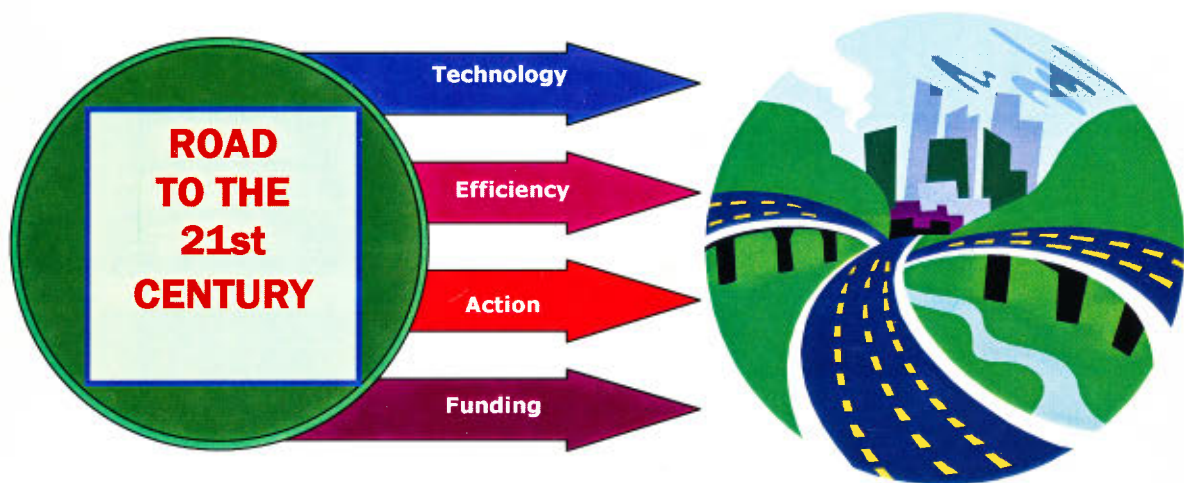




REPORT OF THE STRATEGIC PLANNING PROCESS 1999 VOLUME II



Focus 98/99: Preparing for the New Millennium

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**REPORT
of the
ROAD COMMISSION
for
OAKLAND COUNTY**

STRATEGIC PLANNING PROCESS

1999

VOLUME II



Prepared By:

Planning & Development Department

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CITY SUMMARIES

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Farmington Hills
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Pleasant Ridge
Pontiac
Rochester
Rochester Hills
Royal Oak
South Lyon
Southfield
Sylvan Lake
Troy
Walled Lake
Wixom**

STRATEGIC PLANNING MEETING

CITY OF AUBURN HILLS

The Strategic Planning Meeting with the City of Auburn Hills was held on December 8, 1998. Those in attendance were:

City of Auburn Hills

Mr. William R. Ross	City Manager
Mr. Glen Schoonfield	Director, Public Services
Mr. Michael Culpepper	Deputy Director, Public Services
Ms. Doreen Olko	Chief of Police
Mr. John Hiltz	Construction Consultant

Oakland County Board of Commissioners

Mr. Jeff Kingzett	County Commissioner - District #7
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Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Officials stated both commercial and industrial growth in the city continues at a substantial pace. The Great Lakes Crossing Mall opened in November 1998 and future retail development is planned for the I-75 and Baldwin Road area. Future industrial development is also being considered on the south side of Brown Road and on Squirrel Road. Within the next 10 years the City of Auburn Hills will be virtually built out of commercial and industrial property. The city indicated the Chrysler Corporation recently constructed a wind tunnel near their world headquarters facility. Officials reported the remaining vacant property located in the Oak Tech Park had been taken off the market at the time the Chrysler Corporation merged with Daimler/Benz. The future development potential of the Oak Tech Park is unknown at this time.

Residential growth has been slow since the school district that serves the City of Auburn Hills is located in the City of Pontiac. Local officials stated the College Heights Trailer Park may be redeveloped as a result of the Auburn Road commercial area master plan. The city indicated the Road Commission for Oakland County (RCOC) owned property on Dutton Road has the potential for future residential growth. The City of Auburn Hills has had preliminary discussions with Congressman Dale Kildee's office regarding the construction of a new United States Post Office facility on Squirrel Road. The existing post office is very old and no longer serves the growing needs of the community.

Local officials noted several road improvement projects that are very important in managing existing and future traffic flow in the city. The Michigan Department of Transportation (MDOT) is constructing an interim fix to the I-75 and University Drive interchange. The city does not agree with the design concept of the improvement and is considering fronting the design costs out of a Tax Increment Finance Authority (TIFA) which expires in 2001. Officials stated Dutton Road, which is under RCOC jurisdiction, needs to extend to M-24 to relieve congestion on Tienken Road. The Opdyke Road corridor needs to be studied for long-term capacity improvements. The Auburn Hills Planning Commission has been denying new development along Opdyke Road due to congestion problems. City officials also indicated the Opdyke Road/M-24 intersection needs to be improved. The city suggested that the RCOC and MDOT join forces to coordinate the necessary improvements and funding for the project.

EVALUATION OF ROAD COMMISSION SERVICES

The City of Auburn Hills indicated the services provided by the RCOC have been excellent. The RCOC responds to emergency requests in a very timely manner and the city has been especially impressed with the annual guardrail installation and replacement program. Local officials noted lighting along many of the county roads in the city needs to be improved. The RCOC indicated in the past, lighting has been installed along high accident roads and intersections where it can be justified. The city reported the traffic signal on M-59 and Opdyke Road has been going from a fully actuated signal to a flashing signal during the P.M. peak hours. Staff at the Traffic Operations Center (TOC) has been working to correct the problem and hopes to have it solved soon.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Auburn Hills are:

1. Construct a north access ramp to I-75 from the Chrysler Technology Center.
2. Widen Squirrel Road from Auburn Road to M-59.
3. Widen Walton Boulevard from Perry Street to Squirrel Road.
4. Widen Adams Road from South Boulevard to M-59.
5. Extend Dutton Road from M-24 to Bald Mountain Road.
6. Widen South Boulevard from the I-75 overpass to Squirrel Road.
7. Establish an intersection improvement program relative to congested intersections in the city, including an ITS application.
8. Widen Opdyke Road from South Boulevard to Walton Boulevard.
9. Improve the Opdyke Road and M-24 intersection.
10. Widen Squirrel Road to 4 lanes from Tienken Road to Silverbell Road.
11. Extend Taylor Road from Giddings Road to M-24.
12. Construct a new interchange at M-59 and Squirrel Road.

PARTNERSHIP OPPORTUNITIES

The City of Auburn Hills expressed interest in coordinating joint bidding of milling and asphalt overlay projects with the RCOC. The city also stated a meeting should be held between the RCOC and the city regarding the possible sale of the RCOC owned Dutton Road property.

**RCOC Service Operations
City of Auburn Hills Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
Service	Effectiveness Score	Effectiveness Score
Guardrail Maintenance	3	4
Guardrail Upgrade/Installation	3	4
Sign Maintenance	3	4
Sign Upgrade/Installation	3	4
Pavement Marking	4	4
Signal Maintenance/Optimization	4	5
Signal Modernization/Installation	4	4
Pothole Patching	3	4
Grade Gravel Surface	2	3
Patch Gravel Surface	2	3
Grade Gravel Shoulders	2	4
Recondition Gravel Shoulders	2	3
Maintain Drainage Systems	2	3
Curb Sweeping	2	3
Snow/Ice Control-Main Roads	2	4
Clean/Reshape Ditch	1	3
Clear Vision Mowing	2	3
Bridge Painting/Maintenance	3	1
Litter Pick-Up	2	3
Total Effectiveness	49	66
Average Effectiveness	2.6	3.5

STRATEGIC PLANNING MEETING

CITY OF BERKLEY

The Strategic Planning Meeting with the City of Berkley was held on November 9, 1998. Those in attendance were:

City of Berkley

Mr. William L. Rechlin	City Manager
Mr. Michael P. Tyler	Assistant City Manager
Mr. Rick Shepler	Director, Public Works

Oakland County Board of Commissioners

Mr. Donald W. Jensen	Commissioner - District #15
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Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Growth and development in the City of Berkley is slow since the city is nearly built out. Officials stated a study is being done by the Downtown Development Authority (DDA) to determine potential improvements to 12 Mile Road. The Traffic Improvement Association of Oakland County (TIA) recently completed a report on off-street parking and a consulting firm has been hired to analyze issues surrounding downtown parking. The DDA is meeting again soon to address the parking concern on 12 Mile Road and whether the road should be widened or reconstructed.

EVALUATION OF ROAD COMMISSION SERVICES

City officials are generally satisfied with Road Commission for Oakland County (RCOC) services. The grass mowing and litter-pickup along Woodward Avenue for the Dream Cruise were done at the last minute by the RCOC, however no complaints were received by the city. Local officials noted weed control on overpasses needs to improve. The RCOC contracts with the City of Berkley to maintain 12 Mile Road throughout the city. The contract allows the city provide an extremely high level service and both the RCOC and the city benefit from this agreement.

The city inquired about the condition of the curbs along 12 Mile Road. The RCOC has committed to rebuilding the curbs along 12 Mile Road, but would rather coordinate the curb repair with sidewalk improvements proposed by the city. Local officials stated the sidewalks may be improved by utilizing the tri-party program. Officials asked about the schedule for improvements to Greenfield Road. The RCOC will be doing concrete repair work along Greenfield Road in the City of Berkley in spring 1999.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Berkley are:

1. Resurface and reconstruct Coolidge Highway from 11 Mile Road to Webster Avenue.
2. Resurface and reconstruct 12 Mile Road from Greenfield Road to Woodward Avenue.
3. Install the SCATS signal system at 12 Mile Road and Coolidge Highway.
4. Resurface and reconstruct 11 Mile Road from Greenfield Road to Woodward Avenue.

PARTNERSHIP OPPORTUNITIES

The City of Berkley expressed interest in working with RCOC staff to secure federal funds for the reconstruction and resurfacing of 11 Mile Road from Greenfield Road to Woodward Avenue.

**RCOC Service Operations
City of Berkley Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Sign Maintenance	2	2
Sign Upgrade/Installation	2	2
Pavement Marking	4	4
Signal Maintenance/Optimization	2	4
Signal Modernization/Installation	4	4
Pothole Patching	3	2
Joint/Crack Filling	1	1
Base Repairs	1	1
Maintain Drainage Systems	1	1
Curb Sweeping	2	2
Tree Trimming	3	3
Snow/Ice Control-Main Roads	4	3
Clear Vision Mowing	4	3
Aesthetic Mowing	1	2
Litter Pick-Up	1	2
Total Effectiveness	35	36
Average Effectiveness	2.3	2.4

STRATEGIC PLANNING MEETING

CITY OF BIRMINGHAM

The Strategic Planning Meeting with the City of Birmingham was held on November 16, 1998. Those in attendance were:

City of Birmingham

Mr. Thomas Markus	City Manager
Mr. Dennis Dembiec	City Engineer
Mr. Richard Patterson	Assistant Police Chief

Oakland County Board of Commissioners

Donald W. Jensen	Commissioner - District #15
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Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald M. Holmberg	Deputy Managing Director, County Highway Engineer
Mr. Craig B. Bryson	Public Information Officer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

City officials stated that growth and development in the city have slowed due to the mature nature of the community, however existing residential areas have been under intense redevelopment pressure. Crosswind Development has proposed condominium/townhouse style residences to be constructed on approximately 10 acres along South Eton Road adjacent to the railroad tracks. The lumber company that presently occupies the site anticipates leaving the area soon. The parcel of land is not zoned residential at the present time, however city officials feel the city will be willing to rezone the property to accommodate future mixed-use development including residential uses. Preserving the present Brownfield area is also being discussed.

The city noted a developer has proposed nearly \$100 million in improvements to the downtown area. A twelve screen, 2900 seat theater is planned for the existing Crowley's store and Jacobson's is considering the consolidation of three of its stores into one in downtown Birmingham. The old Wabeek building is presently bringing in new tenants and the old Jake's building is undergoing redevelopment with residential units above the first floor. The city is committed to bringing people to the downtown area by holding on to the core retail establishments and by offering live entertainment venues. Officials also reported that a strong tradition exists to maintain the old style neighborhoods in the City of Birmingham.

Local officials stated the city recently established a policy for utilizing traffic calming measures. City officials noted that traffic calming continues to be a popular issue in the city. Traffic calming has been implemented on a trial basis along Lincoln Avenue, and preliminary data indicates that the 85% percentile speed and traffic volume have decreased.

EVALUATION OF ROAD COMMISSION SERVICES

Local officials are generally pleased with Road Commission for Oakland County (RCOC) services. The city stated the need exists for a new culvert at Quarton Road and Pilgrim. The RCOC is committed to installing the crossover in the spring of 1999. The city indicated that the review of signal maintenance contract billing with RCOC and Detroit Edison revealed an error. Due to a double billing for electricity usage, Detroit Edison refunded the city approximately \$12,000. The RCOC indicated 13 traffic signals at various locations in the City of Birmingham will be replaced in 1999 with 100% Congestion Mitigation/Air Quality (CMAQ) funds.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Birmingham are:

1. Widen Quarton Road from Woodward Avenue to Adams Road.
2. Widen and resurface 14 Mile Road from Southfield Road to Greenfield Road.
3. Improve the 14 Mile Road/Greenfield Road intersection.
4. Implement a city-wide traffic control system.
5. Improve the safety of the Woodward Avenue/Lincoln Drive intersection.
6. Establish an aesthetic maintenance program on county roads and state trunklines in Birmingham.

PARTNERSHIP OPPORTUNITIES

The City of Birmingham indicated the desire to participate in discussions with the RCOC and the Village of Beverly Hills regarding the widening of 14 Mile Road.

**RCOC Service Operations
City of Birmingham Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Sign Maintenance	3	4
Sign Upgrade/Installation	1	4
Pavement Marking	2	4
Signal Maintenance/Optimization	3	4
Signal Modernization/Installation	1	4
Pothole Patching	4	4
Plant Mix Patching	4	4
Joint/Crack Filling	2	4
Base Repairs	5	4
Maintain Drainage Systems	3	4
Curb Sweeping	3	4
Tree Trimming	1	4
Snow/Ice Control-Main Roads	4	4
Clean/Reshape Ditch	4	3
Clear Vision Mowing	4	4
Aesthetic Mowing	1	3
Erosion Control	4	3
Landscaping	3	3
Litter Pick-Up	4	3
Total Effectiveness	56	71
Average Effectiveness	2.9	3.7

STRATEGIC PLANNING MEETING

CITY OF BLOOMFIELD HILLS

The Strategic Planning Meeting with the City of Bloomfield Hills was held on November 5, 1998. Those in attendance were:

City of Bloomfield Hills

Mr. Charles H. Harmon Jr.	City Manager
Mr. Joseph R. Secumski	City Treasurer
Mr. David R. Piche'	Director, Public Safety
Mr. Daniel Hamlin	Superintendent, Public Works

Oakland County Board of Commissioners

Dan Devine Jr.	County Commissioner - District #14
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Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald M. Holmberg	Deputy Managing Director/County Highway Engineer
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Officials reported sporadic re-development since the city is nearly built out. The City of Bloomfield Hills has one parcel of land at Hickory Grove and Woodward Avenue available for development. This parcel is approximately 30 acres in size and is zoned residential. City officials indicated this parcel will be developed to accommodate approximately 20 dwelling units in the next year. The northwest corner of Long Lake Road and Woodward Avenue may be redeveloped with one building being torn down and a new building constructed in its place. The city is constructing a new public safety building on Long Lake Road. Construction on the new facility is scheduled to begin in January 1999 and completion of the building is expected near the end of 1999.

EVALUATION OF ROAD COMMISSION SERVICES

The City of Bloomfield Hills indicated the mowing along Woodward Avenue is still a concern. At times, the city has organized their own mowing crews to complete the job because the grass is not mowed short enough. Since the Woodward Median retains a high level of moisture, more care needs to be given during grass mowing. Deep tire tracks are often left behind from the weight of the mowers. Snow and ice control along Woodward Avenue has been very good and the RCOC responds to special requests in a timely manner.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Bloomfield Hills are:

1. Install a left turn lane on East Long Lake Road west of Woodward Avenue.
2. Develop an aesthetic maintenance program on state and county roads in Bloomfield Hills.
3. Improve east/west traffic flow by increasing capacity of roads outside Bloomfield Hills.

PARTNERSHIP OPPORTUNITIES

City officials expressed interest in coordinating a meeting with the Michigan Department of Transportation (MDOT), the City of Bloomfield Hills and RCOC to organize a strategy to limit the amount of signage along Woodward Avenue.

**RCOC Service Operations
City of Bloomfield Hills Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	3	4
Guardrail Upgrade/Installation	3	3
Sign Maintenance	3	3
Sign Upgrade/Installation	3	2
Pavement Marking	3	3
Signal Maintenance/Optimization	3	4
Signal Modernization/Installation	3	4
Pothole Patching	2	3
Plant Mix Patching	2	3
Joint/Crack Filling	3	1
Base Repairs	2	1
Grade Gravel Shoulders	0	1
Pave Gravel Shoulders	2	3
Recondition Gravel Shoulders	2	2
Maintain Drainage Systems	3	3
Curb Sweeping	1	2
Cut/Spray Brush	3	2
Tree Trimming	2	2
Snow/Ice Control-Main Roads	3	4
Clean/Reshape Ditch	3	3
Clear Vision Mowing	2	3
Landscaping	2	2
Litter Pick-Up	2	3
Total Effectiveness	55	61
Average Effectiveness	2.4	2.7

STRATEGIC PLANNING MEETING
CITY OF THE VILLAGE OF CLARKSTON

The Strategic Planning Meeting with the City of the Village of Clarkston was held on October 19, 1998. Those in attendance were:

City of the Village of Clarkston

Mr. Artemus M. Pappas	City Manager/Treasurer
Ms. Sharron Cattallo	Mayor
Mr. Paul D. Ormiston	Chief of Police
Mr. Bob Pursley	Department of Public Works, Director

Oakland County Board of Commissioners

Mr. Frank H. Millard	Commissioner - District #9
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Michigan State Legislature

Mr. Thomas Middleton	Representative - District #46
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Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald M. Holmberg	Deputy Managing Director
Mr. Craig B. Bryson	Public Information Officer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

The city stated growth and development have continued at a slow pace since the last Strategic Planning session held in 1996. The new high school located on Clarkston Road north of Waldon Road was completed this past summer and was opened for classes in September 1998. The city is concerned about the additional traffic the new high school will generate particularly on Flemings Lake Road and Walters Road.

Officials indicated the need to eliminate the truck route through the City of the Village of Clarkston. Large trucks are using residential streets rather than accessing M-15 or I-75. The city noted that truck traffic on M-15 continues to be a problem because of inadequate ingress/egress on I-75. Improper signalization at the off-ramps influences trucks to access M-15 as opposed to I-75. Officials indicated the need for a right hand turn lane on Clarkston Road to access northbound M-15. Growth in surrounding communities greatly also affects the traffic flow in the Clarkston area. Congestion on M-15 has increased over the last few years due to high residential growth in Independence Township.

EVALUATION OF ROAD COMMISSION SERVICES

Officials reported Road Commission for Oakland County (RCOC) overall services have been excellent. The city indicated however, that after heavy storms during the summer, the removal of damaged trees took longer than expected. The city was a little disappointed regarding the traffic issue surrounding the construction of the new high school. The RCOC indicated that staff worked diligently and were successful in bringing the interested parties together to discuss the issue. An agreement was eventually reached regarding the traffic impact of the new high school and the paving of Flemings Lake Road.

City officials indicated that downtown businesses have received no commitment from the Michigan Department of Transportation (MDOT) to address the poor condition of the curbs along M-15. The condition of the curbs along M-15 has caused numerous slip and fall accidents and the city believes it should be a top safety priority of MDOT. The RCOC suggested downtown businesses and the City of the Village of Clarkston apply for TEA-21 Enhancement funds to improve the sidewalks along M-15. A grant application will be provided to the city from the RCOC.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of the Village of Clarkston are:

1. Correct the grade on the Waldon Road approach on M-15.
2. Eliminate the Y-intersection and correct the grade at the Depot, South Holcomb and White Lake intersection.
3. Improve the signal timing along M-15, particularly at the on and off ramps for I-75.
4. Widen Sashabaw Road from Dixie Highway to Waldon Road.
5. Reduce the congestion at Washington Street and M-15.

PARTNERSHIP OPPORTUNITIES

The City of the Village of Clarkston expressed interest in working with its traffic consultant, MDOT and the RCOC regarding the curbing of M-15, the turn radius on M-15 @ Clarkston Road and the possible elimination of the truck route through the city.

**RCOC Service Operations
City of the Village of Clarkston Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	4	4
Guardrail Upgrade/Installation	4	4
Sign Maintenance	4	5
Sign Upgrade/Installation	4	5
Pavement Marking	4	5
Signal Maintenance/Optimization	4	4
Signal Modernization/Installation	4	4
Pothole Patching	3	2
Joint/Crack Filling	3	3
Grade Gravel Shoulders	3	3
Maintain Drainage Systems	3	2
Curb Sweeping	3	3
Tree Trimming	3	2
Snow/Ice Control-Main Roads	4	4
Clean/Reshape Ditch	3	4
Bridge Painting/Maintenance	2	3
Erosion Control	4	4
Total Effectiveness	59	61
Average Effectiveness	3.5	3.6

STRATEGIC PLANNING MEETING

CITY OF CLAWSON

The Strategic Planning Meeting with the City of Clawson was held on January 8, 1999. Those in attendance were:

City of Clawson

Mr. Joseph Merucci	City Manager
Mr. Les Tinson	Supervisor, Department of Public Works
Mr. Lou Vitale	Director, Planning

Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Growth and development in the City of Clawson have been slow the last three years since little vacant land remains. Local officials reported some sporadic redevelopment of existing residential and commercial structures throughout the city.

EVALUATION OF ROAD COMMISSION SERVICES

City officials stated Road Commission for Oakland County (RCOC) overall services have been excellent. Staff from the Troy District garage meet with city staff on a regular basis and responses to maintenance concerns and requests are made in a very timely manner. Officials noted the possibility of installing SCATS signals along 14 Mile Road to improve traffic progression.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Clawson are:

1. Resurface 14 Mile Road from Crooks Road to Campbell Road.
2. Widen Crooks Road from 14 Mile Road to Elmwood Road.
3. Add a southbound right hand turn lane at the intersection of 14 Mile Road and Rochester Road.

4. Repair the water main and resurface the 14 Mile Road and Rochester Road intersection.
5. Resurface Maple Road from Coolidge Highway to Rochester Road.
6. Widen and resurface Rochester Road from 14 Mile Road to Elmwood Road.

PARTNERSHIP OPPORTUNITIES

The City of Clawson expressed interest in coordinating efforts with the RCOC and the City of Royal Oak to resurface and add a right hand turn lane on Rochester Road from Whitcomb Avenue to 14 Mile Road.

**RCOC Service Operations
City of Clawson Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Sign Maintenance	3	3
Sign Upgrade/Installation	3	4
Pavement Marking	4	3
Signal Maintenance/Optimization	3	0
Signal Modernization/Installation	3	0
Pothole Patching	3	3
Plant Mix Patching	3	3
Joint/Crack Filling	1	0
Maintain Drainage Systems	2	3
Snow/Ice Control-Main Roads	3	4
Total Effectiveness	28	23
Average Effectiveness	2.8	2.3

STRATEGIC PLANNING MEETING

CITY OF FARMINGTON

The Strategic Planning Meeting with the City of Farmington was held on December 2, 1998. Those in attendance were:

City of Farmington

Ms. Mary Bush	Mayor
Mr. Frank J. Lauhoff	City Manager
Mr. Kevin G. Gushman	Director, Public Services

Michigan State Legislature

Ms. Barbara Clancy	Sen. Willis Bullard Staff Rep.
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Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald M. Holmberg	Deputy Managing Director, County Highway Engineer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Officials stated growth in the City of Farmington has been very stable over the past two years. Any future development in the city would be limited to redevelopment along the Grand River Corridor.

EVALUATION OF ROAD COMMISSION SERVICES

City officials indicated Road Commission for Oakland County (RCOC) services have been very good. The district maintenance garage is very responsive to various requests from the city, particularly emergency response to power outages effecting traffic signals. The city asked if RCOC or the Michigan Department of Transportation (MDOT) is responsible for signal timing changes along Grand River Avenue. The RCOC indicated that any signal timing changes along state trunklines are reviewed and approved by MDOT. The RCOC then implements the recommendation of MDOT.

Local officials reported two signal improvement projects that were billed to the city at approximately 60% over the original RCOC estimated cost. The first location was a signal upgrade at the intersection of 10 Mile Road and Power Road. The second location was a signal realignment at the intersection of 9 Mile Road and Farmington Road. The RCOC indicated the Traffic Safety Department will contact the City of Farmington to discuss the cost adjustment.

The city stated it would endorse the RCOC assuming jurisdiction of Grand River Avenue from 10 Mile Road to east of 9 Mile Road/Orchard Lake Road. The bridge over the Rouge River is in very bad condition and curb repair is needed along much of the road. According to city officials, the last major improvement to Grand River Avenue was in 1977. The RCOC noted it is open to discussion regarding jurisdiction and met with MDOT in April 1998 to discuss potential jurisdiction exchanges.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic planning priorities for the City of Farmington are as follows:

1. Improve the safety and capacity of the Halsted/Grand River/M-5 interchange area.
2. Widen and resurface Farmington Road from 8 Mile Road to 9 Mile Road.
3. Establish an aesthetic maintenance program on county roads and state trunklines.
4. Improve response time for service requests such as winter maintenance and surface maintenance.

**RCOC Service Operations
City of Farmington Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	3	3
Guardrail Upgrade/Installation	2	2
Sign Maintenance	3	3
Sign Upgrade/Installation	2	2
Pavement Marking	3	3
Signal Maintenance/Optimization	5	5
Signal Modernization/Installation	3	5
Pothole Patching	3	4
Plant Mix Patching	5	5
Joint/Crack Filling	1	1
Base Repairs	3	1
Maintain Drainage Systems	2	1
Curb Sweeping	3	3
Tree Trimming	1	1
Snow/Ice Control-Main Roads	2	2
Clear Vision Mowing	2	1
Aesthetic Mowing	1	1
Landscaping	1	1
Litter Pick-Up	1	1
Total Effectiveness	46	45
Average Effectiveness	2.4	2.4

STRATEGIC PLANNING MEETING

CITY OF FARMINGTON HILLS

The Strategic Planning Meeting with the City of Farmington Hills was held on December 14, 1998. Those in attendance were:

City of Farmington Hills

Mr. Steve Brock	City Manager
Mr. Thomas Biasell	Director, Public Services
Mr. Skip Otwell	City Engineer
Mr. Kevin McCarthy	City Traffic Engineer
Mr. Charles Rosch	Director, Finance
Mr. Daniel Rooney	Superintendent, Public Works

Michigan State Legislature

Ms. Barbara Clancy	Senator Willis Bullard Jr. Staff Representative
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Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Growth and development in the City of Farmington Hills has been steady since the last strategic planning meeting in 1996. Large tracts of land suitable for development are no longer available since the city is still nearly 95% developed. Malon Development is considering the possible redevelopment of the K Mart store at 14 Mile Road and Orchard Lake Road. At 11 Mile Road and Halsted Road a residential and golf course development has been proposed. The city is anticipating a tenant for approximately 1 to 1.5 million square feet of office space on 12 Mile Road between Halsted Road and Drake Road. Officials stated that scattered in-fill development is also occurring throughout the City of Farmington Hills.

EVALUATION OF ROAD COMMISSION SERVICES

The City of Farmington Hills is satisfied with the services the Road Commission for Oakland County (RCOC) provides. However, the city has been frustrated with response time to requests for signal timing changes of non-SCATS controllers. City staff has contacted the RCOC Traffic Safety Department noting the 12 Mile Road corridor as a particular problem. RCOC staff has noted that the installation of SCATS compatible controllers is a possibility

along 12 Mile Road. The RCOC indicated that it takes approximately two to four weeks to complete signal-timing changes if a traffic study is not required. If a study is required, the changes may take three to four months. The city also requested earlier notification of possible lane closures or detours for county road improvement projects. Officials stated overall RCOC services have greatly improved over the last few years and suggested the RCOC to continue efforts to improve services.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Farmington Hills are:

1. Improve safety and capacity at the following locations:
 - A. Orchard Lake Road/Northwestern Highway/14 Mile Road.
 - B. M-5 at the Halsted Road interchange area (Phase II).
2. Construct the Haggerty Road Connector.
3. Reconstruct and widen Orchard Lake Road from 10 Mile Road to I-696.
4. Reconstruct and resurface 8 Mile Road from Grand River Avenue to Farmington Road.
5. Resurface and beautify Northwestern Highway.
6. Improve existing Haggerty Road corridor.
7. Widen and reconstruct Orchard Lake Road from 12 Mile Road to 14 Mile Road.
8. Extend Northwestern Highway from its current terminus.
9. Improve intersections along Middlebelt Road.
10. Make capacity improvements to the 12 Mile Road and Inkster Road intersection.

PARTNERSHIP OPPORTUNITIES

The City of Farmington Hills expressed interest in working with the RCOC regarding a possible traffic signal study on road corridors throughout the city.

**RCOC Service Operations
City of Farmington Hills Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	2	3
Guardrail Upgrade/Installation	2	3
Sign Maintenance	3	3
Sign Upgrade/Installation	3	4
Pavement Marking	4	4
Signal Maintenance/Optimization	0	2
Signal Modernization/Installation	1	4
Pothole Patching	3	3
Plant Mix Patching	3	2
Joint/Crack Filling	2	2
Base Repairs	2	2
Grade Gravel Shoulders	4	4
Pave Gravel Shoulders	1	2
Recondition Gravel Shoulders	4	3
Maintain Drainage Systems	2	3
Curb Sweeping	1	1
Cut/Spray Brush	0	0
Snow/Ice Control-Main Roads	1	3
Clean/Reshape Ditch	1	3
Clear Vision Mowing	0	1
Aesthetic Mowing	0	0
Erosion Control	1	2
Landscaping	0	1
Litter Pick-Up	1	0
Total Effectiveness	41	55
Average Effectiveness	1.7	2.3

STRATEGIC PLANNING MEETING

CITY OF FERNDALE

The Strategic Planning Meeting with the City of Ferndale was held on November 2, 1998. Those in attendance were:

City of Ferndale

Mr. Thomas W. Barwin	City Manager
Mr. Byron Photiades	Director, Public Services
Mr. Jack Crowley	Superintendent, Public Services

Michigan State Legislature

Ms. Gayle Murphy	Senator Michael J. Bouchard Staff Representative
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Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald M. Holmberg	Deputy Managing Director/County Highway Engineer
Mr. Craig B. Bryson	Public Information Officer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Officials stated that although most of the city is built out, efforts to revitalize the downtown area along 9 Mile Road are continuing. The city is trying to develop a "night life" atmosphere and a new nightclub is moving in to a site located on Withington Avenue. Pedestrian friendly signals and additional parking is needed along 9 Mile Road to help negotiate the increased traffic generated from Woodward Avenue.

City officials noted that on Hilton Road from 9 Mile Road to 10 Mile Road a study is underway to possibly reduce the number of lanes or keep the existing configuration. The goal is to improve the entrance to the downtown area of the city. Additional parking is needed along Woodward Avenue to attract quality development in the City of Ferndale. Officials suggested installing pavement cuts or rumble strips on Woodward Avenue upon entering the city to inform people to slow down.

Local officials indicated the need for increased redevelopment in the southeast portion of Oakland County. The city passed a \$20 million bond issue in November of 1994 and would like to see more federal transportation funds spent in communities that raise their local millage rate for road improvements. Officials also reported the city is conducting a survey to help measure the possibility of mass transit along Woodward Avenue.

EVALUATION OF ROAD COMMISSION SERVICES

The City of Ferndale is very satisfied with services provided by the Road Commission for Oakland County (RCOC). Litter pick-up and street sweeping have improved since the last strategic planning meeting in 1996. Officials noted numerous problems with the condition of the guardrail along Woodward Avenue. Also, the soundwall along the I-696 service drive and the bridge deck at Woodward Avenue and 8 Mile Road are literally falling apart.

The city requested that RCOC mail the agenda for the meeting of the Board of Road Commissioners directly to the city offices.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG-RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Ferndale are:

1. Resurfacing of streets citywide.
2. Improve the condition and capacity of Hilton Road.
3. Establish an aesthetic maintenance program for state trunklines and the I-696 service drive, especially on Woodward Avenue.

**RCOC Service Operations
City of Ferndale Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	3	3
Guardrail Upgrade/Installation	2	3
Signal Maintenance/Optimization	3	3
Signal Modernization/Installation	3	3
Curb Sweeping	4	4
Tree Trimming	3	3
Snow/Ice Control-Main Roads	4	4
Aesthetic Mowing	3	2
Bridge Painting/Maintenance	2	3
Landscaping	1	3
Litter Pick-Up	3	3
Total Effectiveness	26	28
Average Effectiveness	2.4	2.5

STRATEGIC PLANNING MEETING

CITY OF HAZEL PARK

The Strategic Planning Meeting with the City of Hazel Park was held on October 26, 1998. Those in attendance were:

City of Hazel Park

Mr. Joseph Young	City Manager
Mr. Albert Sadow	Chief of Police
Mr. William Stroup	Director, Public Works

Oakland County Board of Commissioners

Mr. Ruel E. McPherson	County Commissioner - District #25
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Michigan State Legislature

Ms. Gayle Murphy	Sen. Michael J. Bouchard Staff Representative
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Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Officials reported a new municipal ice arena will be constructed on Woodward Heights Boulevard between Hughes Avenue and Vance Avenue. Construction is tentatively scheduled to begin in the spring of 1999 with completion in September 1999. City officials indicated the future of the Hazel Park Raceway is still being evaluated. The raceway is negotiating with various Indian tribes to determine the feasibility of casino gaming. The effect of casino gaming in the City of Detroit will dictate if a favorable market exists for gaming at the raceway. Developers are also looking at a 100,000 square foot abandoned warehouse on Dequindre Road for future commercial and/or industrial development.

The City of Hazel Park explained efforts to name the 10 Mile Road corridor, "Tool Time," to recognize the history of the automobile tool and die and manufacturing in the city. The city announced plans to totally reconstruct 9 Mile Road with a new watermain, brick pavers and lighting. The project will be very similar to the improvements made to 10 Mile Road, however the city is financing the 9 Mile Road project entirely on its own with a \$7,000,000 bond. Officials noted enhancement activities are continuing on south John R Road with

street lighting, real brick pavers, new curbs, sidewalks, trees, bike racks and trash receptacles.

EVALUATION OF ROAD COMMISSION SERVICES

The City of Hazel Park indicated overall services provided by the Road Commission for Oakland County (RCOC) have been excellent. Officials reported grass mowing complaints along the banks of I-75 and I-696 have decreased. The city reported the need to speak with the Michigan Department of Transportation (MDOT) Metro District office regarding trucks using the turnarounds over I-75. Officials also noted that MDOT has not been adequately maintaining the noise barriers along I-696. The guardrail along I-696 is in very bad condition and needs to be either painted or completely replaced.

Local officials commented on the need to upgrade many of the traffic controllers to SCATS compatible traffic controllers. The RCOC announced plans to upgrade many of the traffic controllers in the City of Hazel Park in 1999 with 100% Congestion Mitigation/Air Quality funds.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Hazel Park are:

1. Resurface 9 Mile Road from the west city limits to the east city limits.
2. Establish an aesthetic maintenance program on state trunkline roads in the City of Hazel Park.
3. Enhance 10 Mile Road with new sidewalks, decorative lighting and safety improvements.
4. Establish a bridge maintenance/rehabilitation plan for I-75 through the City of Hazel Park.
5. Install a wheelchair access ramp at the I-696 and Dequindre Road service drive.

PARTNERSHIP OPPORTUNITIES

The City of Hazel Park expressed interest in meeting with the RCOC to discuss the implementation of the SCATS traffic signal system along 9 Mile Road through the city.

**RCOC Service Operations
City of Hazel Park Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	3	3
Guard Upgrade/Installation	3	4
Sign Maintenance	3	3
Sign Upgrade/Installation	3	4
Pavement Marking	2	2
Signal Maintenance/Optimization	2	3
Signal Modernization/Installation	3	4
Pothole Patching	3	3
Plant Mix Patching	4	4
Joint/Crack Filling	3	3
Base Repairs	1	2
Maintain Drainage Systems	5	4
Curb Sweeping	3	3
Snow/Ice Control-Main Roads	2	3
Clean/Reshape Ditch	3	2
Clear Vision Mowing	1	2
Aesthetic Mowing	2	1
Bridge Painting/Maintenance	2	2
Erosion Control	5	4
Landscaping	4	4
Litter Pick-Up	2	2
Total Effectiveness	59	62
Average Effectiveness	2.8	3.0

STRATEGIC PLANNING MEETING

CITY OF HUNTINGTON WOODS

The Strategic Planning Meeting with the City of Huntington Woods was held on November 9, 1998. Those in attendance were:

City of Huntington Woods

Mr. Alex Allie	City Manager
Mr. Tony Lehmann	Director, Finance
Ms. Bonnie Cook	City Planner

Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. James P Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

The City of Huntington Woods has virtually reached its development capacity since very little vacant land is available for development. Earlier this year the last piece of commercial property in the city was developed along Woodward Avenue.

On November 3rd, the citizens of Huntington Woods approved a \$7,000,000 bond proposal for improvements to both city major and local streets. The proposal, passed by a 6 to 1 margin, will enable the city to resurface and/or reconstruct approximately 20% percent of the roads and streets in the city. The bond proceeds will enable the city to undertake an \$8,500,000 infrastructure upgrade program for both roadway and watermain improvements to completed from 1999 to 2004.

EVALUATION OF ROAD COMMISSION SERVICES

Local officials stated Road Commission for Oakland County (RCOC) services have been excellent. Snow and ice control has improved over the last couple of years, and the city has not had to call the RCOC for emergency services in recent memory. Officials noted the high costs of signal maintenance, but understand the county still has a lot of old traffic signals that are in need of frequent repair. The RCOC mentioned new signals are planned for the intersections of 11 Mile Road and Coolidge Highway and Coolidge Highway and Lincoln Avenue. The city would like the RCOC to put the new signal for 11 Mile Road and Coolidge Highway on hold until the city, its design consultant and the RCOC can meet and coordinate safety improvements to the intersection. The intersection needs to be re-aligned, however due to cost constraints; improved pavement marking and minor re-alignment are the only realistic alternatives at this time.

The city noted the concrete wall along the outside bank of I-696 is in horrible shape. The city has contacted the Michigan Department of Transportation (MDOT) about the problem,

however the condition of the wall has not been improved. Officials reported the City of Huntington Woods took jurisdiction of the soundwall along the I-696 service drive from MDOT, since the city can provide the soundwall with a higher level of maintenance than the state. City officials stated the Woodward Avenue landscaping project is temporarily on hold. The City of Berkley, the City of Royal Oak and the City of Huntington Woods have all signed commitments for local match for the project and are waiting for MDOT approval to proceed with the improvements.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Huntington Woods are:

1. Establish a traffic signal upgrade and modernization program throughout the city.
2. Design a base and surface repair program for major streets throughout the city.
3. Implement an aesthetic maintenance program on county and state roads in the city.

PARTNERSHIP OPPORTUNITIES

The City of Huntington Woods expressed interest in meeting with the RCOC to discuss potential improvements along 11 Mile Road.

**RCOC Service Operations
City of Huntington Woods Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Sign Maintenance	2	3
Pavement Marking	2	2
Signal Maintenance/Optimization	2	3
Joint/Crack Filling	2	2
Base Repairs	2	3
Curb Sweeping	3	3
Snow/Ice Control-Main Roads	2	4
Litter Pick-Up	4	2
Total Effectiveness	19	22
Average Effectiveness	2.4	2.8

STRATEGIC PLANNING MEETING

CITY OF KEEGO HARBOR

The Strategic Planning Meeting with the City of Keego Harbor was held on October 19, 1998. Those in attendance were:

City of Keego Harbor

Mr. Michael J. Steklac	City Manager
Mr. Tony Hale	DPW Foreman

Oakland County Board of Commissioners

Shelley Goodman Taub	Commissioner - District #12
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Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald M. Holmberg	Deputy Managing Director, County Highway Engineer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

The city is in the process of re-developing many of the parcels acquired for the Cass Lake Road widening and reconstruction project. Traffic congestion through the city has worsened in recent years and many businesses have expressed the need for better ingress/egress along Cass Lake Road and Orchard Lake Road. City officials indicated a traffic signal is needed somewhere on Cass Lake Road, possibly at Grove Court and Henson Avenue. Officials stated the City of Keego Harbor recently completed a road study that identified \$1,000,000 in needs on its major and local roads with no available funding mechanism to fund projects.

EVALUATION OF ROAD COMMISSION SERVICES

The City of Keego Harbor indicated Road Commission for Oakland County (RCOC) overall services have been excellent. Officials stated the RCOC responds to special requests in a very timely manner. Particularly, the installation of the pedestrian signal on Orchard Lake Road @ Wards Pointe and street sweeping along Orchard Lake Road for the annual Memorial Day Parade. The demolition of the church on Cass Lake Road also was administered very well by the RCOC. The city indicated the need to meet with the RCOC District Superintendent on a more frequent basis to discuss county road concerns.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Keego Harbor are:

1. Realign and widen Cass Lake Road and improve drainage in the Cass Lake Road corridor.
2. Widen Orchard Lake Road and Cass Lake Road to provide center left turn lane.
3. Install an additional traffic signal on Cass Lake Road north of Orchard Lake Road to create gaps for easier ingress and egress from subdivision streets.

PARTNERSHIP OPPORTUNITIES

The City of Keego Harbor expressed interest in meeting with RCOC staff to discuss traffic control during the Cass Lake Road widening and reconstruction project.

**RCOC Service Operations
City of Keego Harbor Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	2	4
Sign Maintenance	5	3
Sign Upgrade/Installation	4	4
Pavement Marking	3	5
Signal Maintenance/Optimization	4	3
Signal Modernization/Installation	4	3
Pothole Patching	3	2
Grade Gravel Shoulders	4	4
Recondition Gravel Shoulders	4	3
Maintain Drainage Systems	1	3
Curb Sweeping	2	1
Snow/Ice Control-Main Roads	5	3
Clean/Reshape Ditch	1	4
Litter Pick-Up	0	1
Total Effectiveness	42	43
Average Effectiveness	3.0	3.1

STRATEGIC PLANNING MEETING

CITY OF LAKE ANGELUS

The Strategic Planning Meeting with the City of Lake Angelus was held on February 25, 1999. Those in attendance were:

City of Lake Angelus

Mr. Donald P. Althoff
Mr. John Schimpke

Mayor
Street Administrator/Council Person

Michigan State Legislature

Ms. Lora Perkins

Representative Hubert Price Staff Representative

Road Commission for Oakland County

Mr. Gerald Holmberg
Mr. Thomas G. Noechel

Deputy Managing Director, County Highway Engineer
Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Growth and development in the City of Lake Angelus is very limited and officials expect no substantial development in the near future. The city is predominantly a small residential community with little or no commercial development.

City officials indicated the Baldwin Road widening, together with the completion of the Great Lakes Crossing mall, has not contributed to additional congestion along Baldwin Road. The city however, continues to be concerned regarding development occurring in surrounding communities.

EVALUATION OF ROAD COMMISSION SERVICES

Officials indicated Road Commission for Oakland County (RCOC) services have been excellent. The gravel maintenance along Lake Angelus Road and Gallogly Road has been exceptional. The city stated it would like to see Gallogly Road become a county road since the RCOC has the manpower and equipment to maintain the road to a very high standard. Officials noted snow removal on Old Baldwin Road needs to be coordinated with snow removal along Gallogly Road. The city reported that the planned landscaping of the berm along Baldwin Road, discussed at the last strategic planning meeting, has been completed.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Lake Angelus are:

1. Upgrade the condition of Lake Angelus Road by providing base repairs, drainage improvements and a new gravel surface.
2. Improve maintenance of existing gravel roads in the city.

**RCOC Service Operations
City of Lake Angelus Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Grade Gravel Surface	3	5
Patch Gravel Surface	3	5
Snow/Ice Control-Main Roads	3	4
Total Effectiveness	9	14
Average Effectiveness	3.0	4.7

STRATEGIC PLANNING MEETING

CITY OF LATHRUP VILLAGE

The Strategic Planning Meeting with the City of Lathrup Village was held on December 9, 1998. Those in attendance were:

City of Lathrup Village

Mr. Frank M. Brock	Mayor
Mr. Jeffrey Bremer	City Administrator
Mr. Jeffrey Mueller	Assistant City Administrator

Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Officials stated growth and development in the City of Lathrup Village has been steady the last few years. Three of the 18 residences discussed at the last strategic planning meeting in 1996 have been built, plans for four residences have been submitted and the remaining eleven will be constructed in 1999. The city also expects additional condominiums to be constructed along 11 Mile Road. A parcel of land on 11 Mile Road and Lathrup Boulevard has the potential for future townhouse or condominium development. City officials are considering a planned unit development for this location.

Local officials indicated that the Akiva School on Southfield Road is relocating to a site on 12 Mile Road in the City of Southfield. The property was recently sold and the developer is planning residential, commercial and retail development with parking in the rear of the property. The parcel of land is currently zoned mixed-use, and the city intends to re-zone the property to a planned unit development. A conceptual design for improving Southfield Road from north of the I-696 Service Drive to 12 Mile Road to a boulevard is also being considered in conjunction with the planned development of the former school property.

The city is considering the possibility of a millage increase in the future to fund a residential street resurfacing program throughout the City of Lathrup Village. The condition of city streets continues to worsen, and officials are concerned that if something is not done soon the problem will become unfixable.

EVALUATION OF ROAD COMMISSION SERVICES

The City of Lathrup Village stated Road Commission for Oakland County (RCOC) services have been excellent, particularly response time to emergency requests and ditching activities. The main concern of both local officials and citizens continues to be the

condition of Southfield Road. The RCOC noted that Southfield Road is now designated as a part of the National Highway System (NHS) and funds are available for possible improvements. The RCOC indicated a design concept for a six-lane boulevard would be made available in the next couple of months. A short-term fix may be needed on Southfield Road in the next year to preserve the existing pavement prior to a long-term fix in the future.

Officials mentioned a traffic consultant had completed a study of the intersection of Southfield Road and 11 Mile Road for possible improvements. The study revealed that traffic signal adjustments are needed to better manage the traffic flow. The city sent the request to the RCOC a month ago and no response has been given. The RCOC noted that a SCATS signal is planned for the Southfield Road and 11 Mile Road intersection and the signal timing will be coordinated with the new signal.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Lathrup Village are:

1. Reconstruct Southfield Road from I-696 to 12 Mile Road, including boulevard cross section, shoulder paving, enclosed drainage and roadside improvements with improved commercial parking.
2. Establish an aesthetic maintenance program on all county roads in the City of Lathrup Village.
3. Extend a northbound lane on Southfield Road from Lincoln to 11 Mile Road.

PARTNERSHIP OPPORTUNITIES

Local officials suggested a meeting be held with the RCOC, the City of Lathrup Village, the City of Southfield and the Village of Beverly Hills to discuss future improvements to Southfield Road.

**RCOC Service Operations
City of Lathrup Village Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Sign Maintenance	2	3
Sign Upgrade/Installation	1	3
Pavement Marking	5	3
Signal Maintenance/Optimization	4	2
Signal Modernization/Installation	4	2
Pothole Patching	1	2
Plant Mix Patching	1	2
Joint/Crack Filling	1	2
Maintain Drainage Systems	1	3
Curb Sweeping	0	2
Snow/Ice Control-Main Roads	4	4
Clean/Reshape Ditch	3	5
Litter Pick-Up	0	2
Total Effectiveness	27	35
Average Effectiveness	2.1	2.7

STRATEGIC PLANNING MEETING

CITY OF MADISON HEIGHTS

The Strategic Planning Meeting with the City of Madison Heights was held on October 26, 1998. Those in attendance were:

City of Madison Heights

Mr. Jon R. Austin	City Manager
Mr. Peter J. Conners	Deputy City Manager
Mr. Timothy L. Moore	Director, Community Development
Mr. Alan Kilian	City Street Supervisor
Mr. William Miles	Deputy Superintendent, Public Services
Mr. Alex Nicolaescu	Engineering Consultant

Oakland County Board of Commissioners

Mr. Eugene Kaczmer	Commissioner - District #24
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Michigan State Legislature

Ms. Gayle Murphy	Sen. Michael J. Bouchard Staff Representative
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Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald M. Holmberg	Deputy Managing Director/County Highway Engineer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

The City of Madison Heights is nearly built out, however many commercial and industrial locations have undergone significant redevelopment. Industrial corridors in the city are very sound with record low vacancies. Commercial locations in the city are also doing well considering the competition stemming from extraordinary growth north of the city. Residential growth during the past two years has been strong and includes 33 new houses in the Southwood Manor Subdivision, the extension of Townley Street (and the construction of 7 new houses north of Cowan. In the Fox Run Condominium project south of 13 Mile Road, 21 new units have been added and development has begun on the new Check Estates Subdivision south of 13 Mile Road adjacent to the Red Oaks Golf Course.

Officials noted two large industrial buildings will soon be removed near the 12 Mile Road and I-75 interchange and Home Depot will be occupying the northeast corner starting in late 1999. Home Depot will pay the cost for the installation of the SCATS signal system

along 12 Mile Road to help manage the increased traffic. On the west side of Dequindre Road north of St. John Oakland General Hospital, approximately 15 acres of land exists for possible development. The city has approved a developer and plans to utilize the site to include 4 or 5 medical facilities, a senior citizen housing center as well as retail and service centers. Pep Boys has committed to build on the site and the center will be referred as the "Shops of Madison Heights." Construction is scheduled to begin in the spring of 1999, and city officials feel the development will generate a significant traffic impact on Dequindre Road.

The city received a request in 1993 from Stewart Frankel to locate a Meijers store in the old Frank Lloyd Wright subdivision on the north side of 13 Mile Road between John R Road and Dequindre Road. The city has denied the request two times and the developer is now appealing the decision of the Zoning Board of Appeals to deny the request. Officials stated the issue will be settled in Circuit Court. Officials stated the Farmer Jack in the Madison Square shopping center is considering an expansion project and Arbor Drugs may move out of the center and move to the corner of the 13 Mile Road and John R Road intersection in the old credit union location. City officials noted the K-Mart on the corner of 12 Mile Road and John R Road may be upgraded to a Super K-Mart and the United States Post Office is moving to a location on Whitcomb Avenue and John R Road.

EVALUATION OF ROAD COMMISSION SERVICES

The City of Madison Heights indicated Road Commission for Oakland County (RCOC) services have been good. The city noted that more frequent meetings with the RCOC District Superintendent would be beneficial in order to coordinate maintenance activities. The city provided numerous pictures of locations along 10 Mile Road, 12 Mile Road, 14 Mile Road and John R Road that are in need of both concrete and curb repairs. Litter pick-up also was mentioned as a concern along the service drive west of Dequindre Road.

Officials expressed interest in assuming the responsibility of summer maintenance activities along the east and westbound I-696 service drives from Dequindre Road to west of Couzens Avenue. The city mentioned there is confusion regarding who has jurisdiction over the service drives and who maintains them. City officials expressed the need for more frequent grass mowing on the I-696 service drives.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Madison Heights are:

1. Develop a long-range capacity management and landscaping plan for 14 Mile Road from Stephenson Highway to Edwards Street, including the I-75 interchange.
2. Explore redevelopment along 10 Mile Road between John R Road and the Dequindre Road with the City of Hazel Park.
3. Install a four-way left turn phase at the 12 Mile Road and Dequindre Road intersection through the Road Commission for Macomb County.
4. Address the deteriorating pavement condition of John R. Road from the Red Run Drain to 14 Mile Road.

5. Establish a bridge maintenance/rehabilitation plan for I-75 and I-696 through the City of Madison Heights.
6. Install right hand turn lanes on John R. Road to access eastbound 13 Mile Road and northbound John R Road.
7. Construct sidewalks on the south side of 14 Mile Road under the I-75 overpass.

PARTNERSHIP OPPORTUNITIES

The City of Madison Heights indicated the need to coordinate efforts with the RCOC and the Road Commission of Macomb County to install a four way left turn phase at 12 Mile Road and Dequindre Road. Officials also expressed the desire to work closely with the RCOC and the City of Hazel Park on the redevelopment of 10 Mile Road from John R Road to Dequindre Road.

**RCOC Service Operations
City of Madison Heights Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Sign Maintenance	5	3
Sign Upgrade/Installation	5	4
Pavement Marking	4	5
Signal Maintenance/Optimization	5	5
Signal Modernization/Installation	2	5
Pothole Patching	2	2
Plant Mix Patching	1	3
Joint/Crack Filling	1	3
Clear Vision Mowing	4	4
Bridge Painting/Maintenance	1	0
Erosion Control	4	4
Landscaping	1	1
Litter Pick-Up	2	1
Total Effectiveness	37	40
Average Effectiveness	2.8	3.1

STRATEGIC PLANNING MEETING

CITY OF NORTHVILLE

The Strategic Planning Meeting with the City of Northville was held on February 2, 1999. Those in attendance were:

City of Northville

Mr. Gary L. Word	City Manager
Mr. James P. Gallogly	Director, Public Works
Mr. Paul Vertrees	Assistant Director, Public Works

Michigan State Legislature

Ms. Barbara Clancy	Senator Willis Bullard Jr. Staff Representative
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Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Officials indicated that the City of Northville is virtually built out. Older residences throughout the city are being renovated and redeveloped and development in the downtown area continues but at a much slower pace since 1996. The city noted that the Northville Downs racetrack faces a very uncertain future with the new casinos scheduled for construction in the City of Detroit. The racetrack may stay viable for a few years, but if it were to close the city has plans for a mixed-use development including residential and possibly light industrial development.

The City of Northville continues to be impacted by growth in surrounding communities. In the Northville School District, which covers Oakland, Washtenaw and Wayne counties, 27 new sub-divisions are planned for construction in the next few years. In the past several years' officials have noticed an increase in the level of traffic flow through the city. Local officials anticipate this trend continuing since additional growth, particularly in the City of Novi, is expected to continue.

EVALUATION OF ROAD COMMISSION SERVICES

The City of Northville is very pleased with Road Commission for Oakland County (RCOC) services. The city Department of Public Works (DPW) has an excellent working relationship with the District Garage and staff from the RCOC frequently meets with the city. Officials mentioned the RCOC should notify local communities in advance of any scheduled maintenance or construction activities. A contractor for an RCOC overlay project

started work on a Saturday this past summer and the city was not prepared for the inconvenience.

In March 1997 voters approved a permanent 1.92 mill increase for street resurfacing, storm sewer improvements and sidewalk repair in the City of Northville. The city plans to repair every major and local road over the next 20 years.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Northville are:

1. Reconstruct and widen 8 Mile Road from Beck Road to Novi Road.
2. Improve the pavement condition on 8 Mile Road from the bridge near Taft Road to Novi Road.
3. Fill gaps in passing lanes on 8 Mile Road west of Taft Road.
4. Improve the intersection of Novi Road and 8 Mile Road.
5. Expand pedestrian and bicycle routes throughout the city.
6. Improve signal timing along 8 Mile Road through the city.

PARTNERSHIP OPPORTUNITIES

The City of Northville expressed interest in coordinating the installation of passing lanes on 8 Mile Road and Taft Road with the RCOC and the Wayne County Department of Public Services.

**RCOC Service Operations
City of Northville Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
Service	Effectiveness Score	Effectiveness Score
Guardrail Maintenance	3	2
Guardrail Upgrade/Installation	3	2
Sign Maintenance	3	5
Sign Upgrade/Installation	3	4
Pavement Marking	3	4
Signal Maintenance/Optimization	3	3
Signal Modernization/Installation	1	3
Pothole Patching	2	3
Plant Mix Patching	2	3
Joint/Crack Filling	2	2
Base Repairs	1	3
Grade Gravel Shoulders	4	3
Recondition Gravel Shoulders	3	2
Maintain Drainage Systems	1	3
Cut/Spray Brush	2	2
Tree Trimming	2	2
Snow/Ice Control-Main Roads	3	5
Clean/Reshape Ditch	3	3
Clear Vision Mowing	2	4
Aesthetic Mowing	2	2
Erosion Control	1	1
Landscaping	1	2
Litter Pick-Up	2	2
Total Effectiveness	52	65
Average Effectiveness	2.3	2.8

STRATEGIC PLANNING MEETING

CITY OF NOVI

The Strategic Planning Meeting with the City of Novi was held on February 2, 1999. Those in attendance were:

City of Novi

Mr. Edward F. Kriewall, Jr.	City Manager
Mr. Tony Nowicki	Director, Public Services

Michigan State Legislature

Ms. Nancy Cassis	Representative – District #38
Ms. Barbara Clancy	Senator Willis Bullard Staff Representative

Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald M. Holmberg	Deputy Managing Director/County Highway Engineer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Growth in industrial and particularly residential development in the City of Novi continues at a very rapid pace since the last strategic planning meeting in 1996. In northern Novi three developers have proposed 850 upscale residential units priced in the \$300,000 to \$400,000 range. The original proposal was for 950 units but the developer scaled down the proposal to allow for larger lot sizes. Construction is tentatively scheduled to begin in spring 1999.

Officials stated in southwest Novi, north of 10 Mile Road between Wixom Road and Napier Road a couple of developers have proposed approximately 1000 residential units called "Harvest Lake." Near Beck Road and 9 Mile Road a subdivision development has also been proposed. The city reported that north of I-696/I-96 an industrial and light industrial development is a possibility since the Taft Road extension should be complete by July 1999. The Magna Corporation has proposed an office park and high technology center along Haggerty Road north of 12 Mile Road.

The city indicated that the Novi Expo Center may relocate to a 60-acre site adjacent to the rest area along I-96. Traffic would access the site from Taft Road and Grand River Avenue. Once the relocation is complete, the old Novi Expo Center site may be converted into a technology park. Officials reported the city is marketing the existing 33-acre Department of Public Works (DPW) property to a developer. The city paid \$300,000 for the land in 1983 and today it should sell for approximately \$4 to \$6 million. A new location for the city DPW has already been determined.

EVALUATION OF ROAD COMMISSION SERVICES

Officials are generally pleased with Road Commission for Oakland County (RCOC) services with the exception of snow removal. Although RCOC maintenance supervisors meet regularly with city officials, the city expressed concern regarding county snow removal activities since the City of Novi has been divided into two separate maintenance districts. The RCOC indicated that the city could enter into an agreement with the RCOC to provide winter maintenance activities on county roads in the city and then be reimbursed under contract. Local officials stated that the city has numerous maintenance agreements in place with the RCOC and additional contract work may overextend the city's ability to maintain a high level of service in other areas throughout the city.

The City of Novi reported that the SCATS traffic signal system has managed traffic extremely well. The city and the RCOC are working together to utilize SCATS to manage traffic generated from special events at the Novi Expo Center and the Novi Town Center mall. Officials stated that the city may be interested in expanding the SCATS system to additional intersections where congestion is concentrated.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Novi are:

1. Widen Novi Road from Ten Mile Road to Grand River Avenue complete with grade separation at the CSX Railroad.
2. Widen Novi Road from 2 to 5 lanes from 9 Mile Road to 10 Mile Road.
3. Widen 12 Mile Road to a boulevard roadway from Dixon Road to Meadowbrook Road.
4. Reconstruct the I-96 and Beck Road interchange.
5. Widen 12 Mile Road from Beck Road to Dixon Road complete with grade separation at the CSX Railroad.
6. Improve Ten Mile Road from Napier Road to Haggerty Road complete with a grade separation at the CSX Railroad.
7. Improve Grand River Avenue from Wixom Road to Haggerty Road.
8. Improve Haggerty Road from 8 Mile Road to 14 Mile Road.
9. Improve 14 Mile Road from East Lake Drive to Haggerty Road.
10. Improve Napier Road from 8 Mile Road to the northern Novi City Limits.

PARTNERSHIP OPPORTUNITIES

The City of Novi expressed interest in utilizing the RCOC 50/50-match drainage program for extending the Grand River Avenue bridge project to Novi Road.

**RCOC Service Operations
City of Novi Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
Service	Effectiveness Score	Effectiveness Score
Guardrail Maintenance	3	3
Guardrail Upgrade/Installation	3	3
Sign Maintenance	4	3
Sign Upgrade/Installation	4	3
Pavement Marking	4	3
Signal Maintenance/Optimization	4	4
Signal Modernization/Installation	4	4
Pothole Patching	1	3
Plant Mix Patching	1	3
Joint/Crack Filling	0	1
Base Repairs	0	1
Grade Gravel Surface	4	4
Patch Gravel Surface	4	4
Grade Gravel Shoulders	4	4
Pave Gravel Shoulders	0	0
Recondition Gravel Shoulders	4	3
Maintain Drainage Systems	1	2
Curb Sweeping	2	1
Cut/Spray Brush	1	1
Snow/Ice Control-Main Roads	2	1
Clean/Reshape Ditch	1	1
Clear Vision Mowing	1	2
Aesthetic Mowing	0	0
Dust Control	3	1
Erosion Control	1	2
Landscaping	0	0
Litter Pick-Up	0	0
Total Effectiveness	56	57
Average Effectiveness	2.1	2.1

STRATEGIC PLANNING MEETING

CITY OF OAK PARK

The Strategic Planning Meeting with the City of Oak Park was held on October 20, 1998. Those in attendance were:

City of Oak Park

Mr. Michael L. McReynolds Director, Planning Services
Mr. Stephen J. Chickonoski Director, Public Works

Oakland County Board of Commissioners

Mr. Eric Coleman Commissioner - District #21

Michigan State Legislature

Ms. Melanie R. Brown Senator Gary Peters Staff Representative

Road Commission for Oakland County

Mr. Brent O. Bair Managing Director
Mr. Gerald M. Holmberg Deputy Managing Director,
County Highway Engineer
Mr. Craig B. Bryson Public Information Officer
Mr. James P. Schultz Coordinator, Systems Planning
Mr. Thomas G. Noechel Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Officials stated growth and development in the City of Oak Park has remained relatively unchanged for the last few years. A large piece of property behind the old United States Post Office facility north of 8 Mile Road is scheduled to be developed into mixed residential housing.

City officials indicated the vacant State Light Guard Armory site on 8 Mile Road may be developed into a combined commercial and industrial facility. The city is working with a consultant to prepare a Request for Proposal (RFP) for the area and the property appraisal is due later this year. The City of Oak Park intends to purchase the Light Guard Armory property and then turn it over to a developer.

EVALUATION OF ROAD COMMISSION SERVICES

The City of Oak Park stated Road Commission for Oakland County (RCOC) overall services have been very good. In 1996, officials identified the need for signal modernization at nearly all of the traffic signals in the city. The RCOC indicated that the traffic controllers at four intersections in the city will be replaced in 1999. Officials stated street sweeping, mowing and litter pick-up activities need to be expanded. However, street sweeping

services have improved from past years and no recent complaints have been received. The city also reported RCOC response time to traffic signal maintenance requests is excellent.

Local officials reported the Michigan Department of Transportation (MDOT) recently approached the city regarding taking over the maintenance responsibilities on the noise wall along I-696. Officials declined to assume the maintenance duties since the noise wall needs extensive repairs and MDOT has not performed routine maintenance on the noise wall in years.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Oak Park are:

1. Resurface Meyers Road from 8 Mile Road to Capital Avenue.
2. Resurface Greenfield Road from 8 Mile Road to south of 10 Mile Road.
3. Resurface 11 Mile Road from Greenfield Road to Coolidge Highway.
4. Increase aesthetic maintenance on the I-696 service drives.

PARTNERSHIP OPPORTUNITIES

The City of Oak Park expressed interest in meeting with RCOC officials to discuss the resurfacing of 11 Mile Road and the possibility of a joint project between the city and the RCOC to improve Meyers Road.

**RCOC Service Operations
City of Oak Park Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Sign Maintenance	3	4
Sign Upgrade/Installation	3	3
Pavement Marking	3	3
Signal Maintenance/Optimization	4	4
Signal Modernization/Installation	3	3
Pothole Patching	3	4
Maintain Drainage Systems	2	2
Curb Sweeping	1	2
Cut/Spray Brush	3	3
Tree Trimming	3	3
Snow/Ice Control-Main Roads	5	4
Aesthetic Mowing	0	2
Bridge Painting/Maintenance	3	3
Landscaping	0	3
Litter Pick-Up	0	2
Total Effectiveness	36	45
Average Effectiveness	2.4	3.0

STRATEGIC PLANNING MEETING

CITY OF ORCHARD LAKE VILLAGE

The Strategic Planning Meeting with the City of Orchard Lake Village was held on October 28, 1998. Those in attendance were:

City of Orchard Lake Village

Mr. Gerald Kosmensky	Mayor
Ms. Janet Overholt Green	City Clerk
Mr. David J. King	Chief of Police

Oakland County Board of Commissioners

Ms. Shelley Goodman Taub	Commissioner - District #12
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Road Commission for Oakland County

Mr. Richard G. Skarritt	Board Chairman
Mr. Brent O. Bair	Managing Director
Mr. Gerald M. Holmberg	Deputy Managing Director, County Highway Engineer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

The City of Orchard Lake Village reported little vacant land available in the city for growth and development. The day care facility proposed on Orchard Lake Road at Pontiac Trail, mentioned at the 1996 strategic planning meeting, never materialized and the developer decided to look elsewhere. Officials explained the traffic congestion and growth in surrounding communities greatly affects the traffic flow in the City of Orchard Lake Village.

EVALUATION OF ROAD COMMISSION SERVICES

Officials are exceptionally pleased with overall Road Commission for Oakland County (RCOC) services. The city noted that RCOC services, particularly winter maintenance, sign maintenance and gravel shoulder maintenance are at the highest level seen in years. The RCOC Department of Citizens Services has been very receptive to city concerns and responds in a timely manner.

Local officials stated traffic crashes on Orchard Lake Road south of Pontiac Trail have been reduced from 78 to 55, over a two-year average, since widening the intersection to five lanes.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Orchard Lake Village are:

1. Construct M-5 between I-96 and M-59 to provide an alternative north/south corridor.
2. Improve the safety and capacity of the Commerce/Hiller intersection by extending the southbound right turn lane.
3. Construct an eastbound right turn lane on Commerce Road at Orchard Lake Road.
4. Construct a southbound right turn lane on Orchard Lake Road at Pontiac Trail.

PARTNERSHIP OPPORTUNITIES

The City of Orchard Lake Village expressed interest in working with the RCOC Tri-Party Program to construct an eastbound right turn lane at the intersection of Commerce Road and Orchard Lake Road.

**RCOC Service Operations
City of Orchard Lake Village Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	4	3
Guardrail Upgrade/Installation	4	4
Sign Maintenance	2	4
Sign Upgrade/Installation	2	4
Pavement Marking	4	5
Signal Maintenance/Optimization	4	4
Signal Modernization/Installation	4	5
Pothole Patching	3	4
Plant Mix Patching	3	4
Joint/Crack Filling	3	4
Base Repairs	3	3
Grade Gravel Shoulders	3	4
Pave Gravel Shoulders	1	2
Recondition Gravel Shoulders	3	4
Maintain Drainage Systems	3	4
Curb Sweeping	3	3
Cut/Spray Brush	3	3
Tree Trimming	3	4
Snow/Ice Control-Main Roads	4	4
Clean/Reshape Ditch	3	4
Clear Vision Mowing	3	3
Aesthetic Mowing	3	2
Erosion Control	2	3
Landscaping	3	2
Litter Pick-Up	1	1
Total Effectiveness	74	87
Average Effectiveness	3.0	3.5

STRATEGIC PLANNING MEETING

CITY OF PLEASANT RIDGE

The Strategic Planning Meeting with the City of Pleasant Ridge was held on November 9, 1998. Those in attendance were:

City of Pleasant Ridge

Ms. Sherry W. Ball Interim City Manager

Michigan State Legislature

Ms. Gayle Murphy Senator Michael J. Bouchard Staff Representative

Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald M. Holmberg	Deputy Managing Director/County Highway Engineer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

The City of Pleasant Ridge indicated growth in the city is limited to redevelopment of existing residences and businesses. City officials explained there is virtually no available land for future development.

EVALUATION OF ROAD COMMISSION SERVICES

Officials stated overall Road Commission for Oakland County (RCOC) services have significantly improved. City officials expressed the need for additional street sweeping throughout the city and more frequent storm sewer maintenance along Woodward Avenue. The city has removed a number of trees over the last two months to help keep the storm sewers clean. Since the city and a number of businesses have worked to beautify the medians along I-696, both litter pick-up and grass mowing along the Woodward Avenue median needs to improve to maintain the integrity of the area.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Pleasant Ridge are:

1. Implement an aesthetic maintenance program on the I-696 service drive and on Woodward Avenue.

**RCOC Service Operations
City of Pleasant Ridge Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Sign Maintenance	5	5
Sign Upgrade/Installation	5	5
Pavement Marking	5	5
Signal Maintenance/Optimization	3	5
Pothole Patching	4	3
Plant Mix Patching	4	3
Joint/Crack Filling	2	3
Maintain Drainage Systems	2	4
Curb Sweeping	3	3
Cut/Spray Brush	2	4
Snow/Ice Control-Main Roads	4	4
Clear Vision Mowing	2	2
Aesthetic Mowing	2	2
Landscaping	2	2
Litter Pick-Up	1	2
Total Effectiveness	46	52
Average Effectiveness	3.1	3.5

STRATEGIC PLANNING MEETING

CITY OF PONTIAC

The Strategic Planning Meeting with the City of Pontiac was held on January 20, 1999. Those in attendance were:

City of Pontiac

Mr. Walter Moore	Mayor
Mr. Joseph Davis	Assistant to the Mayor
Mr. Wilson Boykins	Assistant to the Mayor
Mr. Leonard Briscoe	Director, Public Works
Mr. Arthur Mitchel	City Engineer
Mr. Robert Lavoie	Engineering Consultant
Mr. Delmer Anderson	City of Pontiac Growth Group
Mr. Rayfus Jones	City of Pontiac Growth Group
Ms. Mattie Lasseigne	City of Pontiac Growth Group

Michigan State Legislature

Mr. Hubert Price Jr.	Representative - District #43
Ms. Rebekah Warren	Representative Price Legislative Assistant

Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

The City of Pontiac indicated commercial, industrial and residential growth has continued at a steady pace since the last strategic planning meeting in 1996. Officials explained the Centerpointe Development Area in the southeast corner of the city has attracted new businesses and plans are being made for the construction of a new hotel. The General Motors Corporation (GM) has plans to construct a 600,000 square foot addition to its existing facility on Joslyn Road. Local officials stated that due to the Automation Alley concept, the City Pontiac is feeling the pressure from many companies to move into the city. On Walton Boulevard near Jaycee Park, an old Anchor Freight building is being redeveloped into a modern shipping and receiving facility with approximately 80 truck doors. Future development is a possibility on an abandoned landfill along Kennett Road and Glen Valley Development may develop nearly 80 acres of land near Elizabeth Lake Road and Telegraph Road in the next few years.

Officials mentioned numerous residential developments in the City of Pontiac. In an area west of Baldwin Road and north of Walton Boulevard a new subdivision with nearly 195 units is scheduled for construction. The city reported that two multi-family developments on Baldwin Road with a total of approximately 200 units are also scheduled for construction. On Golf Drive nearly 95 condominiums are planned to be built in addition to the existing 80 single family homes located along the golf course.

EVALUATION OF ROAD COMMISSION SERVICES

Officials stated although Road Commission for Oakland County (RCOC) services to the City of Pontiac is limited; the services provided have been excellent. The city is particularly pleased with snow and ice removal efforts on Opdyke Road and the state trunklines. The city complimented the RCOC for taking a leadership role in the State of Michigan regarding funding for roads. Officials stated an excellent working relationship has existed between the City of Pontiac and the RCOC over the years, and hopes it continues into the future.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Pontiac are:

1. Resurface Auburn Road from Wide Track Drive to Opdyke Road.
2. Resurface South Boulevard from Woodward Avenue to Franklin Road.
3. Pave Collier Road from Giddings Road to Joslyn Road (shared with the City of Auburn Hills).
4. Pave Gallogly Road from Newark to Bladwin Road (shared with the City of Lake Angelus).
5. Reconstruct and widen Franklin Road from Rapid Street to the south City Limits.
6. Relieve congestion on Voorheis Road from M-59 to Telegraph Road.
7. Resurface University Drive from Paddock Street to Martin Luther King Boulevard.
8. Resurface Featherstone from Martin Luther King Boulevard to Opdyke Road.
9. Resurface East Montcalm Street from Joslyn Road to Perry Street.
10. Resurface Golf Drive form Orchard Lake Road to Telegraph Road.
11. Improve the intersection of South Boulevard and Opdyke Road.

PARTNERSHIP OPPORTUNITIES

The City of Pontiac expressed interest in partnering with the RCOC in taking a proactive role in discussing transportation funding and unmet road needs in Oakland County.

**RCOC Service Operations
City of Pontiac Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	3	4
Guardrail Upgrade/Installation	2	3
Sign Maintenance	3	3
Sign Upgrade/Installation	3	2
Pavement Marking	3	3
Signal Maintenance/Optimization	4	4
Signal Modernization/Installation	5	4
Pothole Patching	2	3
Plant Mix Patching	1	3
Joint/Crack Filling	0	1
Base Repairs	2	1
Landscaping	2	2
Litter Pick-Up	2	3
Total Effectiveness	32	36
Average Effectiveness	2.5	2.8

STRATEGIC PLANNING MEETING

CITY OF ROCHESTER

The Strategic Planning Meeting with the City of Rochester was held on November 4, 1998. Those in attendance were:

City of Rochester

Mr. Ken Johnson City Manager

Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald M. Holmberg	Deputy Managing Director/County Highway Engineer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Officials stated subdivision growth has occurred in the city and plat approval has been provided for the construction of 900 additional residences. The city expects these homes to be constructed within the two to three years. A new ice arena will be constructed on the southwest corner of Parkdale Road and Dequindre Road. City officials feel vehicle trips from the ice arena will be spread out throughout the day so traffic impact should be minimal. Vacant land exists in the Research Park area, however at the present time the land is very expensive, and local officials feel this may delay development.

The City of Rochester reported the Farmers Market under the M-150 (Rochester Road) bridge has the potential for development. The Downtown Development Authority (DDA) is considering a \$300,000 bond proposal to finance a future project. Officials indicated a four story Senior Assisted Living Center is under construction east of Rochester Road. The potential for re-development projects exist throughout the city, including the old A&P grocery store location.

The city noted the improvements on Letica Drive (Sheldon Road Extension) from Parkdale Road to Romeo Road are complete. Officials reported a new high school is under construction on Tienken Road. Students will be temporarily transferred between Rochester Adams High School and the new high school when construction is completed in August 2000. The plat approval process is being held up in court for the concept of a roundabout for the intersection of Runyon Road, Washington Road and Tienken Road. The plat was originally approved in 1842, however since the location is near a Historic District, delays have occurred and the project is on hold. The ultimate resolution to the roundabout concept may be the construction of a T-intersection.

EVALUATION OF ROAD COMMISSION SERVICES

City officials expressed Road Commission for Oakland County (RCOC) winter maintenance activities have greatly improved. The city indicated signal maintenance and the

installation of guardrail has been excellent. The Traffic Safety Department has been especially responsive to signal timing requests. Local officials stated grass-mowing efforts by the RCOC could improve; however the city understands the funding limitations of the RCOC and the extreme demands for services.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Rochester are:

1. Provide capacity improvements on main roads in Rochester Hills.
2. Upgrade Dequindre Road from 26 Mile Road to south of Avon. Improvements should include pavement and intersection re-alignment, in addition to the alignment of Avon Road.
3. Realign the curve and widen the bridge over Stony Creek on Parkdale Road.

PARTNERSHIP OPPORTUNITIES

Officials stated the City of Rochester may consider the option of assuming jurisdiction of Parkdale Road from the RCOC once the bridge over Stony Creek is realigned and widened.

**RCOC Service Operations
City of Rochester Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	4	4
Guardrail Upgrade/Installation	3	4
Sign Maintenance	4	3
Pavement Marking	5	4
Pothole Patching	1	3
Plant Mix Patching	1	4
Grade Gravel Shoulders	3	3
Recondition Gravel Shoulders	4	3
Maintain Drainage Systems	4	4
Snow/Ice Control-Main Roads	3	3
Clean/Reshape Ditch	3	3
Bridge Painting/Maintenance	3	3
Litter Pick-Up	3	3
Total Effectiveness	41	44
Average Effectiveness	3.2	3.4

STRATEGIC PLANNING MEETING

CITY OF ROCHESTER HILLS

The Strategic Planning Meeting with the City of Rochester Hills was held on November 4, 1998. Those in attendance were:

City of Rochester Hills

Mr. Kenneth Snell	Mayor
Mr. Marc Ott	Assistant to Mayor
Mr. Thomas Dohr	Director, Public Services
Ms. Patricia Goodwin	Director, Planning/Zoning

Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. Craig B. Bryson	Public Information Officer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Officials indicated the city is in the process of updating their Master Plan and only 13% of the land in the city is available for development. The Meijers property on the southeast corner of Auburn Road and Rochester Road may be a candidate for future commercial development and the Home Depot on Avon Road is presently under construction. Since the City of Rochester Hills is only 20% non-residential, local officials are considering the possibility for commercial/industrial growth on 180 acres of vacant land in the Adams Road/M-59/Auburn Road area. The city reported Livernois Road at M-59 and Rochester Road from Hamlin to south of Livernois Road are two locations under consideration for future growth and development. The third phase of the residential development on Livernois Road and M-59 is currently being constructed.

The city noted the expansion efforts of Oakland University and the impact on the surrounding transportation network. The university plans on approximately 15,000 students being enrolled on campus by 1999. Most of the students commute to class, however the school is requiring more students to live on campus. A new business school will be constructed in the next two to three years as well as a second golf course/clubhouse and a convention center. Officials expressed the need to widen Walton Boulevard prior to the expansion of Oakland University to accommodate the increase in traffic.

Local officials explained residential growth in Shelby Township and Washington Township in Macomb County has led to increased congestion on roads in the City of Rochester Hills. Traffic volumes on east/west routes such as Tienken Road/Washington Road and Avon Road have increased substantially. The city indicated traffic volumes on Dequindre Road have also increased.

EVALUATION OF ROAD COMMISSION SERVICES

Officials reported Road Commission for Oakland County (RCOC) services have been good considering the funding limitations and the tremendous needs throughout the county. The city would like to see snow and ice removal efforts improved since citizen complaints during snowstorms are primarily on the county road system. Local officials stated that construction signing and safety practices during maintenance overlay projects need to improve. Complaint feedback from the RCOC also needs to improve so the city knows the complaint has been received and is being addressed by the RCOC. The quarterly meetings held with engineering staff of the RCOC have been very informative, however the city would like to meet on a more frequent basis with the Maintenance Department.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Rochester Hills are:

Safety and Capacity Improvement Projects:

1. Crooks Road from South Boulevard to Hamlin Road (including M-59 interchange and bridge).
2. Adams Road from Auburn to Tienken Road.
3. Livernois Road from South Boulevard to Avon Road (including bridge over M-59).
4. M-150 from South Boulevard to Avon Road.
5. Hamlin Road from M-150 to Crooks Road.
6. Dequindre Road from South Boulevard to Runyon Road (including realignment at Avon Road and 23 Mile Road).

Realignment Projects.

1. Adams Road south of new M-59 interchange.
2. Dequindre Road at Avon Road and 23 Mile Road - provide route continuity for Dequindre Road.
3. Dequindre Road at Washington Road - provide route continuity for Dequindre Road and 26 Mile Road.

Intermediate Improvement Projects

1. Improve safety and capacity at all major intersections where intersecting roads have not been built to their ultimate cross-sections.

Other Projects

1. Pave all existing gravel roads under the jurisdiction of the Road Commission for Oakland County and the city.
2. Improve sight distance on Tienken Road between Winry Street and Pine Street.
3. Rehabilitate existing road surface and provide turn lanes on Old Perch Road from Avon Road to Walton Boulevard.

4. Improve safety and condition of Orion Road from M-150 to Dutton Road.
5. Straighten Tienken Road and Sheldon Road.
6. Provide passing lane improvements at various locations throughout the city.
7. Provide right and left turn lane improvements at various locations throughout the city.
8. Improve Adams Road and Dutton Road intersection.

PARTNERSHIP OPPORTUNITIES

The City of Rochester Hills requested the RCOC to participate in a 50/50-shared cost agreement to conduct a corridor study on Tienken Road from Livernois Road to Washington/Runyon Road.

**RCOC Service Operations
City of Rochester Hills Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	2	3
Guardrail Upgrade/Installation	3	3
Sign Maintenance	2	3
Sign Upgrade/Installation	4	3
Pavement Marking	4	4
Signal Maintenance/Optimization	3	3
Signal Modernization/Installation	3	5
Pothole Patching	4	4
Plant Mix Patching	2	2
Joint/Crack Filling	2	2
Base Repairs	2	1
Grade Gravel Surface	4	4
Patch Gravel Surface	3	3
Grade Gravel Shoulders	3	3
Pave Gravel Shoulders	3	3
Recondition Gravel Shoulders	2	3
Maintain Drainage Systems	2	1
Curb Sweeping	1	1
Tree Trimming	2	2
Snow/Ice Control-Main Roads	4	4
Clean/Reshape Ditch	2	2
Clear Vision Mowing	2	1
Aesthetic Mowing	3	1
Dust Control	3	3
Bridge Painting/Maintenance	3	3
Erosion Control	3	2
Landscaping	3	2
Litter Pick-Up	3	2
Total Effectiveness	77	73
Average Effectiveness	2.8	2.6

STRATEGIC PLANNING MEETING

CITY OF ROYAL OAK

The Strategic Planning Meeting with the City of Royal Oak was held on November 2, 1998. Those in attendance were:

City of Royal Oak

Mr. Larry M. Doyle	City Manager
Mr. Richard Cole	City Engineer
Mr. Thomas Trice	Director, Recreation & Public Services
Mr. Richard Beltz	City Planner

Michigan State Legislature

Ms. Gayle Murphy	Senator Michael J. Bouchard Staff Representative
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Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald M. Holmberg	Deputy Managing Director/County Highway Engineer
Mr. Craig B. Bryson	Public Information Officer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Officials indicated the City of Royal Oak is nearly built out, however development continues near the downtown area. A 118-unit condominium project is being constructed near the intersection of Woodward Avenue and I-696. Approximately 30 units are currently occupied and nearly 100 units have been sold. In the spring of 1999 a hotel and conference center is scheduled for construction. The city noted on Washington Street south of 4th Street, a hotel with approximately 75 rooms is scheduled for construction next year.

Local officials stated the office market in the downtown area is very good. At 5th Street and Main Street, Buddy's Pizza is constructing a three-story building. The first floor will be a restaurant and the top two floors will be for office use. In addition, Little Daddy's Restaurant will be opening just north of Buddy's Pizza on Main Street. At 5th Street and Lafayette Avenue, a parking garage will be constructed. Officials reported the Elks Club and the Oakland County building are being torn down and the city will begin construction of a new court facility in the spring of 1999.

EVALUATION OF ROAD COMMISSION SERVICES

The City of Royal Oak is satisfied with Road Commission for Oakland County (RCOC) services. The city indicated snow and ice control have greatly improved over the last few

years. Both mowing and litter-pickup, along Woodward Avenue have been excellent, particularly before and after the Woodward Dream Cruise.

City officials expressed the need for signal timing improvements along 11 Mile Road. The traffic signals at 13 Mile Road and Woodward are not properly synchronized with the signals at 13 Mile Road and Coolidge Highway near the fire station and this has been an on-going problem for the last two years.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Royal Oak are:

1. Reconstruct, rehabilitate and beautify 11 Mile Road throughout the city.
2. Reconstruct, rehabilitate and beautify 14 Mile Road throughout the city.
3. Synchronize traffic signals on 11 Mile Road throughout the city.
4. Synchronize traffic signals on Woodward Avenue from 10 Mile Rd. to 14 Mile Rd.

PARTNERSHIP OPPORTUNITIES

Officials expressed interest in applying for Enhancement funds to install landscaping and lighting on Woodward Avenue through the City of Royal Oak.

**RCOC Service Operations
City of Royal Oak Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
Service	Effectiveness Score	Effectiveness Score
Guardrail Maintenance	4	3
Guardrail Upgrade/Installation	3	4
Sign Maintenance	3	3
Sign Upgrade/Installation	4	3
Pavement Marking	4	3
Signal Maintenance/Optimization	3	3
Signal Modernization/Installation	3	3
Pothole Patching	3	4
Plant Mix Patching	4	4
Joint/Crack Filling	2	3
Base Repairs	3	3
Grade Gravel Shoulders	4	3
Recondition Gravel Shoulders	4	3
Maintain Drainage Systems	3	3
Curb Sweeping	4	3
Tree Trimming	2	3
Snow/Ice Control-Main Roads	3	3
Clean/Reshape Ditch	4	3
Aesthetic Mowing	3	3
Litter Pick-Up	3	3
Total Effectiveness	66	63
Average Effectiveness	3.3	3.2

STRATEGIC PLANNING MEETING

CITY OF SOUTH LYON

The Strategic Planning Meeting with the City of South Lyon was held on January 5, 1999. Those in attendance were:

City of South Lyon

Mr. Jeffrey L. Potter	Mayor
Mr. Rodney L. Cook	City Manager
Mr. John Doyle Jr.	Council Member
Mr. Lloyd Collins	Chief of Police

Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Local officials indicated the recent annexation of land from Lyon Township is now complete. Population growth has been steady and residential growth in the City of South Lyon ranks it among the top ten fastest growing communities in Southeast Michigan. Approximately 185 residences have recently been constructed on 9 Mile Road and Dixboro Road. The City of South Lyon stated nearly 340 residences are scheduled for future construction on 11 Mile Road and Pontiac Trail and approximately 350 residences will be constructed on 11 Mile and Martindale Road.

Officials noted the possibility of two Planned Unit Development (PUD) projects scheduled in the near future. The first would be located on an 18-acre site on Dixboro Road and the second is a 27 unit industrial facility on Mill Street. A possible PUD with approximately 600 to 800 units is also planned on a large parcel of land north of the City of South Lyon.

City officials feel the growth and development of areas around the City of South Lyon such as Lyon Township and Green Oak Township in Livingston County greatly affects the traffic flow in the city.

EVALUATION OF ROAD COMMISSION SERVICES

The City of South Lyon reported Road Commission for Oakland County (RCOC) services have been good considering the limited financial resources. Officials indicated the need for the expansion of services in the following areas: paving of gravel roads, tree trimming and early right-of-way acquisition. The installation of guardrail is also needed on the north side of 11 Mile Road near Pontiac Trail and on Sweet Parkway near the trailer park.

Officials pointed to the excellent working relationship the City of South Lyon has with the RCOC; especially in situations where the city is willing to share project costs. The city suggested the RCOC continue this practice and encouraged the RCOC to inform other communities of this opportunity to leverage costs.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of South Lyon are:

1. Widen Pontiac Trail from 8 Mile Road to 11 Mile Road.
2. Widen 10 Mile Road from Dixboro Road to Martindale Road.
3. Improve the 9 Mile Road and Griswold Road intersection.
4. Develop a 10 Mile Road, 11 Mile Road and Martindale Road bypass.
5. Upgrade Milford Road near the I-96 interchange.

PARTNERSHIP OPPORTUNITIES

Officials expressed interest in coordinating efforts between the RCOC, Lyon Township, Washtenaw County, Green Oak Township and Livingston County to improve the traffic flow around the City of South Lyon.

**RCOC Service Operations
City of South Lyon Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	5	0
Guardrail Upgrade/Installation	5	1
Sign Maintenance	3	3
Sign Upgrade/Installation	3	3
Pavement Marking	5	5
Signal Maintenance/Optimization	5	5
Signal Modernization/Installation	5	5
Pothole Patching	2	3
Plant Mix Patching	2	3
Joint/Crack Filling	2	2
Base Repairs	3	3
Pave Gravel Shoulders	2	2
Recondition Gravel Shoulders	4	4
Maintain Drainage Systems	1	3
Cut/Spray Brush	1	2
Curb Sweeping	1	0
Tree Trimming	3	3
Snow/Ice Control-Main Roads	4	4
Clear Vision Mowing	1	0
Aesthetic Mowing	1	0
Total Effectiveness	58	51
Average Effectiveness	2.9	2.6

STRATEGIC PLANNING MEETING

CITY OF SOUTHFIELD

The Strategic Planning Meeting with the City of Southfield was held on December 9, 1998. Those in attendance were:

City of Southfield

Mr. Donald J. Gross	City Administrator
Mr. Thomas P. Vukonich	Director, Public Works
Mr. Paul Terrian	Assistant Director of Public Works, Development
Mr. Wayne Bonus	Chief Design Engineer
Mr. Bob Northrup	City Traffic Engineer

Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald M. Holmberg	Deputy Managing Director/County Highway Engineer
Mr. Craig B. Bryson	Public Information Officer
Mr. Brian L. Blaesing	Director, Planning & Development
Mr. James P. Schulz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Officials noted the American Center development discussed at the 1996 strategic planning meeting is now underway. The development includes a 140,000 square foot facility for the Panasonic Corporation, senior housing and various high tech developments. The Jonna Corporation is very interested in the possibility of a new interchange at I-696 and Franklin Road and the city indicated it would lobby to the Michigan Department of Transportation (MDOT) to get the new interchange built. The Category A grant for the relocation of Franklin Road has been submitted to the state. The Star Theatre Complex on 12 Mile Road is considering 10 additional screens to their existing facility and all the restaurants are scheduled to be open next year.

Local officials reported 400 condominiums are scheduled to be constructed on Evergreen Road and 500,000 square feet of office space and two hotels are being considered along Civic Center Drive. On the Don Scotus property a new 5,000-seat church has been constructed and possible future development of the church property includes a school, a civic center and increasing the seating capacity of the church. A golf academy/school is being proposed near the Ameritech property on Southfield Road. Walgreen's has submitted a plan for a pharmacy/retail store at 12 Mile Road and Southfield Road and a new shopping center, which replaced two old office buildings, on Greenfield Road and Mount Vernon is scheduled to open for business in the next two months. At 9 Mile Road and Southfield Road, IBM has sold a piece of property that may be developed into apartments and/or condominiums and new development is also being proposed near 8 Mile Road and Northland Drive.

The City of Southfield Municipal complex is presently undergoing renovation and possible expansion in the near future. A millage proposal for a new library at the northwest portion of the Civic Center site is to be presented to voters in March 1999. If the millage is approved, construction should begin within a year. The old library would then be converted to needed administrative offices. Officials reported plans are underway to add another slab of ice to the ice arena and the newly designed golf course is scheduled to open in spring 1999.

EVALUATION OF ROAD COMMISSION SERVICES

The City of Southfield stated Road Commission for Oakland County (RCOC) services have been very good. The city complemented the RCOC for their efforts in working with the City of Southfield on the signal timing and turn lane improvements to the intersection of 12 Mile Road and Telegraph Road. However, officials indicated better coordination is needed in the early planning stages of road improvements. The requests for cost sharing between the RCOC and the city have often come late in the project planning stages and result in delays in projects or cost overruns. City officials would like to see spot repair work expanded to include replacing curbs. Also, curb and gutter work should be coordinated better so the city does not have to go back and install curb and gutter to complete a project. The city also indicated the need for a ground level traffic signal on Southfield Road near the Home Depot.

Officials noted that although street sweeping complaints have been minimal, there is a need for expanded sweeping throughout the city. The mowing of grass along trunklines has been good but officials expressed a need for another mowing during the summer. At times when the grass becomes too long, the city has had their own crews mow the grass.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

NEAR TERM TRANSPORTATION PRIORITIES

The City of Southfield identified a list of prioritized near-term projects. This list includes projects that local officials would like to see completed in the next fiscal year:

1. Resurface 12 Mile Road from east of Telegraph Road to Evergreen Road.
2. Widen 12 Mile Road from Inkster Road to Northwestern Highway and involving the City of Southfield staff, Administration, Council and neighboring residents in the planning and design process, with emphasis on specific design features to insure the integrity of the neighborhood. (Refer to the City of Southfield's Director of Public Works letter dated October 30, 1996 for more specific details.)
3. Repair Lahser Road Intersection @ 9 Mile Road with concrete replacement.
4. Spot concrete repair along the 12 Mile Road Corridor, Greenfield Road Corridor, 10 Mile Corridor, and the Southfield Corridor. More specifically:
 - a) Southfield Road - numerous locations between Bonstelle (9 ½ Mile) and Lincoln Drive.
 - b) 12 Mile Road - numerous locations between Southfield Road and Greenfield Road.
 - c) 12 Mile Road at Pierce.
 - d) 12 Mile Road EB east of Southfield.

- e) SB Southfield Road, north of 12 Mile Road.
- f) Greenfield Road south of 13 Mile Road.
- g) Greenfield Road SB north of 11 Mile Road.
- h) 10 Mile Road WB at Berg Road.
- i) 10 Mile Road by Lawrence Tech.
- j) 10 Mile Road at Lois Lane north.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Southfield are:

1. Reconstruct Greenfield Road from 8 Mile Road to 9 Mile Road in a boulevard section.
2. Reconstruct Greenfield Road from 9 Mile Road to 10 Mile Road.
3. Repair/resurface the concrete pavement on Southfield Road from 10 Mile Road to Lincoln, including curb and gutter.
4. Repair/resurface the concrete pavement on Southfield Road from Bonstelle to 10 Mile Road including curb and gutter.
5. Repair the concrete pavement on 12 Mile Road between Southfield Road and Greenfield Road.
6. Widen Lahser Road from 10 Mile Road to Civic Center Drive to 5 lanes with curbs.
7. Repair Southfield Road from 12 Mile Road to 13 Mile Road.
8. Construct curbing on Southfield Road from 12 Mile Road to 13 Mile Road.
9. Widen Southfield Road from 10 Mile Road to Lincoln Drive.
10. Widen Lahser Road from 8 1/2 Mile Road to 9 Mile Road.
11. Widen Lahser Road from 9 Mile Road to Evans Branch.
12. Widen 10 Mile Road from Inkster Road to Telegraph Road.
13. Widen Lahser Road from 12 Mile Road to 13 Mile Road.

PARTNERSHIP OPPORTUNITIES

The City of Southfield expressed interest in coordinating concrete patch repair and cost sharing opportunities with the RCOC. Officials also would like to work with the RCOC to try to get MDOT to assume jurisdiction of Southfield Road, from M-10 to I-696, as a state trunkline connecting two nearby freeways.

**RCOC Service Operations
City of Southfield Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

City of Southfield		
	1996-1997	1998-1999
Service	Effectiveness Score	Effectiveness Score
Guardrail Maintenance	4	4
Guardrail Upgrade/Installation	2	2
Sign Maintenance	2	2
Sign Upgrade/Installation	2	2
Pavement Marking	4	4
Signal Maintenance/Optimization	3	3
Signal Modernization/Installation	2	2
Pothole Patching	3	3
Plant Mix Patching	2	2
Joint/Crack Filling	2	2
Base Repairs	1	1
Grade Gravel Shoulders	2	2
Pave Gravel Shoulders	0	2
Recondition Gravel Shoulders	3	3
Maintain Drainage Systems	2	2
Curb Sweeping	2	2
Cut/Spray Brush	0	0
Snow/Ice Control-Main Roads	3	2
Clean/Reshape Ditch	3	3
Clear Vision Mowing	3	3
Aesthetic Mowing	3	2
Bridge Painting/Maintenance	0	3
Erosion Control	3	3
Landscaping	0	0
Litter Pick-Up	1	1
Total Effectiveness	52	55
Average Effectiveness	2.1	2.2

STRATEGIC PLANNING MEETING

CITY OF SYLVAN LAKE

The Strategic Planning Meeting with the City of Sylvan Lake was held on January 20, 1999. Those in attendance were:

City of Sylvan Lake

John Martin Manager

Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald M. Holmberg	Deputy Managing Director/County Highway Engineer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

The City of Sylvan Lake has very little available land suitable for development. The 10-acre Whitfield School site is still vacant, however the site may be redeveloped into a new school. The city has expressed interest in purchasing the property, however the site is not for sale. Approximately 5 acres of land backs up to the Whitfield School site, which is also vacant, but development potential is unknown at this time.

Officials indicated the 20,000 square foot shopping center has been completed on the vacant Rogers Nursery site south of Orchard Lake Road and west of the railroad tracks. The city noted traffic from the shopping center has had little impact on Orchard Lake Road. A possible pathway project has been discussed along the abandoned railroad tracks in the city. Approximately 6.5 acres of land exists in the city, which would need to be purchased for the pathway project to occur. The city indicated the land is very expensive and if the pathway project would to move forward it would not be complete for about three to four years.

EVALUATION OF ROAD COMMISSION SERVICES

The City of Sylvan Lake is very satisfied with Road Commission for Oakland County (RCOC) services. The city stated it is particularly pleased with snow removal and ice control. However, the cleaning of catch basins and landscaping along county roads could improve. The city complimented the RCOC on the reconstruction of Orchard Lake Road.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic planning transportation priorities of the city are as follows:

1. Widen Orchard Lake Road to five lanes from Keego Harbor to Pontiac Lake.
2. Install SCATS on Orchard Lake Road through to Keego Harbor.

PARTNERSHIP OPPORTUNITIES

The City of Sylvan Lake expressed interest in working with the RCOC and the City of Keego Harbor in applying for an Enhancement grant to improve landscaping.

**RCOC Service Operations
City of Sylvan Lake Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

City of Sylvan Lake		
	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Sign Maintenance	4	4
Sign Upgrade/Installation	4	4
Signal Maintenance/Optimization	3	3
Signal Modernization/Installation	3	4
Maintain Drainage Systems	3	2
Curb Sweeping	2	2
Snow/Ice Control-Main Roads	4	4
Clean/Reshape Ditch	2	2
Litter Pick-Up	3	4
Total Effectiveness	25	25
Average Effectiveness	2.8	2.8

STRATEGIC PLANNING MEETING

CITY OF TROY

The Strategic Planning Meeting with the City of Troy was held on February 22, 1999.
Those in attendance were:

City of Troy

Ms. Jeanne M. Stine	Mayor
Mr. Anthony N. Pallota	Council Member
Mr. Henry W. Allemon	Council Member
Mr. Eldon J. Thompson	Council Member
Mr. Matt Pryor	Council Member
Ms. Louise E. Schilling	Council Member
Mr. John R. Stevens	Council Member
Mr. James Bacon	City Manager
Mr. John Martin	City Attorney
Mr. Neall Schroeder	City Engineer
Mr. John Abraham	Engineering Department
Mr. John Szerlag	Assistant City Manager - Services
Mr. John M. Lamerato	Assistant City Manager - Finance
Ms. Robin Beltramini	Planning Commission

Oakland County Board of Commissioners

Mr. Dan Devine Jr.	Commissioner - District #14
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Michigan State Legislature

Mr. John Pappageorge	State Representative - District #41
Mr. Robert Gosselin	State Representative - District #42

Other

Ms. Linda Stepard	Reporter, Troy Times
Mr. Richard Hughes	Citizen, Troy
Mr. Victor Lenivor	Citizen, Troy
Mr. Tom Kaszubski	Citizen, Troy

Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. Brian L. Blaesing	Director, Planning & Development
Mr. Craig B. Bryson	Public Information Officer
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

City officials indicated growth and development in the City of Troy have continued at an accelerated pace the last two years. In the last year, nearly \$210 million of building activity has occurred. Most of the new development has been commercial and retail activity rather than residential. The city stated that on Crooks Road and Long Lake Road two six-story office towers are scheduled to begin construction in the next year. A 160,000 square foot office building near Big Beaver Road is presently under construction and a 14-story office building is also being constructed. Officials reported significant development activity is occurring in the Northfield area.

The City of Troy noted along the Maple Road corridor, significant re-development of existing structures has been occurring. Approximately 77 acres along the Maple Road corridor are presently being redeveloped into light manufacturing and the Hilton site may be sold soon for future office space. Officials stated that if the Big Beaver Airport property is developed an extension of Bellingham to the south would be a possibility. Over the next two years, officials feel much of the development in the City of Troy will be centered along Maple Road and Big Beaver Road. The city indicated an \$11 million bond proposal for local road improvements will soon be put on the ballot for voter consideration

EVALUATION OF ROAD COMMISSION SERVICES

Officials indicated overall Road Commission for Oakland County (RCOC) services have been good. The city expressed concern regarding the timeliness of street sweeping and the need for increased concrete slab replacement. Local officials noted the SCATS signal timing system at Big Beaver Road and Livernois Road periodically does not allow enough green time for traffic on Livernois Road to flow.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Troy are:

1. Construct an interchange at I-75 and Long Lake Road.
2. Reconstruct the interchange at I-75 and Crooks Road.
3. Widen I-75 to 10 lanes from 14 Mile Road to Adams Road.
4. Construct an interchange at I-75 and Square Lake Road.
5. Widen Long Lake Road to 5 lanes from Falmouth to Carnaby.
6. Widen Big Beaver Road to a 6-lane boulevard from I-75 to Frankton.
7. Widen Big Beaver Road to 5 lanes from Adams Road to west of Coolidge.
8. Widen Crooks Road from Homestead to South Boulevard.
9. Widen Long Lake Road, including the bridge, from Carnaby to Dequindre Road.
10. Widen Maple Road to 5 lanes from Coolidge to the west city limits.
11. Widen Dequindre Road to 5 lanes from Big Beaver Road to South Boulevard.
12. Widen Big Beaver Road to a 6-lane boulevard from Frankton to Dequindre Road.
13. Widen Livernois Road to 5 lanes from Wattles to South Boulevard.

14. Widen Livernois Road to a 6-lane boulevard from I-75 to Town Center Drive.
15. Widen Long Lake Road from Adams Road to east of Coolidge.
16. Widen John R Road to 5 lanes from Long Lake Road to South Boulevard.
17. Widen Adams Road to 5 lanes from Big Beaver to South Boulevard.
18. Widen South Boulevard to 5 lanes from Adams Road to Dequindre Road.
19. Widen Rochester Road to a 6-lane boulevard from I-75 to Torpey.
20. Resurface Wattles Road from Crooks Road to Dequindre Road.
21. Resurface and widen Stephenson Hwy. from 14 Mile Road to I-75.
22. Improve the Square Lake Road and Livernois Road intersection.
23. Resurface Square Lake Road from Elmoor to Niles.
24. Realign the Coolidge Hwy. and Wattles Road intersection.
25. Resurface Coolidge Hwy. from Lexington to Wattles Road.
26. Resurface Coolidge Hwy. from Long Lake Road to Square Lake Road.
27. Resurface Minnesota from 14 Mile Road to 2,500' north.
28. Resurface Coolidge Hwy. from Derby to Golfview.
29. Resurface Rochester Road from Maple Road to Stephenson Hwy.
30. Resurface Rankin from Rochester Road to Stephenson Hwy.
31. Resurface Austin from Maple Road to Larchwood.
32. Resurface Souter from Rankin to Maple Road.
33. Resurface Elliot from Minnesota to west of Robbins.
34. Resurface Larchwood from Austin to John R Road.
35. Resurface Beach from Square Lake Road to South Boulevard.
36. Resurface Town Center Drive from the City Hall to Livernois Road.
37. Widen the Wattles Road/Rochester Road intersection to 5 lanes.
38. Widen Rochester Road to a 6-lane boulevard from Torpey to north of Wattles Road.
39. Widen Rochester Road to a 6-lane boulevard from north of Wattles Road to South Boulevard.
40. Construct an eastbound merge lane from the northbound I-75 exit ramp.

PARTNERSHIP OPPORTUNITIES

Officials expressed interest in working with RCOC officials to ensure Oakland County receives its fair share of state and federal road improvement funds.

**RCOC Service Operations
City of Troy Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	4	3
Guardrail Upgrade/Installation	3	3
Sign Maintenance	3	1
Sign Upgrade/Installation	4	1
Pavement Marking	3	3
Signal Maintenance/Optimization	4	4
Signal Modernization/Installation	3	4
Pothole Patching	3	3
Plant Mix Patching	2	1
Joint/Crack Filling	3	3
Grade Gravel Shoulders	3	5
Recondition Gravel Shoulders	4	4
Maintain Drainage Systems	2	1
Curb Sweeping	1	0
Snow/Ice Control-Main Roads	3	4
Clean/Reshape Ditch	2	2
Bridge Painting/Maintenance	0	2
Litter Pick-Up	2	0
Total Effectiveness	49	44
Average Effectiveness	2.7	2.3

STRATEGIC PLANNING MEETING

CITY OF WALLED LAKE

The Strategic Planning Meeting with the City of Walled Lake was held on December 15, 1998. Those in attendance were:

City of Walled Lake

Mr. William T. Roberts	Mayor
Ms. Dianne Cartter	Council Member
Mr. James D. Clifton	Council Member
Ms. Heather Hill	Council Member
Mr. William Burke	Council Member
Ms. Linda Ackley	Council Member
Mr. Philip S. Vawter	City Manager
Ms. Maryanne Cornelius	City Clerk
Mr. Loyd Cureton	Director, Public Works

Michigan State Legislature

Ms. Nancy C. Cassis	State Representative - District #38
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Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Officials stated growth and development in the City of Walled Lake has been limited to redevelopment of existing structures since the city is nearly built out. Redevelopment is occurring along Pontiac Trail and Maple Road and along the lakefront. There are some areas of multi-family residences being developed throughout the city. Local officials explained since the City of Walled Lake is essentially a pass-through community for traffic, there is concern regarding growth in communities surrounding the city. Rapid growth of communities such as the City of Wixom and the City of Novi greatly affect the traffic flow in the City of Walled Lake.

EVALUATION OF ROAD COMMISSION SERVICES

The City of Walled Lake indicated Road Commission for Oakland County (RCOC) overall services have been excellent. Staff at the Milford District Garage has been particularly responsive especially in the areas of traffic signal repair and winter maintenance activities.

Officials remarked over the last few years the RCOC has been much more visible and road surface conditions have greatly improved. The Bi-annual Strategic Planning meetings as well as the quarterly district meetings were noted as an excellent way to keep communication between the RCOC and its communities at a high level.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Walled Lake are:

1. Extend West Maple Road from Pontiac Trail west to Ladd Road.
2. Provide a pedestrian actuated signal on Pontiac Trail west of West Road for the senior citizen complex.
3. Widen West Maple Road to five lanes from Pontiac Trail to the east city limits.
4. Make improvements to the intersection of Maple Road and Decker Road.

**RCOC Service Operations
City of Walled Lake Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	4	4
Guardrail Upgrade/Installation	4	5
Sign Maintenance	4	4
Sign Upgrade/Installation	4	4
Pavement Marking	4	4
Signal Maintenance/Optimization	4	5
Signal Modernization/Installation	4	5
Pothole Patching	3	4
Joint/Crack Filling	3	3
Grade Gravel Shoulders	3	3
Maintain Drainage Systems	3	4
Curb Sweeping	3	3
Tree Trimming	3	4
Snow/Ice Control-Main Roads	4	5
Clean/Reshape Ditch	3	3
Bridge Painting/Maintenance	2	3
Erosion Control	4	4
Total Effectiveness	59	67
Average Effectiveness	3.5	3.9

STRATEGIC PLANNING MEETING

CITY OF WIXOM

The Strategic Planning Meeting with the City of Wixom was held on January 19, 1999. Those in attendance were:

City of Wixom

Mr. Michael McDonald	Mayor
Mr. John Momberg	Council Member
Ms. Suzanne McFadden	Council Member
Mr. J. Michael Dornan	City Manager
Mr. Frank Sheridan	Assistant City Manager
Ms. June Buck	City Clerk
Mr. Benny McCusker	Director, Dept. of Public Works
Mr. Gregory S. McCaffery	Director, Dept. of Public Services
Mr. Jon Booth	Hubbell, Roth and Clark, Inc.

Oakland County Board of Commissioners

Ms. Nancy Dingleday	Commissioner - District #11
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Michigan State Legislature

Ms. Nancy Cassis	Representative - District #38
Ms. Barbara Clancy	Senator Willis Bullard Staff Representative

Road Commission for Oakland County

Mr. Richard G. Skarritt	Road Commissioner
Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Officials stated that growth and development in the City of Wixom has continued at a rapid pace since the last strategic planning meeting in 1997. The driving factor behind much of the growth is the installation of 20 miles of water mains throughout the city, which will be connected to the City of Detroit Water System (DWS). The installation of the water main is concentrated along Wixom Road, Pontiac Trail, 12 Mile Road and West Road. The city hopes to be connected to the DWS in the next 12 to 18 months. Officials stated many of the city's road construction and special millage improvements are being coordinated with the water main installation.

The City of Wixom reported approximately eleven industrial parks are presently under construction throughout the city totaling 360 acres. Officials indicated residential growth is significant, but not on the same level as industrial development. Residential housing starts have numbered 100 to 150 units per year, however within the next two to three years a total of 800 units are expected to be constructed in the city. Once the water main installation is complete in the city, accelerated residential growth is anticipated.

Local officials noted that the city is in the process of building a "Village Environment" downtown area which will be heavily influenced by the new urbanism concept for road design. On the north side of Pontiac Trail approximately 150 to 160 acres of land will be developed into 500 housing units and a 200,000 square foot retail/commercial facility over the next five to seven years. The downtown area will include townhouses, office buildings and retail development totaling nearly \$80 million. The city also plans to facilitate the reconstruction of both Pontiac Trail and Wixom Road to boulevard's in the near future.

EVALUATION OF ROAD COMMISSION SERVICES

The City of Wixom indicated that overall Road Commission for Oakland County (RCOC) services have been very good. Officials stated an excellent working relationship exists with the Duck Lake Garage and responses to maintenance requests are handled in a very timely manner. However, the city noted street sweeping and ditch maintenance activities need to improve. The freeway off-ramps are not swept often enough and debris quickly accumulates near traffic signals at the end of many freeway exits. Along Wixom Road, ditch cleaning needs to be performed more frequently. Local officials stated that city maintenance crews often plow and salt some of the connector roads in the Wixom area for the RCOC and would like to be reimbursed for these services. The city also indicated that left turn arrows are needed at the Beck Road and Pontiac Trail intersection and the Maple Road and Beck Road intersection.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the City of Wixom are:

1. Realign South Wixom Road Bypass to eliminate dual turn movements and add a fifth lane from Pontiac Trail to West Road.
2. Construct Wixom Road underpass at CSXRR.
3. Improve the intersection of Wixom Road @ Grand River Avenue.
4. Improve the intersection of Napier Road @ Grand River Avenue.
5. Improve the intersection of Wixom Road @ West Road.
6. Widen Beck Road from 2 to 5 lanes from I-96 to West Road (includes overpass at CSXRR).
7. Construct Landrow Road extension from West Maple Road to Pontiac Trail.
6. Reconstruct Grand River Avenue from Napier Road to 12 Mile Road.
7. Install passing, flaring and deceleration lanes on Pontiac Trail from Wixom Road to Beck Road.

8. Construct a boulevard on Pontiac Trail at City Hall and North Wixom Road south of Maple Road.
9. Widen West Road from 2 to 3 lanes from Wixom Road to Beck Road.
10. Reconstruct the I-96/Beck Road interchange.
11. Reconstruct the I-96/Wixom Road interchange.

PARTNERSHIP OPPORTUNITIES

Officials expressed interest in working closely with RCOC in addressing numerous transportation needs of the City of Wixom. The city stated a meeting should be held with the RCOC, the City of Wixom, the Village of Milford, the City of Walled Lake, the City of Novi and Lyon Township to discuss the Pontiac Trail Corridor and the Grand River Corridor. Local officials also indicated a meeting should be held to discuss the Wixom Road Bypass with RCOC, the City of Wixom, Highland Township, Commerce Township, the City of Walled Lake, the Village of Milford, Lyon Township, White Lake Township and the City of Novi.

**RCOC Service Operations
City of Wixom Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
Service	Effectiveness Score	Effectiveness Score
Guardrail Maintenance	3	3
Guardrail Upgrade/Installation	3	2
Sign Maintenance	3	3
Sign Upgrade/Installation	3	4
Pavement Marking	3	4
Signal Maintenance/Optimization	3	4
Signal Modernization/Installation	3	4
Pothole Patching	2	3
Plant Mix Patching	2	1
Joint/Crack Filling	2	1
Base Repairs	2	3
Grade Gravel Surface	3	4
Patch Gravel Surface	2	4
Grade Gravel Shoulders	2	3
Pave Gravel Shoulders	1	1
Recondition Gravel Shoulders	2	3
Maintain Drainage Systems	2	2
Curb Sweeping	2	1
Cut/Spray Brush	3	2
Tree Trimming	2	3
Snow/Ice Control-Main Roads	3	3
Clean/Reshape Ditch	2	0
Clear Vision Mowing	3	3
Aesthetic Mowing	3	3
Bridge Painting/Maintenance	2	2
Erosion Control	3	2
Landscaping	2	2
Litter Pick-Up	2	2
Total Effectiveness	68	72
Average Effectiveness	2.3	2.5

APPENDIX A – 2

VILLAGE SUMMARIES

Beverly Hills

Bingham Farms

Franklin

Holly

Lake Orion

Milford

Ortonville

Oxford

Wolverine Lake

STRATEGIC PLANNING MEETING

VILLAGE OF BEVERLY HILLS

The Strategic Planning Meeting with the Village of Beverly Hills was held on March 3, 1999. Those in attendance were:

Village of Beverly Hills

Ms. Tamara Hanlin	Village Manager
Mr. Stan Pasioka	Manager Assistant
Mr. Andrew Craig	Councilperson
Mr. Hildreth Buterbaugh	Councilperson
Mr. Renzo Spallasso	Director, Public Services

Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. Thomas G. Noechel	Transportation Planner

Other

Mr. William Roberts	Beverly Hills Grill
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PERSPECTIVE ON GROWTH AND DEVELOPMENT

Officials indicated growth and development in the Village of Beverly Hills has slowed since the village is reaching capacity. On Lahser Road, south of 13 Mile Road, construction on the 20-unit residential development mentioned at the last strategic planning meeting, is nearing completion. The village noted on Greenfield Road north of 13 Mile Road an 18-unit residential development unit is currently under construction. Local officials also reported a service entrance for school buses is being considered by the Birmingham School District for the elementary school on Greenfield Road near 13 Mile Road.

The Village of Beverly Hills stated the bridge on 13 Mile Road over the Rouge River (between Evergreen Road and Lahser Road) will be replaced. The project will be let for bid in April 1999 and construction is scheduled to be completed by fall 1999.

EVALUATION OF ROAD COMMISSION SERVICES

Officials indicated Road Commission for Oakland County (RCOC) overall services have been very good. Although winter maintenance activities have improved over the last few years, the village feels that snow and ice removal efforts need to be completed in a more timely manner. Local officials would also like to see street sweeping services expanded, particularly on Southfield Road. The village expressed the immediate need to resurface Southfield Road from 13 Mile Road to 14 Mile Road since the condition of the roadway is in terrible shape and deteriorating rapidly.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the Village of Beverly Hills are:

1. Resurface Southfield Road from 13 Mile Road to 14 Mile Road with priority from Beverly to 13 Mile Road.
2. Improve the Lahser Road/14 Mile Road intersection.
3. Widen and resurface 14 Mile Road from Southfield Road to Greenfield Road.
4. Add a passing lane on Lahser Road near Riverview.
5. Construct a boulevard on Southfield Road from 13 Mile Road to 14 Mile Road.

PARTNERSHIP OPPORTUNITIES

The Village of Beverly Hills expressed interest in working with the RCOC in constructing a boulevard on Southfield Road from 13 Mile Road and 14 Mile Road consistent with the village master plan.

**RCOC Service Operations
Village of Beverly Hills Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	4	4
Guardrail Upgrade/Installation	4	4
Sign Maintenance	3	3
Sign Upgrade/Installation	3	3
Pavement Marking	3	2
Signal Maintenance/Optimization	3	4
Signal Modernization/Installation	3	4
Pothole Patching	3	2
Plant Mix Patching	3	2
Joint/Crack Filling	1	1
Pave Gravel Shoulders	3	4
Recondition Gravel Shoulders	2	3
Maintain Drainage Systems	3	4
Curb Sweeping	2	2
Cut/Spray Brush	2	2
Tree Trimming	2	2
Snow/Ice Control-Main Roads	2	1
Clean/Reshape Ditch	3	3
Clear Vision Mowing	3	3
Aesthetic Mowing	1	1
Erosion Control	1	2
Landscaping	1	1
Litter Pick-Up	1	1
Total Effectiveness	56	58
Average Effectiveness	2.4	2.5

STRATEGIC PLANNING MEETING

VILLAGE OF BINGHAM FARMS

The Strategic Planning Meeting with the Village of Bingham Farms was held on March 2, 1999. Those in attendance were:

Village of Bingham Farms

Ms. MaryJane Bauer	Village President
Ms. Kathryn Hagaman	Village Clerk
Mr. Robert Zimmerman	Village Trustee and Road Administrator

Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Officials indicated that very little vacant land is available in the Village of Bingham Farms for development. The village mentioned that three parcels of land on 13 Mile Road east of Telegraph are being redeveloped. On one parcel a 56-bed assisted living facility is presently being constructed under federal court order and a 40,000 square foot office building is being proposed on the remaining two parcels of land. Village officials are concerned regarding the traffic impact these facilities will cause particularly the issue of ingress/egress along 13 Mile Road. A passing lane will be installed on the northside of 13 Mile Road as part of the development. The village is reluctant to agree to a traffic signal at the intersection of 13 Mile Road and Bingham Road since the signal may encourage traffic to utilize Bingham Road as a north/south route from 14 Mile Road to 13 Mile Road.

EVALUATION OF ROAD COMMISSION SERVICES

Village officials indicated that overall services provided by the Road Commission for Oakland County (RCOC) are very good. However, during the last major snow storm, 13 Mile Road west of the Village of Beverly Hills was not plowed and salted in a timely manner. Also, the RCOC did not completely clear the snow in the crossovers along Telegraph Road until several weeks after the storm had ended. Officials stated that the shoulders near the intersections of 14 Mile Road and Bingham Lane and 14 Mile Road and Bingham Road need to be improved. The village indicated water often ponds at these locations due to the road being lower than the shoulders.

Local officials stated that the timing of the traffic signals along Telegraph Road need to be better interconnected during peak hours. The village has encouraged the Michigan Department of Transportation to complete a study of Telegraph Road and generate alternatives, other than widening, to address traffic congestion.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the Village of Bingham Farms are:

1. Improve the sight distance for traffic on 13 Mile Road and Bingham Lane.
2. Install an advanced warning sign for the lane drop on northbound Telegraph Road north of 13 Mile Road.
3. Create an eastbound passing lane on 13 Mile Road at Bingham Road.

PARTNERSHIP OPPORTUNITIES

The Village of Bingham Farms expressed interest in working with the RCOC to reconstruct the intersection of 13 Mile Road and Bingham Road.

**RCOC Service Operations
 Village of Bingham Farms Survey Results
 Measure of Effectiveness
 (0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	3	3
Guardrail Upgrade/Installation	4	3
Sign Maintenance	3	4
Sign Upgrade/Installation	3	4
Pavement Marking	3	2
Pothole Patching	5	4
Joint/Crack Filling	5	4
Base Repairs	4	5
Grade Gravel Shoulders	4	4
Recondition Gravel Shoulders	4	4
Maintain Drainage Systems	4	4
Cut/Spray Brush	3	4
Snow/Ice Control-Main Roads	4	2
Clean/Reshape Ditch	4	4
Bridge Painting/Maintenance	3	4
Total Effectiveness	56	55
Average Effectiveness	3.7	3.7

STRATEGIC PLANNING MEETING

VILLAGE OF FRANKLIN

The Strategic Planning Meeting with the Village of Franklin was held on January 6, 1999. Those in attendance were:

Village of Franklin

Ms. Jane Bais-DiSessa	Village Administrator
Mr. James Pikulas	Council President
Mr. Joseph C. Brozic	Treasurer

Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Officials indicated little vacant land is available, however some residential growth is occurring throughout the village. Approximately half of the 28 residences mentioned at the 1996 Strategic Planning meeting have been constructed. On 13 Mile Road and Telegraph Road nearly 21 residences have been completed and nearly 20 acres of land in the village might be sold and developed in the near future. The village noted very little re-development is occurring to existing residential structures.

The Village of Franklin reported that the Star Theatre complex located on 12 Mile Road and Telegraph Road has had little affect on the traffic along Franklin Road. Congestion is evident on Franklin Road primarily during P.M. peak hour but very little of the congestion is generated from the Star Theatre.

Local officials explained the village might ask voters to approve a millage to address unmet road needs. The most recent bond issue for road improvements has expired and the village would like to have a permanent 10-year millage in place for construction. If the millage is approved the Village of Franklin is considering improvements to Franklin Road from 13 Mile Road to 14 Mile Road, drainage improvements along local roads and improving the surface condition of local roads.

EVALUATION OF ROAD COMMISSION SERVICES

The Village of Franklin has been very satisfied with overall services provided by the Road Commission for Oakland County (RCOC). The village would like to see expanded service provided in the areas of tree trimming and drainage improvements. Officials noted along 13 Mile Road and 14 Mile Road a number of dead or diseased trees need to be removed. Local officials also indicated the drainage ditches on Franklin Road near 14 Mile Road and near the cider mill have accumulated debris and need to be cleaned out.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the Village of Franklin are:

1. Restrict any further paving of 14 Mile Road in the Village of Franklin.
2. Improve the sight distance at the intersection of 13 Mile Road and Franklin Road. Include a right turn lane on the east approach and improve the drainage on the north approach of Franklin Road.
3. Improve the surface condition of 14 Mile Road between Franklin Road and Inkster Road.
4. Provide adequate drainage on the south side of 14 Mile west of Franklin Court and west of Colony Hill.

PARTNERSHIP OPPORTUNITIES

The Village of Franklin expressed interest in working with the RCOC in preparing various grant applications for road improvements in the village.

**RCOC Service Operations
 Village of Franklin Survey Results
 Measure of Effectiveness
 (0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Sign Maintenance	4	4
Sign Upgrade/Installation	5	4
Pavement Marking	2	3
Signal Maintenance/Optimization	4	4
Signal Modernization/Installation	4	3
Pothole Patching	4	4
Plant Mix Patching	3	4
Joint/Crack Filling	1	3
Base Repairs	5	4
Maintain Drainage Systems	0	1
Curb Sweeping	1	1
Total Effectiveness	33	35
Average Effectiveness	3.0	3.2

STRATEGIC PLANNING MEETING

VILLAGE OF HOLLY

The Strategic Planning Meeting with the Village of Holly was held on February 17, 1999. Those in attendance were:

Village of Holly

Mr. Mark Abeles-Allison	Village Manager
Mr. Greg Hansmeier	Chief of Police
Mr. Ken Poff	DPW Supervisor

Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald M. Holmberg	Deputy Managing Director/County Highway Engineer
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Growth and development in the Village of Holly is continuing at a steady pace since the last strategic planning meeting in 1996. The village indicated a 171-unit residential development south of Quick Road near North Holly Road has been completed. A 100-unit Planned Unit Development is being considered on the east side of North Holly Road and similar sized developments are being considered along Morrison Road on the west edge of the village. Officials noted a 600-unit manufactured home park is under construction just outside of the village's eastern border between the village and the new high school. The village has recently learned that the old Seventh Day Adventist Academy property may open as a Charter School in the fall of 1999. The school would be located on the western edge of the Village of Holly.

A new Arbor Drugs was constructed over the past year along Grange Hall Road just north of Saginaw Street and a Rite Aid is proposed at the northwest corner of Saginaw Street and Grange Hall Road. A recent traffic study showed that the Grange Hall Road and Saginaw Street intersection is operating at 122% of capacity. At times traffic backs up for nearly a mile with current Level of Service ratings at level F. Recent studies have shown that the installation of right turn lanes on both roads would help ease the problem, however both roads will need additional travel lanes constructed to accommodate the traffic.

The village stated a \$47 million bond issue, covering the village and 6 surrounding townships, was passed in the summer of 1996. In the Village of Holly, the bond issue was used to fund the present construction of the new high school on East Holly Road. The high school is scheduled to open for classes in September 1999. Officials indicated the need for a north/south connector from Maple Street to Quick Road. The village feels an additional north/south route would help alleviate traffic congestion caused by the two railroad tracks extending through the village. Officials feel the second north/south route and improvements to North Holly Road are essential for continued growth and safety in the Village of Holly.

EVALUATION OF ROAD COMMISSION SERVICES

The Village of Holly is extremely satisfied with Road Commission for Oakland County (RCOC) overall services. The village Department of Public Works has an excellent relationship with staff at the Davisburg Garage and requests for emergency services are handled in a very timely manner. Officials stated additional after-hours dispatchers are needed, particularly during large storms, to handle the large volumes of requests from communities for RCOC services.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the Village of Holly are:

1. Widen and resurface North Holly Road from Grange Hall Road to the north village limits.
2. Widen the intersection of North Holly Road and Grange Hall Road.
3. Construct a north/south connector road from Maple Street to Quick Road.

PARTNERSHIP OPPORTUNITIES

Officials expressed interest in sweeping county primary roads near the village under contract with the RCOC.

**RCOC Service Operations
Village of Holly Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	3	4
Guardrail Upgrade/Installation	1	3
Sign Maintenance	3	4
Sign Upgrade/Installation	2	3
Pavement Marking	4	4
Signal Maintenance/Optimization	3	4
Signal Modernization/Installation	2	3
Pothole Patching	4	4
Plant Mix Patching	3	4
Joint/Crack Filling	3	3
Base Repairs	2	4
Grade Gravel Surface	3	3
Patch Gravel Surface	3	4
Grade Gravel Shoulders	3	3
Pave Gravel Shoulders	3	4
Recondition Gravel Shoulders	3	3
Maintain Drainage Systems	3	4
Curb Sweeping	4	4
Cut/Spray Brush	3	4
Tree Trimming	3	3
Snow/Ice Control-Main Roads	3	4
Clean/Reshape Ditch	2	3
Clear Vision Mowing	2	2
Aesthetic Mowing	1	4
Dust Control	4	4
Erosion Control	2	3
Landscaping	2	4
Litter Pick-Up	4	3
Total Effectiveness	78	99
Average Effectiveness	2.8	3.5

STRATEGIC PLANNING MEETING

VILLAGE OF LAKE ORION

The Strategic Planning Meeting with the Village of Lake Orion was held on March 4, 1999. Those in attendance were:

Village of Lake Orion

Ms. Melanie Purcell
Mr. Roy Mickens

Village Manager
Department of Public Works

Road Commission for Oakland County

Mr. Brent O. Bair
Mr. Gerald Holmberg
Mr. Thomas G. Noechel

Managing Director
Deputy Managing Director, County Highway Engineer
Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

The Village of Lake Orion reported continued steady residential growth since the last strategic planning meeting in 1996. Officials stated the 19-unit single family condominium complex proposed on M-24 south of Atwater Street has been expanded to 25 units. The village also indicated a 130-unit subdivision and a 60,000 square foot commercial complex located on M-24 and Elizabeth Street is presently under construction. A 20-unit Planned Unit Development is also being considered near M-24 and Commerce Court. Local officials noted the village is feeling the pressure from the accelerated growth occurring in Oakland County.

The Village, the Michigan Department of Transportation and Orion Township have been discussing development at M-24 and Indianwood Road and its impact on traffic flow. The village is concerned about providing public safety services to the area since traffic along M-24 is often backed up and there is very little shoulder area that can be used for emergency vehicles. Officials indicated the ordinance prohibiting trucks with more than five axles from traveling on Flint Street and Atwater Street has been expanded to include Broadway Street, Elizabeth Street and Washington Street. The village also stated that a four-way traffic signal is needed at the intersection of M-24 and Elizabeth Street.

EVALUATION OF ROAD COMMISSION SERVICES

The Village of Lake Orion indicated Road Commission for Oakland County (RCOC) overall services have been excellent. Village officials stated that street sweeping along M-24 needs to be provided more than four times a year. The village noted the pedestrian signal on Broadway Street and Flint Street is old and needs to be replaced. Local officials explained the village council has raised concerns regarding the signal time allowed for pedestrians to cross M-24 at Flint Street.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the Village of Lake Orion are:

1. Improve the M-24 corridor through the Village of Lake Orion, including the Flint Street and Elizabeth Street intersections.

**RCOC Service Operations
 Village of Lake Orion Survey Results
 Measure of Effectiveness
 (0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Sign Maintenance	3	4
Pavement Marking	3	3
Signal Maintenance/Optimization	1	3
Signal Modernization/Installation	1	4
Pothole Patching	4	3
Joint/Crack Filling	2	1
Curb Sweeping	1	2
Cut/Spray Brush	1	3
Snow/Ice Control-Main Roads	4	4
Aesthetic Mowing	1	3
Total Effectiveness	21	30
Average Effectiveness	2.1	3.0

STRATEGIC PLANNING MEETING

VILLAGE OF MILFORD

The Strategic Planning Meeting with the Village of Milford was held on January 27, 1999. Those in attendance were:

Village of Milford

Mr. Arthur Shufflebarger	Village Manger
Ms. Leslie Kettren	Council Member
Mr. Fred Morin	Director, Public Services

Michigan State Legislature

Ms. Barbara Clancy	Sen. Willis Bullard Staff Representative
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Road Commission for Oakland County

Mr. Richard G. Skarritt	Road Commissioner
Mr. Brent O. Bair	Managing Director
Mr. Gerald M. Holmberg	Deputy Managing Director, County Highway Engineer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

The Village of Milford indicated growth is steady throughout the village except for the southeast corner, which is slow due to lack of access to utilities. Officials indicated a mixed commercial and residential is proposed for Milford Road at Whitlow Road, and a new shopping center is proposed for the southeast corner of Milford at General Motors Road anchored by Vee-Gees, a Spartan Store affiliate. The center will include commercial space for small shops and restaurants. Village officials explained the proposed Mill Pond residential project might begin construction soon west of the downtown area. Downtown development continues to be strong and a corridor study has been initiated for North Milford Road to preserve the character of the village and promote a more pedestrian friendly environment.

Officials stated a Tax Increment Finance Authority (TIFA) district was formed last year with the same boundaries of the existing Downtown Development Authority (DDA). Approximately \$3 million raised through the TIFA district, and possibly some developer contributions, will be used for Milford Road and various other road improvements. In March 1999, the village will propose a 3.5 mill increase to the voters that would generate nearly \$3.1 million in revenue for resurfacing of local roads over five years. If the proposal is approved, the village hopes to have all local roads resurfaced over the next five to six years.

EVALUATION OF ROAD COMMISSION SERVICES

The Village of Milford stated overall services provided by the Road Commission for Oakland County (RCOC) are very good. Staff from the Duck Lake Road Garage meets with village staff on a consistent basis, but more frequent meetings would help to improve overall communication. Snow and ice removal efforts performed by the RCOC, surrounding the village limits, have been excellent.

Officials expressed the paving of Duck Lake Road from Commerce Road to Cooley Lake Road in Milford Township, in the summer of 1999, is a high priority for the village due to the need for improved north/south routes around the Village of Milford.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic planning priorities for the Village of Milford are:

1. Improve the condition and capacity of North Milford Road.
2. Improve the condition and capacity of South Milford Road.
3. Improve the condition and capacity of East Commerce Road.
4. Improve the condition and capacity of West Commerce Road.
5. Pave Duck Lake Road from Commerce Road to Cooley Lake Road.

PARTNERSHIP OPPORTUNITIES

The Village of Milford expressed interest in adding village overlay projects to the RCOC annual maintenance overlay program to take advantage of lower costs.

**RCOC Service Operations
Village of Milford Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	4	4
Guardrail Upgrade/Installation	4	4
Sign Maintenance	2	3
Sign Upgrade/Installation	2	3
Pavement Marking	4	1
Signal Maintenance/Optimization	4	3
Signal Modernization/Installation	2	3
Pothole Patching	1	3
Plant Mix Patching	1	1
Joint/Crack Filling	2	3
Base Repairs	1	1
Grade Gravel Surface	4	4
Patch Gravel Surface	4	4
Grade Gravel Shoulders	4	4
Pave Gravel Shoulders	3	4
Recondition Gravel Shoulders	3	3
Maintain Drainage Systems	2	1
Curb Sweeping	2	3
Cut/Spray Brush	2	1
Tree Trimming	2	1
Snow/Ice Control-Main Roads	4	4
Clean/Reshape Ditch	3	3
Clear Vision Mowing	3	3
Aesthetic Mowing	2	3
Dust Control	4	4
Erosion Control	2	3
Landscaping	2	4
Litter Pick-Up	1	1
Total Effectiveness	74	79
Average Effectiveness	2.6	2.8

STRATEGIC PLANNING MEETING

VILLAGE OF ORTONVILLE

The Strategic Planning Meeting with the Village of Ortonville was held jointly with Brandon Township on December 4, 1998 in Brandon Township offices. Those in attendance were:

Village of Ortonville

Mr. Peter Auger Village Manager

Oakland County

Deputy Michael Johnson Sheriff Department

Road Commission for Oakland County

Mr. Brent O. Bair Managing Director
Mr. Gerald Holmberg Deputy Managing Director, County Highway Engineer
Mr. James Schultz Systems Planning Coordinator
Mr. Mathew J. Gaberty II Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

The village has had 1100 registered voters in the last election. Township officials expect 2,000 total residents by the 2000 census as the village approaches build-out. Only 18 acres of a twenty-acre parcel reported 2 years ago remain open for residential development. Any other development will be in-fill on the few remaining building sites. As with Brandon Township, the completion of the proposed sewer project would lead to final build-out for the village.

EVALUATION OF ROAD COMMISSION SERVICES

The village president stated he was generally happy with the service the village has received from the Road Commission. Loren Yaros and the District 3 personnel do a good job in responding to village requests. Drainage and shoulder maintenance continues to be the major areas of concern for the village. He would like to get more funding assistance to help the village cover the \$300,000 replacement cost of the South Street bridge.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the Village of Ortonville are:

1. Sidewalks on Oakwood Road
2. Shoulder work on Oakwood Road west of Church Street to include drainage improvements.
3. Replace bridge on South Street.

PARTNERSHIP OPPORTUNITIES

The village president plans to continue working with the Road Commission to resolve those items cited as priorities by the village. The relationship has always been good and he hoped that would continue. Although not directly affected by it, the village president views the gravel road planning project very favorably as it shows the RCOC commitment to the gravel road system in the surrounding communities. He generally supported the completed and planned projects using the new gas tax monies as presented by the Road Commission. Preserving the infrastructure is viewed as more important than the construction of new roads.

**RCOC Service Operations
Village of Ortonville Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	5	5
Guardrail Upgrade/Installation	5	5
Sign Maintenance	5	5
Sign Upgrade/Installation	5	5
Pavement Marking	4	5
Signal Maintenance/Optimization	5	4
Signal Modernization/Install	4	4
Pothole Patching	3	4
Joint/Crack Filling	4	5
Base Repairs	4	4
Grade Gravel Surface	4	5
Patch Gravel Surface	3	3
Grade Gravel Shoulders	4	4
Recondition Gravel Shoulders	3	4
Maintain Drainage Systems	3	3
Cut/Spray Brush	3	3
Tree Trimming	4	5
Snow/Ice Control-Main Roads	4	4
Clean/Reshape Ditch	3	4
Clear Vision Mowing	4	3
Bridge Painting/Maintenance	4	3
Erosion Control	3	3
Total Effectiveness	86	90
Average Effectiveness	3.9	4.1

STRATEGIC PLANNING MEETING

VILLAGE OF OXFORD

The Strategic Planning Meeting with the Village of Oxford was held on January 26, 1999. Those in attendance were:

Village of Oxford

Mr. John Walker Interim Village Manager

Michigan State Legislature

Mr. Michael Fikes Sen. John Cherry Staff Representative

Road Commission for Oakland County

Mr. Brent O. Bair Managing Director
Mr. Gerald M. Holmberg Deputy Managing Director/County Highway Engineer
Mr. Thomas G. Noechel Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Growth and development in the Village of Oxford has continued at a steady pace the last two years. Approximately 2400 homes have been built on the former American Aggregate property and plans are being developed for the Waterstone project, which will include single-family residences, 3 golf courses, 3 industrial sites and a Meijers store. Officials stated that along Lakeville Road in the Oxford Lakes area, nearly 400 additional homes are scheduled for Phase III construction in the next two years. In the downtown area, considerable re-development and retail growth is taking place with an emphasis on pedestrian flow through the downtown area to increase business activity. A total of \$1.25 million in Federal Enhancement funds was awarded to the village in 1997. The funds were used to install brick pavers, lighting and various streetscape improvements.

The village is investing \$3.2 million in watermain construction and in various improvements to the water system. Officials hope to gain more control over the flow of water in the village once the project is complete. Many roads and streets in the village are also being improved in conjunction with the watermain construction. The village is ahead of the 5-year construction schedule for many of the improvements. However, since every available dollar is being used for infrastructure improvements, the pace in future years will inevitably slow.

EVALUATION OF ROAD COMMISSION SERVICES

The Village of Oxford noted Road Commission for Oakland County (RCOC) maintenance activities have been excellent. Along M-24, RCOC snow and ice removal crews are very quick to respond and provide a very high level of service. The village indicated its own

maintenance crews sweep M-24 almost on a weekly basis and officials are interested in contracting with the RCOC to provide this service.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the Village of Oxford:

1. Pave Drahner Road from Baldwin Road to east of Sanders Road.
2. Pave Coats Road from Baldwin Road to Oakwood Road.
3. Pave Stanton Road from Baldwin Road to Newman Road.
4. Pave Lake George Road from Orion Road to north county line.

PARTNERSHIP OPPORTUNITIES

The Village of Oxford expressed interest providing sweeping responsibilities on M-24 under contract with the RCOC.

**RCOC Service Operations
Village of Oxford Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Sign Maintenance	4	4
Sign Upgrade/Installation	5	4
Pavement Marking	2	3
Signal Maintenance/Optimization	4	4
Signal Modernization/Installation	4	3
Pothole Patching	4	4
Plant Mix Patching	3	4
Joint/Crack Filling	1	3
Base Repairs	5	4
Maintain Drainage Systems	0	1
Curb Sweeping	1	1
Total Effectiveness	33	35
Average Effectiveness	3.0	3.2

STRATEGIC PLANNING MEETING

VILLAGE OF WOLVERINE LAKE

The Strategic Planning Meeting with the Village of Wolverine Lake was held on December 15, 1998. Those in attendance were:

Village of Wolverine Lake

Mr. Andrew Stone	DPW Foreman
Mr. Michael Powell	Engineering Consultant

Michigan State Legislature

Ms. Barbara Clancy	Senator Willis Bullard Jr. Staff Representative
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Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. James P. Schultz	Coordinator, Systems Planning
Mr. Thomas G. Noechel	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Officials stated growth and development in the village has been slow in the last couple of years. This is primarily the result of the village lacking a coordinated water and sewer system for potential residential and commercial development to access. The Village of Wolverine Lake indicated a future hook-up with the Commerce Township water and sewer system has been discussed. A 90-unit development, referred to as, "Twin Suns" is being proposed in the southwest portion of the village and approximately 40 acres of land is still available in the northeast corner of the village for future residential and/or commercial development.

The village noted growth and development in the City of Walled Lake and Commerce Township affects traffic flow in the Village of Wolverine Lake. Officials are also concerned with the impact the Haggerty Connector (M-5) will have on the village at present and as it extends further north to connect with Pontiac Trail.

EVALUATION OF ROAD COMMISSION SERVICES

Village officials stated Road Commission for Oakland County (RCOC) overall services have been very good. However, drainage along McCoy Road near Benstein Road continues to be a problem. The cleaning of the roadside ditch has been an on-going process by the RCOC but water still drains toward residences. Officials also indicated the gravel shoulders along South Commerce Road along the lakefront need to be paved. The village announced plans to resurface Glengary Road with three-foot shoulders in the next year.

Officials stated road preservation and system rehabilitation should remain a high priority of the RCOC.

LONG RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the Village of Wolverine Lake are:

1. Resurface and pave shoulders on South Commerce Road through the village.
2. Institute a comprehensive program to pave shoulders on county roads in the village.
3. Widen South Commerce Road from Pontiac Trail north through the intersection with Wolverine Drive.
4. Implement a comprehensive and on-going program to maintain drainage systems along all county roads in the village.
5. Resurface the entire length of Ladd Road.

PARTNERSHIP OPPORTUNITIES

The Village of Wolverine Lake expressed interest in providing winter maintenance activities on South Commerce Road and McCoy Road under contract with the RCOC.

**RCOC Service Operations
Village of Wolverine Lake Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	3	4
Guardrail Upgrade/Installation	3	2
Sign Maintenance	3	3
Sign Upgrade/Installation	3	2
Pavement Marking	2	4
Signal Maintenance/Optimization	3	4
Signal Modernization/Installation	2	4
Pothole Patching	3	4
Plant Mix Patching	2	4
Joint/Crack Filling	1	3
Base Repairs	1	3
Grade Gravel Shoulders	3	2
Pave Gravel Shoulders	0	0
Recondition Gravel Shoulders	1	2
Maintain Drainage Systems	2	2
Curb Sweeping	2	3
Cut/Spray Brush	2	2
Tree Trimming	2	1
Snow/Ice Control-Main Roads	3	3
Clean/Reshape Ditch	1	2
Clear Vision Mowing	1	3
Aesthetic Mowing	0	3
Erosion Control	0	2
Landscaping	3	2
Litter Pick-Up	0	3
Total Effectiveness	46	67
Average Effectiveness	1.8	2.7

APPENDIX A – 3

TOWNSHIP SUMMARIES

**Addison
Bloomfield
Brandon
Commerce
Groveland
Highland
Holly
Independence
Lyon
Milford
Oakland
Orion
Oxford
Rose
Springfield
Waterford
West Bloomfield
White Lake**

STRATEGIC PLANNING MEETING

ADDISON TOWNSHIP

The Strategic Planning Meeting with Addison Township was held on November 17, 1998 in the township offices. In attendance were:

Addison Township

Mr. Robert Koski	Township Supervisor
Mr. Ray Terry	Township Treasurer
Ms. Patricia Eisenhardt	Township Trustee

Michigan State Legislature

Ms. Penny Crissman	45 th District State Representative
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Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. Jim Schultz	Systems Planning Coordinator
Mr. Mathew J. Gaberty II	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Growth and development pressures are continuing in Addison Township but at a somewhat slower pace. Development of single family residential units in the Lakeville - Lake George area is proceeding and still expected to be completed in the next 5 to 8 years. In general, it is anticipated that residential development will continue at a rate of 60 to 70 homes per year.

The number of requests for lot splits is increasing throughout the township. It was reported that township residents used to fight lot splits below 5 acres. Now it seems the only fights are over lot splits under 2.5 acres. The rezoning of a parcel for commercial/industrial use in the Village of Leonard did not occur and there continues to be little pressure for commercial or industrial development in the township. However, township officials expect a potential increase in development pressure as surrounding communities become more developed.

The township's gravel road system continues to be a major item of concern to local officials. They expressed reservations about the ability of their gravel roads to handle the increasing traffic volumes they are experiencing. Also noted were residents concerns over the inappropriateness of the 25 mile-per-hour speed limit on certain gravel roads. As an example, township officials would like to see the speed limit on Lake George Road raised to 40 miles-per-hour.

A great deal of interest was expressed in participating in the gravel road planning project and working toward mutually acceptable solutions including the paving of gravel roads where necessary.

EVALUATION OF ROAD COMMISSION SERVICES

Township officials continue to be very satisfied with services being provided by RCOC. They have received very few complaints and RCOC forces resolved those very quickly. The township's relationship with Loren Yaros and the maintenance district remains excellent.

They have requested the installation of guardrail on curves and hills near lakes where drop-offs may pose a potential safety hazard. Drainage needs improvement on gravel roads throughout the township. Grading, chloriding and the preservation and enhancement of the gravel road system is a very high priority to township officials. They have a great deal of affinity for natural beauty roads and would like to see more of them in the township.

Winter maintenance services are considered to be very good. Township official would like to see more special attention (sanding) being given to hills on gravel roads to assist traffic especially school buses, in the mornings. These areas can be problematic even when paved roads are clear.

LONG RANGE STRATEGIC PRIORITIES

The following is a list of long range priorities for Addison Township.

1. Implement an improved gravel road maintenance program throughout the township.
2. Pave Lake George Road.
3. Widen Lakeville Road and pave the shoulders.
4. Improve intersection and install signal at Lake George and Lakeville Roads.
5. Approach paving projects:
 - Curtis at Lakeville
 - South side of Hosner at Lakeville
6. Install traffic signal with advance warning flashers at Lakeville and Lake George roads.
7. Improve Drainage along Lakeville Road.
8. Increased sanding and winter maintenance on icy hills and curves particularly on Drahner Road.
9. Straighten sharp down hill S-curves on Leonard at Dequindre
10. Request for Road Commission assistance in resolving dumping problems within road right-of-way.
11. Would like to see more natural beauty roads and more involvement in the Adopt-a-Road program.

PARTNERSHIP OPPORTUNITIES

Township officials were very supportive of RCOC efforts to maintain good communication. They also want to continue the good working relationship they have with the Road Commission. Township officials are very interested in participating in the gravel road planning project.

**RCOC Service Operations
Addison Township Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	4	4
Guardrail Upgrade/Installation	4	2
Sign Maintenance	3	2
Sign Upgrade/Installation	3	2
Pavement Marking	4	3
Signal Maintenance/Optimization		2
Signal Modernization/Installation	3	2
Pothole Patching	4	4
Plant Mix Patching		5
Joint/Crack Filling		4
Base Repairs		4
Grade Gravel Surface	4	5
Patch Gravel Surface	4	5
Grade Gravel Shoulders		4
Pave Gravel Shoulders		5
Recondition Gravel Shoulders	4	4
Maintain Drainage Systems	4	5
Curb Sweeping		
Cut/Spray Brush	3	3
Tree Trimming		4
Snow/Ice Control-Main Roads	4	5
Snow/Ice Control-Subdiv Streets	3	5
Clean/Reshape Ditch	4	4
Clear Vision Mowing	3	4
Aesthetic Mowing		
Dust Control		3
Bridge Painting/Maintenance		
Erosion Control		4
Landscaping		
Litter Pick-Up	4	3
Total Effectiveness	62	97
Average Effectiveness	3.6	3.7

STRATEGIC PLANNING MEETING

BLOOMFIELD TOWNSHIP

The Strategic Planning Meeting with Bloomfield Township was held on March 10, 1999 in the township offices. In attendance were:

Bloomfield Township

Mr. David Payne	Township Treasurer
Ms. Wilma Cotton	Township Clerk
Mr. Jerry Meringer	Township Road Committee

Oakland County Board of Commissioners

Ms. Shelly Goodman-Taub	12 th County Commission District
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Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. Mathew J. Gaberty II	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Although very few developable parcels are left within the Township, redevelopment may have a significant impact on traffic especially in the Telegraph Road corridor. A developer is slowly and quietly buying up lots and parcels an area behind K-Mart and Reimer Floors. This will amount to 100 plus acres when acquisition is complete. Township officials reported they are uncertain as to what type of development is planned, only that it was not residential, shopping center or senior housing. The owners of the two theatres at Telegraph and Square Lake Road are planning to tear down one of the theatres. It will be replaced with a single building housing 20 theatres, a concept not unlike to the Star-Southfield. Loews, a "big box" home improvement store, similar to Home Depot, is being planned for the property currently occupied by the Quality Inn. Residential construction continues to be in-fill or tear-down and rebuild in nature.

EVALUATION OF ROAD COMMISSION SERVICES

As in previous meetings, township officials are generally pleased with services provided by the Road Commission. One major exception reported by the township was problems with snow removal. They cited significant differences between how quickly city streets were cleared as opposed to county roads. They also reported significant and unacceptable delays in clearing Telegraph Road turnarounds. The township would like to see improvements in mowing operations and litter pickup on the trunkline medians.

Deteriorating pavement conditions on Telegraph within the township were stressed as a continuing major concern. Many of the turnarounds need curb and gutter repair and

pavement reconstruction. The right turn lane on northbound Telegraph at Hickory Grove is breaking up so badly that township officials stated "its turning into gravel." The township cited these as examples but stated that Telegraph Road through the township is breaking up and needs attention. This breakup of the concrete pavement also reinforced the townships desire to improve curb sweeping and cleanup operations.

LONG RANGE STRATEGIC PRIORITIES

Bloomfield Township officials as their long-range strategic priorities identified the following projects:

1. Rehabilitate, resurface and or reconstruct Telegraph Road 10 Mile to Orchard Lake
2. Improve safety of I-75 / Square Lake Road interchange
 - A. Square Lake to northbound I-75
 - B. Southbound I-75 to westbound Square Lake
3. Improve safety and capacity of Lahser at Fourteen Mile intersection
4. Resurface South Boulevard west of I-75 to east of Squirrel
5. Improve major thoroughfares throughout the township and Oakland County.
6. Reduce congestion on:
 - A. I-75
 - B. Telegraph
7. Median project on Square Lake Road from Franklin to Woodward.

PARTNERSHIP OPPORTUNITIES

The township expressed great interest in continuing its good working relationship with the Road Commission and wants to continue the existing maintenance agreement. They want to work with the Road Commission to get MDOT to improve Telegraph Road in the township. Township officials expressed their support for the way new revenues from the gas tax increase were spent, with the focus on infrastructure preservation.

**RCOC Service Operations
Bloomfield Township Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
Service	Effectiveness Score	Effectiveness Score
Guardrail Maintenance	2	3
Guardrail Upgrade/Installation	2	3
Sign Maintenance	4	5
Sign Upgrade/Installation	4	4
Pavement Marking	4	4
Signal Maintenance/Optimization	3	4
Signal Modernization/Installation	2	4
Pothole Patching	3	4
Plant Mix Patching	4	5
Joint/Crack Filling		
Base Repairs	3	2
Grade Gravel Surface		3
Patch Gravel Surface		3
Grade Gravel Shoulders	3	3
Pave Gravel Shoulders	2	0
Recondition Gravel Shoulders	3	3
Maintain Drainage Systems	1	2
Curb Sweeping	1	2
Cut/Spray Brush	1	
Tree Trimming	1	1
Snow/Ice Control-Main Roads	3	4
Snow/Ice Control-Subdiv Streets		
Clean/Reshape Ditch	2	3
Clear Vision Mowing	2	2
Aesthetic Mowing	2	4
Dust Control		
Bridge Painting/Maintenance		
Erosion Control		
Landscaping	1	
Litter Pick-Up	2	3
Total Effectiveness	55	71
Average Effectiveness	2.4	3.1

STRATEGIC PLANNING MEETING

BRANDON TOWNSHIP

The Strategic Planning Meeting with Brandon Township was held on December 4, 1998, in the Township Offices. Those attending were:

Brandon Township

Pat Alexander	Township Supervisor
Timothy J. Palulian	Township Planning and Building Department
Robert McArthur	Township Fire Department
Deputy Michael Johnson	Oakland County Sheriff Department

Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. Craig Bryson	Public Information Officer
Mr. James Schultz	Systems Planning Coordinator
Mr. Mathew J. Gaberty II	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Development in the township continues to follow the trends of recent years. The township issues about 120 building permits per year mostly for homes on one acre parcels. In the past several years, there has been average of 3 to 6 new private roads constructed per year. Township officials estimate that their population will reach 23,000 in 15 to 20 years. It is anticipated that a sewer referendum will be placed in front of the voters in two years which may open the door to increased development. Currently under study is the question of whether it is more beneficial to tie into the Genessee County sanitary system or develop their own. Most commercial development in the township is still occurring along the M-15 corridor and remains in-fill of existing vacant properties in developed areas. The extension of sewers done M-15 to Seymour Lake Road could expand the area open to commercial development.

EVALUATION OF ROAD COMMISSION SERVICES

Township officials are generally satisfied with the services provided by the maintenance districts. They are most satisfied with Loren Yaros and District 3. He visits the township frequently and responds quickly to any issues that may arise. District 2 lags behind both in frequency of visits and promptness of response to service requests. However, township officials find that overall RCOC service in the township has improved. The major issues remain improving drainage on gravel roads and gravel road maintenance. In spite of that, the township supervisor reports that the roads are in pretty good shape. The RCOC received a well done for the stop signs installed at State Park at Oakwood and Sands at State Park. A review was requested of Sands Road to see if it would meet the criteria for the Gravel residential 25 mph speed limit.

LONG RANGE STRATEGIC PRIORITIES

Township officials identified the following as their list of long range for the township. Improving the drainage and surface condition of all gravel roads in the township remains their highest priority.

1. Pave Sashabaw Road from Sherwood to Granger.
2. Pave Granger Road from M-15 to Sashabaw Road.
3. Pave Stanton Road from Dartmouth to Baldwin.
4. Pave Dartmouth Road from Stanton to Seymour Lake.
5. Pave Hadley Road from Seymour Lake to Oakwood.
6. Evaluate the drainage condition and repair needs of Wooley Road Culverts.

PARTNERSHIP OPPORTUNITIES

Township officials restated the tendency of township residents to prefer more maintenance (grading, graveling, and chloriding) to more pavement. However, increasing traffic volumes on the gravel road system are increasing the realization that some of the more heavily traveled roads need to be paved. A great deal of interest was expressed in participating in the gravel road planning project. In general they support the efforts of the RCOC to secure more road funding and were pleased with the spending of revenues from the gas tax increase on system preservation.

**RCOC Service Operations
 Brandon Township Survey Results
 Measure of Effectiveness
 (0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	2	3
Guardrail Upgrade/Installation	0	0
Sign Maintenance	3	3
Sign Upgrade/Installation	0	3
Pavement Marking	5	4
Signal Maintenance/Optimization	4	4
Signal Modernization/Installation	4	4
Pothole Patching	5	5
Plant Mix Patching	5	5
Joint/Crack Filling	2	2
Base Repairs	5	4
Grade Gravel Surface	5	5
Patch Gravel Surface	5	5
Grade Gravel Shoulders	3	3
Pave Gravel Shoulders	0	0
Recondition Gravel Shoulders	3	3
Maintain Drainage Systems	5	4
Curb Sweeping	0	0
Cut/Spray Brush	3	3
Tree Trimming	5	3
Snow/Ice Control-Main Roads	5	5
Snow/Ice Control-Subdiv Streets	3	2
Clean/Reshape Ditch	5	4
Clear Vision Mowing	3	3
Aesthetic Mowing	1	2
Dust Control	3	3
Bridge Painting/Maintenance	0	0
Erosion Control	1	2
Landscaping	0	0
Litter Pick-Up	1	2
Total Effectiveness	86	86
Average Effectiveness	2.9	2.9

STRATEGIC PLANNING MEETING

COMMERCE TOWNSHIP

The Strategic Planning Meeting with Commerce Township was held on January 29, 1999 in the Commerce Township Hall meeting room. In attendance were:

Commerce Township

Mr. Thomas Zoner	Township Supervisor
Ms. Sandy Abrams	Township Clerk
Mr. Bill Brownfield	Township Planning Director
Mr. Ken Campbell	Township Building Inspector / Zoning Dept.

Michigan State Legislature

Ms. Barbara Clancy	Representing Willis Bullard, Jr., 15 th District State Senator
Ms. Natalie McKee	Representing Marc Schulman 39 th District State Representative

Oakland County Board of Commissioners

Ms. Nancy Dingledey	11 th County Commission District
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Road Commission for Oakland County

Mr. Richard Skarritt	Road Commissioner
Mr. Brent O. Bair	Managing Director
Mr. James Schultz	Systems Planning Coordinator
Mr. Mathew J. Gaberty II	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Development in Commerce Township continues at a fairly rapid pace. As in the last meeting report, another 1,000 new dwelling units are currently on line for construction in the next two years. Between Decker and Welch Roads, south of Fourteen Mile, 330 multiple units are slated for construction. Another 500 dwelling units are expected in the Bogie Lake/Fox Lake area. On Benstein Road, the Twin Suns Lake development will add another 80 single-family units. The township expects DWSD water main to be installed in the next 1 to 2 years. The availability of city water is expected to increase development pressure. Development past Bogie Lake is limited due to lack of sewers. Township officials see sewer service in this area as a necessity.

Commercial development is booming in the Haggerty Road corridor, not only in the township but also along the entire segment from Eight Mile Road to Pontiac Trail. Home

Depot has joined the existing Meijers and Target stores and a Wal-Mart is planned for the Haggerty/Pontiac Trail area. More restaurants are planned to be constructed along this corridor. The township would like to explore the possibility of service drives to eliminate the increasing number of curb cuts on Haggerty Road.

EVALUATION OF ROAD COMMISSION SERVICES

Township officials stated, in general, they were pleased with Road Commission services and have appreciated the good working relationship that exists between the township and the Road Commission. The district superintendent stops by frequently and responds promptly to service requests. Gravel roads are not a major priority in Commerce Township as most major gravel roads have been paved. The exception is Cooley Lake Road, which the township would like to see paved between Bogie Lake and Ford Roads. The township would like to see a roundabout considered as part of the discussion for the realignment of Haggerty with Union Lake Road. Also they would like to explore the possibility of a roundabout for the intersection of Maple and Pontiac Trail.

Winter maintenance was considered generally good, but improvement in snow and ice removal from subdivision streets would be good. The Coe Railroad crossings at Welch and Decker remain major safety concerns.

LONG RANGE STRATEGIC PRIORITIES

Strategic priorities in Commerce Township remain essentially the same. Some new ones were added and a few had priorities changed. The following is a revised list of strategic priorities that were identified by Commerce Township:

MAJOR CONSTRUCTION PROJECTS:

1. Construct a north/south parkway through the township.
2. Widen Haggerty to 4 or 5 lanes from Pontiac Trail to Richardson.
3. Widen Union Lake to 4 lanes from Richardson to Commerce.
4. Widen Union Lake to 5 lanes from Wise to Cooley Lake.
5. Widen Union Lake to 5 lanes from Commerce Road to Wise.
6. Widen Haggerty to 5 lanes from 14 Mile to Pontiac Tail.
7. Widen Richardson to 4 or 5 lanes from Martin to Haggerty.
8. Widen Commerce to 4 or 5 lanes from Newton east to township line.
9. Widen 14 Mile from Decker to Haggerty.
10. Widen Oakley Park to 3 lanes from Welch to Haggerty.
11. Widen Maple to 5 lanes from the M-5 Connector to Haggerty.
12. Widen Pontiac Trail to 5 lanes from Walled Lake City limits to west end of M-5 connector improvements.
13. Extend Ledgewood south to Sleeth Road.
14. Extend Benstein from Pontiac Trail to Maple.
15. Extend Benstein from Sleeth to Commerce.
16. Construct a north/south connector street from Commerce to Wise.
17. Extend Glengary from South Commerce to Welch.
18. Extend Carey from Sleeth to Commerce.
19. Extend Benstein from Commerce to Cooley Lake Road at Bogie Lake Road.

20. Improve Coe Railroad Crossings at Decker.
21. Upgrade Juniper to primary road status.

NEEDED CONSTRUCTION PROJECTS WITH LESS COST:

1. Construct a southbound passing lane or center left turn lane on Benstein at Oakley Park.
2. Construct a left turn lane on Oakley Park at Benstein.
3. Construct a northbound passing lane on Benstein at Glen Iris.
4. Connect adjacent drive tapers township-wide.

SIGNALIZATION:

1. Signalize Oakley Park/Benstein intersection.

PARTNERSHIP OPPORTUNITIES

Township officials expressed very strong support for increased funding for RRR projects with any new moneys and were pleased with seeing new gas tax revenues spent on system preservation projects.

**RCOC Service Operations
Commerce Township Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	5	4
Guardrail Upgrade/Installation	5	4
Sign Maintenance	4	3
Sign Upgrade/Installation	4	3
Pavement Marking	3	4
Signal Maintenance/Optimization	3	4
Signal Modernization/Installation	3	4
Pothole Patching	4	4
Plant Mix Patching	3	4
Joint/Crack Filling	2	4
Base Repairs	1	4
Grade Gravel Surface	3	3
Patch Gravel Surface	2	2
Grade Gravel Shoulders	3	4
Pave Gravel Shoulders	2	3
Recondition Gravel Shoulders	2	3
Maintain Drainage Systems	3	2
Curb Sweeping	2	3
Cut/Spray Brush	3	3
Tree Trimming	3	3
Snow/Ice Control-Main Roads	5	4
Snow/Ice Control-Subdiv Streets	3	3
Clean/Reshape Ditch	4	4
Clear Vision Mowing	3	4
Aesthetic Mowing	2	4
Dust Control	4	4
Bridge Painting/Maintenance	3	2
Erosion Control	3	3
Landscaping	2	3
Litter Pick-Up	5	3
Total Effectiveness	94	102
Average Effectiveness	3.1	3.4

STRATEGIC PLANNING MEETING

GROVELAND TOWNSHIP

The Strategic Planning Meeting with Groveland Township was held on February 4, 1999 in the township offices. In attendance were:

Groveland Township

Mr. Robert DePalma	Township Supervisor
Ms. Beth Steele	Township Clerk
Ms. Shirley Scramlin	Township Treasurer
Ms. Diane Howell	Township Trustee

Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. Brian Blaesing	Director, Planning and Development
Mr. Mathew J. Gaberty II	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

There have been no major changes in the townships since the last Strategic Planning meeting. Only 29 new homes were constructed in the township last year and they expect to issue an additional 30 to 50 this year. Currently the township has one forty-four home development and one thirty-two home development under consideration. Both are on 2.5-acre lot minimums. As noted in the previous report, the majority of lot splits occurring in the township are at the two and one-half acre minimum. There was very little commercial development in the township and that remains confined to the M-15 corridor. Future plans call for the development of the gravel mining site near I-75 as a light industrial / research park facility. The possibility of the expansion of city water to Ortonville or the industrial park could spur development pressures in the township.

EVALUATION OF ROAD COMMISSION SERVICES

Although township officials expressed overall satisfaction with Road Commission services, they noted some areas where improvements could be made. Specifically mentioned were gravel maintenance; including drainage and ditching improvements, and better crowning of gravel roads when grading. Forestry work was reported as a major disappointment within the township. Township officials reported brushing was badly needed at intersections and signs. The lack of brushing along road margins is creating site distance hazards. If they knew what level of service they could reasonably expect, the township would be willing to pay for additional service above and beyond what the RCOC provides. Winter maintenance was greatly improved over last and summer maintenance was as very good as far as it went. Much more needs to be done.

Among their other concerns, township officials would like to see a firm commitment from the RCOC on project pricing and more accurate initial engineering estimates. Along with improvements in brushing, swath mowing is needed in many areas. Township officials were very complementary to Jack Brown and Steve pitcher for their efforts and the relationship they have with the township.

LONG RANGE STRATEGIC PRIORITIES

The following is a list of long range priorities for Groveland Township.

1. Pave Oakhill Road.
2. Extend paving on Groveland Road.
3. Pave West Glass Road.
4. Pave Bird Road.
5. Pave Wildwood Road.
6. Resurface McGuiness.
7. Improve ditching and drainage along gravel roads.
8. Improve brushing and trimming service throughout township.
9. Improve ditching and drainage along gravel roads.

PARTNERSHIP OPPORTUNITIES

The township sees many opportunities to continue the good working relationship they have with the RCOC. The Gravel Road Improvement Program (GRIP) was cited as an example of a cooperative, joint-venture project between the townships and the Road Commission that works very well. They are very positive about working with the RCOC on the gravel road planning project and definitely want an active role in the process. Although there was general support for spending the new gas tax revenues on system preservation, township officials would like to see more money being spent in Groveland Township. Hopefully that would resolve many of the concerns expressed during the meeting.

**RCOC Service Operations
Groveland Township Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	3	4
Guardrail Upgrade/Installation	3	4
Sign Maintenance	3	4
Sign Upgrade/Installation	3	4
Pavement Marking	3	3
Signal Maintenance/Optimization	3	4
Signal Modernization/Installation	1	3
Pothole Patching	4	3
Plant Mix Patching	3	3
Joint/Crack Filling	3	3
Base Repairs	4	4
Grade Gravel Surface	4	4
Patch Gravel Surface	4	4
Grade Gravel Shoulders	3	3
Pave Gravel Shoulders	1	3
Recondition Gravel Shoulders		2
Maintain Drainage Systems	3	2
Curb Sweeping		
Cut/Spray Brush	3	2
Tree Trimming	4	3
Snow/Ice Control-Main Roads	5	4
Snow/Ice Control-Subdiv Streets	4	3
Clean/Reshape Ditch	4	3
Clear Vision Mowing	5	2
Aesthetic Mowing	3	
Dust Control	3	4
Bridge Painting/Maintenance		
Erosion Control	3	3
Landscaping	3	1
Litter Pick-Up	3	2
Total Effectiveness	88	84
Average Effectiveness	3.3	3.1

**RCOC Service Operations
Groveland Township Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	3	4
Guardrail Upgrade/Installation	3	4
Sign Maintenance	3	4
Sign Upgrade/Installation	3	4
Pavement Marking	3	3
Signal Maintenance/Optimization	3	4
Signal Modernization/Installation	1	3
Pothole Patching	4	3
Plant Mix Patching	3	3
Joint/Crack Filling	3	3
Base Repairs	4	4
Grade Gravel Surface	4	4
Patch Gravel Surface	4	4
Grade Gravel Shoulders	3	3
Pave Gravel Shoulders	1	3
Recondition Gravel Shoulders		2
Maintain Drainage Systems	3	2
Curb Sweeping		
Cut/Spray Brush	3	2
Tree Trimming	4	3
Snow/Ice Control-Main Roads	5	4
Snow/Ice Control-Subdiv Streets	4	3
Clean/Reshape Ditch	4	3
Clear Vision Mowing	5	2
Aesthetic Mowing	3	
Dust Control	3	4
Bridge Painting/Maintenance		
Erosion Control	3	3
Landscaping	3	1
Litter Pick-Up	3	2
Total Effectiveness	88	84
Average Effectiveness	3.3	3.1

STRATEGIC PLANNING MEETING

HIGHLAND TOWNSHIP

The Strategic Planning Meeting with Highland Township was held on February 19, 1999 in the township offices. In attendance were:

Highland Township

Mr. John Stakoe	Township Supervisor
Ms. Patricia L. Woods	Township Treasurer

Road Commission for Oakland County

Mr. Richard Skaritt	Road Commissioner
Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. Mathew J. Gaberty II	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Highland Township is experiencing a large amount of residential development. The township has approved 900 new units in the Hickory Ridge mobile home park. This does not include pending planned units. The Prestwick development will add 360 more homes and Chirco is developing 260 single-family residential homes in a subdivision north of M-59. Construction is also expected to start in a smaller development known as South Bay Shores. Township officials expect over 500 new homes to be constructed by this summer. There are plans to develop a 30-acre light industrial site in the northwest quadrant of M-59 and Milford Road.

A small amount of commercial development has occurred in the M-59 corridor. There has been little industrial growth in the township. Much interest has been expressed in commercial and industrial development but no real development proposals have been brought forth due to lack of sewers. This problem also restricts the potential for residential development that would explode if sewers were in place.

EVALUATION OF ROAD COMMISSION SERVICES

Township officials were satisfied with Road Commission services. Phil Meyers is very responsive to township requests and RCOC forces provided excellent service during "The Blizzard of '99." The supervisor would like to see better coordination between the RCOC and the township in order for township efforts to coincide with RCOC projects. As an example, the township would like to use tri-party funds to enhance or supplement RCOC projects with shoulder paving.

Township officials expressed their concern over the Reid Road closure and the possible closure of other roads in the Highland State Recreation area. They would like to see the extension of Duck Lake Road to White Lake Road as a logical connection. There are

uncertainties as to the capability of Duck Lake Road to handle the additional traffic. A request was received for a "latest and best" estimate on the Waterbury Road project if it were to be paved in place. In the township view it is too expensive if curve straightening is part of the project. Paving of all principal collectors and gravel road maintenance remain high priorities for the township.

LONG RANGE STRATEGIC PRIORITIES

The Township of Highland has identified long range transportation improvements as follows:

1. Improve safety and capacity of Milford Road in the township.
2. Extend Duck Lake Road north to intersect White Lake Road.
3. Improve safety of the M-59/Duck Lake Road intersection, improve signal with dedicated left turn phase.
4. Improve vision at the Rowe/Milford, Hickory ridge/Middle, and Hickory Ridge/Clyde road intersections.
5. Install turn lanes at Rowe and Milford Roads.
6. Provide delineation and curve improvements on Duck Lake Road north of M-59, Harvey Lake Road north of M-59, and Kingsway east of Harvey Lake Road.
7. Pave White Lake Road
8. Pave Clyde Road.
9. Pave all other principal collector roads within the township.
10. Improve Duck Lake Road as a 3-R project to accommodate increased traffic.
11. Improve pavement condition and striping on Hickory Ridge near south township line.
12. Improve Hickory Ridge Road at trailer park to handle increased traffic due to expansion of the facility.
13. Interest in expansion and extension of the Milford Road Corridor including possible bypass of Milford Village.

PARTNERSHIP OPPORTUNITIES

Township officials were please with the system preservation priorities for revenues generated by the gas tax increase. They are very willing to be participants in the gravel road planning project. The desire for the Road Commission to initiate a three-way conversation with Highland and Milford Townships to discuss road issues and concerns they have in common was stated again. Closer coordination and cooperation on road projects was stressed as a good way to strengthen the relationship between the Township and the Road Commission.

**RCOC Service Operations
Highland Township Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

Service	Effectiveness Score	Effectiveness Score
Guardrail Maintenance	4	3
Guardrail Upgrade/Installation	4	3
Sign Maintenance	4	1
Sign Upgrade/Installation	4	1
Pavement Marking	4	3
Signal Maintenance/Optimization	5	1
Signal Modernization/Installation	5	1
Pothole Patching	3	2
Plant Mix Patching	2	1
Joint/Crack Filling	3	0
Base Repairs	3	3
Grade Gravel Surface	4	3
Patch Gravel Surface	4	4
Grade Gravel Shoulders	4	3
Pave Gravel Shoulders	4	1
Recondition Gravel Shoulders	4	1
Maintain Drainage Systems	2	2
Curb Sweeping	4	1
Cut/Spray Brush	4	1
Tree Trimming	4	1
Snow/Ice Control-Main Roads	5	4
Snow/Ice Control-Subdiv Streets	4	1
Clean/Reshape Ditch	4	3
Clear Vision Mowing	4	3
Aesthetic Mowing	1	3
Dust Control	2	1
Bridge Painting/Maintenance	4	
Erosion Control	4	2
Landscaping	4	2
Litter Pick-Up	2	1
Total Effectiveness	109	56
Average Effectiveness	3.6	1.9

STRATEGIC PLANNING MEETING

HOLLY TOWNSHIP

The Strategic Planning Meeting with Holly Township was held on February 17, 1999 in the Holly Township Hall. In attendance were:

Holly Township

Mr. Dale M. Smith Township Supervisor

Road Commission for Oakland County

Mr. Brent O. Bair Managing Director
Mr. Gerald Holmberg Deputy Managing Director, County Highway Engineer
Mr. Mathew J. Gaberty II Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

The pace of residential development has picked up speed since the last Strategic Planning meeting. The Chateau mobile home development noted in the last two reports is now planned to have 600 to 700 units in place when completed. Silverman is planning a residential development on the 350-acre Academy property. This will add another 600 to 700 single-family homes. A 176-acre site in the vicinity of North Holly and Belford Roads is now ready to go. The township supervisor expects the population to double in the next few years.

As reported in past years, the township is in favor of preserving its rural character and employs large lot zoning to manage growth. There has been little new commercial or industrial growth. The industrial site at Belford and Dixie Highway remains available for development.

EVALUATION OF ROAD COMMISSION SERVICES

Steve Pitcher has done a great job improving services to the township since taking over the district. Satisfaction with his efforts and RCOC service in general remains high. Major concerns in the township still center on gravel road drainage and surface conditions. The township went with an independent contractor for chloriding. They will be checking pricing with the RCOC and will switch if it proves to be beneficial from a cost standpoint. Some of the concerns over the deteriorating pavement conditions on North Holly Road should be resolved with the scheduled June, 1999, letting of the section from north of Grange Hall to Lahring. The township would like to see the rest of Fish Lake Road paved, but until then, the surface needs to be improved.

LONG RANGE STRATEGIC PRIORITIES

Holly Township's strategic priorities list remain basically the same as it was in the last round of Strategic Planning meetings.

1. Improve gravel road maintenance and implement an expanded township-wide chloride program.
2. Improve pavement conditions on Grange Hall Road.
3. Install stop sign at grange hall and Fish Lake Roads.
4. Improve pavement conditions on North Holly Road.
5. Implement approach paving program along North Holly Road especially approaches at Elliot Road.
6. Pave remainder of Fish Lake Road.
7. Pave following route as an alternative to railroad crossings in town:
 - Faulk Road from East Holly Road to Rood Road;
 - Rood Road from Faulk Road to Grange Hall Road.

PARTNERSHIP OPPORTUNITIES

The township agreed with the way that new revenues from gas tax increase are being spent on system preservation. As mentioned before they would like to see the RCOC play a role as facilitator in coordinating road issue cooperation between the township and village. The supervisor expressed a great deal of interest in the gravel road planning project and committed his support to the effort.

**RCOC Service Operations
Holly Township Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
Service	Effectiveness Score	Effectiveness Score
Guardrail Maintenance	3	3
Guardrail Upgrade/Installation	3	3
Sign Maintenance	3	3
Sign Upgrade/Installation	3	3
Pavement Marking	2	3
Signal Maintenance/Optimization	3	3
Signal Modernization/Installation	1	2
Pothole Patching	2	3
Plant Mix Patching	2	3
Joint/Crack Filling	2	2
Base Repairs	2	2
Grade Gravel Surface	2	4
Patch Gravel Surface	2	3
Grade Gravel Shoulders	2	3
Pave Gravel Shoulders	2	2
Recondition Gravel Shoulders	2	2
Maintain Drainage Systems	2	2
Curb Sweeping		
Cut/Spray Brush	3	2
Tree Trimming	3	2
Snow/Ice Control-Main Roads	3	4
Snow/Ice Control-Subdiv Streets	3	2
Clean/Reshape Ditch	3	2
Clear Vision Mowing	3	3
Aesthetic Mowing	3	3
Dust Control	3	4
Bridge Painting/Maintenance	3	3
Erosion Control	3	3
Landscaping	3	3
Litter Pick-Up	3	3
Total Effectiveness	74	80
Average Effectiveness	2.6	2.8

STRATEGIC PLANNING MEETING

INDEPENDENCE TOWNSHIP

The Strategic Planning Meeting with Independence Township was held on March 4, 1999 in the Township Hall. Those attending were:

Independence Township

Mr. Dale A. Stuart	Township Supervisor
Ms. Joan McCrary	Township Clerk
Mr. Jim Wegner	Township Treasurer
Mr. David J. Kramer	Township Assessor
Mr. Neil Wallace	Township Trustee

County Board of Commissioners

Mr. David N. Galloway	2 nd County Commission District
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Road Commission for Oakland County

Mr. Rudy Lozano	Road Commissioner
Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. Mathew J. Gaberty II	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Residential development continues everywhere in the township. Clintonville at Maybee remains the focal point of a large part of this growth. The number of units planned for construction has increased substantially over the last report. It is estimated that over 2300 new residential units will be built in this area within the next ten years, including Morgan Lake Estates, a showcase golf-residential community. Approximately 436 new apartment/townhouse residential units are currently under construction in the area south of Maybee and east of Clintonville. Although this is the most heavily impacted area, new residential development is appearing in clusters throughout the township.

Not much in the area of commercial / industrial growth has been occurring in the township. The medical facility, on Dixie Highway west of M-15, noted as being under construction at the last meeting, is now operational. A 20-acre commercial/industrial site remains available for development on Sashabaw Road near Pine Knob across from Flemings Lake Road. The new high school at Flemings Lake Road and Walters Road is under construction.

Township officials again expressed their concern over the impact the development they are experiencing will have on the road infrastructure. Of particular concern are Maybee, Clintonville, Sashabaw and Waldon. Other priorities cited are the paving of Oak Hill Road and paving and other improvements to Holcomb Road due to development west of the township line.

EVALUATION OF ROAD COMMISSION SERVICES

In general, township officials are satisfied with services provided by the Road Commission. In the township view, roadside preservation standards important to the township seem to run counter to RCOC project standards. Waldon and Cranberry Lake Roads were again cited as examples of roads where the preservation of aesthetics are of great importance. They would like to see drainage correction without tree removal.

The time it takes to clear subdivision streets of snow and ice after a snowfall is still a major concern to township residents. However, they were fairly happy with RCOC efforts to cope with the "Blizzard of 1999." Patching and repair to subdivision streets is still an issue in the township. Township officials stated that many residents are of the opinion that the Road Commission would "let them deteriorate until a subdivision SAD project was needed" and the residents would be "forced to pay."

LONG RANGE STRATEGIC PRIORITIES

Long range priorities identified by Independence Township officials are as follows:

1. Improve Sashabaw Road from Maybee to Clarkston Roads.
2. Pave Holcomb Road north of I-75 to the township line.
3. Pave Oak Hill Road from the west township boundary to Sashabaw Road.
4. Construction of interchange at Clintonville Road.
5. Increased gravellings and drainage improvements throughout township.
6. Realignment of Maybee Road at Clintonville Road.
7. Widen Maybee Road.

PARTNERSHIP OPPORTUNITIES

Township officials want to continue the good working relationship they have with the district and with the Road Commission. They were very supportive of new revenues from the gas tax increase being spent on system preservation and rehabilitation. However, it was stated that they would like to see more RCOC services and more road money spent in "the most rapidly growing township in Oakland County." The township would still to join forces with the Road Commission to lobby Lansing for the Clintonville/I-75 interchange. They are very willing to participate in the gravel road planning project.

**RCOC Service Operations
Independence Township Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

Service	Score	Score
Guardrail Maintenance	4	4
Guardrail Upgrade/Installation	4	4
Sign Maintenance	3	4
Sign Upgrade/Installation	4	4
Pavement Marking	3	3
Signal Maintenance/Optimization	3	3
Signal Modernization/Installation	2	2
Pothole Patching		3
Plant Mix Patching	2	3
Joint/Crack Filling	1	1
Base Repairs	1	2
Grade Gravel Surface	3	3
Patch Gravel Surface	3	3
Grade Gravel Shoulders	3	3
Pave Gravel Shoulders	3	3
Recondition Gravel Shoulders	3	3
Maintain Drainage Systems	3	3
Curb Sweeping	3	3
Cut/Spray Brush	3	3
Tree Trimming	3	2
Snow/Ice Control-Main Roads	4	4
Snow/Ice Control-Subdiv Streets	2	2
Clean/Reshape Ditch	3	3
Clear Vision Mowing	4	3
Aesthetic Mowing	3	2
Dust Control	3	3
Bridge Painting/Maintenance	3	3
Erosion Control	3	3
Landscaping	3	2
Litter Pick-Up	3	2
Total Effectiveness	85	86
Average Effectiveness	2.9	2.9

STRATEGIC PLANNING MEETING

LYON TOWNSHIP

The Strategic Planning Meeting with Lyon Township was held on January 27, 1999 in the township offices. In attendance were:

Lyon Township

Mr. Jim Atchison	Township Supervisor
Mr. Tim Reed	Township Trustee
Mr. Doug Pakkala	Township Ad Hoc Road Committee

Michigan State Legislature

Ms. Barbara Clancy	Representing Willis Bullard, Jr., 15 ^h District State Senator
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Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. James Schultz	Systems Planning Coordinator
Mr. Mathew J. Gaberty II	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Township officials reported a continuation of the scattered residential development reported in previous years. This is mostly single family homes on large lots or small subdivisions. The Milford Road corridor continues to be the focal point of residential development for the township. Lack of sewers continues to be a major impediment to growth elsewhere in the township. Indications are that the trend in residential development will continue to increase slowly. Continuing efforts by the City of Lyon to annex small parcels of township land is still a major concern to township officials.

Industrial growth accounts for most of the development activity in the township and this is occurring primarily in the Grand River/I-96 corridor. The availability of water and sewer is the primary factor driving this growth. Township officials report that the largest undeveloped piece of industrial property remaining in southeast Michigan is located in the township on Grand River near the Jarvis Webb site. It is expected that this property will be developed soon. Richard Tool is moving into the township from Farmington Hills. Elsewhere, a 400,000 square foot food warehouse is being built at Napier and Ten Mile Road. It is anticipated that this corridor will continue a fairly rapid pace of development until build-out is reached.

Development in communities surrounding Lyon Township, in both Washtenaw and Oakland Counties, are having an adverse impact on traffic and the Lyon Township road system.

EVALUATION OF ROAD COMMISSION SERVICES

As in previous years, improving grading and chloriding of gravel roads remains a big concern in the township. Township officials requested RCOE to conduct a review of grading protocols and procedures. During grading operations, berms are being built and not all roads are properly crowned. This creates drainage problems that lead to further deterioration of the road surface. Township officials want to be notified in advance as to when these operations are scheduled on their roads. Again, the area on Ten Mile between Milford and Griswold was mentioned. Rutting and dishing of the pavement is still a problem. The township would like the RCOE to intercede with MDOT concerning the repaving of I-96. This should not be done concurrently with the resurfacing. In general, township officials are satisfied with services provided by the Road Commission.

LONG RANGE STRATEGIC PRIORITIES

The following is a list of long range priorities for Lyon Township.

1. Resurface Milford Road throughout the township
2. Improve gravel road maintenance program to include more chloridings and gradings, ditching and brush cutting.
3. Improve intersections (to include approach paving where necessary)
 - A. Eight Mile at Chubb
 - B. Johns at Ten Mile
 - C. Eight Mile at Currie
 - D. Milford at Ten Mile
 - E. Napier at Ten Mile
 - F. Griswold at Eight Mile Road
 - G. Currie at Ten Mile Road
5. Pave Martindale from Grand River to Pontiac Trail
6. Pave Martindale from Ten to Eleven Mile Road
7. Pave Old Plank from Grand River to Pontiac Trail
8. Pave Nine Mile
9. Widen and signalize Ten Mile and Milford intersection
10. Pave approaches throughout township
11. Add asphalt on Ten Mile at Napier to eliminate rutting and accidents
12. Install signal at Ten Mile Road and Milford
13. Signalize and widen Pontiac Trail at Eight Mile Road
14. Signalize and widen Martindale at Ten Mile

PARTNERSHIP OPPORTUNITIES

Township officials were pleased to see the emphasis on spending the new revenues generated by the gas tax increase on system preservation and rehabilitation. The township supervisor stated again that it "looks rational to preserve what we have" but he would like to see Lyon Township get more attention for its road needs. They are glad the Road Commission is still involved in the West Oakland County Road and Bike Path Development Committee, especially in the area of non-motorized paths. They would like to see this effort continue. The township is very eager to work with the Road Commission on the gravel road planning project.

**RCOC Service Operations
Lyon Township Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	4	4
Guardrail Upgrade/Installation	4	4
Sign Maintenance	4	4
Sign Upgrade/Installation	4	3
Pavement Marking	4	3
Signal Maintenance/Optimization	4	4
Signal Modernization/Installation	4	3
Pothole Patching	3	4
Plant Mix Patching	3	4
Joint/Crack Filling	4	3
Base Repairs	5	5
Grade Gravel Surface	4	4
Patch Gravel Surface	4	4
Grade Gravel Shoulders	4	4
Pave Gravel Shoulders	4	4
Recondition Gravel Shoulders	4	4
Maintain Drainage Systems	4	3
Curb Sweeping	4	3
Cut/Spray Brush	4	4
Tree Trimming	4	3
Snow/Ice Control-Main Roads	4	4
Snow/Ice Control-Subdiv Streets	2	2
Clean/Reshape Ditch	4	3
Clear Vision Mowing	4	4
Aesthetic Mowing		
Dust Control	5	5
Bridge Painting/Maintenance		
Erosion Control	4	4
Landscaping		
Litter Pick-Up	1	1
Total Effectiveness	103	97
Average Effectiveness	3.8	3.6

STRATEGIC PLANNING MEETING

MILFORD TOWNSHIP

The Strategic Planning Meeting with Milford Township was held on January 27, 1999, in the Milford Township Hall Meeting Room. In attendance were:

Milford Township

Mr. James Caswell	Township Supervisor
Ms. Colleen Schwartz	Township Clerk
Ms. Mary Jane Cagney	Township Treasurer

Michigan State Legislature

Ms. Barbara Clancy	Representing Willis Bullard, Jr., 15 th District State Senator
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Road Commission for Oakland County

Mr. Richard Skarritt	Road Commissioner
Mr. Brent Bair	Managing Director
Mr. James Schultz	Systems Planning Coordinator
Mr. Mathew Gaberty II	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Residential growth is continuing in the township but at a somewhat slower pace as development is reaching planned capacities. A forty home subdivision is going in at Hickory Ridge and Commerce. A new large development is being proposed in the Pontiac Trail-Old Plank-South Hill area. Most of the remaining residential development is being done on large parcels and is basically in-fill in nature.

General Motors is expanding its facility at the proving grounds. A new building opened in October 1998 and currently employs 500 personnel. This is expected to double soon. The facility is expected to add an additional 2000 to 3000 employees when the expansion is completed.

It is expected that traffic volumes will increase on the major road network (Milford, Commerce, Hickory Ridge, and General Motors Roads) with some spill over effects on local roads.

EVALUATION OF ROAD COMMISSION SERVICES

The good working relationship between the township and the Road Commission continues and in general were well pleased with services in the township. Mark Pohl visits frequently and maintains good communication with township officials. Getting gravel out of paved intersection approaches is still a concern of the township. They would like to see these

clearing operations improved. Better ditching for drainage is a common request in the more rural areas of the county and Milford Township is no exception. They were aware and understanding of the backlog that exists in ditching operations in the district, but would appreciate some improvement in service in this area. Positive comments were received regarding the brine well operation in the township and the willingness of the district superintendent to work with the township to resolve problems and reduce complaints.

LONG RANGE STRATEGIC PRIORITIES

Milford Township's strategic priorities remained essentially the same. The paving of gravel roads in general is a priority and the gravel road planning process should assist the township in achieving their goals. The following is a revised list of strategic priorities identified by Milford Township:

1. Pave Duck Lake Road, Commerce to Cooley Lake (note: this is nearly completed.)
2. Widen Milford Road (both North and South, ultimately to five lanes).
3. Signalize Commerce @ Hickory Ridge (this is already scheduled.)
4. Pave Burns Road from Wixom to Commerce Road.
5. Pave Burns from Commerce to Cooley Lake.
6. Pave approach west side Buno at South Milford
7. Shoulder paving on resurface/reconstruction projects.
8. Initiate gravel road paving program.
9. Evaluate/study intersections for signalization.
10. Pave approach Buno at South Milford (west side)

PARTNERSHIP OPPORTUNITIES

Township officials were happy to see the funds from the gas tax increase being spent on system preservation projects. However they would like to see more brushing and mowing operations, as well as ditching and drainage improvement projects in the township. They expressed a high degree of interest in the gravel road planning project and are looking forward to participating in it.

Township officials expressed the desire to continue the good working relationship with the Road Commission and continue involvement in the Tri-Party program, as well as other joint venture projects.

**RCOC Service Operations
Milford Township Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	3	3
Guardrail Upgrade/Installation	3	3
Sign Maintenance	4	4
Sign Upgrade/Installation	3	3
Pavement Marking	4	3
Signal Maintenance/Optimization	4	3
Signal Modernization/Installation	3	1
Pothole Patching	3	2
Plant Mix Patching	2	
Joint/Crack Filling	3	
Base Repairs	3	
Grade Gravel Surface	4	4
Patch Gravel Surface	3	4
Grade Gravel Shoulders	4	4
Pave Gravel Shoulders	2	2
Recondition Gravel Shoulders	4	4
Maintain Drainage Systems	2	1
Curb Sweeping	1	
Cut/Spray Brush	2	2
Tree Trimming	2	2
Snow/Ice Control-Main Roads	4	4
Snow/Ice Control-Subdiv Streets	4	2
Clean/Reshape Ditch	3	2
Clear Vision Mowing	3	3
Aesthetic Mowing	3	
Dust Control	4	5
Bridge Painting/Maintenance		
Erosion Control		
Landscaping	3	
Litter Pick-Up	3	5
Total Effectiveness	86	66
Average Effectiveness	3.1	3.0

STRATEGIC PLANNING MEETING

OAKLAND TOWNSHIP

The Strategic Planning Meeting with Oakland Township was held on November 4, 1998 in the township offices. In attendance were:

Oakland Township

Ms Joan Buser
Ms. Linda Gorecki

Township Supervisor
Township Planning Consultant

Road Commission for Oakland County

Mr. Brent O. Bair
Mr. Gerald Holmberg
Mr. James Schultz
Mr. Mathew J. Gaberty II

Managing Director
Deputy Managing Director, County Highway Engineer
Systems Planning Coordinator
Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Development in the township is continuing at a fairly consistent rate. One of the factors limiting residential development is the lack of sewers. Development pressures remain high, as Oakland Township is one of the most desirable residential areas in the county. Oakland County DPW has allocated 5,000 sewer taps to Oakland Township. This is up 1,000 since the last Strategic Planning meeting. However, this limitation on sewer taps will be a moderating force unless the sewer service area is expanded. The largest development currently planned is for seven subdivisions behind the Hills of Oakland in the vicinity of Adams and Stoney Creek Roads. When completed, plans call for 495 homes on 405 acres.

One of the biggest issues facing the township is the installation of the 96-inch DWSD water main and funding for its construction. Township officials reported that some developers are waiting for the availability of water instead of installing community wells.

There has been little commercial or industrial development in the township. The last big area zoned for commercial has been developed and the township has received a request to rezone a parcel at Adams and Silverbell from light industrial to residential.

EVALUATION OF ROAD COMMISSION SERVICES

Oakland Township officials continue to be very pleased with Road Commission services. Loren Yaros was complimented on doing a great job in the township and seems to be very good at keeping everyone happy. The number of calls and complaints on roads remain low and those they do receive are handled very promptly. Gravel road maintenance and the chloride program are rated very good. Township officials requested the Road Commission to re-evaluate the intersection of Snell and Rochester Roads for signalization.

LONG RANGE STRATEGIC PRIORITIES

The following is a list of long range priorities for Oakland Township.

1. Widen Silverbell to five lanes from Adams west to M-24 and improve M-24 to I-75
2. Pave Silverbell Road M-24 to Gallagher
2. Pave Snell Road From Orion Road to Rochester Road
4. Pave Gallagher Road
5. Install traffic signal at Snell and Rochester Roads
6. Improve traffic control on Rochester Road to facilitate ingress and egress to local properties.
7. Improve Sheldon Road at school to improve ingress and egress for school busses.
8. Continue excellent gravel road maintenance program
9. Improve safety of the Dutton-Orion intersection

PARTNERSHIP OPPORTUNITIES

Township officials expressed their support for the road improvement plan as presented as well as for pursuing more funding for roads. Again, the township expressed the desire for the Road Commission to take the lead in holding combined meetings with the cities of Auburn Hills, Rochester Hills, Rochester and the townships of Oakland and Orion to discuss road issues and improvements. This is viewed as a vital part of an area-wide strategy for traffic management and intergovernmental cooperation on and coordination of road improvements. The township expressed a great deal of interest in the gravel road planning process. The township wants to continue working with the Road Commission on the excellent chloride and gravel road improvement programs.

**RCOC Service Operations
Oakland Township Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	2	4
Guardrail Upgrade/Installation	2	4
Sign Maintenance	3	4
Sign Upgrade/Installation	2	4
Pavement Marking	3	4
Signal Maintenance/Optimization	3	4
Signal Modernization/Installation	3	4
Pothole Patching	4	5
Plant Mix Patching	4	4
Joint/Crack Filling	4	4
Base Repairs	4	5
Grade Gravel Surface	3	5
Patch Gravel Surface	3	4
Grade Gravel Shoulders	3	4
Pave Gravel Shoulders	3	2
Recondition Gravel Shoulders	3	3
Maintain Drainage Systems	3	4
Curb Sweeping	2	2
Cut/Spray Brush	2	3
Tree Trimming	2	3
Snow/Ice Control-Main Roads	5	5
Snow/Ice Control-Subdiv Streets	3	3
Clean/Reshape Ditch	2	4
Clear Vision Mowing	3	3
Aesthetic Mowing	2	3
Dust Control	5	5
Bridge Painting/Maintenance	2	4
Erosion Control	3	4
Landscaping	2	3
Litter Pick-Up	2	3
Total Effectiveness	87	113
Average Effectiveness	2.9	3.8

STRATEGIC PLANNING MEETING

ORION TOWNSHIP

The Strategic Planning Meeting with Orion Township was held on November 23, 1998 in the Township Offices. Those attending were:

Orion Township

Ms. Colette Dywasuk	Township Supervisor
Ms. Sandra Dyl	Deputy Township Supervisor
Ms. Jill Bastian	Township Clerk
Mr. James Marleau	Township Treasurer
Ms. JoAnn Van Tassel	Trustee
Mr. Burke Queny	Trustee
Mr. Leon Harrison	Planning Commission/Road Committee
Ms. Mary Ellen Soroko	Planning Commission

Oakland County Board of Commissioners

Mr. Larry Obrecht	Commissioner, 3 rd District
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Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. Jim Schultz	Systems Planning Coordinator
Mr. Mathew J. Gaberty II	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Residential growth in Orion Township continues to be consistent, but at a somewhat slower pace than in past years. About 20 subdivisions are under construction with a 120 unit single family residential development on the northwest corner of Scripps and M-24 and a 60 acre multiple family residential development going in at Baldwin and Maybee Roads being the newest. It is anticipated that water and sewer will be available in the Baldwin Road corridor in the next year further increasing development pressures in that area. Residential development should continue at this pace until theoretical build-out is approached.

Commercial development is expected to increase as a spin-off from the Great Lakes Crossing development at I-75 and Baldwin. M-24 continues to experience significant development and redevelopment and a new medical facility is going in just north of Silver Bell. Additional commercial development is expected to be spotty throughout the township as the M-24 and Baldwin corridors will remain the focus of that type of development.

EVALUATION OF ROAD COMMISSION SERVICES

Township officials reported they continue to have a satisfactory relationship with the Road Commission and are especially happy with the issue specific responsiveness of Maintenance District personnel. The gravel road maintenance, paving and drainage improvements were stressed as major concerns, as was snow and ice removal in subdivisions. M-24 continues to be a major issue in the township with officials identifying numerous problem areas and safety concerns. Township officials suggested closer coordination and cooperation between the Road Commission, MDOT and all the M-24 corridor communities. This would assist in addressing many shared concerns and is viewed as vital to arriving at realistic solutions to traffic congestion in the corridor. Improved signalization and signal timing need to be addressed in both the M-24 and Baldwin Road corridors. SCATS is still viewed somewhat skeptically, but more positively than before. A question was raised concerning the eventual implementation of SCATS all along the M-24 corridor, an issue that must be addressed with MDOT.

Shoulder maintenance was identified as an area needing improvement. Maintenance crews are not consistently floating gravel off paved surfaces that may create a potential safety hazard. Likewise, maintenance operations on

STRATEGIC TRANSPORTATION PRIORITIES

Orion Township's strategic priority list remains unchanged from unchanged from last time except for the items identified above. The following is a list of long range priorities for Orion Township.

1. Widen Baldwin Road to five lanes from southern to northern border of Township
2. Relocate Joslyn Road north of Judah at railroad tracks
3. Reconfigure the intersection of Baldwin/Indianwood/Coats Roads
4. Road pavings
 - A. Judah Road Baldwin to Joslyn
 - B. Brown Road Baldwin to Joslyn
 - C. Dutton Road
 - D. Squirrel Road
5. Pave Waldon Road west of Baldwin to township line
6. Construct right turn lane at Clarkston and M-24
7. Construct right turn lane on Joslyn at westbound Clarkston
8. Improve intersection of Clarkston and Sunset Drive
9. Signalize M-24 at Waldon.
10. Install signal at intersection of Baldwin and Gregory
11. Construct turn lanes and signalize Baldwin at Maybee and at Joslyn and Waldon.
12. Improve intersections and signalize where necessary on Baldwin, Joslyn and M-24 as priorities and then throughout the township.
13. Relocate bridge at Indian Lake Road to Orion Township Park.
14. Improve drainage where needed throughout the township.
15. Improve snow and ice removal in subdivisions.

PARTNERSHIP OPPORTUNITIES

A great deal of interest was expressed in the Gravel Road Planning Project and township officials are looking forward to beginning conversations with Road Commission staff. System preservation projects funded with the new revenues generated by the gas tax increase were well received by township officials. However they would like to see more money spent in the township.

**RCOC Service Operations
Orion Township Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	3	4
Guardrail Upgrade/Installation	3	3
Sign Maintenance	3	3
Sign Upgrade/Installation	3	3
Pavement Marking	3	4
Signal Maintenance/Optimization	3	4
Signal Modernization/Installation	2	4
Pothole Patching	3	3
Plant Mix Patching	2	2
Joint/Crack Filling	3	3
Base Repairs	3	2
Grade Gravel Surface	4	2
Patch Gravel Surface	4	2
Grade Gravel Shoulders	4	3
Pave Gravel Shoulders	2	2
Recondition Gravel Shoulders	3	3
Maintain Drainage Systems	4	2
Curb Sweeping	3	3
Cut/Spray Brush	3	3
Tree Trimming	3	3
Snow/Ice Control-Main Roads	4	4
Snow/Ice Control-Subdiv Streets	2	3
Clean/Reshape Ditch	3	3
Clear Vision Mowing	4	3
Aesthetic Mowing	2	3
Dust Control	4	2
Bridge Painting/Maintenance	4	3
Erosion Control	2	3
Landscaping	2	2
Litter Pick-Up	2	3
Total Effectiveness	90	87
Average Effectiveness	3.0	2.9

STRATEGIC PLANNING MEETING

OXFORD TOWNSHIP

The Strategic Planning Meeting with Oxford Township was held on January 26, 1999 in the Township Offices. Those attending were:

Oxford Township

Mr. E. Greg Gilbert	Township Supervisor
Ms. Shirley Clancy	Trustee
Mr. George M. Black III	Planning Commission
Ms. Carolyn Hepp	Planning Commission
Mr. Bill Dunn	Engineering Consultant
Ms. Mary Moilanen	Oxford Eccentric newspaper

Michigan State Legislature

Mr. Mike Fikes	Representing John D. Cherry, Jr. State Senator, 28 th District
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Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. Mathew J. Gaberty II	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Oxford Township officials expect residential growth to continue at a fairly steady pace over the next several years, spiking occasionally as former gravel pits are reclaimed and developed.

The Waterstone development, formerly known as the American Aggregates property, currently is the largest planned development in the township. Phases I & II have been approved and will consist of approximately 400 single family homes. Phase III is coming on line with about another 200 homes. Phase IV is to be proposed, but the developer is planning on 450 homes and a 27 hole golf course. The original plan called for approximately 2400 homes to be built over the next twenty years, however the timeline for that development appears to be shortening along with a reduction in the total number of homes. The Drahner Road corridor will continue to be the area of interest for many small to medium size subdivisions and the township expects that development along the Seymour Lake Road corridor will be spurred by the development of the American Aggregates property. Township officials generally define medium developments as 100 homes and large developments as 450 homes or more.

It is anticipated that commercial growth will be, for the most part, confined to the M-24 corridor with only small single parcel developments elsewhere in the township. Township officials stated not much major commercial or industrial development pressure is being

experienced at this time, however they stressed that could change at any time. The possibility of sewers coming south from the Genesee County system could cause a surge in development pressures in the township.

EVALUATION OF ROAD COMMISSION SERVICES

Township officials are generally satisfied with Road Commission services and understanding of trying to meet the many needs of the Township and the county with a limited budget. The maintenance and paving of gravel roads and drainage improvements were stressed as major concerns. As in the past, M-24 remains a major issue in the township. Township officials asked if MDOT would be widening M-24 in the township as a follow-on to the widening of M-24 from the county line north to I-69. Questions were raised about the rural 25 mile per hour speed limit. In general they are viewed by the township as unadvisable, not enforced and not observed.

Township officials suggested R.A.P. (recycled asphalt paving) projects as demonstration projects for the following road segments: Oakwood Road west to M-24; Ray Road from Oxford Road to M-24; and Metamora Road from M-24 to north of Oakwood.

STRATEGIC TRANSPORTATION PRIORITIES

The strategic priorities of Oxford Township remain basically unchanged from last time.

1. Widen Drahner Road. Preferred cross-section is a three-lane road with 2'-3' paved shoulders. A three-lane road would be the maximum acceptable to the residents.
2. Improve pavement conditions on M-24 at Drahner. Drainage, sweeping and base repair.
3. Improve safety of Baldwin / Seymour Lake Intersection.
4. Improve Seymour Lake / Granger / Brookfield intersection.
5. Pave Sanders from Drahner to Seymour Lake Road.
6. Pave Drahner from Baldwin Road to east of Sanders and from M-24 east to the township line.
7. Improve Oakwood Road from M-24 to Metamora.
8. Pave Ray Road from M-24 to North Oxford.
9. Cut down hill on Seymour Lake at village limit.
10. Evaluate all gravel roads in township for meeting 25 mph criteria.
11. Check into SCATS signals for township.
12. Develop strategies for diverting traffic from M-24 east to Rochester Road corridor and west to M-15 corridor.
13. Township wants to add more non-motorized paths.

PARTNERSHIP OPPORTUNITIES

A great deal of interest was expressed in the Gravel Road Planning Project and township officials are looking forward to beginning conversations with Road Commission staff. The concept of system preservation projects funded with dollars from the gas tax increase met with general approval. Mr. Dunn, a township consultant, suggested the Road Commission, along with the township and surrounding communities explore the possibilities of alternative funding strategies for road improvement and maintenance.

**RCOC Service Operations
Oxford Township Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	4	3
Guardrail Upgrade/Installation	4	3
Sign Maintenance	4	3
Sign Upgrade/Installation	3	3
Pavement Marking	3	3
Signal Maintenance/Optimization	4	3
Signal Modernization/Installation	4	3
Pothole Patching	3	3
Plant Mix Patching		3
Joint/Crack Filling	3	4
Base Repairs		3
Grade Gravel Surface	4	3
Patch Gravel Surface	4	3
Grade Gravel Shoulders	3	3
Pave Gravel Shoulders		3
Recondition Gravel Shoulders	3	3
Maintain Drainage Systems	3	3
Curb Sweeping	2	3
Cut/Spray Brush	3	3
Tree Trimming	3	3
Snow/Ice Control-Main Roads	4	5
Snow/Ice Control-Subdiv Streets	3	2
Clean/Reshape Ditch	3	3
Clear Vision Mowing	3	3
Aesthetic Mowing		3
Dust Control	4	3
Bridge Painting/Maintenance	3	3
Erosion Control	3	3
Landscaping	3	3
Litter Pick-Up	4	3
Total Effectiveness	87	92
Average Effectiveness	3.3	3.1

STRATEGIC PLANNING MEETING

ROSE TOWNSHIP

The Strategic Planning Meeting with Rose Township was held March 31, 1999, in the township hall. In attendance were:

Rose Township

Mr. Chester Koop	Township Supervisor
Ms. Alison K. Kalcec	Township Clerk
Mr. Al Lopez	Township Trustee

Road Commission for Oakland County

Mr. Richard Skaritt	Road Commissioner
Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. Mathew J. Gaberty II	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Most of the development in Rose Township continues at a moderate pace and site condominiums account for most of the residential units being built. The township view on site condominium roads remains the same. The internal roads are private and not public as the township considers them to be part of the "common element." The development of the 1800 unit mobile home park on the northeast quadrant of Rose Center and Milford Roads is currently in appeals court. The largest residential development is a planned 180 to 200 homes being built in the vicinity of Lake Graymont near Davisburg Road.

Minimal commercial development has occurred. Currently the township is evaluating a request for approximately three and one-half acres of commercial property at Rose Center and Milford Road. No industrial development was reported. This reflects no change from the last meeting.

EVALUATION OF ROAD COMMISSION SERVICES

Township officials are satisfied with the Road Commission services they receive. Steve Pitcher was cited as being very good to work with and very responsive to the township. They are, however, in favor of the Michigan Township Association proposal in particular those elements dealing with fund designation to townships. Township officials would like to see more cooperation and more long term planning from the RCOC.

LONG RANGE STRATEGIC PRIORITIES

The long range strategic priorities remain essentially the same since the last strategic planning meeting with Rose Township.

1. Initiate an approach paving program in the township to improve 30 approaches.
2. Initiate a township-wide ditching and drainage program.
3. Add acceleration/deceleration lanes and a center left turn lane to Davisburg Road west of Oakhurst, site of future civic center.
4. Hickory Ridge and Rose Center --- Township requested flasher, center left turn lane and petition for reduced speed limit to 35 mph for 1,000 feet north and south of Rose Center on Hickory Ridge.
5. Cut down hill at Fenton and South Holly Road.
6. Provide a second point of access to the Holly Shore subdivision off Rattalee Lake Road.
7. Improve gravel road services including a township-wide dust control program and additional gradings.
8. Explore constructing a road on uncertified Perch Lake Road right-of-way from Hickory Ridge to Fish Lake Road.

PARTNERSHIP OPPORTUNITIES

The township would like to see closer cooperation in project planning with the RCOC. They are very much in favor of the gravel road planning project and are willing participate in the process. They were pleased with funds from the gas tax increase being spent on system preservation, but would like to see more money being spent to meet needs in the township.

STRATEGIC PLANNING MEETING

SPRINGFIELD TOWNSHIP

The Strategic Planning Meeting with Springfield Township was held on February 4, 1999, in the Springfield Township Hall. In attendance were:

Springfield Township

Mr. Colin Walls	Township Supervisor
Ms. Lois Stiles	Township Treasurer
Ms. Nancy Stroles	Township Clerk
Mr. Richard Miller	Township Trustee
Ms. Margret Bloom	Township Trustee
Ms. Elaine Field-Smith	Township Trustee

Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. Brian Blaesing	Director, Planning and Development
Mr. Mathew J. Gaberty II	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Springfield Township reported that building permits have remained the same for the last three years averaging 140 to 150 per year. The pattern appears to be more scattered than in previous years, but the township still faces a lot of development pressure. A new development of small size is going in off Eton Road.

Commercial and industrial development is mostly in-fill in the Dixie Highway corridor. Some minor commercial has gone in along Dixie Highway. Development in adjacent communities and I-75 are seen as having major traffic impacts in the township.

EVALUATION OF ROAD COMMISSION SERVICES

Township officials feel they are receiving better service from the maintenance district now that Steve Pitcher is in charge. He is providing better service and better communication and is much more responsive to service requests. They would like to see closer coordination between the RCOC Permits Division, SID inspectors and the township planner. The main issue revolves around the preservation of trees to maintain the character of the roads. It is believed, by the township, that this cooperation should start before land division occurs.

LONG RANGE STRATEGIC PRIORITIES

Although most strategic priorities remain the same, some new ones were added and a few were changed. The following is a revised list of strategic priorities that were identified by Springfield Township:

1. Widen and resurface Dixie Highway and make safety improvements
2. Improve road drainage throughout the township.
3. Improve gravel roads throughout the township.
4. Pave the following roads in the township:
 - A. Holcomb Road from Bridge Lake to township line
 - B. Tindall Road from Davisburg to East Holly.
5. Add center left turn lane on Dixie at Davisburg Road
6. Approach paving Tucker at east Holly

PARTNERSHIP OPPORTUNITIES

Township officials approved of the emphasis on system preservation with revenues from the gas tax increase. Although some skepticism was expressed, they are willing to participate in the gravel road planning project and are hopeful about the outcome. As mentioned in the last report, they would like to see a revision to RCOC paving standards to preserve more trees along with a cooperative design review process for design speeds when paving gravel roads.

**RCOC Service Operations
Springfield Township Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	2	4
Guardrail Upgrade/Installation	2	4
Sign Maintenance	2	4
Sign Upgrade/Installation	2	1
Pavement Marking	3	3
Signal Maintenance/Optimization	3	4
Signal Modernization/Installation	3	4
Pothole Patching	3	2
Plant Mix Patching	2	2
Joint/Crack Filling	3	3
Base Repairs	2	1
Grade Gravel Surface	5	4
Patch Gravel Surface	2	4
Grade Gravel Shoulders	3	4
Pave Gravel Shoulders	2	
Recondition Gravel Shoulders	2	3
Maintain Drainage Systems	1	1
Curb Sweeping		
Cut/Spray Brush	1	3
Tree Trimming	1	3
Snow/Ice Control-Main Roads	5	5
Snow/Ice Control-Subdiv Streets	3	3
Clean/Reshape Ditch	2	1
Clear Vision Mowing	2	
Aesthetic Mowing		
Dust Control	3	
Bridge Painting/Maintenance	1	
Erosion Control	2	0
Landscaping	0	3
Litter Pick-Up	0	
Total Effectiveness	62	66
Average Effectiveness	2.2	2.9

STRATEGIC PLANNING MEETING

WATERFORD TOWNSHIP

The Strategic Planning Meeting with Waterford Township was held on November 6, 1999 in the township offices. In attendance were:

Township

Ms. Katherine Innes	Township Supervisor
Ms. Betty Fortino	Township Clerk
Ms. Dee Minton	Township Treasurer
Mr. Larry Lockwood	Township Planning Department
Mr. Doug Bradley	Township Building Department

County Board of Commissioners

Mr. Frank Millard	4 th County Commission District
Ms. Fran Amos	5 th County Commission District

Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. James Schultz	Systems Planning Coordinator
Mr. Mathew J. Gaberty II	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Township officials report that the township is rapidly approaching build-out. In-fill is all that remains except for a few large previously platted developments that are just starting construction. An example is a large scale residential development in the Williams Lake corridor north of Cooley Lake Road. There is increasing interest in redevelopment in some of the older areas of the township.

As in the last report, undeveloped commercial property is still available in the township. The Cooley Lake corridor is attracting considerable attention from those interested in vacant commercial land and from those who see redevelopment as a possibility for some properties. No plans have been finalized as yet from the replatting process at Summit Place Mall that was reported at the last meeting. But mall officials are anticipating some new development. Interest has also been expressed in the possible redevelopment of the T-Way Plaza site. As with residential development, in-fill will be the future of most other commercial development in the township.

EVALUATION OF ROAD COMMISSION SERVICES

Township officials continue to rate as excellent the services they receive the Road Commission. In particular, the township supervisor stated she has no complaints. She is very well satisfied with the response given the township by RCOC maintenance forces.

Permits Department does a good job in the township. Complaint resolution by the RCOC Department of Citizen Services has been very good. As stated in the last report, delays in clearing snow from subdivision streets was again cited as one area that could be improved. The township is still receiving a number of complaints from area residents concerning the Covert Road closure. There have been a number of complaints regarding signal timing at the M-59 and Cass Lake Road intersection, mostly regarding left turn phasing. This is providing added impetus to the township's request for the installation of SCATS along M-59.

Township officials cited the lack of a good north-south corridor as a major contributor to traffic problems in the township. They requested the RCOC to work against M-5 just stopping at M-59. It needs to go all the way to I-75. Most service requests revolve around M-59 and Dixie Highway.

A request was received from the township to improve lead-time on road closures. This would greatly assist emergency and township service vehicles in planning alternate routes.

LONG RANGE STRATEGIC PRIORITIES

The Township of Waterford has identified long range transportation improvements as follows:

1. Remove vertical curve (dip) and improve intersection at M-59/Crescent Lake Road.
2. Installation of SCATS signalization system at eight intersections of M-59.
3. Complete widening of Walton Boulevard from Sashabaw Road to Dixie Highway.
4. Widen Williams lake Road from Maceday Drive to Dixie Highway to include intersection improvements at Airport Road (eliminate two 90 degree turns) and Maceday Dr. ("T" intersection).
5. Widen Williams Lake Road from M-59 to Maceday Lake Road; remove 90 degree turn/double intersection at Gale Road; realign intersections at M-59 to eliminate the jog.
6. Pave remaining segment of Hospital Road (Pontiac Lake Road to M-59).
7. Pave remaining segment of Lochaven Road.
8. Improve site distance at curve on Silver Lake Road and reconstruct bridge.
9. Extend Telegraph Road north to I-75 to include intersection improvements at Dixie Highway and the widening of Telegraph Road to allow for five lane of traffic under the railroad bridge.
10. Widen Cass Lake Road from the township line to M-59, in coordination with current Cass Lake Road widening project in Keego Harbor.
11. Widen Sashabaw Road from Dixie Highway to I-75
12. Widen Crescent Lake Road from M-59 to Hatchery Road
13. Widen Airport Road from M-59 to Andersonville Road.
14. Widen Pontiac Lake Road from M-59 east.
15. Widen Cooley Lake Road from Williams Lake Road to Lochaven.
16. Widen Scott Lake Road
17. Straighten curve on Cooley Lake Road at Lake Vista.
18. Flatten Cooley Lake Road curve at northeast end of Elizabeth Lake Road.
19. Soften curve at Brookhaven Ct. and install passing lane.
20. Realign Hiller Road at Cooley Lake Road ("T" intersection).
21. Pave Coomer Road.

22. Smooth out vertical change to Grand Trunk Western Railroad crossings at Frembes Road, Airport Road, Windiate Road, Williams Lake Road, Hatchery Road and Watkins Lake Road.
23. Eliminate the two 90 degree curves on Clintonville Road between Walton Boulevard and Lake Angelus Road.
24. Realign Elizabeth Lake Road at Williams Lake Road.
25. Create a second right-hand (dual lane) for westbound Pontiac Lake Road to westbound M-59.
26. Remove vertical curves on Williams Lake Road between Elizabeth Lake Road and Cooley Lake Road.
27. Widen Hatchery Road from Crescent Lake Road to Frembes Road.

PARTNERSHIP OPPORTUNITIES

The township felt the emphasis on system preservation and rehabilitation funded by new revenues from the gas tax increase is a very good program. Preserving the infrastructure is seen as vital to safety and to the overall impression of the township and the county as a whole. The township supervisor wants to maintain the good relationship they have with the RCOC. Partnership opportunities are seen in working with the RCOC and MDOT to improve safety along the M-59 corridor and Dixie Highway. Further opportunities are seen in resolving the north-south corridor (M-5) issue.

**RCOC Service Operations
Waterford Township Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	4	5
Guardrail Upgrade/Installation	4	5
Sign Maintenance	4	4
Sign Upgrade/Installation	4	4
Pavement Marking	4	4
Signal Maintenance/Optimization	4	4
Signal Modernization/Installation	4	3
Pothole Patching	3	2
Plant Mix Patching	3	2
Joint/Crack Filling	3	2
Base Repairs	3	1
Grade Gravel Surface	4	4
Patch Gravel Surface	4	4
Grade Gravel Shoulders	4	4
Pave Gravel Shoulders	4	2
Recondition Gravel Shoulders	4	3
Maintain Drainage Systems	4	2
Curb Sweeping	3	4
Cut/Spray Brush	3	3
Tree Trimming	3	4
Snow/Ice Control-Main Roads	5	5
Snow/Ice Control-Subdiv Streets	3	2
Clean/Reshape Ditch	4	3
Clear Vision Mowing	3	4
Aesthetic Mowing	1	4
Dust Control	2	4
Bridge Painting/Maintenance	3	2
Erosion Control	3	3
Landscaping	3	4
Litter Pick-Up	3	4
Total Effectiveness	103	101
Average Effectiveness	3.4	3.4

**STRATEGIC PLANNING MEETING
WEST BLOOMFIELD TOWNSHIP**

The Strategic Planning Meeting with West Bloomfield Township was held on October 27, 1998, in the Township Offices. In attendance were:

West Bloomfield Township

Ms. Jeddy Hood	Township Supervisor
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Michigan State Legislature

Ms. Barbara Clancy	Representing Willis Bullard, Jr. State Senator, 15 th District
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Oakland County Board of Commissioners

Ms. Shelly Goodman Taub	12 th County Commission District
Ms. Fran Amos	5 th County Commission District

Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. Craig Bryson	Public Information Officer
Mr. James Schultz	Systems Planning Coordinator
Mr. Mathew J. Gaberty II	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Building permits were down last year as West Bloomfield Township approaches build out. Township officials estimate that 400 – 500 residential building sites remain. Building permits are expected to increase over the next two years, but the majority of the permits issued will be for in-fill construction in existing subdivisions. Birchwood Park, reported two years ago as the last large tract subdivision to be developed in the Township, is now approximately 90 per cent built and occupied.

Land available for commercial development is also approaching build out. The development reported two years ago along the Haggerty corridor has been completed. With two additional strip commercial developments being constructed near Maple Road, large scale commercial development will essentially be completed. As with residential development, future commercial / light industrial development will be limited to either in-fill or redevelopment of older areas.

Now that West Bloomfield Township is essentially built out, mobility is one of their greatest concerns. While the installation of SCATS-ITS has improved traffic flow on Orchard Lake Road south of Pontiac Trail, Township officials again noted the need for improvements in the following corridors:

- ◆ Haggerty Road / M-5 Corridor (Four Towns Corridor)
- ◆ Northwestern Highway Corridor
- ◆ 14 Mile Road Corridor
- ◆ Maple Road (15 Mile Road) Corridor
- ◆ Orchard Lake Road - Pontiac Trail to North of Commerce Road
- ◆ Middlebelt Road

It should be noted that the Northwestern / 14 Mile / Maple Road Corridors are being considered as one corridor for improvements to alleviate congestion problems due to the termination of Northwestern Highway at Orchard Lake Road.

EVALUATION OF ROAD COMMISSION SERVICES

Township officials remain very satisfied with Road Commission services. Most of the concerns cited during the last round of Strategic Planning Meetings have been addressed to the satisfaction of the township. Preservation of the two natural beauty roads remains an important issue, as do several spot safety projects throughout the township.

It was reported that the Road Commission's Subdivision Improvement Division did a good job clarifying special assessment district procedures and assessment methodology to affected residents. This has resulted in a decrease in the confusion and misunderstanding previously noted.

Maintenance services continue to be viewed as excellent. Winter maintenance operations are considered very good. Township officials would like to see continued improvement in snow and ice removal from subdivision streets.

The relationship between West Bloomfield Township and the Road Commission remains very good. Township officials commented that accessibility of staff, good communication, quick response to issues and concerns, as well as the willingness to work together to find solutions to road problems are key elements in the success of this relationship.

STRATEGIC TRANSPORTATION PRIORITIES

Many of the Long-Range Transportation Improvements identified by the township during the last meeting have been completed or are programmed for completion in 1999. Township officials stated the main roads are generally in pretty good condition. Their next major step will be subdivision streets.

Gravel roads are not a major issue in the township. Out of 4.74 miles of gravel roads, 3.28 miles are designated natural beauty roads (Halsted and Walnut Lake) and 0.33 miles are border roads shared with Waterford Township (Hunt and Coomer). Oakley Park at 0.95 miles and a short section of Walnut Lake (0.18 miles) account for the remaining 1.13 miles. The township's expressed vision is for the paving of Oakley Park and Walnut Lake to Haggerty. In spite of the natural beauty road designation on Walnut Lake, township

officials except some damage to roadside vegetation due to installation of utilities not related to road paving. There is a strong desire to pave Halsted Road, but it is the township's vision to use Pine Lake Road as a model for this project. This would mean a narrow, low speed road with minimal shoulder improvements and no tree removal. The intent being to pave the road with little to no disruption of roadside vegetation.

Concerns were expressed over potential drainage impacts due to planned improvements on Middlebelt Road in the vicinity of Shore Hill Drive and Long Lake Shores. Commissioner Taub reported requests from her constituents to explore the possibility of installing traffic signals at the Jewish Community Center on Maple and/or Farmington Roads to improve ingress to and egress. Currently, the JCC has approximately 400 residential units for senior apartments, assisted living facilities and long term nursing home clients and is planning the addition of another 100 units. These residents, their visitors and day users of these facilities generate a substantial volume of traffic. Other locations cited as specific concerns were: Hiller Road north and south of Commerce, Willow at Commerce, 14 Mile at Haggerty and Maple at Haggerty.

The following list, along with the corridors and locations noted above, compiled by township officials identifies both short and long range transportation improvement priorities.

1. Design and construction of "roundabouts" at the following locations:
 - Civic Center entrance on Walnut Lake Road.
 - Farmington and Walnut Lake Road.
 - Green Lake and Richardson.
2. Widen Middlebelt from 14 Mile north to Orchard Lake.
3. Extend right turn lane on southbound Hiller at Commerce.
4. Install traffic signal at Hiller and Willow.
5. Hiller Road from Commerce Road to Cooley Lake Road should be three lanes to utilize a middle left turn lane. Immediate need for Hiller northbound is to have an added lane for left turns westbound onto Willow Road. At the Hiller/Commerce intersection westbound Commerce needs a right turn lane onto northbound Hiller.
6. Complete the safety and capacity of Maple/Drake intersection, activate the left turn signal and widen the right turn lanes.
7. Install a passing lane on Maple Road westbound along the frontage of the Maple Park Office facility. Add a left turn signal at Farmington Road north and south bound Maple Road, and widen the right hand turn lanes; may be done as a package as part of Maple Creek Subdivision.
8. Create eastbound lane on Maple Road between Old Farm subdivision and Ealy School for right turn lane.
9. Create westbound lane on Maple Road from Aspin Ridge to beyond Maple Woods for right hand turns. Curb cuts are too narrow.
10. Construct passing flares and turn lanes on Maple Road at Nash Acres and Drakeshire Subdivision.
11. Resurface and widen Middlebelt from 14 Mile to Orchard Lake Road. Greatly need turning lanes and left turn signals at Franklin Valley and Corners subdivisions, flare lanes southbound at Deerfield and turning lanes northbound at Square Lake Road.
12. Flare the eastbound lane on Walnut Lake Road at Doherty School for right turn lane.
13. Long Range: Create three lanes on Walnut Lake Road from Orchard Lake Road west to Drake Road for center lane left hand turns.
Short Term Relief: Flare westbound Walnut Lake Road at West Bloomfield Pond for right turns and flare westbound Walnut Lake Road at High Court for right turns.

14. Flare the eastbound lane on Lone Pine Road at Lone Pine School for a right turn lane.
15. Flare the eastbound lane on Lone Pine Road at West Hills School for right turn lane.
16. Construct a passing lane on Cedarbank at Commerce Road.
17. Create a right turn lane for the eastbound Lone Pine Road traffic turning right onto Inkster Road.
18. Flare northbound Inkster Road at 14 Mile Road for right hand turns onto 14 Mile Road.
19. Extend the left turn lane north and southbound on Haggerty at 14 Mile Road. Activate left turn signals. Flare lane at Maplewood for right turns.

PARTNERSHIP OPPORTUNITIES

SCATS-ITS, resolution of the Northwestern Highway and M-5 situations, the evaluation, design and construction of "round-abouts" and corridor planning offer substantial opportunities to continue the cooperative working relationship between West Bloomfield Township and the Road Commission well into the next millennium. The township strongly supports the Road Commission's efforts to improve road funding and was pleased with the emphasis on system preservation.

**RCOC Service Operations
West Bloomfield Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	4	4
Guardrail Upgrade/Installation	4	4
Sign Maintenance	4	4
Sign Upgrade/Installation	4	4
Pavement Marking	1	3
Signal Maintenance/Optimization	5	5
Signal Modernization/Installation	5	5
Pothole Patching	2	3
Plant Mix Patching	2	3
Joint/Crack Filling	2	2
Base Repairs	2	2
Grade Gravel Surface	5	5
Patch Gravel Surface	5	5
Grade Gravel Shoulders	5	5
Pave Gravel Shoulders	5	5
Recondition Gravel Shoulders	5	5
Maintain Drainage Systems	4	4
Curb Sweeping	2	2
Cut/Spray Brush	3	3
Tree Trimming	4	4
Snow/Ice Control-Main Roads	5	5
Snow/Ice Control-Subdiv Streets	3	3
Clean/Reshape Ditch	3	3
Clear Vision Mowing	3	3
Aesthetic Mowing	3	3
Dust Control	3	3
Bridge Painting/Maintenance		
Erosion Control	2	2
Landscaping	2	2
Litter Pick-Up	2	2
Total Effectiveness	99	103
Average Effectiveness	3.4	3.6

STRATEGIC PLANNING MEETING

WHITE LAKE TOWNSHIP

The Strategic Planning Meeting with White Lake Township was held on January 29, 1999 in the township offices. In attendance were:

White Lake Township

Mr. Mirl Spencer	Township Supervisor
Mr. Brent Bonniver	Township Building Inspector/Ad Hoc Road Committee

Michigan State Legislature

Mr. Mike Kowall	44 th District State Representative
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County Board of Commissioners

Mr. David Galloway	2 nd County Commission District
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Road Commission for Oakland County

Mr. Brent O. Bair	Managing Director
Mr. Gerald Holmberg	Deputy Managing Director, County Highway Engineer
Mr. James Schultz	Systems Planning Coordinator
Mr. Mathew J. Gaberty II	Transportation Planner

PERSPECTIVE ON GROWTH AND DEVELOPMENT

Residential growth is still occurring at a rapid pace. In the area behind Home Depot to Cranberry Lake, 300 new homes are being constructed. An additional 300 or so homes are planned for the Kelly property with another 80 to 140 to go in along the Union Lake Road corridor. Eighty-eight homes are planned for the McKeachie and Brendel Road area while 3 subdivisions are going to be built in the area of Grass Lake and McKeachie Roads, which combined, will add an additional 200-300 homes. In total, well over 800 new building sites will be developed in the township in the next year to year and one-half. Also reported was a senior citizens home near St Patrick's Church in the vicinity of Union Lake at Hutchins.

There have been some commercial and industrial parcels developed since the last meeting but these occurred only in the M-59 Corridor. The biggest player in the corridor was The Home Depot. The Meijers proposed for the M-59 / Bogie Lake area will most likely go this time and the township would like RCOC to review the traffic plan.

EVALUATION OF ROAD COMMISSION SERVICES

Township officials reported satisfaction with Road Commission services particularly maintenance on their gravel roads. Mark Pohl visits about once a month and has a good rapport with the township. They would like to see improvement in getting street signs

installed in new subdivisions. The township has been getting many complaints on this issue. Again the township requested consideration be given to installing a traffic signal at the township hall or on Porter Road to assist township workers in turning onto M-59 during the afternoon peak period. Commissioner Galloway supports the township's request. Township officials asked for an extension of the right turn lane on Bogie Lake at M-59 due to traffic backups.

LONG RANGE STRATEGIC PRIORITIES

The following is the list of long range priorities for White Lake Township.

1. Improve Bogie Lake intersection at M-59 by extending northbound right turn lane.
2. Pave and align Oxbow Lake Road from South of Cedar Island Road to Cooley Lake Road and north to Teggerdine Road.
3. Pave Cedar Island Road from Bogie Lake Road to Ford Road.
4. Pave Cooley Lake Road from Rippleway Road to Towering Oaks Road.
5. Pave Porter Road from Haley Road to Grass Lake Road.
6. Initiate RRR on Ormond Road.
7. Pave Pontiac Lake Road from end of pavement north of M-59 to Teggerdine Road.
8. Install traffic signal at township offices or Porter Road and M-59.
9. Pave Pontiac Lake Road from M-59 to Williams Lake Road.
10. Cut hill on Cedar Island Road at McGrue (a private road) to improve sight distance.
11. Improve drainage at Grass Lake Road and Ormond Road intersection.

PARTNERSHIP OPPORTUNITIES

Township officials expressed a great deal of interest in the gravel road planning project, especially the development of criteria to prioritize paving projects. They were also very supportive of the system preservation projects done with revenues from the gas tax increase. Township officials appreciate the role of the RCOC in taking township issues to MDOT, especially involving traffic signals on M-59.

**RCOC Service Operations
White Lake Township Survey Results
Measure of Effectiveness
(0 = Not Effective and 5 = Very Effective)**

	1996-1997	1998-1999
	Effectiveness	Effectiveness
Service	Score	Score
Guardrail Maintenance	2	3
Guardrail Upgrade/Installation		0
Sign Maintenance		2
Sign Upgrade/Installation		3
Pavement Marking	3	3
Signal Maintenance/Optimization	3	3
Signal Modernization/Installation	3	1
Pothole Patching		4
Plant Mix Patching	2	4
Joint/Crack Filling		4
Base Repairs	3	4
Grade Gravel Surface	2	4
Patch Gravel Surface	2	4
Grade Gravel Shoulders	3	4
Pave Gravel Shoulders		0
Recondition Gravel Shoulders	2	4
Maintain Drainage Systems		3
Curb Sweeping		
Cut/Spray Brush		
Tree Trimming		3
Snow/Ice Control-Main Roads	4	5
Snow/Ice Control-Subdiv Streets	2	2
Clean/Reshape Ditch	2	3
Clear Vision Mowing	2	5
Aesthetic Mowing	1	5
Dust Control	2	3
Bridge Painting/Maintenance		3
Erosion Control		3
Landscaping		3
Litter Pick-Up		3
Total Effectiveness	38	88
Average Effectiveness	2.4	3.1

ROAD COMMISSION for OAKLAND COUNTY

DEPARTMENT DIRECTORS

David F. Allyn

Traffic-Safety

Brian L. Blaesing

Planning & Development

Thomas G. Blust

Engineering

Patrick J. Carty

Legal

James W. Dunleavy

Highway Maintenance

Dennis A. Lockhart

Finance

William M. McEntee

Permits & Environmental Concerns

Thomas H. Meszler

Central Operations

Michael E. Richardson

Citizen Services

Doris A. Webster

Human Resources





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Richard G. Skarritt
Commissioner

Brent O. Bair	-	Managing Director
Gerald M. Holmberg	-	Deputy Managing Director County Highway Engineer

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