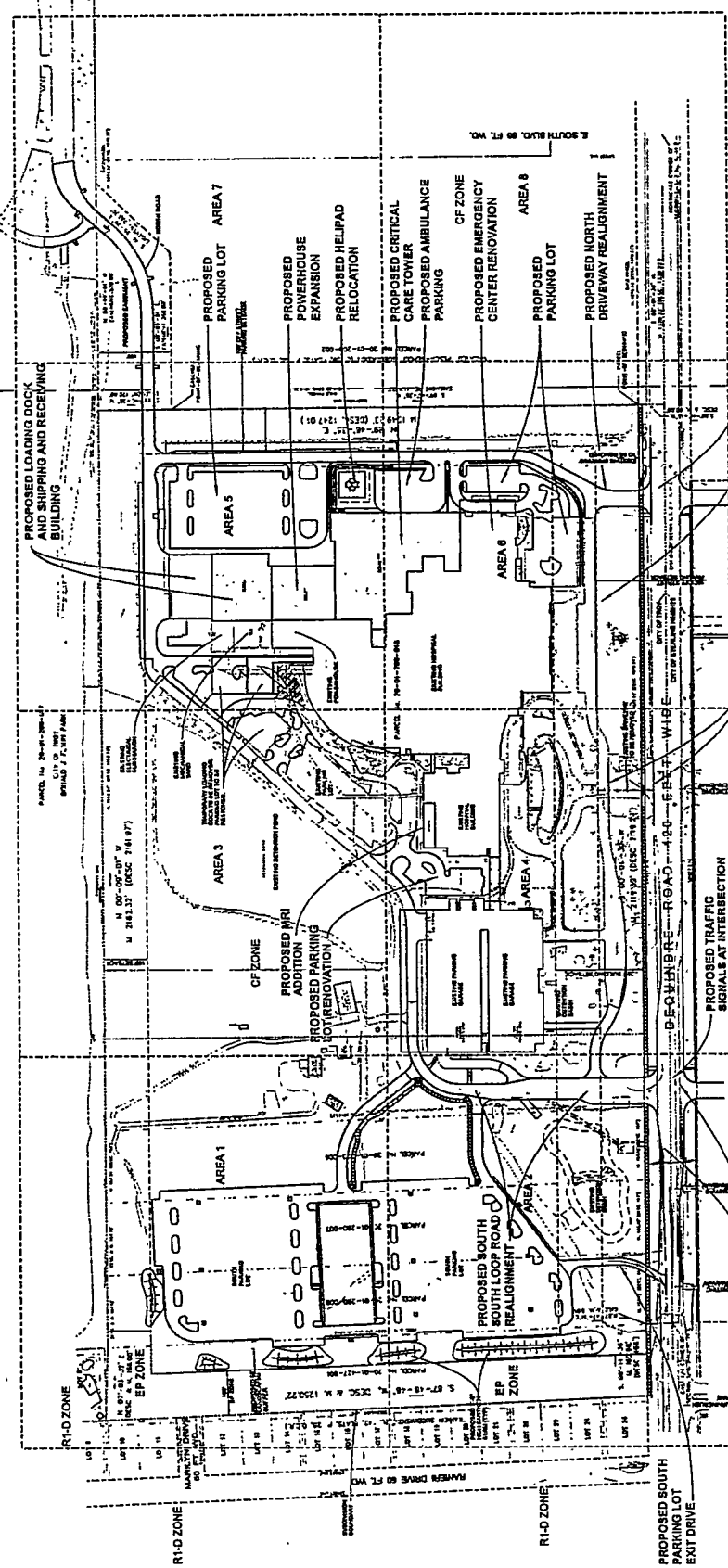
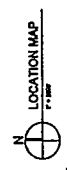
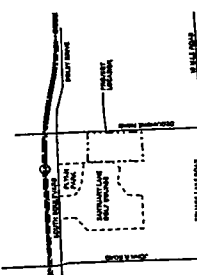
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RELOCATED EXISTING TRAFFIC SIGNALS EXISTING PARKING LOT TO BE REMOVED

PROPOSED MAIN ENTRANCE CLOSURE

PROPOSED TRAFFIC SIGNALS AT INTERSECTION CITY OF STERLING HEIGHTS 03 301 REZONING APPROVED

PROPOSED SOUTH PARKING LOT EXIT DRIVE



SITE DEVELOPMENT CALCULATIONS

EXISTING BUILDING

EXISTING LOT AREA

EXISTING LOT AREA

EXISTING LOT AREA

EXISTING LOT AREA

EXISTING LOT AREA

EXISTING LOT AREA

EXISTING LOT AREA

PROPOSED IMPROVEMENTS

PROPOSED LOT AREA

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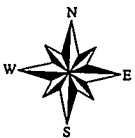
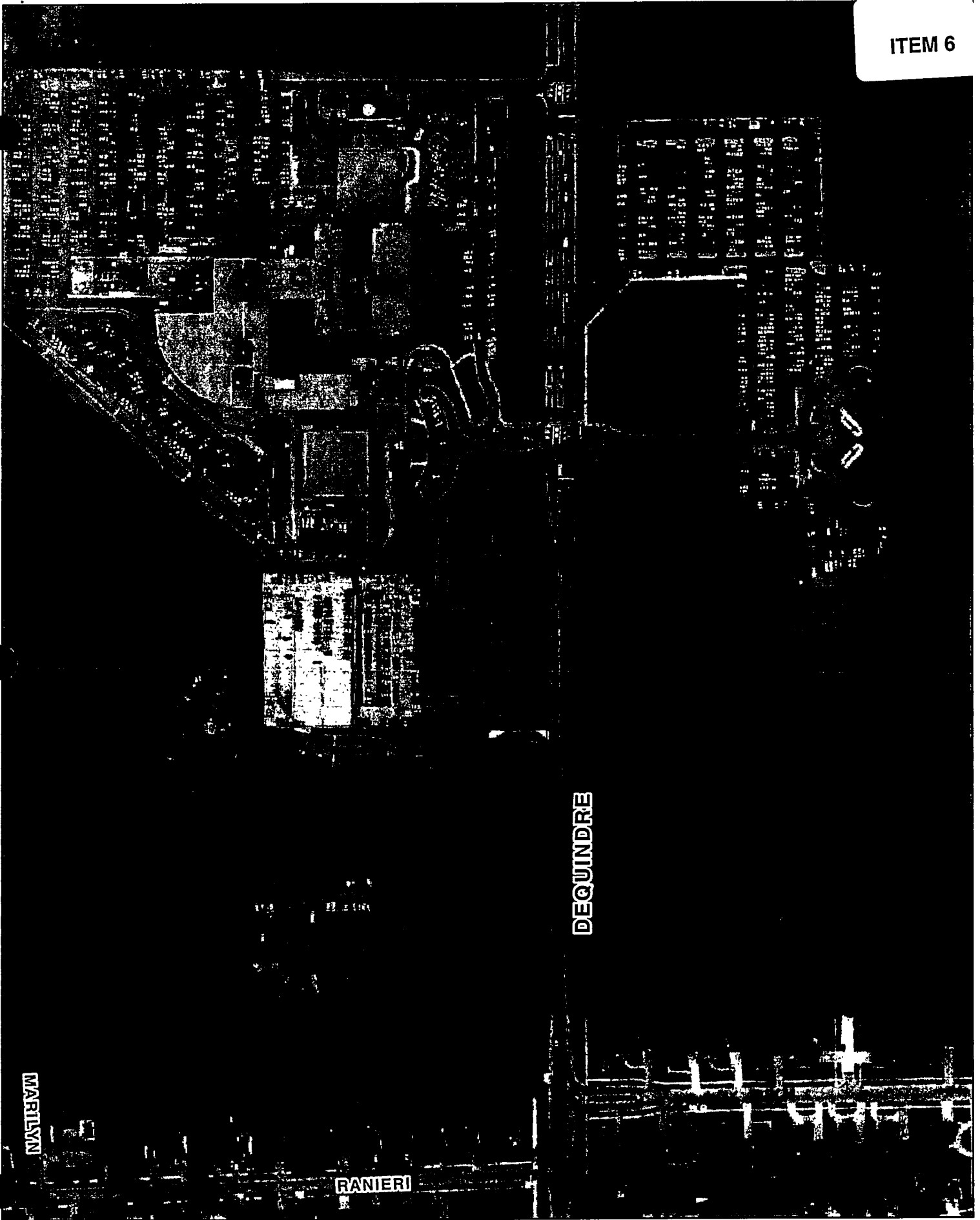
PROPOSED LOT AREA

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PROPOSED LOT AREA



Beaumont Hospital



HARLEY ELLIS DEVEREAUX

26913 Northwestern Highway Suite 200
Southfield, Michigan 48033-3476 | USA
tel 248.262.1500 | fax 248.262.1515
harleyellisdevereaux.com

Contact Report

Date: November 3, 2006

Project: William Beaumont Hospital Troy Campus

Project No: 67222

Owner Project No: 26091, 26092 and 26093

From: Jim Lemire

Subject: Phase 1 development Projects Preliminary Site Plan Approval

Participants: **City of Troy – Traffic Department** **Harley Ellis Devereaux**
John Abraham Jim Lemire

Distribution:

<u>BSC</u>	<u>BM/Skanska</u>	<u>Harley Ellis Devereaux</u>
Jake Meadows	Jennifer Macks	R.. Browski
John Rogers	Dan Balow	G. Baxter
Jason Bell	Sharon Crispin	T. VanDerworp
John Krolicki	Dave Reese	P. Ramin
		J. Page
<u>City of Troy</u>	<u>Parsons</u>	J. Block
Mark Miller	Joe Marson	T. Platz
Brent Savidant		C. McEwen
		F. Schwar
		D. Jaeger

A telephone conversation took place between the above mentioned participants; the following is a record of that discussion.

1. At the end of the Phase 1 Development Projects there will be two traffic lights on Dequindre Rd. Each light will be in a different location from their current location. Traffic Lights are owned by the Road Commission of Oakland County (RCOC).
2. The existing main entrance to the west campus will be closed as part of the Phase 1 Development Projects.
3. The Bridge over Dequindre is still in the project, it is not indicated as part of this submittal because it is still being designed and being approved. It is anticipated that a submittal for the reconfigured East Entrance and the Bridge over Dequindre will be submitted for Preliminary Site Plan Approval in February for the March or April agenda. The most recent conversations have the steel for the bridge being erected in January of 2008.
4. John indicated that his office receives calls from employees who complain about pedestrian safety while crossing Dequindre. John requested that the hospital prepare some documentation to indicate a plan to improve pedestrian safety. (It is noted that there are a number of employees who currently

The above documentation is believed to be an accurate record of what has transpired. If significant items have been omitted or misunderstood, please contact the writer and corrected notes will be issued.



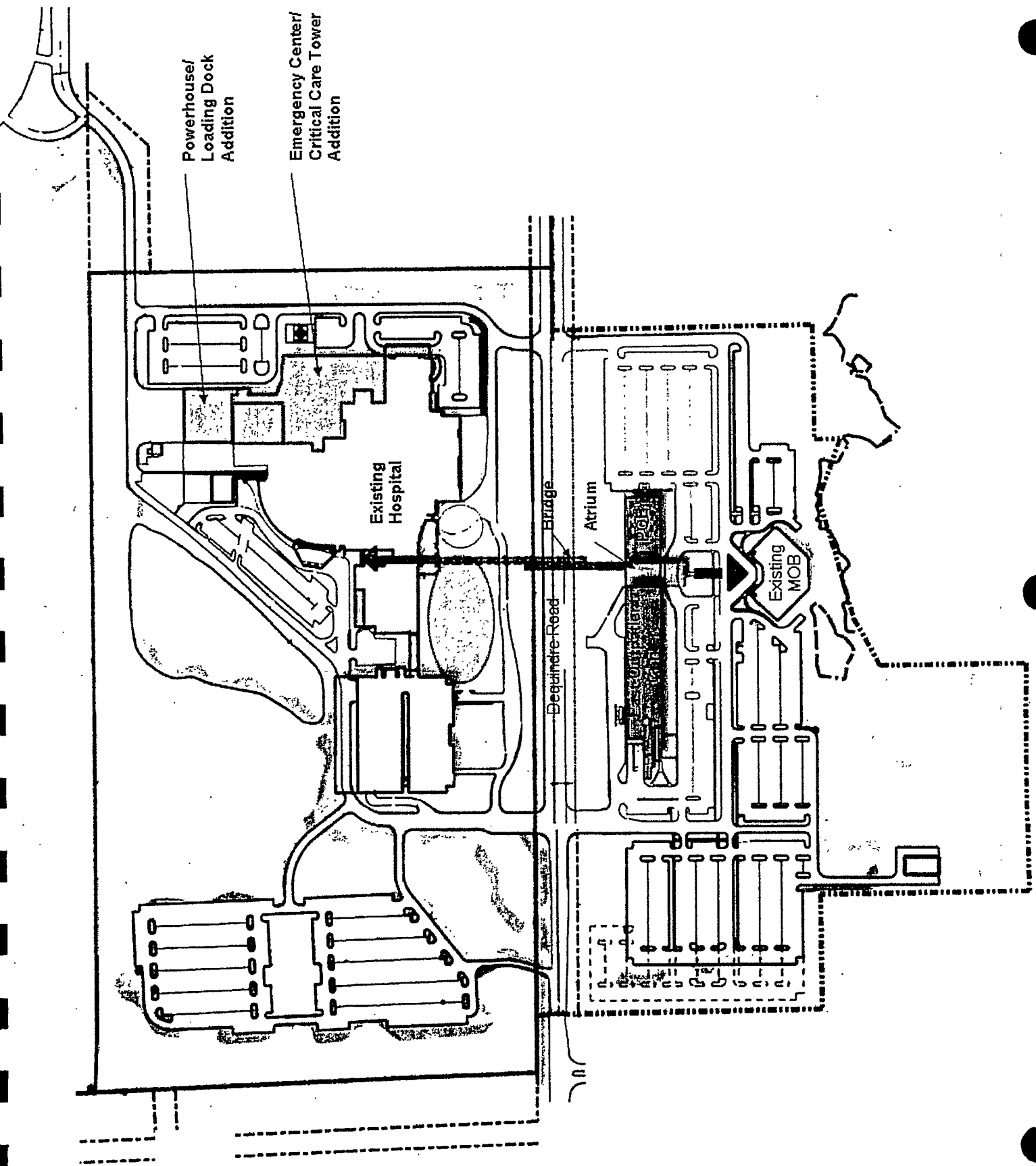
HARLEY ELLIS DEVEREAUX

Contact Report

park on the east campus and work on the west campus. This should be slightly alleviated upon the completion of the new Employee South Parking Lot.

5. John requested that a pedestrian circulation plan be developed and provided to his office for review. The plan would detail pedestrian travel from parking lots to buildings and from building to building.
6. There will be Traffic Committee Meeting on Wednesday evening, November 15th at 7:30. Discussion to include a review of the Traffic Impact Study (October 2006). Members from BSC and Harley Ellis Devereaux as well as Joe Marson from Parsons are invited. City of Troy, Lower Level Conference Room.
7. John requested clarification of Construction Documents from Harley Ellis Devereaux that do not indicate the approach width decreasing at the Flynn Park connector road at South Boulevard. John indicated that a draft use agreement submitted by the hospital includes an exhibit indicating the narrow approach that the City is looking for. Fred Schwarz to contact John to discuss.

End of Report



1.

Summary of Findings and Recommendations

Summary of Findings

This section summarizes the results of a traffic impact study conducted by Parsons for the proposed expansion of the east and west campuses of William Beaumont Hospital in the Cities of Troy and Sterling Heights, Michigan. The west side (Troy) contains the existing hospital with inpatient services while the east side (Sterling Heights) campus contains the professional office building providing a variety of outpatient services.

1. The master plan for both campuses considers the needs for the year 2015. Phase 1 and 2 programs call for construction of various facilities between now and 2010 including added employee and visitor parking, a medical office building, and a new emergency center. Although further development may occur beyond 2010, there are too many variables to reasonably predict the conditions for which a traffic study can be completed. This traffic study is intended to identify the traffic impacts of the site at the 2010 horizon year and any interim improvements that may be needed. A site location map is illustrated on Figure 1 of this report and a site plan is contained in Appendix A.
2. Currently, site access is via three driveways on Dequindre Road: the North "T" driveway (signal controlled), that serves the west (Hospital) campus; the Middle (Main, signal controlled) driveway that serves both the west and east (Professional Office Building) campuses, and the South driveway that serves the west campus. The latter driveway is a one-way outbound right-turn only driveway controlled by a stop sign.
3. The site development plans to the year 2010 include a loop road system that will result in two full-movement signal-controlled access drives and one outbound right-turn only stop-controlled access drive on Dequindre. The existing Middle (Main) signal-controlled driveway would be permanently removed. Further access is proposed via a connecting roadway from the northwest corner of the site to South Boulevard.
4. The peak traffic periods for the hospital were determined based on a review of employee shift times and historic driveway count data. It was determined the critical peak periods for the campus traffic would occur between 6:00 to 8:00 A.M. and 3:00 to 5:00 P.M. Summaries of the turning movement counts indicate that the weekday morning peak hour of traffic occurs from 7:00 A.M. to 8:00 A.M. and the afternoon peak-hour occurs from 3:15 P.M. to 4:15 P.M.

5. An analysis of existing traffic volume counts at the driveways to both campuses indicated that about 60% of existing traffic comes from and goes to the north on Dequindre and 40% is to/from the south. It also showed the site currently generates about 1,017 morning and 1,200 afternoon trips.
6. Employment as a result of the expansion is expected to increase by about 26% between 2006 and 2010. The expansion will generate by the year 2010 an additional 266 morning peak hour trips and 314 afternoon peak hour trips on the local street system.
7. Currently, there are pedestrian movements across the north leg of Dequindre at the Main Site Driveway, due to hospital employees parking on the east campus, as well as other activity between the two campuses. There are pedestrian signals and push buttons to provide adequate crossing time for the pedestrians. However, because the pedestrian crossing is on the higher-volume side of the exiting site traffic, this movement creates considerable interference with outbound traffic, particularly during the afternoon peak hour. In addition, it has created concern about the safe movement of pedestrians between the campuses.
8. An enclosed pedestrian bridge is proposed to be built between the two campuses. The bridge would be located between the existing north and middle drives and connect directly to buildings between both campuses.
9. The following intersections were identified in discussions with the local agencies as being potentially impacted by the proposed expansion, and therefore were analyzed in this study:
 - a. Dequindre Road and South Boulevard
 - b. Dequindre Road and the North Hospital (Emergency) Driveway
 - c. Dequindre Road and the Middle Hospital (Main) Driveway
 - d. Dequindre Road and the South Hospital (eastbound one-way) Driveway
 - e. Dequindre Road and Square Lake Road
 - f. South Boulevard and John R Road
 - g. South Boulevard and the eastbound M-59 off ramp
10. There are two programmed road improvement plans that would influence traffic conditions in the study area. The first is a safety improvement project by the City of Troy that would add right turn lanes for the eastbound and southbound approaches to the Dequindre Road/Square Lake Road intersection; this project is scheduled to be completed in 2006. The second project is the widening of Dequindre Road from Long Lake Road to Auburn Road from its primarily two lanes to the proposed five lanes that is anticipated to occur in 2010. *Beyond 2010*
11. A review of historical traffic volumes on the surrounding area roadways revealed declining traffic volumes over the past several years based on daily traffic counts available from the Southeast Michigan Council of Governments (SEMCOG). To be conservative, a growth rate of two percent per year was used to predict traffic to the 2010 horizon year.
12. Capacity analyses were conducted for existing, background (2010 without added

development of the site), mitigated background (2010 without added development of the site and intersection improvements needed), future (2010 with development of the site and with the background mitigation), and mitigated future (2010) conditions. Based on the results of this analysis, under **background conditions**, it was determined that the following improvements will be necessary to enable the study intersections to operate at acceptable levels of service (improvements unrelated to the impact of the expansion of the site):

John R Road and South Boulevard: Construction of a southbound right turn lane and adjustment of traffic signal timing.

13. Under **future conditions** it was determined that the improvements made to accommodate the background traffic will accommodate the future added Beaumont-generated traffic with minor additional mitigation. The intersections of South Boulevard/Dequindre Road and Square Lake Road/Dequindre Road will require retiming to maintain an adequate level of service for all approaches.
14. Based upon the analysis of the site access drives under interim and 2010 conditions, improvements will be necessary at the site driveways to enable the driveways to operate efficiently and safely. These improvements are contained in the Summary of Recommendations.
15. An access road is proposed that would connect the northwest internal roadway in the west campus to South Boulevard via an existing roadway serving the City of Troy's Donald J. Flynn Park. The traffic analysis indicates this would not significantly reduce traffic impacts of the campus along Dequindre Road. Consequently, this access road is not critical from the standpoint of improved traffic flow, but may be beneficial for unrelated reasons, such as serving emergency vehicles or truck deliveries, convenience to hospital employees or patrons, etc.

Summary of Recommendations

Based upon this traffic impact analysis, the following recommendations are made:

1. At the North Driveway on Dequindre, align the driveways to allow for head-up left turns. Design the east approach to provide for an outbound left turn lane and a shared through/right turn lane. Properly stripe and sign both driveways to current standards.
2. Since the South Driveway as a four-leg intersection will exist prior to the widening of Dequindre Road to five lanes, improvements will be needed during Phase 1 construction. These improvements should be coordinated with Road Commission for Oakland County (RCOC) such that the future construction of the five lane cross section can incorporate these improvements to the maximum extent possible. The improvements needed are as follows:
 - Widen Dequindre Road to three lanes to create a north- and southbound left turn lane; this third lane should extend from the existing left turn lane at the existing Middle Drive

south through the South Drive and designed to RCOC standards. This will require the northbound left turn lane to be 110 feet and the taper to be 300 feet.

- Install a traffic actuated signal.
- Construct north- and southbound right turn lanes on Dequindre at this drive.
- Design the east and west drive approaches to provide for a left turn lane and a shared through/right turn lane.

3. If it is determined through future planning of the site that at-grade pedestrian crossings will be needed, the crossing should be at one of the two signalized intersections.

The above improvements will allow the hospital campus access and nearby intersections to adequately accommodate the planned expansion.