TRAFFIC COMMITTEE AGENDA

January 20, 2021 – 7:30 P.M.

Remote Electronic Meeting

1. Roll Call
2. Proposed Resolution to Conduct Electronic Meeting
3. Approval of Minutes – November 18, 2020 Traffic Committee

PUBLIC HEARINGS

4. Request for Sidewalk Waiver – 795 West Wattles (Sidwell # 88-20-21-101-025)

REGULAR BUSINESS

5. No Regular Business Items
6. Public Comment
7. Other Business
8. Adjourn

Copy to:

Traffic Committee Members
Sgt. Justin Novak, Police Department
Lt. Eric Caloia, Fire Department

TRAFFIC COMMITTEE

MESSAGE TO VISITORS, DELEGATIONS AND CITIZENS

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

a. To give first hearing to citizens' requests and obtain their input.

b. To make recommendations to the City Council based on technical considerations, traffic surveys, established standards, and evaluation of citizen input.

c. To identify hazardous locations and recommend improvements to reduce the potential for traffic crashes.

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

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

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

2. Proposed Resolution to Conduct Electronic Meeting

Public bodies may conduct public meetings remotely during the COVID-19 pandemic pursuant to Public Act 254 of 2020. The suggested resolution must be approved at the start of the meeting.

SUGGESTED RESOLUTION:

RESOLVED, that the Troy Traffic Committee hereby allows all members to participate in public meetings by electronic means as allowed by Public Act 254 of 2020, since an in person meeting could detrimentally increase exposure of board members and the general public to COVID-19, and would also be difficult to facilitate in light of the recent Michigan Department of Health and Human Services epidemic orders protecting public health and safety.

Members participating electronically will be considered present and in attendance at the meeting and may participate in the meeting as if physically present. However, members must avoid using email, texting, instant messaging, and other such electronic forms of communication to make a decision or deliberate toward a decision.

RESOLVED, that the Troy Traffic Committee hereby establishes public participation rules to provide for two methods by which members of the public can be heard by others during meetings. Email sent to HuotariWJ@troymi.gov and received by 3:00 p.m. on the day of the meeting will be read during the public comment period of the meeting. Voicemail left at 248.524.3387 and received by 3:00 p.m. on the day of the meeting will be read into the record during the public comment period of the meeting. Both email and voicemail public comments will be limited to three minutes each.

3. Approval of Minutes – November 18, 2020 Traffic Committee

PUBLIC HEARING

4. Request for Sidewalk Waiver – 795 West Wattles (Sidwell # 88-20-21-101-025)

Shyamsundar Kelamangalam Ramaiah of 788 Palermo requests a sidewalk waiver for the sidewalk at 795 West Wattles (Sidwell # 88-20-21-101-025). Shyamsundar states "*the site is in the corner lot of Wattles Road and Finch Drive. There is already a sidewalk for this site on the Wattles Road side, i.e. NORTH side of the site and there is also a sidewalk for this site on the other side of the Finch Drive, i.e. EAST side of the site. Also, there is no sidewalk for this site next to this site along the Finch Drive and may need to cut quite a few trees to lay over the sidewalk. Hence, we request for waiver for Sidewalk running through our site on the Finch Drive side, i.e. EAST side of site".*

The Department of Public Works (DPW) recommends approving the waiver request and not requiring the installation of sidewalk "*Due to the lack of sidewalk on the surrounding parcels, the open drainage ditches and grading of the area"*, contingent upon the submission of a cash deposit for future construction and to assure consent and participation in any future sidewalk installation.

SUGGESTED RESOLUTIONS:

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

   WHEREAS, Shyamsundar Kelamangalam Ramaiah has requested a waiver of the requirement to construct sidewalk based on lack of sidewalk on surrounding parcels; and

   WHEREAS, the Traffic Committee has determined the following:

   a. A waiver will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and

   b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and

   c. The construction of a new sidewalk would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

   NOW THEREFORE, BE IT RESOLVED, that the Traffic Committee **GRANTS** a waiver of the sidewalk requirement for 795 West Wattles (Sidwell # 88-20-21-101-025) contingent upon the receipt of a cash deposit commensurate with the cost of sidewalk construction.

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 795 West Wattles (Sidwell # 88-20-21-101-025).

REGULAR BUSINESS

5. No Regular Business

6. Public Comment

7. Other Business

8. Adjourn

ITEM #2

PROPOSED RESOLUTION

January 4, 2021

TO: Traffic Committee

FROM: Bill Huotari, City Engineer/ Traffic Engineer

SUBJECT: Proposed resolution to conduct electronic meeting

Public bodies may conduct public meetings remotely during the COVID-19 pandemic pursuant to Public Act 254 of 2020. The suggested resolution must be approved at the start of the meeting.

SUGGESTED RESOLUTION:

RESOLVED, that the Troy Traffic Committee hereby allows all members to participate in public meetings by electronic means as allowed by Public Act 254 of 2020, since an in person meeting could detrimentally increase exposure of board members and the general public to COVID-19, and would also be difficult to facilitate in light of the recent Michigan Department of Health and Human Services epidemic orders protecting public health and safety.

Members participating electronically will be considered present and in attendance at the meeting and may participate in the meeting as if physically present. However, members must avoid using email, texting, instant messaging, and other such electronic forms of communication to make a decision or deliberate toward a decision.

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An electronic meeting of the Troy Traffic Committee was held remotely using GoToMeeting software on Wednesday, November 18, 2020. Pete Ziegenfelder called the meeting to order at 7:30 p.m.

1. Roll Call

Present: Don Johnson – Troy, MI
Richard Kilmer – Troy, MI
Cindy Nurak – Troy, MI
Al Petrulis – Troy, MI
Sunil Sivaraman – Troy, MI
Pete Ziegenfelder – Troy, MI

Absent: Cynthia Wilsher

Also present: Mike Johnson, 450 E. Square Lake
Gwen Bismack, 2742 Powderhorn, Rochester Hills, MI
James Carlson, 898 Bridgepark
Dale Williams, 1256 Country
Sergey Guzyayev, 1740 Witherbee
Sgt. Justin Novak, Police Department
Lt. Eric Caloia, Fire Department
Bill Huotari, City Engineer/Traffic Engineer

2. Proposed Resolution to Conduct Electronic Meeting

Public bodies may conduct public meetings remotely during the COVID-19 pandemic pursuant to Public Act 228 of 2020.

Resolution # 2020-11-06
Moved by Ziegenfelder
Seconded by Kilmer

RESOLVED, that the Troy Traffic Committee hereby allows all members to participate in public meetings by electronic means as allowed by Public Act 228 of 2020, since an in person meeting could detrimentally increase exposure of board members and the general public to COVID-19, and would also be difficult to facilitate in light of the recent Michigan Department of Health and Human Services epidemic orders protecting public health and safety.

Members participating electronically will be considered present and in attendance at the meeting and may participate in the meeting as if physically present. However, members must avoid using email, texting, instant messaging, and other such electronic forms of communication to make a decision or deliberate toward a decision.

RESOLVED, that the Troy Traffic Committee hereby establishes public participation rules to provide for two methods by which members of the public can be heard by others during meetings. Email sent to HuotariWJ@troymi.gov and received by 3:00 p.m. on the day of

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Yes: Johnson, Kilmer, Nurak, Petrulis, Sivaraman, Ziegenfelder
No: None
Absent: Wilsher

MOTION CARRIED

3. Minutes – February 19, 2020

Resolution # 2020-11-07
Moved by Johnson
Seconded by Petrulis

To approve the February 19, 2020 minutes as printed.

Yes: Johnson, Kilmer, Nurak, Petrulis, Sivaraman, Ziegenfelder
No: None
Absent: Wilsher

MOTION CARRIED

PUBLIC HEARINGS

4. Request for Sidewalk Waiver – 3223 Helena (Sidwell # 88-20-22-354-027) & 3235 Helena (Sidwell # 88-20-22-354-026)

Bahaa Kizy of 6191 Sheldon Road (Rochester Hills), requests a sidewalk waiver for the sidewalk at 3223 Helena (Sidwell # 88-20-22-354-027) and 3235 Helena (Sidwell # 88-20-22-354-026). Mr. Kizy states "*No Sidewalks in entire Subdivision. This sidewalk will not be connected to any other sidewalk on the block".*

The Department of Public Works (DPW) recommends approving the waiver request and not requiring the installation of sidewalk "*Due to the lack of sidewalk on the surrounding parcels, the open drainage ditches and grading of the area"*, contingent upon the submission of a cash deposit for future construction and to assure consent and participation in any future sidewalk installation.

There was no applicant present at the meeting and no public comment was submitted.

Resolution # 2020-11-08
Moved by Johnson
Seconded by Kilmer

WHEREAS, City of Troy Ordinances, Chapter 34, allows the Traffic Committee to grant

waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Bahaa Kizy has requested a waiver of the requirement to construct sidewalk based on lack of sidewalk on surrounding parcels; and

WHEREAS, the Traffic Committee has determined the following:

a. A waiver will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and

b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and

c. The construction of a new sidewalk would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

NOW THEREFORE, BE IT RESOLVED, that the Traffic Committee **GRANTS** a waiver of the sidewalk requirement for 3223 Helena (Sidwell # 88-20-22-354-027) and 3235 Helena (Sidwell # 88-20-22-354-026) contingent upon the receipt of a cash deposit commensurate with the cost of sidewalk construction.

Yes: Johnson, Kilmer, Nurak, Petrulis, Sivaraman, Ziegenfelder
No: None
Absent: Wilsher

MOTION CARRIED

5. Request for Sidewalk Waiver – 1088 Boyd (Sidwell # 88-20-23-352-050) & 1102 Boyd (Sidwell # 88-20-23-352-051)

Mike Johnson of 450 E. Square Lake, requests a sidewalk waiver for the sidewalk at 1088 Boyd (Sidwell # 88-20-23-352-050) and 1102 Boyd (Sidwell # 88-20-23-352-051). Mr. Johnson states "*Goes nowhere and connects to nothing".*

The Department of Public Works (DPW) recommends approving the waiver request and not requiring the installation of sidewalk "*Due to the lack of sidewalk on the surrounding parcels"*, contingent upon the submission of a cash deposit for future construction and to assure consent and participation in any future sidewalk installation.

One (1) email was read into the record as public comment:

Richard Jegersky of 1264 Boyd opposes the waiver and would like to see sidewalk installed on Boyd. He thinks sidewalks would look good and provide an area for people to walk rather than on the road.

Mike Johnson of 450 E. Square Lake was present at the meeting. He stated that it would be impractical to construct sidewalk at these locations. There are no other sidewalks in the area. Grading and drainage would be difficult on these small lots.

Resolution # 2020-11-09
Moved by Ziegenfelder
Seconded by Kilmer

WHEREAS, City of Troy Ordinances, Chapter 34, allows the Traffic Committee to grant waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Mike Johnson has requested a waiver of the requirement to construct sidewalk based on lack of sidewalk on surrounding parcels; and

WHEREAS, the Traffic Committee has determined the following:

a. A waiver will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and

b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and

c. The construction of a new sidewalk would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

NOW THEREFORE, BE IT RESOLVED, that the Traffic Committee **GRANTS** a waiver of the sidewalk requirement for 1088 Boyd (Sidwell # 88-20-23-352-050) and 1102 Boyd (Sidwell # 88-20-23-352-051) contingent upon the receipt of a cash deposit commensurate with the cost of sidewalk construction.

Yes: Johnson, Kilmer, Nurak, Petrulis, Sivaraman, Ziegenfelder
No: None
Absent: Wilsher

MOTION CARRIED

6. Request for Sidewalk Waiver – 85 Hickory (Sidwell # 88-20-27-154-023) & 95 Hickory (Sidwell # 88-20-27-154-034)

Pat Bismack of 2742 Powderhorn (Rochester Hills), requests a sidewalk waiver for the sidewalk at 85 Hickory (Sidwell # 88-20-27-154-023) & 95 Hickory (Sidwell # 88-20-27-154-034). Mr. Bismack states "*I would be the only sidewalk on the north side of Hickory".*

The Department of Public Works (DPW) recommends approving the waiver request and not requiring the installation of sidewalk "*Due to the lack of sidewalk on the surrounding parcels,*

the open drainage ditches and grading of the area", contingent upon the submission of a cash deposit for future construction and to assure consent and participation in any future sidewalk installation.

Mr. Bismack has already paid the sidewalk waiver fee in lieu of constructing the sidewalk. This was done due to the Covid-19 Pandemic and due to the fact that Mr. Bismack is closing on these homes in 3 weeks. In order to get Final Grade Approval, the sidewalk waiver needs to be addressed prior to the closing.

Due to restrictions in place relative to public meetings and in accordance with the Governor's Executive Orders and the Michigan Supreme Courts latest rulings, Traffic Committee meetings have been cancelled to date. We have worked with builders and developers to find solutions that allow work to continue during the Pandemic that would otherwise not be allowed, so the builder was permitted to pay the sidewalk waiver fee knowing that the payment would not guarantee that the sidewalk waiver would be granted by the Traffic Committee. If the Traffic Committee did deny the sidewalk waiver request, the funds would be refunded and the sidewalk would need to be constructed per the approved plot plan.

Four (4) emails were read into the record as public comment:

The Berry residence at 57 Hickory supports the sidewalk waiver requested for 85 and 95 Hickory. There is an existing sidewalk on the south side of Hickory already and they don't feel that another sidewalk is necessary on the north side of Hickory.

We have had numerous issue and problems with constant property damage to my mothers ditch area, were his drivers and big equipment semi trucks and trailers would park all over her ditch and damaged it with tire tracks and ruts from their tires that he never repaired the damage. He tried to get away with in proper drainage system which called a water problem in my mothers basement right after we just did a remodel of the whole interior of the Basement. For a sewer back up problem from in proper street clean out. As far as side walks goes they have fought over and over, years after years with this issue, to keep the side walks off this side of the street. They have sidewalks across the street for children to walk to and from school and for walkers of the neighborhood. We don't want are property damaged any more with digging, just like the side of my mothers lot was done by this builder that was not necessary and then did a half Job replacing the damage sod on her property by not smoothing the and raking the area. They just threw sod on top of the mess they made and left it all full of rocks and tire marks from their digging equipment. I wanted it smoothed out, top soil put on right then sod or instant grass seed. But wasn't done right.
I hope these houses are complete soon so we can get rid of this builder and his crews!!!! We don't want sidewalks on our side of Hickory! We will be glad when this builder is done, we are tired of the disrespect he has given to our neighborhood and by his workers. Kind Regards; Charlene Coppock in care of Darlene Losey 111 Hickory, Troy, MI 48083

A resident on Hickory who did not want to be identified opposes the sidewalk waiver request. The resident noted that there is sidewalk on one side of Hickory and it is used by walkers and bikers rather than using the road. The resident understands why the builder would request the waiver as these are small lots with the homes built close to the front of the lot. The resident feels that the sidewalks should go in as sidewalks build better neighborhood

relationships.

I live across the street at 94 Hickory.

Regarding the waiver:

1. The North side of Hickory, between Livernois and Plum, has one old sidewalk segment at 133 Hickory,
2. East of Plum and continuing on to Morse Elementary, both North and South sides of Hickory have sidewalks.
3. We should expect more new homes on Hickory, and more families with young children will move into them.
4. These children will walk to Morse.
5. If they live between Plum and Livernois on the North side of Hickory, they will have to cross the street with no pedestrian crossing intersection available.

I've been a resident on Hickory for 20 years and have raised a family here. I have watched office workers short-cut from Stephenson to Livernois using Hickory at Highway speed. I've watched Troy PD come down this street at emergency pursuit rates of speed. Even the builder seeking this waver has had his excavation crew facing traffic and safety issues working on this street.

I'm sure you agree that saving one fatality or serious injury is worth investing in safety planning regarding this waiver. But installing 100 feet of modern sidewalk in front of 85 and 95 Hickory will not be the wise investment. Instead, consider the two safety issues here:

1. Kids crossing the street to get to the South sidewalk
2. Fast and congestive traffic on Hickory

You could require builders to improve the sidewalk on the South side of Hickory, bringing them up to code. That would put in place a precedent to improve an existing continuous sidewalk all the way to Morse. But, this wouldn't solve the problem of kids' crossing the street or the congestion and speeding. To do this you could cul-de-sac Hickory at Livernois.

A cul-de-sac makes sense. First, the offset light at Kirts and Livernois coupled with left turn access into Hickory creates issues for everybody, it's bad enough that some bus routes now use Star for access to Livernois. Next, consider the cinder-block wall that exists on both sides of the end of Hickory already. Complete this wall and then make the bus routes use Starr instead of Hickory. If you do this then:

1. You don't have to include Hickory West of Plum part of first pass snow removal for bus traffic
2. You eliminate the off-set light problem at Kirts,
3. You positively eliminate through traffic on Hickory so crossing the street to get to the existing sidewalk is safer.
4. You increase the real-estate value of the street and the neighborhood.
5. You've eliminated the 1/4 mile straight racetrack from Kirkton to Livernois on Hickory.

6. You've taken proactive steps in mitigating a now highlighted safety issue.
7. Make a larger parking lot for the existing office complexes located on Livernois and Hickory now.

This isn't unfounded. Look at Beech Street between Maple and Cherry. It's blocked towards the North end effectively making a cul-de-sac. By looking at traffic patterns in this neighborhood you see that if you blocked Hickory at Livernois you effectively plan a modern subdivision street layout with limited main street access but high connectivity within the subdivision.

I hope you consider, and act on these suggestions.

Thank you,

Dan Bousho
94 Hickory
Troy Michigan, 48083
248-860-6259

Gwen Bismack of 2742 Powderhorn (Rochester Hills) was present at the meeting. She stated that they are requesting the sidewalk waiver due to no other sidewalk on their side of the street. Concerns from residents have been addressed with the building department.

Mr. Kilmer stated that there has been problems with the builder. No signs when the builder closed the street with a storm sewer crossing and cars and school buses had to back up as they could not continue on the street. A comment about closing the street and creating a cul-de-sac had been considered years ago and a petition circulated was not approved as residents wanted to keep Hickory open.

Resolution # 2020-11-10
Moved by Ziegenfelder
Seconded by Nurak

WHEREAS, City of Troy Ordinances, Chapter 34, allows the Traffic Committee to grant waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Pat Bismack has requested a waiver of the requirement to construct sidewalk based on lack of sidewalk on surrounding parcels; and

WHEREAS, the Traffic Committee has determined the following:

a. A waiver will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and

b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and

c. The construction of a new sidewalk would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

NOW THEREFORE, BE IT RESOLVED, that the Traffic Committee **GRANTS** a waiver of the sidewalk requirement for 85 Hickory (Sidwell # 88-20-27-154-023) & 95 Hickory (Sidwell # 88-20-27-154-034) contingent upon the receipt of a cash deposit commensurate with the cost of sidewalk construction.

Yes: Johnson, Kilmer, Nurak, Petrulis, Sivaraman, Ziegenfelder
No: None
Absent: Wilsher

MOTION CARRIED

7. Request for Sidewalk Waiver – 1076 Boyd (Sidwell # 88-20-23-352-049)

Surendran Shanmugasundaram of 1076 Boyd, requests a sidewalk waiver for the sidewalk at 1076 Boyd (Sidwell # 88-20-23-352-049). Mr. Shanmugasundaram states "*No other walks in the area".*

The Department of Public Works (DPW) recommends approving the waiver request and not requiring the installation of sidewalk "*Due to the lack of sidewalk on the surrounding parcels, the open drainage ditches and grading of the area"*, contingent upon the submission of a cash deposit for future construction and to assure consent and participation in any future sidewalk installation.

Mr. Shanmugasundaram's builder (Troy Market Homes LLC) has already paid the sidewalk waiver fee in lieu of constructing the sidewalk. This was done due to the Covid-19 Pandemic and the need to issue Final Grade approval to allow for a deck permit to be issued.

Due to restrictions in place relative to public meetings and in accordance with the Governor's Executive Orders and the Michigan Supreme Courts latest rulings, Traffic Committee meetings have been cancelled to date. We have worked with builders and developers to find solutions that allow work to continue during the Pandemic that would otherwise not be allowed. The deck permit is technically unrelated to the sidewalk waiver request, but they are intertwined as part of the overall site approval, so the builder was permitted to pay the sidewalk waiver fee knowing that the payment would not guarantee that the sidewalk waiver would be granted by the Traffic Committee. If the Traffic Committee did deny the sidewalk waiver request, the funds would be refunded and the sidewalk would need to be constructed per the approved plot plan.

There was no applicant present at the meeting and no public comment was submitted.

Resolution # 2020-11-11
Moved by Ziegenfelder
Seconded by Petrulis

WHEREAS, City of Troy Ordinances, Chapter 34, allows the Traffic Committee to grant waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Surendran Shanmugasundaram has requested a waiver of the requirement to construct sidewalk based on lack of sidewalk on surrounding parcels; and

WHEREAS, the Traffic Committee has determined the following:

a. A waiver will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and

b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and

c. The construction of a new sidewalk would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

NOW THEREFORE, BE IT RESOLVED, that the Traffic Committee **GRANTS** a waiver of the sidewalk requirement for 1076 Boyd (Sidwell # 88-20-23-352-049) contingent upon the receipt of a cash deposit commensurate with the cost of sidewalk construction.

Yes: Johnson, Kilmer, Nurak, Petrulis, Sivaraman, Ziegenfelder
No: None
Absent: Wilsher

MOTION CARRIED

REGULAR BUSINESS

8. Request for No Parking – Lakeside Drive at Shoreline Drive

Troy Police request that the eyebrow and island area be posted as a No Parking zone at Lakeside Drive and Shoreline Drive. Troy Police recently responded to a crash in this area and found that parked vehicles were creating a hazardous condition and could potentially block the flow of traffic for large vehicles, delivery trucks, emergency vehicles, etc.

The south side of Lakeside Drive and the east side of Shoreline Drive is currently posted as No Parking due to fire hydrants located along the road.

In an effort to keep the eyebrow open for all travel, the recommendation is to install an additional sign within the eyebrow and two signs on the island. This would prohibit all parking in the eyebrow area.

Four (4) emails were read into the record as public comment:

Hello Traffic Committee of Troy city,
We received the meeting notice of Troy Traffic Committee in regarding No Parking Zone Request at intersection of Lakeside and Shoreline. We fully support our Troy Police's request to prohibit parking in the eyebrow area and around the island at Lakeside Drive and Shoreline Drive. We have lived in our Troy Lake subdivision for the last 25 years. We have never had any auto accident, any blockage of city trucks, any crowded parking until last year and all of sudden all these problems become reality to us. We our neighbors do not like this new situation at all after so many year peaceful and pleasant living here.
We have lived in our beautiful, safe, peaceful city Troy for longer than 30 years. We sincerely from the bottom of our heart appreciate our city engineer (William Huotari, PE), our city police (many names) and city officials for their professional competence, hard work and responsive efforts on solving all sorts of problems and issues.

Best regards,

Jan Lu
Shirley Ni
6436 Shoreline Drive
Troy, MI 48085

Comments are summarized:

- We have lived in the home in the "eyebrow area" for 2 years and us and our neighbors park there frequently.
- There has been only one incident and that was simply due to carelessness and someone parking in the worst scenario possible and, of course, not paying attention while moving their vehicle.
- Based on the data above, this is not a repeatable, high-incident situation
- Please continue to allow parking in the eyebrow area.

Best Regards,

Kirk Ciak
Director – Sales North America
MANN+HUMMEL Bloomfield Hills, MI. 48302
Phone 248.857.8517 Cell phone 248.227.8027
kirk.ciak@mann-hummel.com, www.mann-hummel.com

Hi Mr. Huotari,
We would like to support the Troy police requests to prohibit parking around the island of lakeside & Shoreline Drive. We are living here since 2005, but recently we have a lot of parking issues, accidents, and noise complaints. Also, there have been times when the

island was completely blocked with numerous vehicles making it hard for the actual homeowners of the homes to enter and exit their driveways. With that in mind, we would prefer that parking not be allowed so that further disruptions will not occur. Can you please confirm the receipt of this email. We are the homeowners of ___ and would like to keep our comments confidential in this matter.

Hello Bill,
The previous house owner had 4 full size vehicle (3 full size SUV and 1 full size truck) and they always park their vehicles on their driveway and never park their vehicles in front of the neighbor‘s driveway and the neighbor‘s houses and the park entrance.
For your information please.

Thank you and the members of the committee sincerely.

Jan
6426 Shoreline Drive, Troy

Lt. Caloia of Troy Fire discussed the location of fire hydrants in this area. Troy Fire supports the posting of No Parking signs in this area to allow fire department vehicle access. Vehicles parked in the eyebrow or along the island could block access for fire department vehicles.

Mr. Sivaraman noted that both Troy Police and Troy Fire support posting this area as a No Parking zone and that the Traffic Committee should support the Troy Police and Troy Fire department recommendations.

Mr. Petrulis asked if the emails received were from residents in the eyebrow area.

Resolution # 2020-11-12
Moved by Ziegenfelder
Seconded by Sivaraman

RESOLVED, that the eyebrow area of Lakeside Drive at Shoreline Drive be **MODIFIED** to prohibit all parking within the eyebrow area including around the island.

Yes: Johnson, Kilmer, Nurak, Petrulis, Ziegenfelder
No: None
Absent: Sivaraman (technical issues with software), Wilsher

MOTION CARRIED

9. Request for Traffic Control – Kirkton Drive at Starr Drive

Samantha Shelton of 2351 Kirkton Drive states that the lack of ALL-WAY STOP control at the intersection of Kirkton Drive and Starr Drive creates a hazardous condition.

Ms. Shelton notified the Traffic Engineer prior to the meeting that she has moved from Troy.

There was no applicant present at the meeting and no public comment was submitted.

Sgt. Novak clarified that the location of the intersection was the one farthest east on Starr and that the request was from a resident in the area. The location has not been one that Troy Police has had issues at.

Mr. Kilmer noted that there is one house to the north of Kirkton and eight new homes south of Starr. Only 6-8 houses are to the east of the dead end. He believes the intersection is fine as-is.

Mr. Petrulis went out and observed the intersection. He agrees that the intersection is good as-is.

Resolution # 2020-11-13
Moved by Johnson
Seconded by Nurak

RESOLVED, that **NO CHANGE** be made at the intersection of Kirkton Drive at Starr Drive.

Yes: Johnson, Kilmer, Nurak, Petrulis, Sivaraman, Ziegenfelder
No: None
Absent: Wilsher

MOTION CARRIED

10. Request for Traffic Control – Bridgepark Drive at Glendale Drive

Dan Cafferty of 930 Bridgepark Drive states that the lack of ALL-WAY STOP control at the intersection of Bridgepark Drive and Glendale Drive creates a hazardous condition.

It was noted by the Traffic Engineer that a speed study is currently being conducted by OHM Advisors on behalf of the city at the request of a Bridgepark resident. The request came in after the intersection review had already been completed.

One (1) email was read into the record as public comment:

I would like to offer the following comment regarding the proposal to place a three-way stop sign at the intersection of Bridge Park Dr. and Glendale Dr. in Troy:

Bridge Park Dr. is a 25 mph, 100% residential street that serves as the primary ingress and egress to the Bridge Park subdivision via a stoplight at Crooks Road. Bridge Park Dr. currently does not have any yield or stop signs on it between its western terminus at Crooks (stoplight) and its eastern terminus at Whiting Dr., including no sign at the Glendale intersection. Glendale Dr. is also a 25 mph 100% residential road that runs north to south and has its southern terminus at Bridge Park Dr. Presently, there is a yield sign on Glendale where it dead ends at Bridge Park.

I live in a two-story home with a view of the Bridge Park and Glendale intersection. In the five years that I've lived here, I have witnessed low traffic volume with no congestion at this

intersection. I have not seen any vehicle traffic accidents or "close calls" at this intersection either. The vast majority of traffic on Bridge Park Dr. flows east to west or west to east, with only minimal traffic turning from Bridge Park onto Glendale Drive. Turns from westbound Bridge Park to northbound Glendale in particular are exceedingly rare.

Given the above, I am not sure what public safety objective would be served by placing stop signs on eastbound and westbound Bridge Park Dr. at the Glendale intersection only. Adding a stop sign on Bridge Park Dr. at the Glendale intersection would run counter to Bridge Park's position as the main ingress and egress for the neighborhood. Indeed, because Bridge Park is the primary road, it is the smaller subdivision roads running North to South that intersect with Bridge Park that should - and already do - have yield or stop signs, not Bridge Park.

Having said all of this, over the past several years I have noticed frequent, excessive speeding along Bridge Park Dr., especially between Glendale and Newton Drives, often in excess of 40 mph. I suspect this speeding occurs for two reasons: 1) as mentioned above, Bridge Park Dr. is the primary ingress and egress to the neighborhood from Crooks Road, where there is a stoplight; and 2) Bridge Park Dr. is mostly flat and has a relatively straight line of sight.

I don't know the primary motivation behind tonight's resident request to add a three-way stop sign at Bridge Park and Glendale. But if one of its goals is to reduce speeding along Bridge Park Dr., then I propose that the resident's request be tabled until the feasibility of installing speed bumps along Bridge Park Dr. to reduce speeding can be properly evaluated and considered. In my view, erecting speed bumps along Bridge Park Dr. between Glendale and Newton, would do more to address the main problem I have personally observed - speeding. By contrast, erecting a pair of eastbound and westbound stop signs on Bridge Park Dr. at a single intersection (Glendale) would, in my view, attempt to solve something I have never witnessed: traffic congestion, merging, or other non-speeding safety problems associated with this particular intersection.

If the Traffic Committee determines that speeding along Bridge Park is the primary concern, then erecting speed bumps or taking other remedial action should be considered before erecting stop signs. If this is not feasible, then erecting stop signs at this one single intersection should be rejected as insufficient. For stop signs to effectively address speeding along this corridor, multiple signs would need to be erected at virtually every intersection of Bridge Park and a minor road, including at Glendale, Newton, Fulton and Granger. If the Traffic Committee determines that stop signs are the best solution, then I believe that this proposal should be combined with a larger proposal for stop signs at all of those intersections, to be considered as a single package as a means of strategically addressing the larger speeding problem.

Thank you,

Schuyler von Oeyen (pronounced Sky-ler von Oy-in)

James Carlson of 898 Bridgepark was present at the meeting. He stated that the requested Stop signs were to alleviate speeding on Bridgepark. He appreciates the efforts to conduct the speed study. He would like to see the results of the speed study when available. Numerous

people speed down Bridgepark. In a broader sense, Stop signs at each intersection may be better. In the adjoining neighborhood, there are multiple locations with 2-way and 4-way Stop controlled intersections.

Sgt. Novak had no comments on the requested intersection.

Mr. Ziegenfelder supports traffic control at all intersections and always supports Stop signs over Yield signs. However, Stop signs are not an appropriate device to control speeds. Stop signs placed where not warranted may increase speeds as drivers feel they are stopped for no reason and try to make up time after the Stop sign.

Mr. Kilmer requested that the item be tabled until January when the speed study is available.

Resolution #
Moved by Kilmer
Seconded by Sivaraman

RESOLVED, that the item be tabled until the January 2021 Traffic Committee meeting

The Traffic Engineer discussed date certain issues with the current Covid-19 pandemic as well as the holidays approaching and requested that the motion be amended to remove January and change to the next available Traffic Committee meeting after the speed study has been completed.

This motion was subsequently amended and voted on as amended:

Resolution # 2020-11-14
Moved by Nurak
Seconded by Kilmer

RESOLVED, that the motion be amended to remove January and replace it with the next available Traffic Committee meeting after the speed study has been completed.

Yes: Johnson, Kilmer, Nurak, Petrulis, Sivaraman, Ziegenfelder
No: None
Absent: Wilsher

MOTION CARRIED

Resolution # 2020-11-15
Moved by Nurak
Seconded by Kilmer

RESOLVED, that the item be tabled until the next available Traffic Committee meeting after the speed study has been completed.

Yes: Johnson, Kilmer, Nurak, Petrulis, Sivaraman, Ziegenfelder
No: None

Absent: Wilsher

MOTION CARRIED

Sgt. Novak noted that he will have Traffic Safety officers patrol Bridgepark in a few weeks after the data collection portion of the speed study is complete.

11. Request for Traffic Control – Cliffside Drive at Highbury Drive

Ron Borycki of 2147 Jeffrey Drive states that the lack of ALL-WAY STOP control at the intersection of Cliffside Drive and Highbury Drive creates a hazardous condition.

Four (4) emails were read into the record as public comment:

To: City of Troy Traffic Committee
Re: All Way Stop Control @Cliffside/Highbury Dr.
(currently there is a 2-Way Stop sign on Highbury Dr.
With an orange sign below the stop sign 'Cross Traffic does not stop'

I've been a resident of Troy for 50 years and have lived on Highbury for over 40 years. I can view this intersection from the 6 windows in the front of my house.
I just want to share the history of the current sign with the committee.

In the early, or perhaps mid 1980's, the same request was made to the traffic/safety committee to change the 2-way Stop sign to a 4-way stop. Reasoning: lots and lots of kids walking to and from Wass school, just lots of traffic through the sub, safety patrol kids were stationed on all the corners on Highbury leading to the school, and even today, (minus Covid), it is a major bus stop for the middle and high school students. (note: there was no subdivision built to the south of us at the time of the request)

Safety/Traffic Committee advised us at the time of the following:
A 4-Way stop sign would 'slow traffic down' at the corners (sounds ironic)
Slowing down the traffic would probably lead to more accidents at the intersection
Most of the people who ignore the stop sign are usually residents of the subdivision
Recommended: adding the second sign below: Cross Traffic Does Not Stop!

Additional note: The Troy Police used to regularly park on Highbury or on Cliffside and observe driving habits and issued tickets accordingly. BUT the TPD doesn't do that anymore they just put up 'temporary speed control signs' as a reminder.

I do not know the reason or who is making the request for the change, the information was not shared on the agenda.

But here are a few things I've observed in the last number of years and perhaps the committee should know regarding the traffic on Highbury.
More children are being driven to and from school and not walking as much as in previous years, thereby causing even more traffic at the intersection.

The very LONG construction time to complete the widening of John R road.
(helped decrease traffic on Highbury)
Closing of Wass due to Covid (also helped decreased the traffic)
In the last 3 maybe 4 years new residents have moved in to houses on 3 of the 4 corners of the intersection. (which is great), and perhaps unfamiliar with the traffic patterns?

Don't know if this info is important but just wanted to share this with the Committee. Keep the sign the way it is. It seems to work.

Thanks for reading, Highbury Resident

Hello,

I am resident near the Cliffside and Highbury intersection and would like to encourage you to highly consider the request for an all way stop at the intersection. Cars speed down Cliffside, aren't paying attention to cross traffic or kids in the neighborhood and it's a very high risk safety concern. I grew up in the subdivision before moving back to start my own family and would greatly appreciate the added safety measure to protect all of my neighbors.

Thank you
Laura

Mr. Huotari,

I sincerely hope the committee will approve a much needed all-way stop at the corners of Cliffside & Highbury Drives. My husband & I live on Jeffrey Drive. We have seen, heard and been involved in too many close calls of collisions. The sign to let drivers know that not everyone stops has helped very little. I find myself stopping no matter which direction I am travelling because too many people don't stop & some barely yield. At times this becomes more dangerous because the other driver thinks I am stopping so they don't, even when they have the stop sign and I have the right of way. There is a bump in the road on Cliffside as well, which you would think would cause drivers to reduce their speed but it doesn't. We often hear vehicles thumping when they hit it without slowing down. Please help keep my family and our neighbors safe by installing all way stop signs.

Thank You,
Denise Borycki
2147 Jeffrey Drive

Thanks but think this gonna drag out a few weeks. One thing to point out is that when the traffic study was done there was absolutely zero traffic to and from Wass Elementary. Plus lot of people working from home. Way different than the Standish-Tucker intersection that did get okayed for the 4 way stop signs.

There was no applicant present at the meeting.

Mr. Ziegenfelder stated that he is in favor of traffic control devices at all intersections. He prefers Stop signs over Yield signs.

Sgt. Novak stated that Troy Police can check the area for speeding.

Mr. Kilmer stated that the Traffic Committee should go with what residents want. The reports that are prepared and Troy Police review only look at a day or two while residents live with it for 365 days a year and know what the issues are. When school is in session there is a lot more traffic that may not be there now during the pandemic.

Mr. Petrulis stated that in his observations of the intersection that the current traffic control is sufficient. If the 2-way Stop did not change driver behavior, why would All-Way Stop control change things.

Mr. Sivaraman stated that 3 of the 4 emails want All-Way Stop control. He also noted that when school is in session this intersection was identified as a school bus stop for middle school and high school students.

Resolution # 2020-11-16
Moved by Kilmer
Seconded by Sivaraman

> RESOLVED, that the intersection of Cliffside Drive at Highbury Drive be **MODIFIED** from Stop signs on the Highbury Drive approaches to ALL-WAY STOP control at the intersection of Cliffside Drive at Highbury Drive.

Yes: Johnson, Kilmer, Nurak, Sivaraman, Ziegenfelder
No: Petrulis
Absent: Wilsher

MOTION CARRIED

12. Request for Traffic Control – Trevino Drive /Garret Street at Willowgrove Drive

Jeff Nichols of 1467 Trevino Drive states that the lack of a STOP sign on the Garrett Street approach to the intersection of Trevino Drive and Willowgrove Drive creates a hazardous condition.

Two (2) emails were read into the record as public comment:

All,

There is one stop sign for this 4 way intersection. It is located on the south west corner of Willow Grove. I brought this to the attention of the city a number of months ago. Some time after that the city paid an independent company to evaluate the intersection. I understand that a recommendation was made to place additional stop sign(s).This was a few months ago. Now I understand that there will be a meeting at city hall to further discuss the need for additional stop sign or signs. This has been going on for 5 or 6 months and still no sign. Not even a temporary sign. I have watched cars blast through the intersection on a regular basis. I have witnessed close call car accidents as well as some kid on his bike with a close call. The fact that this simple safety measure has gone to an independent consultant and is now

going to a committee meeting is ridiculous. I am sure I will receive a standard reply on how the city is following protocol. If god forbid there is an accident I will reach out to the insurance companies. They can then have at it with Troy. At least the city will take comfort knowing they have followed protocol.

Best Regards
Jeff Nichols
JT Nichols and Associates LLC
248-978-3371

Mr. William Huotari,

I am writing in response to the notification about the proposed stop sign at the crossing of Trevino and Garret, intersection with Willow Grove.

I fully support adding a stop sign on Garret. I was surprised to see 2 different full reports on the subject. I skimmed them, but did not dive into the details.

A stop sign seems like a common sense solution. I am a mechanical engineer and have not studied traffic flows. However, I have personally observed several instances of traffic moving from Garret to Trevino without stopping or slowing down at the Willow Intersection. And, the vehicles *seemed* to be travelling well above the speed limit. As a father of 4 kids, ages 13 to 7, that worries me. I was surprised there was not a stop sign on Garret already, but I presumed it would be installed as construction progressed.

Thank you for the consideration of these comments.

Sincerely,

Jay Talladay
1439 Trevino Dr, Troy, MI 48085

There was no applicant present at the meeting.

Sgt. Novak stated that he agreed that there should be a Stop sign added on Garrett at the intersection with Willowgrove.

Resolution # 2020-11-17
Moved by Kilmer
Seconded by Sivaraman

> RESOLVED, that the intersection of Trevino Drive/Garrett Street at Willowgrove Drive be **MODIFIED** to **ADD** a new STOP sign on the Garrett Street approach to Willowgrove Drive while retaining the existing STOP sign on the Trevino Drive approach.

Yes: Johnson, Kilmer, Nurak, Petrulis, Sivaraman, Ziegenfelder
No: None
Absent: Wilsher

MOTION CARRIED

13. Request for Traffic Control – Napier Drive at Country Drive

Dale Williams of 1256 Country Drive states that the lack of STOP signs at the intersection of Napier Drive and Country Drive creates a hazardous condition. He reports that the intersection of Napier Drive at Denton Drive has an ALL-WAY STOP and is a mirror image of Napier Drive at County Drive and should be posted the same way as an ALL-WAY STOP controlled intersection.

One (1) email was read into the record as public comment:

Mr. Huotari:

I am writing to express strong support in favor of the installation of stop signs at the intersection of Napier and Country. My wife, Linda Hildebrandt, also supports this request.

We live around the corner from this intersection at 1275 Joshua, but are within 300 feet of the intersection. We travel this intersection frequently by both car and foot. As a cut through from Crooks to the Forest Park subdivision, Country is frequently driven at speeds well over the posted 25 mph limit. While driving, it is, at times, dangerous to turn from Joshua on to Country. While walking, it takes more caution than normal intersections to cross Country at the intersection. The installation of stop signs at the proposed intersection will at least slow down traffic for a while and hopefully cut down on drivers who apex the corner.

While traffic is lighter due to COVID-19, the issue with speeding on Country is of no lesser concern than it was before. In some cases, it appears to be worse since drivers are not contending with other traffic that would prompt or cause them to slow down.

Thank you.

Dale Williams of 1256 Country was present at the meeting. Mr. Williams stated that he lives at the intersection. He has lived there for 26 months. He has witnessed near misses with cars and bicyclists. If he backs out of his driveway, people will go around him. Speeds are excessive. This intersection is a mirror image of Denton at Napier which is an All-Way Stop controlled intersection. Traffic free-flows on Country.

Mr. Sivaraman stated that Stop signs are better than Yield signs. Residents support All-Way Stop control rather than the Yield signs.

Mr. Ziegenfelder is in favor of Stop signs to remove the ambiguity that Yield signs create at an intersection.

Resolution # 2020-11-18
Moved by Sivaraman
Seconded by Kilmer

RESOLVED, that the intersection of Napier Drive at Country Drive be **MODIFIED** to ALL-WAY STOP control at the intersection of Napier Drive at Country Drive.

Yes: Johnson, Kilmer, Nurak, Petrulis, Sivaraman, Ziegenfelder
No: None
Absent: Wilsher

MOTION CARRIED

14. Request for No Parking – Graefield Road, Witherbee Drive to South

Yelena Guzyayeva of 1740 Witherbee Drive requests that the current time limited No Parking zone on the west side of Graefield Road, from Witherbee Drive to the south property line of 1740 Witherbee drive be modified to prohibit parking at all times.

The request is based primarily on construction vehicles parking along the west side of Graefield Road to load and unload equipment and the damage that is being done to their property.

Two (2) emails were read into the record as public comment:

Dear Traffic Committee,

My name is Megan Fischer and I am the owner/resident at 1810 Witherbee Troy, 48084. My house resides on the south east corner of Graefield Road and Witherbee Drive. We already have a no large truck sign on my side of Graefield and I also have a no parking during school loading and unloading times in front of my house. Additional signs seem unnecessary.

Due to the placement of my house I am unable to have a driveway in front of my house or a garage and although I try not to park in the street, there are times I do need to so I am requesting we keep things as is. More restrictions around my home would potentially cause more issues for my already restricted parking options for myself and any guest of myself and neighbors.

Thank you for your consideration.

Megan Fischer
248-762-2201

To whom it may concern,

My name is Daniel Gaber. My address is 1726 Witherbee Dr.

I received the notification about the Traffic Committee meeting November 18, 2020 at 7:30 p.m. Regarding agenda item 14. Request for No Parking-Graefield Road, Witherbee Dr. to South.

I understand that the request is to modify the time limited No Parking zone to prohibit parking at all times on the west side of Graefield Road. As an affected neighbor, I have no problem with this request.

The following is a related issue. In light of the current request, the committee might want to consider how the nearby restricted parking sign on Witherbee creates some ambiguities, and endeavor to make sure that the new sign is designed to clearly establish the area of enforcement.

I suppose that this might also be received as a new request to modify the Witherbee sign for clarity.The sign in question is a restricted parking sign on the parking strip between our house - 1726 Witherbee Dr.- and our neighbor to the east, 1740 Witherbee Dr. I believe that the intent of the restriction is to mitigate overflow parking and event parking for Pembroke Elementary.

The sign specifies the times of enforcement: 8:15 - 9:15 AM 3:15 - 4:15 PM School Days. It DOES NOT DEFINE the area of enforcement.

Is the area of enforcement from the location of the sign eastward to the corner? How far to the west of the sign?

Do I have an exemption for our cars and the cars of guests? If not can I request an exemption?

Please find attached photos of the sign. There is a close up of the sign and there are two photos to establish the location.

Thanks for your consideration.
Daniel Gaber
cell: 248-459-9342

Sergey Guzyayeva of 1740 Witherbee was present at the meeting. Mr. Guzyayeva stated that his parents have had issues with construction vehicles parking and unloading equipment near their house on the west side of Graefield. The contractors are working on properties in the City of Birmingham. He believes that the time limited No Parking zone should be changed to No Parking at all times. He does not see other vehicles, such as residents, parking in this area.

Mr. Ziegenfelder asked how long the construction in this area will last. Construction time lines are not known as it appears to relate to new home construction in Birmingham.

Mr. Sivaraman asked about posting the area temporarily as a No Parking zone for construction vehicles only. This was further discussed with Sgt. Novak as it would become an issue to determine what qualifies as a construction vehicle and what does not.

Mr. Petrulis asked if vehicles are parked in the area currently during the prohibited times.

Mr. Guzyayeva answered in the affirmative that construction vehicles park in this area primarily during the morning and afternoon hours.

Mr. Kilmer asked about the trailer in the picture and if there is a requirement for cones to be placed around it.

Sgt. Novak responded that cones are not required if the trailer is legally parked.

Mr. Petrulis does not take issue with the request, but believes that contractors, construction vehicles will still park in this area regardless of the signs posted. It is and will become an enforcement issue.

Resolution # 2020-11-19
Moved by Ziegenfelder
Seconded by Kilmer

RESOLVED, that the existing time limited No Parking zone on the west side of Graefield Road be **MODIFIED** to prohibit parking at all times from Witherbee Drive to the south property line of 1740 Witherbee Drive.

Yes: Johnson, Kilmer, Nurak, Petrulis, Sivaraman, Ziegenfelder
No: None
Absent: Wilsher

MOTION CARRIED

15. 2021 Meeting Schedule

According to the City of Troy Traffic Committee By-Laws, Article IV – Meetings:

"Regular meetings will be held on the third Wednesday of each month at 7:30 p.m. at the Troy City Hall, 500 West Big Beaver Road, Troy, Michigan."

There are no other by-laws or procedures that establish the actual dates of the meetings, but an annual calendar of meetings is published by the City so meeting dates need to be set for this purpose.

Resolution # 2020-11-20
Moved by Ziegenfelder
Seconded by Johnson

RESOLVED, that the Traffic Committee **SHALL HOLD** Regular Meetings in 2021 according to the following schedule at 7:30 PM:

- Wednesday, January 20
- Wednesday, February 17
- Wednesday, March 17
- Wednesday, April 21

- Wednesday, May 19
- Wednesday, June 16
- Wednesday, July 21
- August – NO MEETING
- Wednesday, September 15
- Wednesday, October 20
- Wednesday, November 17
- December – NO MEETING

Yes: Johnson, Kilmer, Nurak, Petrulis, Sivaraman, Ziegenfelder
No: None
Absent: Wilsher

MOTION CARRIED

16. Public Comment

There was no further public comment at the meeting.

17. Other Business

Mr. Kilmer discussed the temporary speed humps that the City had placed on Leetonia years ago. The temporary speed humps have not been used in many years and it is believed that they were sold or discarded.

Discussion regarding the new apartments south of the MJR Theater and potential for a new traffic signal at the entrance with Livernois.

Discussion regarding I75 construction and specifically regarding the Big Beaver DDI and 14 Mile Road DDI. DTE has all crews on storm duty from the storm that passed through our area earlier this week so there is a delay in energizing traffic signals on Big Beaver. DTE has stated that it is day-to-day and will work to get power to the traffic signals as soon as they can. It is anticipated that the Big Beaver DDI will be complete and fully open to traffic before the end of the current calendar year. The 14 Mile DDI may be only partially opened by the end of the calendar year with completion in the spring of 2021. This is weather dependent and is subject to change.

18. Adjourn

The meeting adjourned at 9:30 p.m.

Pete Ziegenfelder, Chairperson

William J. Huotari, City Engineer/Traffic Engineer

November 10, 2020

TO: The City of Troy Traffic Committee

FROM: Kurt Bovensiep, Public Works Director
Scott Carruthers, Streets and Drains Operations Manager

SUBJECT: Request for Waiver of Sidewalk Requirement
Sidwell Number 88-20-21-101-025

Per the attached waiver form, Shyamsundar Kelamangalam Ramaiah is requesting a waiver for the sidewalk on the property located at 795 West Wattles, Sidwell Number 88-20-21-101-025.

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

City of Troy Sidewalks and Driveway Approaches Ordinance # 34.07.01 also requires that a sidewalk be installed in conjunction with the development of a parcel due to a recent lot split, combination of parcels or a re-platting.

Please be advised that there is currently not a sidewalk on the west side of Finch, however there is a sidewalk along Wattles in front of 795 West Wattles and on the east side of Finch.

Due to the lack of sidewalk on the surrounding parcels, the open drainage ditches and grading of the area, we recommend that the sidewalk not be installed at 795 West Wattles, as per ordinance #34.07.

If the sidewalk requirements were to be waived, we recommend the approval be subject to the submission of a cash deposit for future construction to assure consent and participation in any future sidewalk installation.

City of Troy
Mr. Kurt Bovensiep
Public Works Director
4693 Rochester Road
Troy, MI 48098

Mr. Bovensiep,

I am/we are the owner(s) of the property at **795 West Wattles, Troy, MI - 48098** ,

Lot number N/A ,

Subdivision Name N/A ,

Sidewell Number N/A ,

I/we would like to request a sidewalk variance for the following reasons:
The site is in the corner lot of Wattles Road and Finch Drive. There is already a sidewalk for this site on the Wattles Road side i.e. NORTH side of the site and there is also a sidewalk for this site on the other side of the Finch Drive, i.e. EAST side of the site. Also, there is no sidewalk on the sites next to this site along the Finch Drive and may need to cut quite few trees to lay over the sidewalk. Hence, we request for wavier for Sidewalk running through our site on the Finch Drive side i.e. EAST side of site.

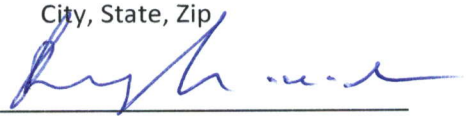
See attached plan/sketch.

I/We can be contacted at 248-219-3334 KR.SHYAM@GMAIL.COM
Phone Number Email Address

Shyamsundar Kelamangalam Ramaiah
Name

788 Palermo
Address

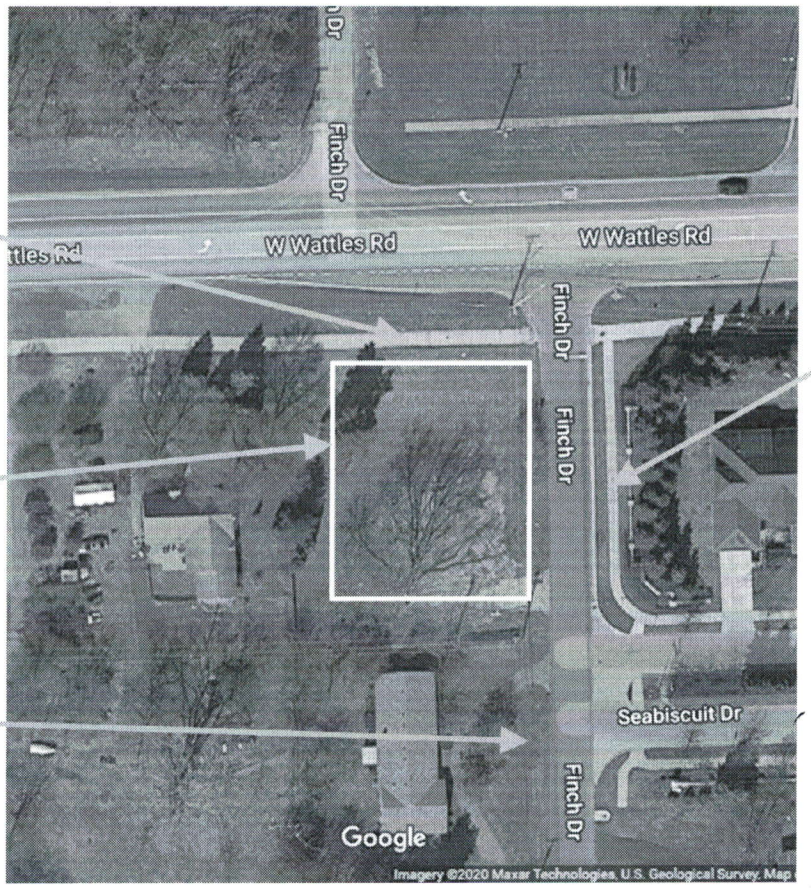
Troy, MI – 48098
City, State, Zip



Signature

Google Map View for the Site located in ***795 West Wattles, Troy, MI – 48098***

Sidewalk on
Wattles Road



Sidewalk on
other side of
Finch Drive

Site Address:
795 West Wattles
Troy, MI - 48098

No Sidewalk on
next site

GIS Online

Legend:

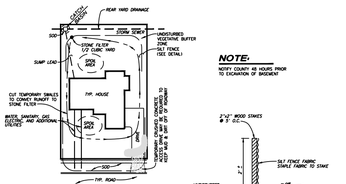
- Sidewalk Waiver
- Road Centerline Text

Notes:

Map Scale: 1=358

Created: January 4, 2021

Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.



NOTE:
NOTIFY COUNTY 48 HOURS PRIOR TO EXCAVATION OF BASEMENT

SILT FENCE DETAIL
NO SCALE

SEQUENCE OF CONSTRUCTION

1. GEO-TEXTILE FILTER FABRIC FENCE AND TEMPORARY SWALES WILL BE INSTALLED PRIOR TO BASEMENT EXCAVATION.
2. EXCAVATED MATERIAL WILL BE STOCKPILED BETWEEN THE EXCAVATION, THE SILT FENCE, AND TEMPORARY SWALES AS SHOWN.
3. THE SEDIMENT CONTROL MEASURES WILL BE MAINTAINED, AS NEEDED. THIS INCLUDES REMOVAL OF SEDIMENT FROM BEHIND THE SILT FENCE, AND THE DISTURBED AREAS ARE STABILIZED WITH VEGETATION.
4. DIRECT SURFACE RUN-OFF TOWARDS CENTER OF SILT FENCE.
5. ALLOW OPENING IN SILT FENCE FOR CONSTRUCTION TRAFFIC.
6. PRIOR TO FINAL C/O, ESTABLISH VEGETATION IN R.O.W., SWALE AREAS, SLOPES GREATER THAN 1:3, AND 10' AROUND CATCH BASINS.
7. AFTER BASEMENT HAS BEEN BACKFILLED, SEED ALL SLOPES 1:3 OR GREATER WITH A MIXTURE OF RYE FOR TEMPORARY SOIL.

WHAT MONTH WILL CONSTRUCTION COMMENCE _____

WHAT MONTH WILL THE PROJECT BE COMPLETE AND READY FOR VEGETATIVE RESTABILIZATION. (SOD, SEED, MULCH, LANDSCAPING, ETC.) _____

SOIL EROSION DETAILS
(NO SCALE)

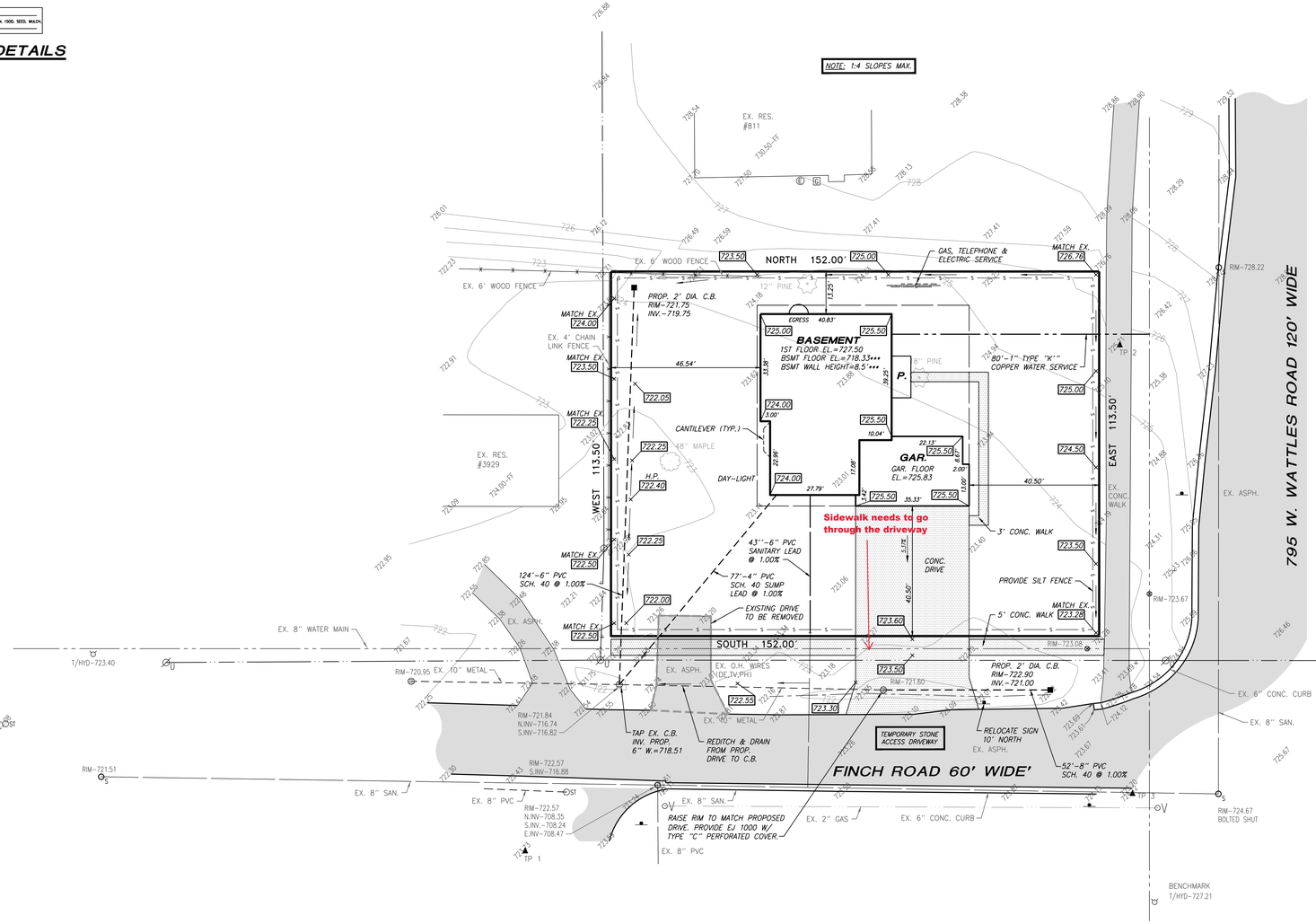
NORTH

SCALE: 1"=20'

BENCHMARK
1. T/HYDRANT @ SE.CORNER OF WATTLES & FINCH
ELEVATION=727.21
DATUM=NAVD88

ZONED: R-1B

LOCATION MAP
SCALE: 4" = 1 MILE



NOTE:
PLEASE VERIFY WITH THE CITY IF THERE ARE ANY SEWER AND WATER TAPS AVAILABLE FOR THIS LOT PRIOR TO START OF WORK.

APPROVED
AS NOTED:
CITY OF TROY LAND SURVEYOR
DATE: 11/25/2020

LEGEND
- EXISTING CONTOURS (100)
- EXISTING GRADE (100.00)
- AS-BUILT GRADE (0.0)
- PROPOSED GRADE (0.0)
- EXISTING PAVEMENT
- PROPOSED PAVEMENT
- PROPOSED SILT FENCE (S—S)

TOPOGRAPHY LEGEND
- WATER MAIN
- STORM SEWER
- SANITARY SEWER
- EASEMENT
- EX. U.G. ELEC.
- EX.O.H. WIRES
- EX. U.G. TELE.
- EX. U.G. GAS
- ROUND CATCH BASIN
- SQUARE CATCH BASIN
- UTILITY MANHOLE
- STORM MANHOLE
- END OF PIPE
- SANITARY MANHOLE
- CLEAN-OUT
- MANHOLE
- HYDRANT
- GATE VALVE WELL
- WATER VALVE
- WATER BOX
- VALVE
- LIGHT POLE
- AIR CONDITIONER
- MAIL BOX
- FENCE POST
- DOWN SPOUT
- SOIL BORING
- ELEC TRANS PAD
- UTILITY POLE
- GUY ANCHOR
- GUY POLE
- SIGN POST
- SPRINKLER HEAD
- GAS METER
- TELEPHONE RISER
- ELECTRICAL RISER
- CABLE TV RISER
- FT FINISHED FLOOR
- GF GARAGE FLOOR
- BF BASEMENT FLOOR
- CONC. CONCRETE
- SMN SET MAG. MAIL
- SIB SET IRON BAR
- FIB FOUND IRON BAR
- F-MON FOUND C. MONUMENT

3 WORKING DAYS BEFORE YOU DIG CALL MISS DIG 1-800-482-7171 (TOLL FREE) for the location of underground utilities

Contractor Note:
The locations of existing underground utilities are shown in an approximate way only. The contractor shall determine the exact location of all existing utilities before commencing work. He agrees to be fully responsible for any and all damages which might be occasioned by his failure to exactly locate and preserve any and all underground utilities.

CAUTION
CONTRACTOR TO VERIFY GROUND WATER PRIOR TO CONSTRUCTION.

ULC RECOMMENDS SOIL ANALYSIS TO BE PERFORMED BY A PROFESSIONAL.

CONTRACTOR TO MONITOR EXCAVATION FOR SOIL/GROUND WATER CONDITIONS.

GRADING NOTE

1.) ALL PROPOSED GRADING SHALL BE CONTAINED WITHIN THE PROPERTY LINES OF THIS LOT, AND SHALL NOT ENCROACH UPON ANY ADJACENT PROPERTIES.

2.) SOIL EROSION CONTROLS ARE REQUIRED TO BE INSTALLED AROUND THE ENTIRE PERIMETER OF SOIL DISRUPTION PER THE COUNTY

NOTE: SIDEYARD DRAINAGE SHALL NOT DRAIN ONTO ADJACENT LOT(S). (TYPICAL)

ATTENTION BUILDERS/CONTRACTORS

1. THIS DRAWING IS NOT INTENDED TO REPRESENT A BOUNDARY OR LOT SURVEY, AND SHOULD NOT BE USED TO ESTABLISH PROPERTY LINES OR LOCATE IMPROVEMENTS.
2. U.L.C. ASSUMES NO RESPONSIBILITY FOR THE GIVEN BUILDING DIMENSIONS. DIMENSIONS MUST BE VERIFIED BY OWNER/BUILDER PRIOR TO CONSTRUCTION.
3. THIS PLAN SHALL NOT BE USED TO SET FOUNDATIONS. ARCHITECTURAL PLANS MUST BE USED FOR CONSTRUCTION OF FOUNDATION.
4. UPON ACCEPTANCE AND SUBMITTAL OF THIS PLAN FOR PERMITS, THE OWNER/BUILDER ACKNOWLEDGES HE HAS REVIEWED THE PLAN, AND THAT IT MEETS THE ESTABLISHED REQUIREMENTS.
5. APPROVAL OF THIS PLOT PLAN DOES NOT RELIEVE THE OWNER/BUILDER OF COMPLIANCE WITH ALL CODES AND ORDINANCES THAT SHALL APPLY.
6. SETBACKS SHOWN ON THIS DRAWING HAVE BEEN OBTAINED FROM THE MUNICIPALITY. ANY DEED OR SPECIAL RESTRICTIONS – (i.e. SUBDIVISION RESTRICTIONS, HOUSE SIZE, BUILDING LOCATION, etc.) MUST BE SUPPLIED TO U.L.C. IN WRITING WHEN PLOT PLAN IS ORDERED. U.L.C. WILL NOT BE RESPONSIBLE FOR INTERPRETING SUBDIVISION RESTRICTIONS.
7. U.L.C. RECOMMENDS A .50' EXTRA ALLOWANCE TO ALL MINIMUM SETBACKS. WHERE THE OWNER / BUILDER DOES NOT FOLLOW THIS RECOMMENDATION, THE OWNER / BUILDER AGREES TO HOLD U.L.C. HARMLESS FOR STRUCTURE ENCROACHMENT (S) INTO THE MINIMUM SETBACK.
8. UTILITY LEAD LOCATIONS AS SHOWN ARE APPROXIMATE. AS-BUILT LOCATIONS MUST BE OBTAINED FROM THE LOCAL MUNICIPALITY.

NOTE:
****CONTRACTOR TO CONFIRM BASEMENT WALL HEIGHT, FIRST FLOOR ELEVATION AND BASEMENT FLOOR ELEVATION PRIOR TO THE START OF CONSTRUCTION!!!*

URBAN LAND CONSULTANTS WILL SET HIGH GRADE/BRICKLEDGE CONTRACTOR TO USE GRADE SET ON SITE.

SHEET NO. 1 OF 1

PLOT PLAN
PARCEL 20-21-101-026
PART OF THE N.W. 1/4 OF SECTION 21, T.2N., R.11E., CITY OF TROY OAKLAND COUNTY, MICHIGAN

DATE	ADDITIONS AND/OR REVISIONS	BY:
11-5-20	REVISED PER TOWNSHIP REVIEW	CV

200927-1654 Job No.
Date 10-21-20
Scale 1" = 20'
Drawn CV
Check R. LINDH
Sheet 1 OF 1
Fld. Bk.

D.M. HOMES
66691 VAN DYKE
WASHINGTON TWP., MI 48095
586-336-6800

URBAN LAND CONSULTANTS ©
CIVIL ENGINEERS PLANNERS LAND SURVEYORS
8800 23 MILE ROAD SHELBY TWP., MI 48316-4516
PHONE 586 731-8030


SPEED
LIMIT
25
LEGAL
LOADING
ENFORCED


STOP

ITEM #4

TRAFFIC COMMITTEE REPORT

January 4, 2021

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: Request for Sidewalk Waiver – 795 West Wattles
Resident Input

Ken Muskin of 3869 Appaloosa called to state that he opposes the sidewalk waiver and would like to see sidewalk installed on the Finch side of this property. Finch is the approach to Wattles and sidewalk should be installed.

Mr. Muskin is strongly opposed to the waiver. He would like to see sidewalks installed at all locations in the city where it is required.

The Wattles/Crooks intersection is becoming commercialized and residents would like to be able to walk or bike to the area.

From: Rose Ann Brasile
To: William J Huotari
Subject: sidewalk waiver requested for 795 West Wattles (sidwell # 88-20-2–101-025)
Date: Wednesday, January 6, 2021 2:29:45 PM

I received notification on this matter and oppose this request.
Thank you

Rose Ann Brasile

Sent from my iPhone

From: Caryn M. Hall
To: William J Huotari
Subject: sidewalk waiver requested for 795 West Wattles
Date: Wednesday, January 6, 2021 6:26:46 PM

I live in the Weston Downs condo community, where the entrance is at Finch & Wattles.

I fully oppose granting the waiver.

A sidewalk is necessary. Too many people walk along Wattles to reach the 7-11 at the corner. The summertime traffic with families and kids on bikes is especially high. People on a sidewalk are safer than people on the road.

If there is no sidewalk, are we to assume grass? And if a new homeowner plants and mows grass, will they not be upset by foot traffic on their lawn?

If avoiding a sidewalk was such a priority, the new homeowner should have sought out a different piece of property upon which to build.

Caryn M. Hall
710 Seabiscuit Drive
Troy, MI 48084
248-835-2316

From: Barbara Conway
To: William J Huotari
Subject: Sidewalk variance on Wattles Road
Date: Thursday, January 7, 2021 8:49:52 AM

Troy residents walk on Wattles Road all the time. I do not agree to no sidewalk there. It is needed.

Barbara Conway
710 Seabiscuit Dr.
Troy, MI. 48084