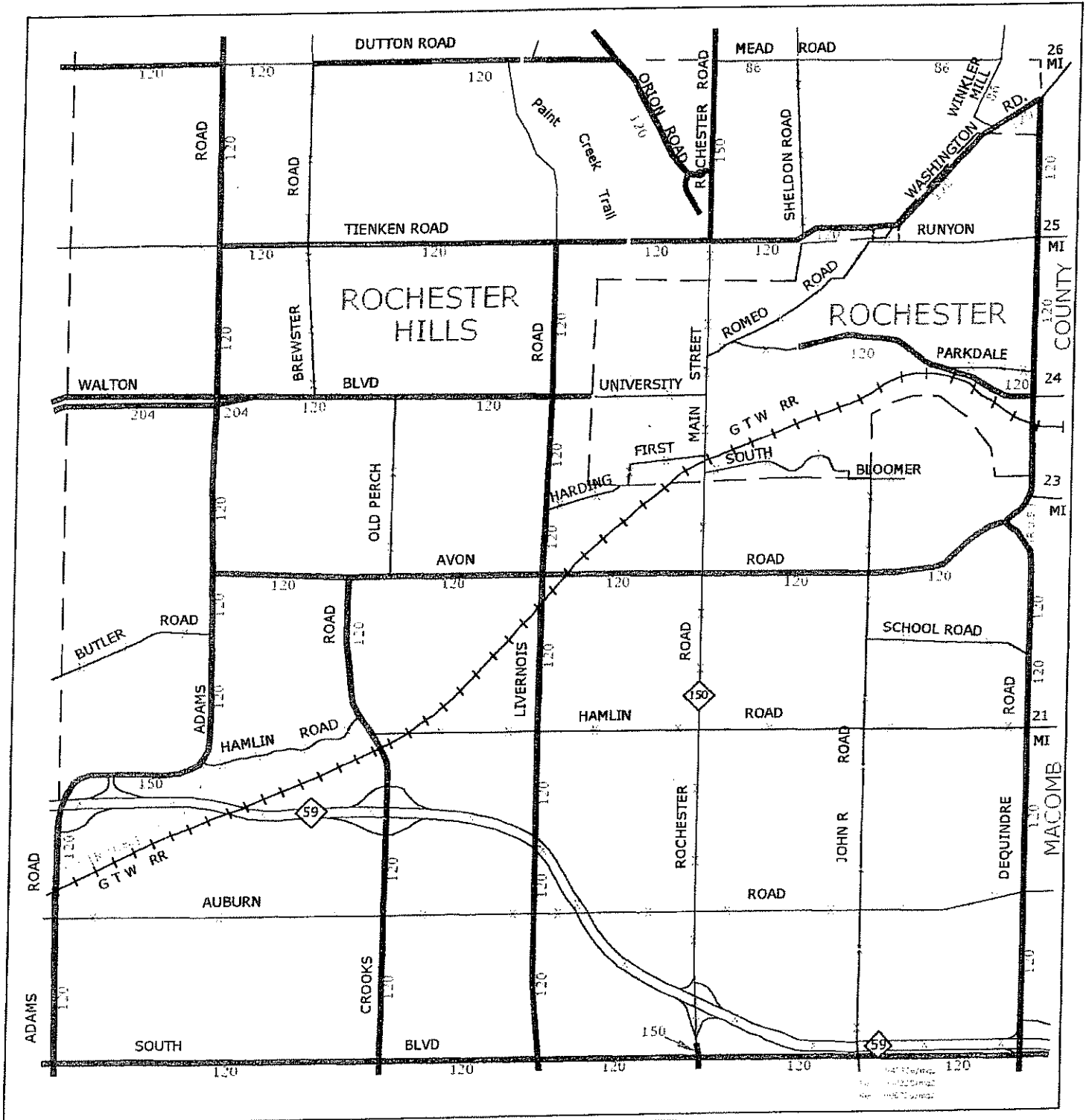


ITEM #6 – DISCUSSION ON ROAD POLICY

MASTER RIGHT-OF-WAY PLAN FOR COUNTY ROADS



CITY OF ROCHESTER
CITY OF ROCHESTER HILLS

- | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|
| <ul style="list-style-type: none"> PAVED COUNTY PRIMARY GRAVEL COUNTY PRIMARY PAVED COUNTY LOCAL GRAVEL COUNTY LOCAL NATURAL BEAUTY ROAD | <ul style="list-style-type: none"> STATE / FEDERAL HIGHWAY LOCAL JURISDICTION (NON-COUNTY) POLITICAL BOUNDARY (C-V-T) PLANNED RIGHT-OF-WAY (FULL WIDTH) NATURE TRAIL | <p>150 150 135 120 86 66</p> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|

PLANNING & DEVELOPMENT DEPARTMENT
PAVED COUNTY ROADS AND LOCAL JURISDICTION

Road Policy Issues

City Council regular Work Session
Wednesday, March 07, 2001, 7:30 p.m.
Rochester Hills, MI

March 7, 2001

Department of Public Services

Resolution Opposing 5-lane roads

(Regular Rochester Hills City Council Meeting, Wednesday, July 15, 1992)

- Whereas, the city Council has previously adopted, and then renewed, a resolution opposing additional five-lane roads in this community; except as an absolute last resort.....
- Be It Further Resolved that by the City Council declares it's intent to utilize the design concept of landscaped, four-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. (not presented)

Reference Documents

- Master Thoroughfare Plan, Updated 12/7/99
- MDOT, Five Year Road & Bridge Program
- I-75 Corridor Study in Oakland County
- RCOC, Master right-of-way Plans
- RCOC, A Guide to Roads and Road Funding

Road Projects where Policy has Failed

- 1992, Adams, Avon to Powderhorn,
- 1994, Avon, Crooks to Livernois
- 1996, Adams, Auburn to Hamlin
- 2000, Hamlin, Crooks to Livernois
- 2000, Hamlin, Livernois to Rochester
- 2000, Tienken, Livernois to Rochester
- 2001, Tienken, Sheldon to Letica

March 7, 2001

Department of Public Services

Arterial Improvements – 2025

(Recommended by the I-75 Corridor study)

- Dequindre, Long Lake to Auburn, 5 lanes
- Rochester, Big Beaver to Hamlin, 6 lane blvd
(We will loose significant tax base)
- Livernois, Square Lake to Avon, 5 lanes
- Crooks, Square Lake to Auburn, 4 lane blvd
(now to be 4 or 5 lanes because of price)
- Adams, Big Beaver to Auburn, 5 lanes
- Adams, Hamlin to Tienken, 5 lanes
- South Blvd Dequindre to I-75, 5 lanes

Projects Impacted by Current Policy

- Adams, Auburn to Hamlin & M-59
- Hamlin, Crooks to Livernois
- Hamlin, Livernois to Rochester
- Crooks, South Blvd to Hamlin
- Dequindre, School Rd to Avon/23 Mile
- Adams, Avon to Tienken (Meadowbrook)
- Tienken, Livernois to Rochester

Issues To Be Addressed by Policy

- **Current policy considers:**
 - Public Safety
 - Efficient movement of traffic
 - Aesthetics of the community
- **Other issues to be considered:**
 - Road construction, operation and maintenance Costs
 - placement, operation, and maintenance of water, sewer, gas, telephone, cable, fiber optics, power poles, street lights, traffic signals, signage, pathways, trees
 - Right-of-way issues including encroachment on historic and residential properties
 - Impact on commercial tax base and revenues

Five-lane road vs. four-lane boulevard

- 4-lane blvd cost about \$3,000,000 more on average
- Operations and maintenance of 4-lane blvd more costly
- Utilities placement & O&M complicated in 4-lane blvd
- Tree placement must be 10 ft off road putting them 2 feet off pathway and over utilities in 4-lane blvd
- Emergency vehicles, buses & trucks turnaround harder
- 5th lane better for emergency vehicles passing
- 4-lane blvd put traffic closer to homes

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 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

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