

MOTION by Holder, seconded by Duistermars

Resolved, that the Rochester Hills City Council authorize the issuance of a purchase order to Van Dyke Dodge of Warren, Michigan for (4) four replacement vehicles, as identified in the specifications, for an amount not-to-exceed \$60,000.00 through the Macomb County Fleet Purchasing Program for the Building Department.

Ayes: Robbins, Golden, Barnett, Dalton, Duistermars, Holder
Nays: None
Absent: Hill

MOTION CARRIED

Building, Parks, Facilities, Cemetery, DPS et: Twelve (12) replacement vehicles; Blanket Purchase Order not-to-exceed \$241,264.00; Red Holman Pontiac/GMC, Westland, MI, through the Oakland County Cooperative Purchasing Program.

Resolution 0068-2001-R00

MOTION by Golden, seconded by Barnett,

Resolved, that the City Council authorize the issuance of a purchase order to Red Holman Pontiac/GMC of Westland, Michigan for twelve (12) replacement vehicles, as identified in the specifications, for an amount not-to-exceed \$241,264.00 through the Oakland County Cooperative Purchasing Program for the Building Department, Cemetery/Parks, and the Department of Public Service/Facilities and Fleet Division.

Ayes: Robbins, Golden, Barnett, Dalton, Duistermars, Holder
Nays: None

6. **DISCUSSION** – Road Policy Issues. (Members received copies of information related to this topic.)

President Robbins reported *City Council Rules of Procedure* are no longer suspended.

Mayor Somerville acknowledged the following problems with boulevards:

- Require substantial right of way.
- Expensive to build.
- Costly maintenance.
- Plantings require irrigation.
- Difficult for large vehicles, fire trucks and buses to maneuver turns.

Mr. Steve Erickson, Director of Public Service and Mr. Paul Davis, City Engineer, provided a history of the City's Road Policy and road projects. The Policy has driven all roadwork in the City for the past nine (9) years.

- In 1992, City Council adopted a resolution "opposing additional five (5) lane roads in this community, except as an absolute last resort" and "declaring its intent to utilize the design concept of landscaped, four (4) lane residential boulevards for the improvement of designated roads specified in the City Road Improvement proposal to be presented to the voters on the Primary Election Ballot in August 1992." The proposal was never presented to the voters.
- Project planning done for the past few years has been based upon City Council's decision.
- Failed road projects were referenced:
 - 1992 - Adams Road (Avon to Powderhorn Ridge)
Money and time spent - put on hold by Oakland University.
 - 1994 - Avon Road (Crooks to Livernois)

- Nothing done – remains as two (2) lane road.
- 1996 - Adams Road (Auburn to Hamlin)
In process of design and study related to proceeding.
- 2000 - Hamlin (Crooks to Livernois)
In preliminary design stage – work stopped over issue of boulevard versus five (5) lanes.
- 2000 - Hamlin (Livernois to Rochester)
In preliminary design stage – work stopped over issue of boulevard versus five (5) lanes.
- 2000 - Tienken (Livernois to Rochester)
Proposed for a three (3) lane road.
- 2001 - Tienken (Sheidon to Letlca)
Proposed for roundabout and a three (3) lane road.

Mr. Erickson identified the following recommended course of action:

- Establish a more flexible road policy to be applied to each mile road segment based on traffic safety and volume needs as well as other policy considerations.
- Update the City's Master Thoroughfare Plan to match State and County plans based on 2000 census data and eliminate unworkable parts of current plan.
- Create a Long Range Capital Improvement Program to match State and County planning horizons.
- Implement program through annual budget process.

Mayor Somerville feels the Road Policy of 1992 does not fit the City and the roads should be examined individually. Recently, both the State and the County have moved away from boulevards because they cost approximately Three Million (\$3,000,000) Dollars more per mile to build.

Council discussion/questions:

- It was suggested City Council consider rescinding the past resolution and adopt a less restrictive resolution.
- Boulevards would negatively impact historic properties.
- It was recommended objections to boulevards be provided in writing from Police Department, Fire Department, School District and Public Service Department, if applicable.
- It would be appropriate for Council to adopt an official road policy that accommodates the needs of everyone involved.
- The Master Thoroughfare Plan needs to be updated to allow each road improvement to be examined individually.
- Driver attitude needs to be changed.
- Wider roads will bring more people and not solve problems.
- The existing roads need to be fixed.
- The Community used to be a farming/agricultural community and the roads have changed through development.
- The primary road concept should not be boulevards.
- Road design should be considered on a case-by-case basis.
- This is an opportunity for City Council to provide additional citizen participation by forming an Ad Hoc Citizen Committee.
- Five (5) lane roads are unsafe and ugly; three (3) lane roads with improvements would be favorable.
- If Council rescinds the actions of a previous Council, no disrespect is intended to their decision; needs and attitudes change.

What would the policy revert to if the 1992 resolution would be rescinded?

- Mr. Ott does not feel the City would revert to previous policy. He feels the City would revert to allowing the professionals to use their engineering expertise and other factors to drive the decision as to what kind of road would suffice.

Ms. Elizabeth Fidler (address previously given) expressed concern regarding the cost of building a boulevard, maintenance costs and right of way necessary. She inquired who has jurisdiction over Avon Road.

President Robbins reported Oakland County has jurisdiction over Avon Road.

Mr. Gary Jaracz, 582 West Hamlin, indicated he represents "Concerned Citizens of Rochester Hills." He feels east/west roads should be three (3) lane roads with improved intersections and does not support boulevards.

Ms. Anna Fidler, 861 East Avon, lives in a civil war home, which is located close to the road. She feels widening roads would encourage more traffic.

Ms. Claudia Roeder, 1016 Thames, feels any widening of Avon Road will result in increased noise, create a safety hazard and lower property values.

Ms. Suzanne White, 1598 Parke, does not support boulevards and would like to see the City repair its roads.

Mr. Fred Hartman, 532 East Avon, reported water and flooding problems are occurring because of increased development.

President Robbins read a letter into the record from **Ms. Verna Wells**, which expressed concern regarding improving Avon Road to a boulevard.

Ms. Golden suggested a future resolution.

Mr. Dalton requested a copy of the study that assisted the Council in making its decision in 1992. He feels the previous policy merely indicates that landscaped, four (4) lane residential boulevards have been identified as primary, but not exclusive.

What is the difference in the road right of way between a five (5) lane road and a four (4) lane boulevard?

- Mr. Erickson responded:
 - Five (5) lane road – one hundred twenty (120') foot right of way
 - Four (4) lane boulevard – one hundred fifty (150') foot County recommended
 - Four (4) lane boulevard – one hundred twenty (120') foot City "residential" boulevard

What design is safer – a five (5) lane road or a four (4) lane boulevard?

- Mr. Erickson stated the four (4) lane boulevard is considered to be a safer road because it eliminates the head-on traffic or "suicide lane." Also, at the intersections, the "Michigan turns" are much safer.

What is Oakland County's policy for County roads?

- Mr. Erickson indicated the County is building five (5) lane roads (no boulevards) because they are much cheaper to build and maintain.

President Robbins referenced the following options:

- Place the matter on a Regular City Council Meeting and rescind the previous resolution.
- Refer the matter to Community Development & Viability (CDV) Committee and establish a resident sub-committee.
- Put the matter on the November ballot as an advisory question.

Mayor Somerville stated the City needs to move forward with the five (5) lane road improvement on the industrial section of Hamlin Road (from Livernois to Crooks) in order to

retain funding. She does not support five (5) lane roads through residential areas. Mayor Somerville expressed support toward residents serving on committees at all levels.

Mr. Davis reiterated, City staff is looking for clarification or a new broader all encompassing policy.

Mr. Erickson recommended that roads be designed on a case-by-case basis and update the City's Master Thoroughfare Plan to define engineering needs. Lastly, a capital program would have to be developed, including costs and financing. At this time, only four (4) of the City's seventy five (75) miles of road segments are boulevards.

Mr. Ott concurred with Mr. Erickson's recommendation that the Engineers be allowed to evaluate roads based upon sound engineering practices and standards.

Mr. Fred Hartman (address previously given) reminded Council engineers are paid for engineering. He requested Council listen to what the residents want.

Ms. Elizabeth Fidler (address previously given) would like to see roads be developed to a uniform width.

Mr. Jaracz (address previously given) inquired about the development of Hamlin Road (from Livernois to Crooks) to five (5) lanes. He stated the residents wanted the road to be developed to only three (3) lanes.

Mayor Somerville reported the City would have lost its funding if the industrial portion would be improved to only three (3) lanes.

Mr. Jaracz expressed concern regarding the transition from five (5) lanes at intersection of Hamlin and Livernois. He believes the Streamwood Condominium residents would not support five (5) lanes.

Mr. Erickson stated the five (5) lane transition to three (3) lanes would provide a smooth transition.

President Robbins stated the discussion would be continued on the next available Regular Council Meeting with the resolution suggested by Ms. Golden would be contained in the packet.

(Recess 9:28 p.m. - 9:43 p.m.)

DISCUSSION – Citizen Membership on City Council Standing Committees.
(Members received copy of information related to this topic.)

Summary of City Council discussion:

- The Communication Committees were developed to improve relationships between City Council and the Administration.
- The restructuring was intended to lessen workload, but has actually increased workload.
- The Committees could be restructured, but it was noted several committees are required by law, by inter-governmental agreements or City policies.
- Members concurred all five (5) Committees should be retained at this time and meet as needed, but could be reexamined in the future.
- Ad Hoc and Sub-Committees continue to provide occasions for citizen participation.
- President Robbins suggested at least two (2) citizen representatives be added to each committee with voting privileges and retain the three (3) Council representatives.
- Ms. Golden suggested two (2) City members be removed, one (1) City Council member delegate remain, add two (2) resident delegates and two (2) City Council alternates be placed on each Communication Committee.
- Mr. Dalton suggested two (2) residents be added to the Standing Committee structure, but residents not be granted voting privileges. Mr. Dalton offered to