

The matter would be addressed at a future meeting.

11. PUBLIC HEARINGS AND PETITIONERS REQUEST

11a. Tienken Road Corridor Study (Members received copy of a memo from James Dietrick, City Engineer, with attachments.)

President Hill noted two (2) separate informational meetings have been held on the matter.

Mr. Steve Dearing (former City employee), representing Orchard, Hiltz & McCliment (OHM) appeared before Council. Mr. Dearing noted the following:

Why was the Corridor Study conducted?

- X When the City was updating the Master Thoroughfare Plan, the northeast quadrant of the City was both controversial and problematic.
- X Deficiencies were identified at that time and it was anticipated problems would be compounded in the future (ex: twenty (20) years into the future).
- X Because of the Historic District location, disruption that could occur and concern related to forecasting of traffic in the future, the Planning Commission decided to take no action related to Tienken Road due to uncertainty and lack of community support.

(Enter Mr. Bryan Barnett 8:34 p.m.)

- X When Master Thoroughfare Plan Update was finalized, several major events took place in the area which were previously unknown:
 - ± Rochester Community Schools announced a new high school would be built in the corridor at Tienken Road and Sheldon Road.
 - ± The City of Rochester decided to no longer maintain its Waste Water Sewer Plan and announced it would connect to the Detroit System for Sewer. The result was land in the area would become developed to include more than one thousand (1,000) new homes.
 - ± There was a plan to align Runyon Road to Tienken as an arterial road from 25 Mile in Macomb County through to Tienken Road.
- X In late 1998, the City recognized the importance of these major events and moved forward with the Tienken Road Corridor Study. Hubbell, Roth & Clark (HRC) conducted most of the analysis and modeling, while Orchard, Hiltz & McCliment (OHM) prepared the majority of the concept design work to try to arrive at cost opinions for the magnitude of the problems. The study was completed in approximately one (1) year.
- X Presentations were made to City Council and a series of Public Information Meetings were held. Mr. Dearing noted the Public Information Meetings were well attended. The City sent approximately eight hundred (800) notices to property owners in the immediate area; more than two hundred (200) persons attended the two (2) Informational Meetings.

Mr. Dearing noted almost all traffic modeling is based upon work done by the South Eastern Michigan Council of Governments (SEMCOG). SEMCOG takes the Census information and builds a complex transportation model which examines where people live, work and shop, then interpret the interaction of trips taken. The Master Thoroughfare Plan Update was built on Census data from 1990 and, at the time, the City of Rochester was limited because of its Waste Water Treatment Plan and could not accommodate further development. Once Rochester connected to Detroit Water & Sewer and Shelby Township extended its sanitary sewer, approximately one thousand three hundred (1,300) homes were proposed in the area.

Overview of recommendations and summary of conclusions/findings:

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- X The Tienken Road Corridor Study was built from the Master Thoroughfare Plan Update and adjustments were made to reflect the new information (i.e., new high school, new water and sewer linkages and new housing in the area).

- X Tienken Road was analyzed from Livernois to Washington Roads.
 - ± **Tienken Road west of Rochester Road.** *Extreme road geometry exists in the area where the hill crests abruptly and there are numerous driveways and side streets, with sight problems. It is difficult to see persons turning left off Tienken when climbing out the Paint Creek Valley. The Study concluded the hill needs to be shaved down to improve the sight line and safety for residents exiting driveways. If the intersections could be fixed, Tienken Road could survive as a road with one (1) through lane in each direction. In order to solve safety issues, the fundamental cross section of the road should be three (3) lanes (east, west and center left turn lane). The Study concluded Tienken Road should be three (3) lanes through its entire length from Livernois to the Bridge at Stoney Creek. It was noted it is the recommendation to NOT add the third lane through the Historic District. The impact of an additional lane through the Historic District would destroy the character of the Historic District. These recommendations are contingent upon the intersections being fixed.*
 - ± **Intersection of Tienken & Livernois.** *The extreme west end of the Corridor. The Study recommends, starting at the extreme western end (at Livernois) there are already left turn lanes at the approaches and some approaches have dedicated right turn lanes. The Study recommends the storage for the turn lanes be lengthened. It was noted the northbound left is extraordinarily heavy; therefore, the northbound left turn should be longer. The northbound right is also very heavy; therefore, the right turn lane should be extended. The Study noted westbound left turns that travel south are so heavy, if the movement would provide adequate green time, the eastbound traffic would be shortchanged straight through (vehicles headed toward Rochester Road). A way to resolve the congestion at the intersection would be to add a second eastbound through lane through the intersection and vehicles would merge as they travel downhill toward the Paint Creek. It was noted, the lanes exist, but they need to be made longer in most cases and the roadway would fit inside the existing right-of-way.*
 - ± **Intersection of Tienken & Washington.** *The extreme east end of the Corridor. The Study found Washington Road had recently been rebuilt as a roundabout and was working acceptably; therefore, no further improvement was indicated.*
 - ± **Intersection of Tienken & Sheldon Road.** *Because of the new high school, the intersection was identified as a high need. Two (2) alternatives were examined, 1) fix the intersection in a traditional way, and 2) install a roundabout. If using a traditional intersection, because of the traffic flow, signalization would be needed for approximately one-half (1/2) hour per day and would serve as an impediment during the remainder of the day. The traffic in the area would peak with vehicles traveling from the west traveling eastbound to enter the high school and opposing traffic westbound traveling to work. It was noted a traditional intersection would not be expected to meet the criteria for signalization. If a roundabout were installed, intense traffic peaks could be handled and would not impede traffic delays during the remainder of the day; therefore, the Study recommended a roundabout installation because of its superior safety potential. Last year, the City entered into a contract with the Road Commission to fund the installation of a roundabout. At this time, the design is substantially done and bid letting is forthcoming.*
 - ± **Intersection of Tienken & Rochester Road.** *The Study identified this intersection as the most complex in the Corridor and the location of the highest number of crashes, the source of the majority of the congestion in the area and during peak times traffic backups can be in excess of one (1) mile. At this time, Rochester Road is five (5) lanes and Tienken Road is three (3)*

lanes. The Study determined that a reasonable level of service, based upon the traffic, would reflect nine (9) lanes, yet is an unreasonable number of lanes. The functional equivalent to nine (9) lanes is two (2) - four (4) lane boulevards crossing each other and will fit in the footprint. A boulevard to boulevard crossing will provide the least impact and handle traffic, safety concerns and provide adequate capacity to deal with traffic twenty (20) years into the future. The Study recommends installing a boulevard on Rochester Road at least through to Orion Road.

Mr. Dearing indicated there were a variety of different reactions at the Informational Meetings, but there were no minutes or notes taken.

11a(I).Public Hearing

President Hill **Opened the Public Hearing** at 9:02 p.m.

Communications received from persons not attending the meeting:

Letter from Harold & Eunice Jackson, 411 W. Tienken Road, indicated they were not interested in seeing Tienken Road widened, but felt a third lane could be appropriate. They expressed opposition toward a four (4) to five (5) lane road.

Telephone call from Mr. & Mrs. Gillette, 798 Oakbrook Ridge indicated they would like to see as little improvements made as possible on Tienken Road. They expressed an interest in improvements that would help traffic move without widening the road.

Mr. Philip Barker, 950 Van Hoosen, suggested the City purchase the abandoned railroad right-of-way for an east/west road. He feels road rage could occur on Tienken Road when lanes are narrowed and vehicles are forced to merge. He inquired about the status of the proposed Letica Road extension.

Mr. Russell Luxton, 290 W. Tienken (Sir Pizza) & Dr. Jeff Buller, 294 W. Tienken (Buller Chiropractic) as business owners on the north side of Tienken Road, concern was expressed there would be no convenient access to their businesses. They requested a copy of studies related to the number of accidents at the shopping center entrance.

Mr. Kenneth Price, 324 E. Tienken Rd, favors a four (4) lane road improvements on Tienken and noted there are times when traffic prohibits him from exiting his driveway.

Ms. Robin Miner, 1699 Devonwood Drive, expressed concern related to the safety of the students who will be attending the new Stoney Creek High School. She suggested a traffic light be installed for the benefit of the students, which could blink during non-use hours, such as that in the area of Van Hoosen Middle School.

Ms. Tracy Mancour, 204 E. Tienken, expressed opposition to negative road impacts related to her home, which is seventy five (75) years old. She inquired if the roundabout would provide a safe walkway for children. She inquired why access through Cross Creek Subdivision was being denied. Ms. Mancour suggested the north side of Tienken be considered for road use.

Mr. Matt Reynolds, 273 Cross Creek Boulevard, a member of the Cross Creek Homeowners= Association Board, thanked the Mayor for limiting some access off Rochester and Tienken Roads. He expressed support toward widening Tienken Road, feels the roundabout will not adequately handle area traffic and believes a traffic light is warranted at Tienken & Sheldon Roads. Mr. Reynolds suggested sidewalks be installed in the Cross Creek Subdivision to insure the safety of neighborhood children.

Mr. Earl Pace, 175 W. Tienken, expressed support toward a left turn lane on Tienken Road. He opposes the installation of a boulevard on Tienken Road.

Mr. Donald Birch, 330 W. Tienken, expressed concern related to access to the Medical Building. He feels a left turn lane is essential to the area.

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Mr. Lee Zendel (address previously given) inquired what plans were being developed to provide access to Fire Station #5 during construction and to provide emergency services to the area.

Mr. David Brink, 2357 Rancroft Beat, expressed safety concerns related to the proper flow of traffic in a roundabout by buses, commuters and juvenile drivers. He reiterated the need to protect the Historic District.

Mr. Jim Dittrich, 327 Cross Creek Boulevard, feels roundabouts in other areas of the United States are not effective when traffic volumes are high. He inquired why right turning on red signals are prohibited from both northbound and southbound Rochester Road at Tienken.

Mr. Jeffery Hunter, 28 Cross Creek, a member of the Cross Creek Homeowners= Association, believes the roundabout size will provide difficult maneuvering for buses.

Mr. John O'Donnell, 6356 Blue Beach, expressed objection toward paving Sheldon Road and the possible removal of numerous trees on his property.

Ms. Edith Price, 324 E. Tienken, suggested Mead Road to Sheldon be paved in order to provide a direct route for school traffic. Ms. Price stated it is often impossible to exit her driveway due to Tienken Road traffic.

Ms. Josephine Geraci (address previously given) inquired how vehicles would be provided ingress and egress to the Van Hoosen Jones Cemetery.

President Hill **Closed the Public Hearing** at 9:33 p.m.

(Recess 9:33 p.m. - 9:46 p.m.)

Mr. Dearing responded to comments and questions addressed during the Public Hearing, as follows:

- X The abandoned railroad right-of-way would make an awkward road, intersections would be triangular and this property was not contained in the scope of the project.
- X The proposed Letica Road extension would alleviate some of the area traffic.
- X The plans for the area are Aconcept plans;≡ therefore, all design details were not included. He noted ingress and egress to area businesses and residences would be addressed in more detail on future designs. In the past, the City always formed a Task Force consisting of area representatives while the design is underway and given an opportunity to make their concerns know.
- X The majority of crashes occur in two (2) places, at the intersection of Tienken and Rochester Road, and at the crest/or western slope of the road leading down to the Paint Creek Trail.
- X The Study dealt with pedestrian safety issues and the need for a safety path and crossings at major intersections, at the Paint Creek Trail and at the legs of the road at the roundabout.
- X Roundabouts should not be confused with traffic circles (which are built on the East Coast). A modern roundabout gives priority to those vehicles already in the roundabout. The roundabout was designed to accommodate movement for vehicles much larger and longer than school buses. It was noted, roundabout crashes tend to be less severe than those which occur at signaled intersections (head-on crashes).
- X The Michigan Department of Transportation (MDOT) does not allow any right turns on a red signal as a matter of policy on those roads under its jurisdiction.
- X The fourth approach in the roundabout will be the Cemetery driveway. Special arrangements will be made for Cemetery ingress/egress during construction.
- X On Livernois, during construction, a separate path would be provided for emergency vehicles. It was noted the City would work closely with emergency providers, mutual aid groups and others passing through the City. The necessity of planning was

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emphasized.

- X Mead Road is under the jurisdiction of the Road Commission for Oakland County and is a border road between Rochester Hills and Oakland Township. Related to any paving, input would be required from Oakland Township and there would be the question of how paving would be paid for.

President Hill opened the floor for City Council discussion. She indicated a Work Session would be held to address the issue at length in the future. President Hill was uncertain if an additional Public Hearing would be held.

Could copies of notes be provided related to input from the Informational Meetings?

Mr. Dearing stated the meetings were held as an Aopen house≅ and no minutes were taken. It was noted the Corridor Study dated March 2000 constitutes the final report and had been provided to all City Council members. Mr. Dearing suggested, when City Council considers its decision on the Corridor Study, a resolution could indicate either of the following:

- X The Tienken Road Corridor Study does not need to be revised; or,
- X Refer the document for revision to incorporate the decision made.

Such a resolution would enable the document to become the finality of the process and City Council's fact-finding.

Was consideration given to a bypass on Tienken Road around Sheldon?

Mr. Dearing indicated no alternate route was available for a brand new road, unless a great deal of land could be purchased. The area contains many problems, such as: dealing with traffic related to new growth, area wetlands, Stoney Creek, the Historic District and underground pipelines.

What can be done to assist with the traffic flow near the high school?

Mr. Dearing believes the Road Commission has agreed to install a temporary signal at the driveway to the high school until the roundabout is completed. It was noted the City does not provide input related to school buildings.

President Hill requested the Administration provide updates related to the roundabout.

Should a Second Public Hearing be held?

President Hill noted City Council must feel comfortable to make a decision, and a Work Session would be scheduled as soon as possible.

Why are roundabouts different from traffic circles built at the East Coast? How will juvenile drivers be educated how to enter and exit roundabouts?

Mr. Dearing reported roundabouts give priority to vehicles already inside the roundabout. Modern roundabouts contain entry flares into the circle and approaching vehicles must yield to enter the circle. Because of its design, speeds are maintained between eighteen (18) and twenty two (22) miles per hour. The City had to hire a specialist when designing the roundabout. Mr. Dearing reported, over the past year, the existing roundabout has not had a single crash. He noted copies of educational flyers related to roundabouts could be provided to the driver training schools that serve the area.

How will pedestrians be routed through the roundabout?

Mr. Dearing stated the splitter islands that form approaches to the roundabout provide safe havens for pedestrians and no pedestrian should ever get into the center island. The crosswalks will be marked and signage used. Traffic has to yield to pedestrians in crosswalks.

How soon could the roundabout construction begin?

Mr. Dearing indicated the design was more difficult than first thought; therefore, construction was impossible this season. A huge drainage structure requires replacement underneath Sheldon Road, north of Tienken, which would result in a total road closure. He was uncertain when the City Administration planned construction. Mr. Dearing suggested construction begin in 2001 as soon as possible after school lets out. He stated the City could consider advertising bids in December 2000, or January 2001, in order to award a contract in either March or April 2001. It was noted delivery of the large box culvert would take six (6) to eight (8) weeks after ordering.

Will there be improvements made in the Historic District?

Mr. Dearing noted the Study recommended Tienken Road be improved to a three (3) lane road which would stop at the bridge over Stoney Creek that carries Tienken over Stoney Creek. Through the Historic District, Tienken Road should only be two (2) lanes because additional lanes would devastate the properties in the Historic District. Mr. Dearing noted the Current Master Pathway Plan in the City suggests a pathway on both sides of Tienken Road. The Study recommends addressing pedestrian safety needs, but recommends a four (4) to five (5) feet wide sidewalk. An alternative pathway could occupy the alley that parallels Tienken (between Tienken Road and Runyon Road). There are some grading issues in the area of the Cemetery. Curbs will exist only within the area of the roundabout. In the event of an emergency, roundabout traffic will clear very quickly and two (2) lanes are contained within the roundabout.

Resolution 2000-0312

MOTION by Golden, seconded by Duistermars,

Resolved, to **Suspend** Section IIIA, Number 3 of *City Council Rules of Procedure*, which refers to ending meetings at 11:00 p.m., so that the meeting can continue.

Ayes: Hill, Barnett, Duistermars, Golden, Holder

Nays: Dalton, Robbins

Absent: None

MOTION CARRIED

Be it noted for the Record, the time is 11:00 p.m.

Mayor Somerville noted the Administration is waiting for an answer related to a traffic signal at the high school entrance. Deputies will be posted at both entrances to Sheldon Road once school opens. Signs were posted to indicate no left turn onto Lakeview off Tienken, and no left turn onto Cross Creek Boulevard off of Rochester Road. Sheldon road maintenance continues to be an ongoing problem at the expense of the City of Rochester Hills. A temporary blacktop surface will be placed on Sheldon Road and should last through the winter; it is hoped the full paving project can be completed next year.

President Hill noted the Rochester Community Schools paid for the installation of the acceleration/deceleration lane at the main entrance to the high school off Tienken. It was noted City Council received letters from **Mr. Jeff Barsimain, Rochester Auto Wash** and **Mr. Richard Eberline, 999 E. Tienken Road**.

11a(ii). Adoption of Resolution

No Resolutions were adopted. City Council will hold a future Work Session to discuss the matter further.

11b. Ameritech Wireless Communication Tower, a 150 Foot Monopole on the Existing Fire Station No. 4 Site

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