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The Traffic Committee meeting was called to order at 7:30 p.m. in the Lower Level Conference Room of Troy City Hall on July 19, 2000 by Chairman Charles Solis.

1. Roll Call

PRESENT: Jan Hubbell
Richard Kilmer
David Lambert
Charles Solis

ABSENT: John Diefenbaker
Ted Halsey
Michael Palchesko

Also present were the following:

- 4. Allison Breeden, 1203 Wheaton
Frank Bianco, 1100 Piedmont
 - 5. Bill Thorsen, 707 Longfellow Drive
Dave Sysko, 4438 Yanich
Ken Siegel, 4451 Yanich
 - 10. Ronald J. Nelson, 2000 Town Center, Ste. 700, Southfield
 - 13. Michelle Jennings, 6787 Barabeau
- and Lt. Robert Rossman, Police Department
Lt. Robert Matlick, Fire Department
John Abraham, Traffic Engineer
Lori Grigg Bluhm, Asst. City Attorney

Motion to Excuse

Motion by Hubbell
Supported by Lambert

To excuse Mr. Diefenbaker, Mr. Halsey, and Mr. Palchesko, as they are out of the City.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

G-2
8-7-00

2. Minutes – June 21, 2000

Motion by Hubbell
Supported by Kilmer

That the minutes of June 21, 2000 be accepted as printed.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

3. Visitors' Time

No visitors attended to address items not on the agenda.

Motion to Take Items In Order

Motion by Hubbell
Supported by Solis

To take agenda items in order.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

4. Traffic Concerns at Rochester/Stephenson/Wheaton/I-75

Allison Breeden, ASI Sign Systems, 1203 Wheaton Avenue, has concerns about the traffic flow in the Rochester/Stephenson/Wheaton/I-75 area. She feels that traffic has to cross too many lanes of traffic in different directions. Attached are her letter and sketch showing the problems and her recommendations to solve them.

Motorists exiting Wheaton who want to go southbound on Rochester have to cross over to the fourth lane to turn south. Traffic already going southbound or coming off I-75 to go north on Rochester has to cross several lanes of traffic that is turning left and merging or crossing all the way over the same four lanes as the cars coming from Wheaton.

Ms. Breeden requests the following improvements to facilitate better traffic at the intersection:

- a. Place a DO NOT BLOCK INTERSECTION sign just before Wheaton.

The City has installed these signs at several uncontrolled intersections. A study of the effectiveness of these signs indicates very low compliance. These signs are also difficult to enforce. Since there are four lanes of traffic in front of Wheaton, a sign installed on the side of the street may not be visible to all lanes of traffic.

- b. In times of heavy traffic, from 4-6 p.m., weekdays, have an activation signal that stops traffic.

All traffic signals have to meet safety requirements (warrants) of traffic volumes, traffic crashes, and distance from existing traffic signals, as prescribed by the Michigan Manual of Uniform Traffic Control Devices. Initial study of traffic volumes and crashes indicates that the warrants are not met for this intersection. A traffic collision diagram is attached herewith. Traffic signals are installed if the intersection had five or more crashes per year that could have been prevented if a signal were installed. There were three crashes in three years (8/96 to 8/99) that could have been prevented if a traffic signal were present at this location. Further, this intersection is very close to the signalized intersection of the crossover on the south and to the signal at the I-75/Rochester interchange. Traffic signals are normally installed at half-mile intervals for proper progression.

- c. Paint lane stripes with arrows.

Lane stripes were not tried in the past due to the nature of the intersection. Installation of center lane markings and lane stripe markings will be attempted as a part of the total pavement-marking activity.

- d. Move crossover for southbound Rochester to northbound Rochester/eastbound Wheaton farther south.

This is an improvement that would enhance safety of the intersection. This project will be included in the list of safety projects. This location will be rated based on traffic crashes and traffic congestion and ranked in the list of projects that will be submitted to be included in the City budget. It should be noted that private partnership/sharing the costs may speed up the consideration of this project.

- e. Find another way out of the Wheaton complex.

Consideration could be given to closing the existing opening of Wheaton and making it farther south or adding another opening farther south. Additional driveways/intersections on major roads will increase safety concerns.

Driveways/intersections within 300 feet of each other have been reported to cause high accident frequencies.

Ms. Breeden also had recommendations for the crossover for northbound Rochester to southbound Rochester/I-75 ramp.

- a. Paint arrows diverting lanes at STOP sign which faces the right hand lane to go straight and left lane to make "U" turn.

A number of crossover openings on boulevarded streets in the City are used as two lanes of traffic. However, the opening is legally meant for one lane of traffic. The reason the opening is so wide is to accommodate "U" turns by trucks. Hence to paint arrows on the pavement at the crossover opening would not be legal.

- b. Move turnaround farther north or move ramp to the south so that the openings do not face each other.

The ramp location cannot be changed, as the City does not have jurisdiction over the ramp. The Michigan Department of Transportation has jurisdiction over this and we will forward Ms. Breeden's recommendations to them. The configuration of Rochester Road south of the freeway and the proximity of the crossover to the I-75 bridge make it impractical to move the crossover to the north. Moving the crossover to the north will result in sight distance problems due to the curve and the freeway bridge.

Since Ms. Breeden has several recommendations, the intent of placing this on the agenda is to study these recommendations and resolve to pursue some or all of the recommendations.

Dr. Abraham pointed out that making any changes within 1/2 mile of a ramp needs State approval.

Frank Bianco of ProtoPlastics, on Piedmont, says a lot of the traffic uses his company driveway to exit the complex. He suggested making the current turnaround opposite Wheaton one-way in the opposite direction so traffic exiting Wheaton could cross over to the southbound Rochester Road.

One suggestion was made to open Piedmont directly to Rochester Road, instead of having it exit onto Acacia and funneling all traffic out of Wheaton. Another was to move the turnaround to the south. Either of these require study by the Engineering Department.

Lt. Matlick objected to closing the turnaround opposite Wheaton, as it provides the only straight-across entrance into the complex for large ladder trucks. If they approach it on northbound Rochester they would have to make a sharp U-turn on Acacia to head to the southernmost area of the complex.

Lt. Rossman pointed out that adding a traffic signal on Rochester Road would bring traffic to a standstill.

Dr. Abraham stated that the heaviest traffic starts around 4:45 p.m. He suggested that staggered start/stop work hours would improve the congestion.

Dr. Abraham also suggested working with the Road Commission for Oakland County to increase the all-red phase of the next signal to the south, which would create gaps for traffic to exit Wheaton.

Motion by Hubbell
Supported by Kilmer

To request City staff to study the possibility of closing the turnaround opposite Wheaton, open a new turnaround opposite Piedmont, extending Piedmont to Rochester Road, and making Piedmont an entrance and Wheaton an exit to the industrial complex.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

Motion by Hubbell
Supported by Lambert

To request that the Road Commission for Oakland County maximize the "all-red" phase on northbound Rochester Road at the next signal to the south of the Wheaton/Piedmont area.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

5. Convert the Intersection of Yanich and Longfellow from 2-way YIELD to 4-way STOP Sign Controlled

Dave Sysko, of 4438 Yanich, requests STOP signs on Longfellow since he feels traffic on Longfellow moves at high speeds and results in many major traffic crashes. The intersection now has two YIELD signs on Yanich at Longfellow. Mr. Sysko indicated

that he has observed that these signs have very low compliance and this has resulted in many crashes. He feels if the STOP signs were installed in both directions, the intersection might be safer and speeds on Longfellow might be reduced.

Longfellow is around 1/2 mile long, running west off Rochester. A traffic crash study shows one broadside crash in 1999 and one in 1997. Crash reports for the time period of 1995-1999 were analyzed. The occurrence of broadside crashes at a residential street intersection may indicate some right-of-way confusion at the site. Field observations show no major sight obstructions at the intersection. Traffic volume studies show around 1330 vehicles per day on Longfellow and around 1100 on Yanich. Longfellow would be the street with the major movement and therefore the YIELD signs are currently on Yanich. Four-way STOP signs are installed at high volume intersections (streets carrying in excess of 4,000 vehicles per day) and those that have major safety concerns as evidenced by five or more traffic crashes per year. These requirements, also called warrants, are state-approved guidelines as described in the Michigan Manual of Uniform Traffic Control Devices (MMUTCD). As such, none of the warrants for 4-way STOP signs are met for this intersection. However, the right-of-way confusion that may have contributed to the broadside crashes may be improved by installing STOP signs on Yanich at Longfellow.

Mr. Sysko stated that there has been another broadside crash at the intersection. He brought in a petition (attached) signed by 29 residents requesting the 4-way STOP signs. He suggests that the traffic studies were done after school let out for the summer, thus giving misleading results.

Bill Thorsen said there is extremely heavy cut-through traffic.

Ken Siegel, of 4451 Yanich, said the cut-through problems exist all over the City, and only a 4-way STOP would slow down traffic on Longfellow. He also stated that the last two crashes he saw at that intersection were due to negligence, not speed.

He inquired about speed bumps, and Dr. Abraham pointed out the disadvantages of interference with snow plows and possible vehicle undercarriage damage.

Ms. Hubbell pointed out that STOP signs are not intended to control speeding, and can impart a false sense of security, since motorists frequently disregard unwarranted STOP signs. Drivers also tend to speed up between STOP signs to make up for time lost stopping for unwarranted STOP signs.

Lt. Rossman will set up the radar trailer in the area to try to slow down the speeders. He also suggested that the homeowners' association mention the problems in its newsletter, and that residents report the license numbers of speeders to Lt. Rossman, who will then write warning letters.

The Committee does not feel 4-way STOP signs are warranted at this location.

Motion by Hubbell
Supported by Lambert

To recommend no changes to current traffic control devices.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

Motion by Lambert
Supported by Hubbell

To direct the Traffic Engineer to thoroughly study traffic calming procedures and practices in order to establish City policies.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

6. **Designate Parts of the Fire Lanes around 840 and 880 West Long Lake Road as Loading Zones.**

Grubb and Ellis request that portions of the fire lanes at 840/880 West Long Lake Road be designated as loading zones. No one appeared from Grubb and Ellis to explain the request and their plans to assure free access to the area by emergency vehicles, therefore the Committee decided to make no changes.

Motion by Hubbell
Supported by Kilmer

To make no changes to current fire lanes.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

PUBLIC HEARINGS

10. Request for Sidewalk Waiver – 4819 Rochester Road

McDonald's Corporation is requesting a waiver in order to replace the existing 5' sidewalks adjacent to their property on Rochester Road with new 5' sidewalks. There has been ponding of water on the existing sidewalk and McDonald's has already started to remedy that situation. City policy is that the west and north sides of major roads shall have 8' sidewalks.

DPW has recommended replacement with 8' sidewalks. Adjacent sidewalks are currently 5' wide, but any future walks or replacements in the area would be required to be 8'. McDonald's Corp. has signed the "Agreement for Irrevocable Petition for Sidewalks."

The Traffic Engineer received a letter from Linda Koehler, 927 Eckford. She feels that the sidewalk should be required to be 8' wide since there is a lot of foot traffic, bicycling and rollerblading in the area. She has slipped on residual mud and slime from the ponding water.

The public hearing was declared open.

Ron Nelson of McDonald's Corp. maintains that 3' of such an 8' sidewalk would have to be on their property, as the right of way is not wide enough to have it all on City property. A discussion was held with Assistant City Attorney Lori Grigg Bluhm concerning potential sidewalk liability for both McDonald's Corp. and also the City of Troy.

There has been no discussion of the City's acquiring additional right of way in that area.

No one else wished to be heard.

The Public Hearing was declared closed.

Resolution #2000-01
Motion by Lambert
Supported by Kilmer

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, Ron Nelson of McDonald's Corporation, 4819 Rochester Rd., has requested a temporary waiver of the requirement to construct 8 foot wide sidewalks on their property; 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 an 8 foot wide sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
- c. The preponderance of adjoining lots or parcels are already developed without an 8 foot wide sidewalk existing and that the construction of an 8 foot wide sidewalk will not be completely connected to the other walk, and thus will not serve the purpose of an expanded pedestrian travel-way.

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee grants a temporary one year waiver of the 8 foot wide sidewalk requirement for the property at 4819 Rochester Rd., which is owned by McDonald's Corporation.

BE IT FURTHER RESOLVED that McDonald's Corporation shall immediately replace any defective portion(s) of the existing 5 foot wide sidewalk, which shall include, but is not limited to any elevated portions of the sidewalk, or any portion that tends to cause water accumulation on the sidewalk, and shall agree to replace any portion of the sidewalk that becomes defective during the pendency of the waiver.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

13. Request for Sidewalk Waiver – 6787 Barabeau

Norman McComb, the builder of this home, requested a sidewalk waiver at 6787 Barabeau because there are no existing sidewalks in the neighborhood and he would like it to conform to the rest of the subdivision.

The public hearing was declared open.

Ms. Michelle Jennings, the new owner of the property, was present, and requested that this waiver be granted as there are no adjacent sidewalks in the subdivision. The Traffic Committee has also received a letter from Mr. and Mrs. Mark Scheuer, of 1390 Cambria, who support the waiver.

Ms. Jennings signed the Agreement for Irrevocable Petition for Sidewalks.

No one else wished to be heard.

The Public Hearing was declared closed.

Resolution #2000-02

Motion by Hubbell

Supported by Kilmer

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, Norman McComb has requested a temporary waiver of the requirement to construct sidewalks on the property; 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 preponderance of adjoining lots or parcels are already developed without sidewalks existing and that the construction of a 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 temporary one-year waiver of the sidewalk requirement for the property at 6787 Barabeau, which is owned by Michelle Jennings.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

7. Request for Sidewalk Waiver – 93 Evaline

Michael Johnson requests a sidewalk waiver for 93 Evaline. There are no adjoining sidewalks, nor any sidewalks on the street. The petitioner has signed an Agreement for Irrevocable Petition for Sidewalks.

The public hearing was declared open.

No one appeared to address this issue.

The public hearing was declared closed.

Resolution #2000-03
Motion by Lambert
Supported by Hubbell

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 Johnson has requested a temporary waiver of the requirement to construct sidewalks on his property; 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 preponderance of adjoining lots or parcels are already developed without sidewalks existing and that the construction of a 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 temporary one-year waiver of the sidewalk requirement for the property at 93 Evaline, which is owned by Michael Johnson.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

8. Request for Sidewalk Waiver – 107 Evaline, S. W. Section 15

Michael Johnson requests a sidewalk waiver for 107 Evaline. There are no adjoining sidewalks, nor any sidewalks on the street. The petitioner has signed an Agreement for Irrevocable Petition for Sidewalks.

The public hearing was declared open.

No one appeared to address this issue.

The public hearing was declared closed.

Resolution #2000-04
Motion by Hubbell
Supported by Kilmer

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 Johnson has requested a temporary waiver of the requirement to construct sidewalks on the property; 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 preponderance of adjoining lots or parcels are already developed without sidewalks existing and that the construction of a 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 temporary one-year waiver of the sidewalk requirement for the property at 107 Evaline, which is owned by Michael Johnson.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

9. Request for Sidewalk Waiver – 2042 Harned, N.W. Section 1

Michael Johnson requests a sidewalk waiver for 2042 Harned. There are no adjoining sidewalks, nor any sidewalks on the street. The petitioner has signed an Agreement for Irrevocable Petition for Sidewalks.

The public hearing was declared open.

No one appeared to address this issue.

The public hearing was declared closed.

Resolution #2000-05
Motion by Hubbell
Supported by Lambert

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 Johnson has requested a temporary waiver of the requirement to construct sidewalks on the property; 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 preponderance of adjoining lots or parcels are already developed without sidewalks existing and that the construction of a 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 temporary one-year waiver of the sidewalk requirement for the property at 2042 Harned, which is owned by Michael Johnson.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

11. Request for Sidewalk Waiver – 2167 Isabell

Philip Fitzgerald is requesting a waiver for the sidewalk at 2167 Isabell, as there are no sidewalks on the adjoining properties. The petitioner has signed an Agreement for Irrevocable Petition for Sidewalks.

The public hearing was declared open.

No one appeared to address this issue.

The Public Hearing was declared closed.

Resolution #2000-06

Motion by Hubbell

Supported by Kilmer

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, Philip Fitzgerald has requested a temporary waiver of the requirement to construct sidewalks on the property; 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. That the preponderance of adjoining lots or parcels are already developed without sidewalks existing and that the construction of a 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 temporary one-year waiver of the sidewalk requirement for the property at 2167 Isabell, which is owned by Philip Fitzgerald.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

12. Request for Sidewalk Waiver – 2181 Isabell

Philip Fitzgerald is requesting a waiver for the sidewalk at 2181 Isabell, as there are no sidewalks on the adjoining properties. The petitioner has signed an Agreement for Irrevocable Petition for Sidewalks.

The public hearing was declared open.

No one appeared to address this issue.

The Public Hearing was declared closed.

Resolution #2000-07
Motion by Kilmer
Supported by Lambert

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, Philip Fitzgerald has requested a temporary waiver of the requirement to construct sidewalks on the property; 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 preponderance of adjoining lots or parcels are already developed without sidewalks existing and that the construction of a 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 temporary one-year waiver of the sidewalk requirement for the property at 2181 Isabell, which is owned by Philip Fitzgerald.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

14. Request for Sidewalk Waiver – 1722 Beech Lane

RWT Bldg., L.L.C. is requesting a waiver for 1722 Beech Lane, since there are no other sidewalks on the street, there is an open ditch, and a sidewalk would encroach on the front setbacks of the property.

The public hearing was declared open.

No one appeared to address this issue.

The Public Hearing was declared closed.

Resolution #2000-08
Motion by Lambert
Supported by Hubbell

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, RWT Bldg., L.L.C. has requested a temporary waiver of the requirement to construct sidewalks on the property; 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 preponderance of adjoining lots or parcels are already developed without sidewalks existing and that the construction of a 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 temporary one-year waiver of the sidewalk requirement for the property at 1722 Beech Lane, which is owned by RWT Bldg., L.L.C.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

15. Request for Sidewalk Waiver – 1734 Beech Lane

RWT Bldg., L.L.C. is requesting a waiver for 1734 Beech Lane, since there are no other sidewalks on the street, there is an open ditch, and a sidewalk would encroach on the front setbacks of the property. Petitioner has signed an Agreement for Irrevocable Petition for Sidewalks.

The public hearing was declared open.

No one appeared to address this issue.

The Public Hearing was declared closed.

Resolution #2000-09

Motion by Hubbell

Supported by Kilmer

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, RWT Bldg., L.L.C. has requested a temporary waiver of the requirement to construct sidewalks on the property; 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 preponderance of adjoining lots or parcels are already developed without sidewalks existing and that the construction of a 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 temporary one-year waiver of the sidewalk requirement for the property at 1734 Beech Lane, which is owned by RWT Bldg., L.L.C.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

16. Request for Sidewalk Waiver – 2015 Tucker

J & D Builders Inc. is requesting a waiver for 2015 Tucker. This property is on the corner of Tucker and John R. There are no sidewalks on Tucker; however, the City plans to continue the sidewalk on John R to Laurel Drive as a part of a list of proposed sidewalk contracts.

The public hearing was declared open.

No one appeared to address this issue.

The Public Hearing was declared closed.

The Traffic Committee supports the waiver on Tucker. However, since the City plans to continue the sidewalk on John R to Laurel Drive as a part of a list of proposed sidewalk contracts, the Committee will require J & D Builders to install the sidewalk on John R. The petitioner has signed an Agreement for Irrevocable Petition for Sidewalks.

Resolution #2000-10

Motion by Lambert

Supported by Kilmer

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, J & D Builders Inc. has requested a temporary waiver of the requirement to construct sidewalks on the Tucker side of the property; 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 preponderance of adjoining lots or parcels are already developed without sidewalks existing and that the construction of a 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 temporary one-year waiver of the sidewalk requirement on the Tucker side of the property at 2015 Tucker, which is owned by J & D Builders.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

Resolution #2000-11

Motion by Lambert

Supported by Kilmer

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, J & D Builders Inc. has requested a temporary waiver of the requirement to construct sidewalks on the John R side of the property; and

WHEREAS, the Traffic Committee has determined that:

- a. A variance will impair the public health, safety or general welfare of the inhabitants of the City and will unreasonably diminish or impair established property values within the surrounding area, and
- b. A strict application of the requirements to construct a sidewalk would not result in practical difficulties to, or undue hardship upon, the owners, and
- c. The construction of a sidewalk would serve the purpose of a pedestrian travelway and is therefore required.

NOW, THEREFORE, BE IT RESOLVED, that the Traffic Committee denies a waiver of the sidewalk requirement on the John R side of the property at 2015 Tucker, which is owned by J & D Builders.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

17. Other Business

Motion by Kilmer
Supported by Hubbell

To cancel the August meeting. The next meeting is scheduled for September 20, 2000.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

18. Adjourn

Motion by Hubbell
Supported by Kilmer

To adjourn the meeting at 9:50 p.m.

YEAS: 4

NAYS: 0

ABSENT: 3

MOTION CARRIED

ASI Sign Systems
1203 Wheaton Ave.
Troy, MI 48063

248/680-8970
248/680-9061 FAX

ITEM 4



May 3, 2000

MAY - 8 2000

City of Troy
Traffic Engineering Dept.
500 W. Big Beaver Road
Troy, MI 48064

Dear John Abraham, Traffic Engineer:

Back in August of 1999, I read the following article and was astonished that the intersection of Wheaton Avenue where Rochester Road and Stephenson Hwy. merge wasn't one of the 10 worst. I work on Wheaton Avenue and have seen many accidents myself. There are actually two intersections in this area, which cause much confusion and congestion, which lead to accidents. I will explain each below and back them up with a diagram.

Intersection A - East side of Stephenson/Rochester (S/R)

- a. There are already four lanes of traffic rapidly proceeding north on S/R.
- b. There are at least two "car made" lanes and sometimes up to four available lanes coming from Wheaton wanting to go BOTH north and south on S/R. The northbound turn a quick right to merge; however, the southbound must cross all the way over into the 4th lane across all of this traffic. What is worse:
- c. The traffic already going southbound on Rochester (or coming of the freeway) who wants to go north on Rochester, has two available lanes. These cars are either turning left and merging with all the other traffic or are also crossing all the way over the same four lanes as the cars coming from Wheaton.

So, at the very SAME point in four lanes of traffic, three different directions of traffic, each with two to four lanes each are trying to merge at the same place. This is the worst design I have ever seen. I recommend the following:

1. Place a "Do Not Block Intersection" sign right before Wheaton. When the traffic isn't going 50 miles an hour, it is totally blocked up and no one will let you out to cross all the way over to the southbound lane for S/R or I-75.

2. In times of heavy traffic, from 4:00-6:00 PM, have an activation signal which actually stops the traffic. This can easily be done for that time only, Monday-Friday. You must know that there is no other way out from Wheaton. There are three full streets of companies with employees and only one way out.
3. Paint lane stripes with arrows from traffic direction.
4. Move the entry to Rochester Road North, further south. They can already be merging in before the traffic on Wheaton.
5. Find another way out of the Wheaton complex.

Intersection B - West side of Stephenson/Rochester (S/R)

- a. Once you finally get over to the lane to either head South on I-75 or South on S/R, you have the same problem again. There are two lanes of traffic rapidly proceeding south from Rochester Rd.
- b. There are two available lanes; one to either go straight to get on I-75 or to turn left to go south on Stephenson; at this same time the adjacent lane also wants to turn left. What is worse:
- c. There is lane coming from I-75 who wants to turn slightly right to cross over these two lanes to go north on Rochester.

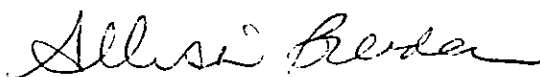
So, there are two lanes crossing over each other in the same two lanes heading straight south, all at the SAME place. This is very poor design and planning. I recommend the following:

1. Paint arrows and dividing lanes at the stop sign which forces the right hand lane to go straight, rather than turning left like the other lane so that that car won't hit the adjacent car on the left or the car across the street coming from the highway.
2. Move the turn around further north or move the intersection of the traffic coming from the highway south, so they are not right across the street from each other.

Attached is a drawing that shows the problems and recommendations at each intersection. I believe these actions need to be taken before more accidents happen. All of us risk our lives each day at 5:00 gunning our cars to beat oncoming traffic or beat the cars across the street.

Please respond with what can be done with these two intersections. Thank you.

Sincerely,



Allison Breeden

N 2TH



South Bound
Stephenson



Rec. #1 -
move this
south

(a)

North Bound
Stephenson



Rec. #2 - Place
"Do Not Block
Inter-section"

1st Street

Rec. #4 - Paint lane
stripes with arrows
for traffic flow

Rec. #5 - Find another way out

Rec. #2
Move
in section

(1)

(2)

(3)

(c)

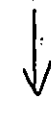
Rec. #3 - Activated
signal only between
4:00-6:00, M-F

(b)

(b)

Rec. #1
Stripe &
arrow lanes

South Bound
Rochester



North Bound
Rochester



STOP SIGN

3rd Street

Up to four cars sometimes
sit here to exit at 5:00 PM.

Wheaton

ITEM 4

Intersection in Troy leads Oakland in accidents

By HANK SCHALLER
Of The Oakland Press

When driving through Troy, it might be wise to be wary when approaching Big Beaver and Rochester roads.

That intersection led all Oakland County intersections with a five-year average of 76.4 accidents a year, according to a study released Tuesday by the Southeast Michigan Council of Governments.

The intersection of Big Beaver and Rochester roads edged out the intersection of Orchard Lake and 12 Mile for the dubi-

ous distinction of being the most accident-prone corner in the county. The Farmington Hills intersection averaged 75 accidents a year over the five-year study period.

But when it comes to accidents, the 10, 11 and 12 Mile intersections on Southfield Road through Lathrup Village and Southfield ranked among the top 10 intersections for accidents countywide.

The corner of Southfield and westbound 11 Mile roads ranked third with an average of 72.6 accidents a year, Southfield and 12

The 10 worst Oakland intersections

Here is a list of the top 10 intersections in Oakland County for accidents over the last five years. The number indicated is the average number of accidents over each of the last five years:

1. Big Beaver and Rochester roads in Troy — 76.4 accidents a year
2. Orchard Lake and 12 Mile roads in Farmington Hills — 75 accidents
3. Southfield and westbound 11 Mile Road in Lathrup Village — 72.6 accidents
4. Franklin and Square Lake roads in Bloomfield Township — 71.6 accidents
5. Big Beaver and Crooks roads in Troy — 67 accidents
6. Southfield and 12 Mile roads on the border between Lathrup Village and Southfield — 66.8 accidents
7. 14 Mile and Orchard Lake roads on the border between Farmington Hills and West Bloomfield Township — 64.4 accidents
8. M-59 at its northernmost intersection with Williams Lake Road in Waterford Township — 62 accidents
9. Southfield and 10 Mile roads in Southfield — 60 accidents
10. M-59 and Airport Road in Waterford Township — 59.4 accidents

Source: Southeast Michigan Council of Governments

PLEASE SEE ROADS/A-11

INSIDE

A 21ST CENTURY NEWSPAPER

BIG BEAVER & I-75

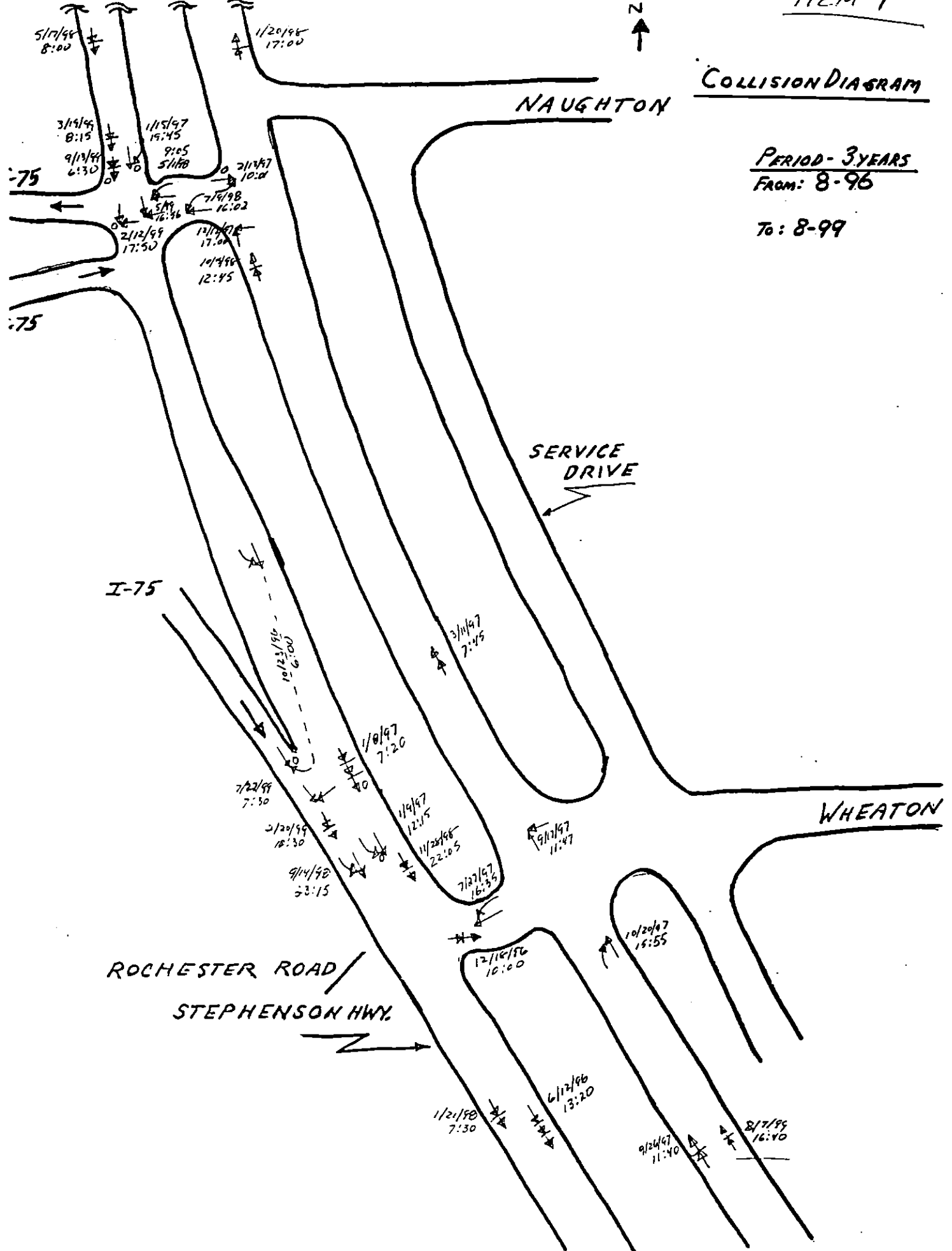
ITEM 4



COLLISION DIAGRAM

PERIOD - 3 YEARS
FROM: 8-96

TO: 8-99



Item 4 Mailing List

✓ M&M INVESTMENT CO LLC
1345 WHEATON
TROY MI 48083

✓ LRS DEVELOPMENT CO
1035 WHEATON
TROY MI 48083

✓ WOODBURY, CHARLES F
1261 WHEATON
TROY MI 48083

✓ CRAFTMATION INC
1387 PIEDMONT
TROY MI 48083

✓ MOORE MECHANICAL CONT INC
1215 WHEATON
TROY MI 48083

✓ MIDWEST TESTING LABS
1072 WHEATON
TROY MI 48083

✓ JANUS PROPERTIES
1207 WHEATON
TROY MI 48083

✓ PIEDMONT COMMERCE CENTER
1328 WHEATON
TROY MI 48083

✓ MOORE, ILENE
1203 WHEATON
TROY MI 48083

✓ CRUCIBLE MATERIALS CORP
1201 PIEDMONT
TROY MI 48083

✓ PARTALIS PROP LLC
1119 WHEATON
TROY MI 48083

✓ BIANCO TRUST, JOSEPH A
1100 PIEDMONT
TROY MI 48083

✓ GREEN, DENNIS
1107 WHEATON
TROY MI 48083

✓ FRAMCO LLC
1090 WHEATON
TROY MI 48083

✓ WIECZOREK, KRISTOPHER M
1091 WHEATON
TROY MI 48083

✓ PYC LLC
1050 WHEATON
TROY MI 48083

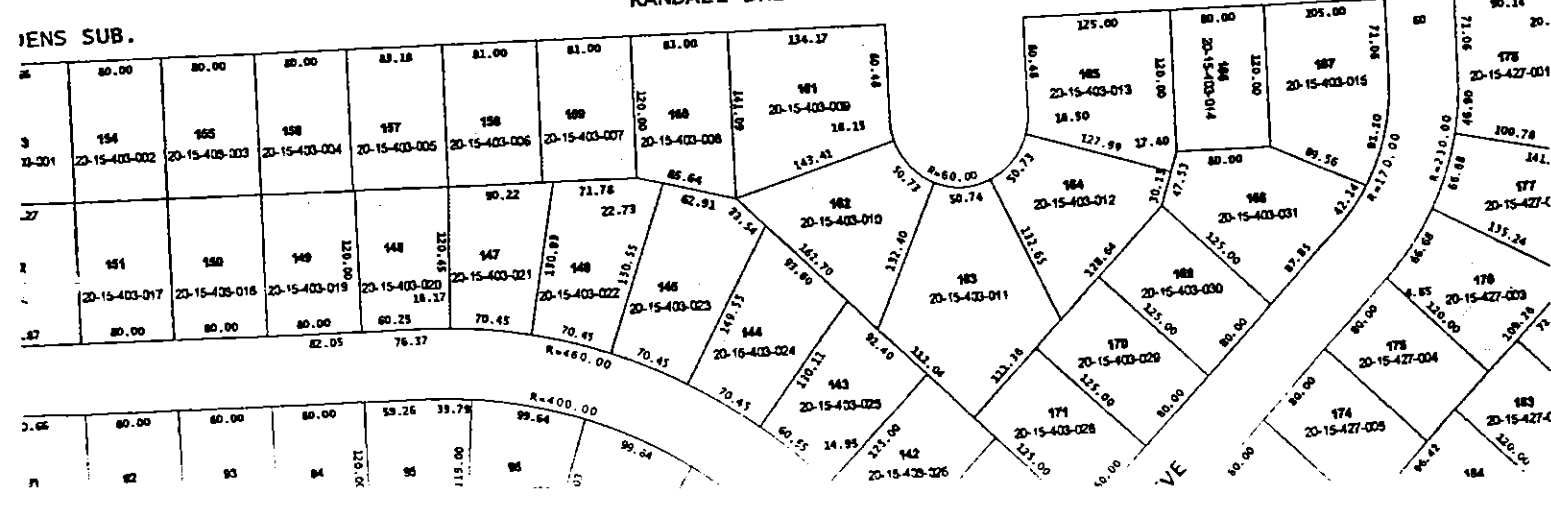
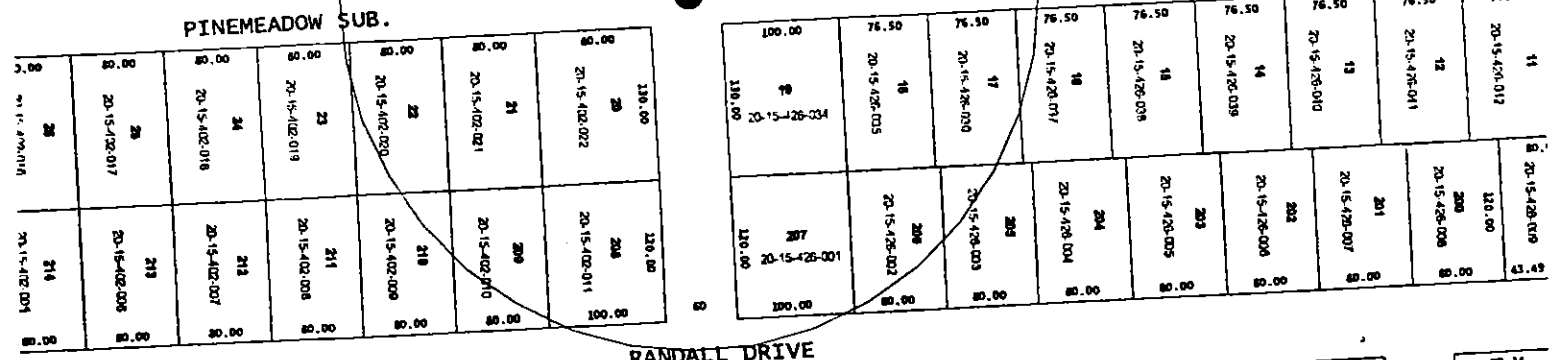
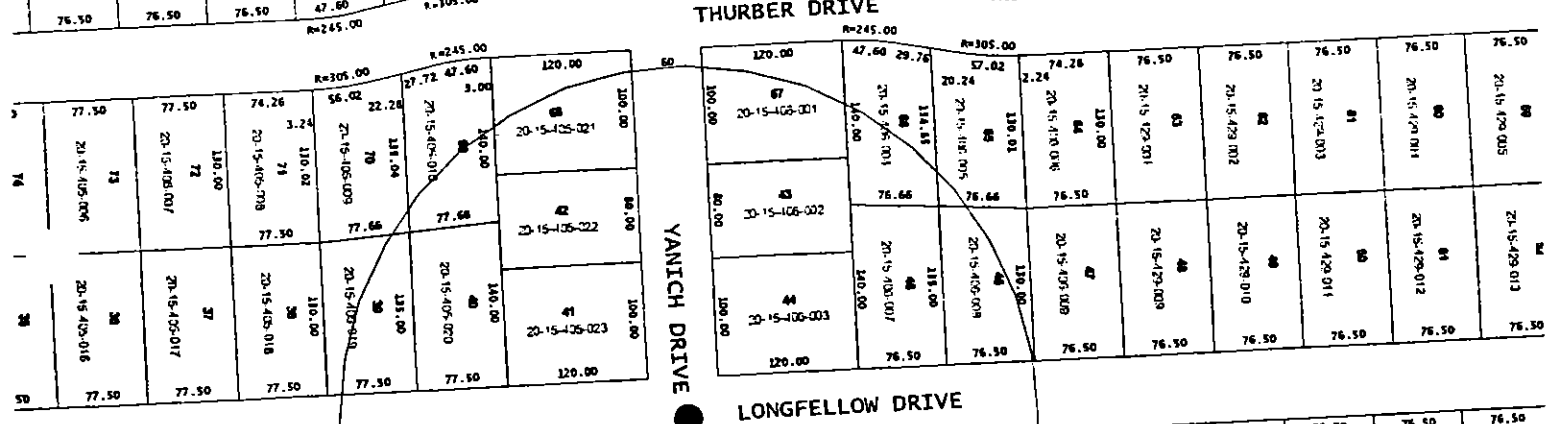
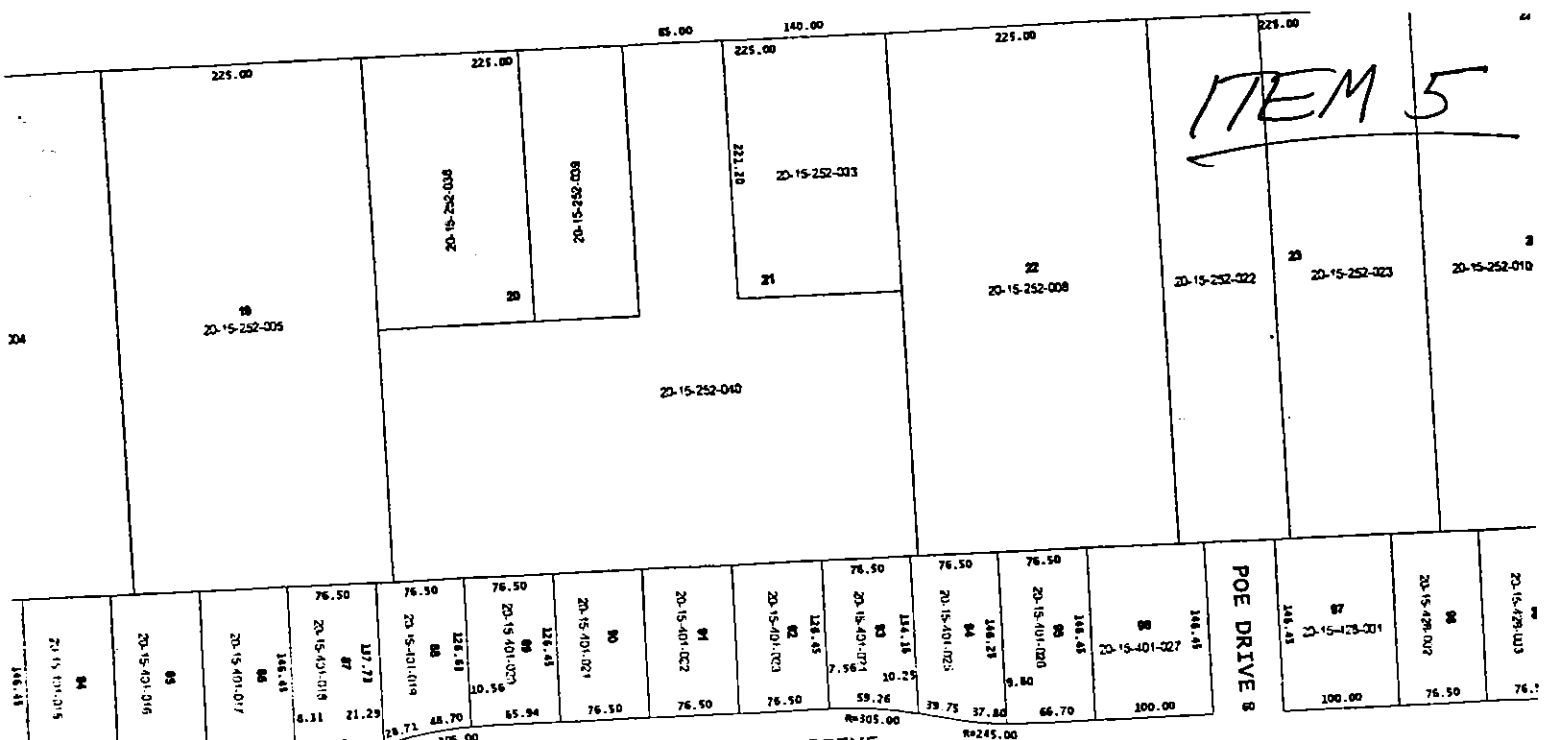
✓ ATKINSON, ROSEMARY
1071 WHEATON
TROY MI 48083

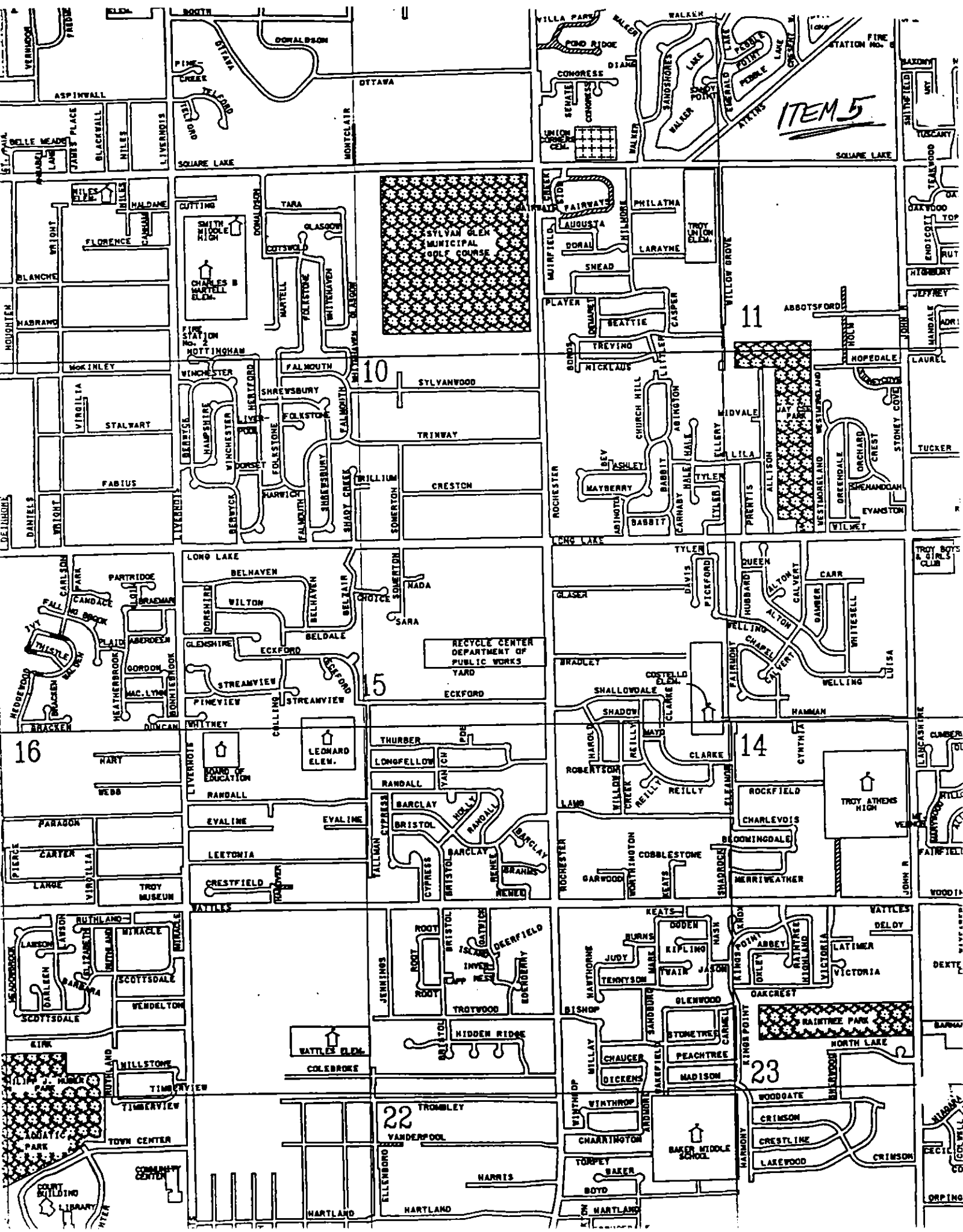
MIDWEST TESTING LABS
0
0

STATE HWY DEPT
0

PYC LLC
1050 WHEATON
0

Allison Breder
ASI Sign Systems
1203 Wheaton Ave
Troy, MI 48083





882015406004	PRESIDENT 7 THURBER TROY MI 48098-4830	882015405019	RESIDENT 625 LONGFELLOW TROY MI 48098-4880	882015426002	RESIDENT 717 RANDALL TROY MI 48098-4819
882015406001	RESIDENT 4466 YANICH TROY MI 48098-4834	882015406003	RESIDENT 4438 YANICH TROY MI 48098-4834	882015426001	RESIDENT 705 RANDALL TROY MI 48098-4819
882015405021	RESIDENT 4465 YANICH TROY MI 48098-4844	882015405023	RESIDENT 4437 YANICH TROY MI 48098-4844	882015402011	RESIDENT 685 RANDALL TROY MI 48098-4884
882015406005	RESIDENT 726 THURBER TROY MI 48098-4830	882015426036	RESIDENT 710 LONGFELLOW TROY MI 48098-4817	882015402010	RESIDENT 671 RANDALL TROY MI 48098-4884
882015405010	RESIDENT 638 THURBER TROY MI 48098-4885	882015426035	RESIDENT 696 LONGFELLOW TROY MI 48098-4817		
882015406002	RESIDENT 4452 YANICH TROY MI 48098-4834	882015426034	RESIDENT 682 LONGFELLOW TROY MI 48098-4817		
882015405022	RESIDENT 4451 YANICH TROY MI 48098-4844	882015402022	RESIDENT 654 LONGFELLOW TROY MI 48098-4879		
882015406007	RESIDENT 707 LONGFELLOW TROY MI 48098-4816	882015402021	RESIDENT 640 LONGFELLOW TROY MI 48098-4879		
882015406008	RESIDENT 721 LONGFELLOW TROY MI 48098-4816	882015402020	RESIDENT 626 LONGFELLOW TROY MI 48098-4879		
882015405020	RESIDENT 639 LONGFELLOW TROY MI 48098-4880	882015426003	RESIDENT 741 RANDALL TROY MI 48098-4819		

July 9, 2000

Lt. Robert Matlick
Troy Fire Department
500 West Big Beaver
Troy, MI 48084

Re: **840 / 880 W. Long Lake Road**
Troy Corporate Center
Rezoning

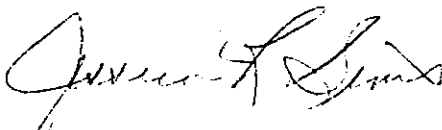
Dear Bob:

Pursuant to our recent conversation, please consider this a formal request to petition for a rezoning of the areas around 840 and 880 that are used for deliveries but designated as part of the fire lane for each building. We respectfully request that these areas be rezoned to loading zones.

I have enclosed a site plan, which highlights the exact areas that need to be changed. Please give me a call if you should need any further information. Thank you for your assistance.

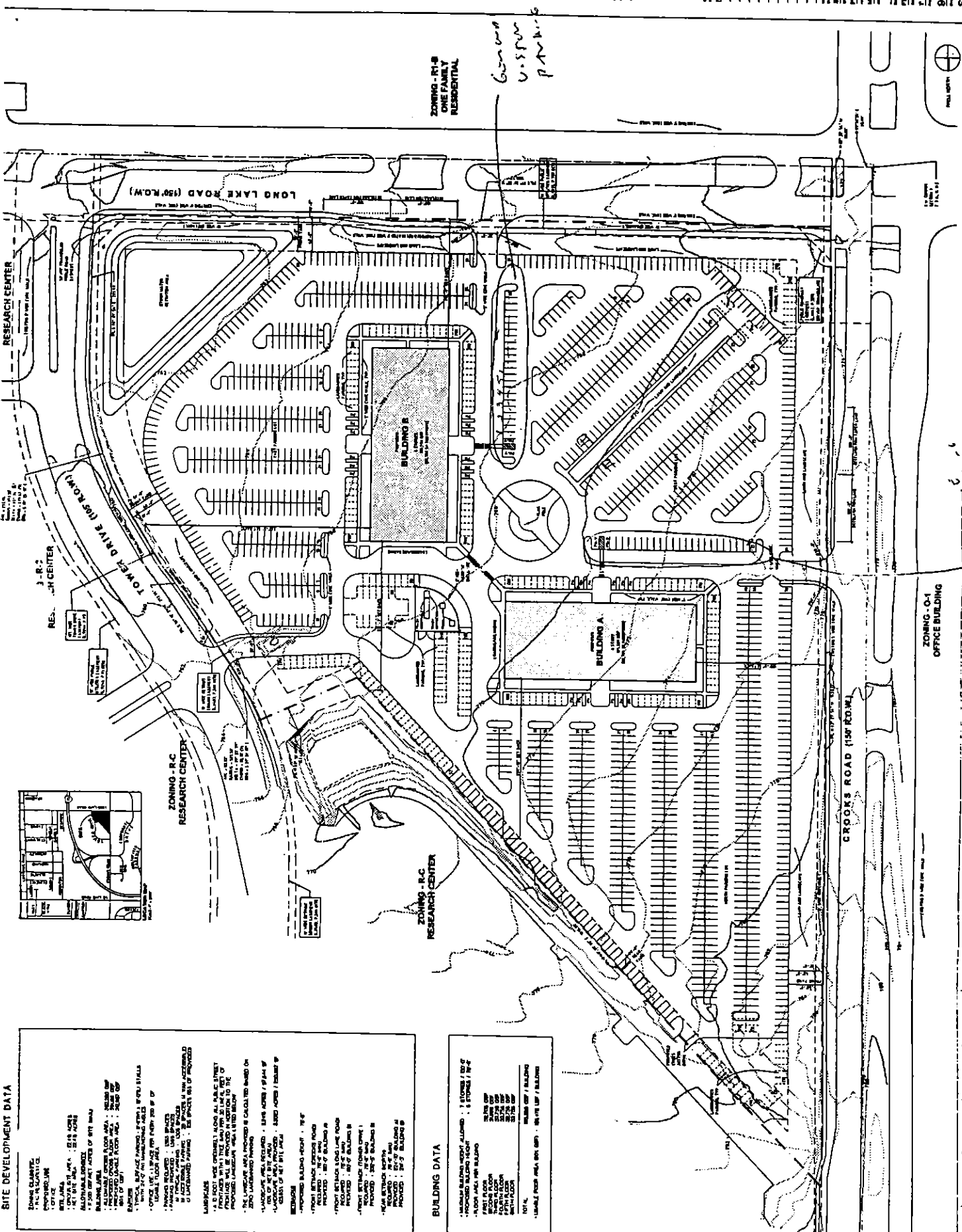
Sincerely,

Grubb & Ellis Management Services, Inc.



Jessica R. Sims, RPA
Property Manager

/Enclosure



**ZONING - Q-1
OFFICE BUILDING**

[illegible]

BITE DEVELOPMENT DATA

[illegible][illegible]

THE LINEARE AREA PROVIDED IS CALCULATED BASED ON
ZERO LANDSCAPED PERIOD

1. DATE 10/10/78
 2. TO SAC, NEW YORK
 3. FROM SAC, NEW YORK
 4. SUBJECT [REDACTED]
 5. RE [REDACTED]
 6. CLASS [REDACTED]
 7. REASON [REDACTED]
 8. APPROVED [REDACTED]
 9. REMARKS [REDACTED]

NORTH ATTACHE (100000) : 100000
 REQUIRED : 100000
 PROVIDED : 100000

NORTH ATTACHE (100000) : 100000
 REQUIRED : 100000
 PROVIDED : 100000

SOUTH ATTACHE (100000) : 100000
 REQUIRED : 100000
 PROVIDED : 100000

SOUTH ATTACHE (100000) : 100000
 REQUIRED : 100000
 PROVIDED : 100000

BUILDING DATA

[illegible]

EXCITING! NEW! BLUE BIRD - (LAST 1000) 1974! 100% TOP!

6

— 2 —

BUILDING DATA

DATING AND SWIMMING		DATING AND SWIMMING	
AND 54-55	AND 54-55	AND 54-55	AND 54-55
AND 56-57	AND 56-57	AND 56-57	AND 56-57
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AND			

CONVERTER / 400T Blue Note - (400T) 1000 "1000" 1000

6

— 2 —