

been an Architect for more than twenty (20) years and has never seen such restrictions in other communities under similar situations.

Resolution 2000-0102

MOTION by Golden, seconded by Robbins,

Resolved, that an Ordinance to amend Article 20, Section 20.00, Footnotes to Schedule of Regulations, of Zoning Ordinance 200 of the City of Rochester Hills, Oakland County, Michigan, to add provisions regulating off-street parking lots in side yards in B-1 through B-5, O-1 and O-2 zoning districts, as modified by the Planning Commission at the December 21, 1999 meeting, including the appropriate graphics; repeal conflicting ordinances; and prescribe a penalty for violations, be **accepted for First Reading**.

Ayes: Hill, Barnett, Dalton, Duistermars, Golden, Holder, Robbins

Nays: None

Absent: None

MOTION CARRIED

President Hill reported Second Reading for the Ordinance Amendment would be placed on the March 22, 2000, City Council Consent Agenda.

(Process 8:12 a.m. - 8:00 p.m.)

5. TIENKEN ROAD CORRIDOR STUDY

Mr. Steve Dearing, City Traffic Engineer, reported the Tienken Road Corridor Study had been distributed to both City Council and Planning Commission members for review. The Study was conducted to provide a detailed evaluation and to identify a course of action due to the dramatic changes in the area, i.e., new high school and a substantial number of new homes. The Study is an "implementation" study trying to uphold the policies of the Master Thoroughfare Plan, minimize impacts, preserve the Historic District and assist the community. Mr. Dearing noted the evaluation of data identified area safety and congestion problems. He reported many area problems can be resolved without major widenings along the entire corridor. It was noted, although City Council decided to remove Tienken Road from the Master Thoroughfare Plan for major widening, the identification of the need to expand Rochester Road remained (north of the City of Rochester to Oakland Township).

The plan shows various conceptual alternatives to address known impacts. Mr. Dearing prompted City Council discussion and questions.

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Approved at the April 05, 2000 City Council Meeting, as Presented.

Mr. Richard Beaubien, P.E., Mr. P. Nannapaneni, and Ms. Beata Lamparski of Hubbell Roth & Clark, Inc.; and **Mr. Mark Loch, P.E.**, of Orchard, Hiltz & McCliment, Inc. appeared before Council. The consultants had worked jointly to prepare the Tienken Road Corridor Study.

The following represents a summary of discussion:

- X The roundabout is esthetic, provides entrances to the area and will work efficiently during high traffic periods and when the high school is beginning and ending. Since the roundabout has been completed, not a single complaint has been recorded by the City of Rochester, the City of Rochester Hills or the Road Commission. The roundabout under design will be adequate to accommodate school buses.
- X Vertical relief refers to changes in elevation or hills; the corridor contains many elevation changes. In order to meet signalized criteria for side streets, the top ten (10') feet of the hill near Pine and Winny would have to be cut for the proposed three (3) lanes. The City may need to purchase some homes on Tienken Road. Mr. Dearing stated, it is not reasonable to burden homeowners with extremely steep driveways, similar to a toboggan run. It was noted there could be driveway options, other than purchasing homes, such as in the area of Walton, near Rochdale. At this point, the plans represent concepts; not detailed design. It may be considered that the road could be pushed off-center to the north by purchasing additional land to the north and to create a shared-use driveway for the homes.
- X Concern was expressed regarding the small size of the residential lots on Tienken Road.
- X Various alternatives were referenced to increase pedestrian safety crossing in the area of the Paint Creek Trail, i.e., overhead ramp, underground tunnel or create an island in the center lane of Tienken.
- X It was noted that criteria in both State and Federal laws must be met prior to the installation of a signal by the County. The criteria for the installation of signalized lights at pedestrian crossings is as follows: one hundred (150) persons per hour for a minimum of eight (8) hours in a day. The criteria is set up as follows: a Federal Committee called the National Committee on Uniform Traffic Control Devices makes recommendations to the Federal Highway Administration who then does a Federal Docket on Rule Making. The output of the Rule Making is a Federal Manual of Uniform Traffic Control Devices. Federal Law (the National Safety Act of 1966) says the Manual that comes out of Rule Making is the "official manual" to be used on public roads throughout the United States and it, or a comparable manual, has to be adopted by the State. Michigan has in its vehicle code, a provision that says Michigan's own manual is certified and it is substantially the same as the National Manual. Therefore, there is a Michigan Manual of Uniform Traffic Control Devices

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that has the force of State Law and has different criteria to meet if a traffic signal or stop sign, or any kind of traffic regulation is desired. Mr. Dearing noted a case-by-case basis review is one of the criteria.

Mr. Beaubien stated accidents traditionally drop from fifty (50%) percent on boulevards.

Mr. Dearing reported the City of Rochester Hills has seen a forty (40%) percent to sixty (60%) percent drop in accidents on boulevards.

Some Council members perceived that speeding occurs on boulevards. It was noted that people are not getting hurt on boulevards as often; they are proven to be safer.

Mr. Dearing stated the Study recommends that the pavement in the Historic District not be widened. Roundabouts are being examined on both sides of the Historic District in order to preserve the area. He stated an interim improvement would be to consider to boulevard Rochester Road only. A boulevard-crossing-a-boulevard works best for safety and for reducing congestion as a long term goal. Installing a boulevard on Rochester Road would greatly improve the level of service and safety.

Mr. Beaubien stated the distance north on Rochester Road to reach the crossover would be approximately six hundred (600') feet. Mr. Dearing stated a boulevard does require passing through a main intersection twice, but all lost/wasted time to left turns is allocated to through movement. He reported the State has done many studies on the famous Michigan left boulevards and it has been found, during congested periods, the benefits of a boulevard outweigh lost time, money and wasted fuel ahead driving the extra distance. It was noted that boulevards are not for all applications.

Mr. Ott reported the City is negotiating with the school district regarding possible shared costs for road improvements at the new high school.

Discussion followed regarding improving certain intersections which contain Fast Trac. Persons were requested to continue to contact the Road Commission to identify signal timing problems; the system is adjustable.

Mr. Dearing stated cost benefit analysis is no longer a common practice because of the methods used in Oakland County and southeast Michigan to choose projects for Federal Funding. He noted, by the time a project is at the top of the list for funding purposes, the cost benefit is normally very positive, there is no question that the expense is worthwhile and significant gains are expected to society. Mr. Dearing reiterated the fact that Tienken and Rochester Road is a high crash location when compared to the region and believes significant investments are justified in the intersection. Mr. Dearing reported it would be City Council's policy decision to determine what resources to expend at any particular

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location and how to allocate resources among many potential projects needed throughout the community. Mr. Dearing believes, if Federal aid could be granted for this location, there would be no question in the minds of the Oakland County Federal Aid Committee, SEMCOG, MDOT or Federal Highway that it would be an investment worth making. It was noted Twelve Million Five Hundred Thousand (\$12,500,000) Dollars referenced in the Study includes boulevard intersections for both Tienken and Rochester Roads. Mr. Dearing noted, it would cost much less to build a boulevard only on Rochester Road, not including Tienken. Mr. Dearing reported the Tienken and Sheldon intersection is a priority because the high school will be opening in August 2000. The condition of Sheldon Road should be addressed soon, noting Sheldon had been closed due to poor road conditions. Rankings were determined by what would be appropriate to be done, the scope of the project and if the investment was a worthwhile one.

(Recess 9:50 p.m. - 10:15 p.m.)

Mr. Dearing reported the ACall for Projects occurs once a year in January. He stated, it would need to be known if Council would prefer to move forward with a boulevard or not. Regarding the intersection of Tienken and Sheldon, it is known that City Council wants a roundabout, design is nearly complete and paperwork will be coming to City Council in the near future. It was noted, it would be unlikely paving would be done during this calendar year. Mr. Dearing suggested City Council consider holding public information meeting(s) to provide background information, followed by a City Council Public Hearing to help the community understand the complexities; City Council members concurred. Mr. Dearing reported, in order to complete a reasonable Federal Aid Application, it would need to be known if the road would be a boulevard or not, include a general description, cost estimate, capacity analysis and contain a project ranking; impacts on crashes and congestion would also have to be identified.

Mayor Somerville noted grant applications are being prepared for Sheldon Road.

Mr. Dearing reiterated an information meeting would be conducted, like those for Special Assessment Districts, by holding an Aopen house public information meeting at City Hall. President Hill noted City Council would be holding policy discussions in the future. It was noted, if City Council would wish input from the Planning Commission on this matter, it could be placed on a future agenda for discussion.

Mr. Ott reported some street improvements have been delayed until City Council addresses boulevard policy issues.

Mr. Dearing reported meeting notices would be published in the newspaper, on the City WEB site, Channel 55 and mailings would be sent to property owners in the corridor.

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President Hill suggested the Administration hold two (2) separate informational meetings in order to provide a greater opportunity for attendance, prior to a City Council Public Hearing.

ANY OTHER BUSINESS

President Hill reported City Council would recognize the Rochester High School cheerleaders as State Champions at the April 5 Council Meeting.

Mr. Robbins reported a group has expressed an interest in paying for a pitcher's mound on Red Diamond at Borden Park.

The Administration indicated there had been an issue over a permanent mound versus portable mound and it is being examined at this time. It was noted area students are trying to obtain scholarships through a baseball program.

Mr. Robbins stated the topic would be placed on a future Leisure Activities Committee Meeting Agenda for discussion.

City Council members inquired if there was a procedure regarding responding to letters called to all members. It was noted Council may address the issue at a later time during policy discussions.

President Hill referenced upcoming City Council Budget Meetings. On April 12, a Work Session will be held with the Auditors. At the same time, it is proposed at the April 19, April 26 and May 3, Council meetings that three City Directors would each make a one-half (1/2) hour budget presentation. President Hill reported there are two (2) one-half (1/2) day meetings tentatively scheduled for Saturday, June 24 and Saturday, July 22. It was noted City Council would be looking at the CIP in June and the budget would be presented in August.

Mr. Robbins provided prior notice he would be unable to attend Saturday meetings during the summer months of June and July.

Mr. Dalton provided prior notice he was unable to attend the Special Joint City Council Planning Commission meeting to be held on Tuesday, March 21.

ADJOURNMENT

There being no further business to discuss before Council, President Hill adjourned the meeting at 10:58 p.m.

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