TRAFFIC COMMITTEE MINUTES MARCH 15, 2006 FINAL

A regular meeting of the Troy Traffic Committee was held Wednesday, March 15, 2006 in the Lower Level Conference Room at Troy City Hall. Pete Ziegenfelder called the meeting to order at 7:30 p.m.

1. Roll Call

PRESENT: Ted Halsey
Jan Hubbell
Richard Kilmer
Gordon Schepke
Pete Ziegenfelder
Katherine Tan, Student Representative

ABSENT: John Diefenbaker
Jonathan Shin, Student Representative

Also present: John Abraham, Traffic Engineer
Lt. Scott McWilliams, Traffic Safety Division, Troy Police Department
Lt. Robert Matlick, Fire Department
and Chris Hengstebeck, Beaumont Hospital
Mark Mason, Beaumont Hospital
John Rogers, Beaumont Hospital
H. Kezlarian, DDS, 873 Highwood, Bloomfield 48304
Joe Morelli, 3065 Crooks Road
Jeff Osborne, 3085 Crooks Road
Dale R. Zygnowicz, 6370 Elmoor

Resolution to Excuse Absent Members

RESOLUTION #2006-03-26
Moved by Kilmer
Seconded Hubbell

To excuse Mr. Diefenbaker as he is out of the state.

YES: All-5
NO: None
ABSENT: 1 (Diefenbaker)

MOTION CARRIED

2. Minutes – February 15, 2006

RESOLUTION #2006-03-27
Moved by Kilmer
Seconded by Halsey
To approve the February 15, 2006 minutes as printed.

YES: All-5
NO: None
ABSENT: 1 (Diefenbaker)

MOTION CARRIED

PUBLIC HEARINGS

3. Request for Sidewalk Waiver – 2977 Lenox

Irene Sadikoff is requesting a waiver for the sidewalk at 2977 Lenox. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an "Agreement for Irrevocable Petition for Sidewalks."

Petitioner states that there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing.

RESOLUTION #2006-03-28
Moved by Halsey
Seconded by Schepke

To table this item to give the petitioner one more chance to appear.

YES: All-5
NO: None
ABSENT: 1 (Diefenbaker)

MOTION CARRIED

4. Request for Sidewalk Waiver – 1126 Chopin

Chris Vance is requesting a waiver for the sidewalk at 1126 Chopin. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an "Agreement for Irrevocable Petition for Sidewalks."

Petitioner states that there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing.

The petitioner did not attend the meeting to address the committee.

RESOLUTION #2006-03-29
Moved by Hubbell
Seconded by Halsey

WHEREAS, the Traffic Committee has determined, after a public hearing, that Petitioner failed to establish the standards justifying the granting of a waiver,

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee denies a waiver of the sidewalk requirement for the property at 1126 Chopin, which is owned by Chris Vance.

YES: All-5
NO: None
ABSENT: 1 (Diefenbaker)

MOTION CARRIED

5. Request for Sidewalk Waiver – 1132 Chopin

Chris Vance is requesting a waiver for the sidewalk at 1132 Chopin. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an "Agreement for Irrevocable Petition for Sidewalks."

Petitioner states that there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing.

The petitioner did not attend the meeting to address the committee.

RESOLUTION #2006-03-30
Moved by Hubbell
Seconded by Kilmer

WHEREAS, the Traffic Committee has determined, after a public hearing, that Petitioner failed to establish the standards justifying the granting of a waiver,

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee denies a waiver of the sidewalk requirement for the property at 1132 Chopin, which is owned by Chris Vance.

YES: All-5
NO: None
ABSENT: 1 (Diefenbaker)

MOTION CARRIED

REGULAR BUSINESS

6. Safety Concerns Around Beaumont Hospital

During the February meeting, Lt. McWilliams reported that he received a letter from an attorney for Beaumont Hospital regarding safety of pedestrians crossing

Dequindre, and a request for additional enforcement. The police have been performing some directed enforcement and issuing citations for jaywalking, speeding and other violations. There are two facilities, one on each side of Dequindre. Employees are required to park in the east side lots and cross Dequindre to get to the hospital on the west side. There are ongoing concerns with vehicles turning in and out of the west parking lot being in conflict with pedestrians crossing the street. There have been crashes, and two pedestrians have been hit. The hospital administration wants to increase safety and is willing to work with the city to ensure it. The hospital has already added a traffic light with a crosswalk and walk light at its main entrance, and added streetlights on both sides of Dequindre (see attached letter from Christine Stesney-Ridenour, Assistant Hospital Director).

This request from the hospital was discussed with the Road Commission for Oakland County, which has jurisdiction over Dequindre and also controls traffic signals in the City. Following is a response from Mr. Dylan Foukes, Traffic Engineer for the RCOC:

We met with Beaumont and their consultants about two weeks ago regarding the expansion of the Troy Beaumont campus. As part of their plan, they will most likely be moving/modifying their existing signals on Dequindre. In addition, a pedestrian bridge over Dequindre is part of the hospital's plans. Although, it may be a few years on the pedestrian bridge, the signal modifications may come much sooner. I suggest that Ms. Stesney-Ridenour talk with John Rogers from Beaumont who was at the meeting and is the project manager for the project.

However, if they would still like to move forward with some type of modifications, I have the following comments on the requests that they noted in the letter:

1) *A left turn phase for just the driveway traffic is not warranted. If there is considerable left turn/pedestrian conflicts on the northside of the main entrance's intersection, I suggest eliminating this crosswalk and adding a crosswalk on the southside of the intersection.*
2) *There is already pedestrian signals which give dedicated time for pedestrians. Vehicles must yield to pedestrians in the crosswalk when crossing during this time.*
3) *Since there is pedestrian signals and a marked crosswalk, there is no reason for any additional signing or flashers.*
4) *Yellow paint to mark a crosswalk is not supported by the Michigan Manual of Uniform Traffic Control Devices and, therefore, we can not implement it. The existing crosswalk is standard and appropriate for a crosswalk at a traffic signal.*
5) *RCOC does not participate or initiate the installation of street lighting.*

I appreciate the hospital's concerns for safety. However, from the five accidents over the last two years that were noted, only one was a pedestrian/vehicle accident in which it was a left turning vehicle and a pedestrian crossing Dequindre in the designated crosswalk.

Mark Mason, Hospital Administration, pointed out that traffic exiting the west campus to go north on Dequindre is in direct conflict with pedestrians crossing to and from the east side parking lot. The exiting traffic often consists of stressed family members of patients, and pedestrians are staff members coming or

leaving after a long shift, and some of them may not be as alert as they should be.

Chris Hengstebeck, from Beaumont Security, addressed the committee about accidents and countless near misses in front of the hospital. He presented a handout elaborating on their concerns.

Mr. Mason proposed some solutions: a dedicated left turn lane and green arrow during peak times, 6:30-8:30 a.m. and 3:00-5:30, a delayed green signal to allow pedestrians a head start across the street, and emphasizing crosswalk markings.

Lt. McWilliams and his officers have been observing the area, and they agree that there is heavy pedestrian traffic, and he often observed left turners in conflict with people crossing the street.

Mr. Halsey pointed out that Dequindre is a county road, and the Road Commission for Oakland County has not demonstrated any concern. As illustrated in the letter quoted above from Dylan Foukes, the RCOC sees no need for any improvements in the area. The county traffic engineer also mentioned that the hospital is planning to move the main drive to the south in the future. Mr. Mason indicated that the hospital master plan includes moving driveways and also an elevated pedestrian bridge (similar to the one at Somerset Collection) that will be built in the next five years. However, the requested improvements are for the interim.

Mr. Halsey suggested a fence along the east side of Dequindre to keep pedestrians from jaywalking across Dequindre and direct them to the crosswalk.

John Rogers asked if there could be a pause in the traffic signal timing to allow for crossing Dequindre. The traffic engineer mentioned that it could be discussed with the RCOC. Mr. Schepke asked about increasing general lighting near the crosswalk, and Mr. Mason replied that two lights have been added in the area.

There was much discussion about moving driveways, crosswalks, possible new exits, etc., but nothing practical can be done without cooperation from the Road Commission for Oakland County.

RESOLUTION #2006-03-31
Moved by Hubbell
Seconded by Schepke

To recommend that City Council support Beaumont Hospital's request to the Road Commission for Oakland County for relief of traffic safety concerns on Dequindre, including a dedicated left turn arrow for northbound traffic during peak times, and enhancing the visibility of the existing crosswalk as is done for school crosswalks.

YES: All-5
NO: None
ABSENT: 1 (Diefenbaker)

MOTION CARRIED

7. **Traffic Safety Concerns on Crooks, North of Big Beaver**

At the February meeting Lt. McWilliams discussed traffic concerns in and around businesses on Crooks north of Big Beaver. This has been an ongoing problem for several years. The driveway at the shopping area there is 60 feet wide instead of the standard 30 feet, and there are conflicts with entering and exiting traffic. Officers have been monitoring the area and confirm the concerns. Lt. McWilliams wants to restrict left turns, especially during the 7-9 am and 4-6 pm busy times, in and out of the driveways.

In September of 2003 the Traffic Committee recommended, and Council approved, prohibiting left turns from the Shell station on the corner onto northbound Crooks Road, from 7:00 a.m. to 6:00 pm.

The traffic engineer said the City has been in discussions with the property owners for many years, and some improvements to the parking lot elevations were completed, but further action is needed. A long-term solution would involve modifications to both older developments. Therefore, to promote better circulation, the City required the grade level of the new development to match the grade level of the Osborne Square Development. The DDA allocated $19,000 to assist Weiss properties complete the land balancing. The purpose of leveling the grades was to allow for a cross access easement agreement.

Some of the business owners have been cooperative, but others are reluctant to make any changes. Weiss Properties provided the cross-access easements and installed curb cuts, but the neighboring properties to the south have not provided easements, and have, in fact, blocked the curb cuts.

A traffic crash analysis for the past three years shows five crashes in 2003, one in 2004 and one in 2005 related to the 60-foot driveway. A collision diagram is attached for review. Also attached are a memo to City Council and the minutes from previous Traffic Committee meetings when this item was discussed.

Aron Rozenberg, owner of Princess Flowers & Gifts, was unable to attend the meeting but wrote a letter to the Traffic Committee expressing his opposition to the idea of NO LEFT TURN signs. He feels the inability to make left turns into and/or out of the shopping center would ruin his business. Customers would have to make a minimum of three other turns to get in and out of their plaza. Exiting customers would have to use Wilshire or use turnarounds on Big Beaver to go north on Crooks. As many people wouldn't be willing to undergo that much inconvenience, they would just shop elsewhere. It would also be difficult for trucks to make their normal deliveries to the businesses.

The business owners present at the meeting were equally concerned about potential damage to their livelihoods. Jeff Osborne, Osborne Cleaners, also feels that customers will shop elsewhere rather than have to go to Big Beaver and make Michigan left turns. That would also make traffic at the Big Beaver/Crooks intersection and nearby turnaround much more congested. He also mentioned the inadequate parking space; drivers circle around and wait for an opening, further congesting the area.

The business owners pointed out that the crash rate has dropped in the last couple of years, but Lt. McWilliams attributes that to the closing of the gas station on the corner. A new Starbucks will be taking over that piece of property soon, and the traffic engineer explained that as a part of their site plan review, the City has required the drive from Crooks Road to be a "right turn only" drive so that the potential for any left- turn-related crashes from Starbucks is eliminated. Also, there is a cross-access easement required so that in the future there could be provision for cross access between the developments along Crooks Road from Big Beaver to Wilshire.

Lt. McWilliams said there is currently a partial barrier between #3045 and #3065 Crooks Road. If that barrier were to be extended to the east property line, the driveway could at least be designated as "In" and "Out" driveways, thereby eliminating a lot of confusion and potential traffic conflicts.

Joe Morelli said the real problem is inadequate parking space for customers. Einstein Bagel and Potbellies stores made the situation much worse, and when Starbucks opens, it will be critical.

The committee agreed to postpone this item to give the property owners 60 days to meet with staff and agree on a solution. The item will then be brought before the committee at the June meeting. If no satisfactory agreement has been reached, the committee will recommend installation of signs prohibiting left turns in and out of the shopping center.

RESOLUTION #2006-03-32
Moved by Kilmer
Seconded by Schepke

Recommend postponing this item to give the property owners 60 days to meet with staff and agree on a solution other than installing signs prohibiting left turns. The item will then be brought before the committee at the June meeting.

YES: All-
NO: None
ABSENT: 1 (Diefenbaker)

MOTION CARRIED

8. Establish Fire Lanes at 336 Minnesota

Section 8.28, Chapter 106, Troy City Code, provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown on the attached sketch be provided to allow proper deployment of and travel by emergency vehicles (fire, police, medical). This item was tabled at the February meeting to allow further study by the Fire Department. Lt. Matlick has determined that the plans on the attached sketch are satisfactory.

RESOLUTION #2006-03-33
Moved by Hubbell
Seconded by Halsey

Recommend establishing fire lanes at 336 Minnesota as shown in the attached sketch.

YES: All-5
NO: None
ABSENT: 1 (Diefenbaker)

MOTION CARRIED

9. Establish Fire Lanes at 342 Minnesota

Section 8.28, Chapter 106, Troy City Code, provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown on the attached sketch be provided to allow proper deployment of and travel by emergency vehicles (fire, police, medical). This item was tabled at the February meeting to allow further study by the Fire Department. Lt. Matlick has determined that the plans on the attached sketch are satisfactory.

RESOLUTION #2006-03-34
Moved by Hubbell
Seconded by Halsey

Recommend establishing fire lanes at 342 Minnesota as shown in the attached sketch.

YES: All-5
NO: None
ABSENT: 1 (Diefenbaker)

MOTION CARRIED

10. Visitors' Time

No one else wished to address the committee.

11. Other Business

Mr. Ziegenfelder and Mr. Halsey reported that they will be absent from the April meeting.

Mr. Kilmer would like to see the bridge installed at the Crestwood Site Condominiums on Wattles that the builder promised a year ago. The traffic engineer will check with the Engineering Department for an update.

There is a continuing problem with traffic cutting through Fire Stations 1 and 5. There was discussion of cut-through traffic from the new condominiums on the northeast corner of Rochester and Big Beaver. Traffic from the condos uses the fire station property to get through to Big Beaver. At John R and Atkins, vehicles use Station 5 to get from Atkins to John R to save time.

RESOLUTION #2006-03-35
Moved by Hubbell
Seconded by Kilmer

Recommend installation of NO THROUGH TRAFFIC SIGNS at Fire Stations 1 and 5, locations to be determined by Lt. Matlick.

YES: All-5
NO: None
ABSENT: 1 (Diefenbaker)

MOTION CARRIED

12. Adjourn

The meeting adjourned at 9:13 p.m. The next meeting is scheduled for April 19, 2006.

Pete Ziegenfelder, Chairman
JAN HUBBELL

Laurel Nottage, Recording Secretary

February 21, 2006

Mr. John Abraham
City Traffic Engineer
City of Troy
500 W. Big Beaver
Troy, Michigan 48084

Dear John:

In follow up to our conversation last Thursday, I have put together some background information to support our request to present at the next Traffic Committee meeting scheduled for March 15 at 7:30 p.m. In addition to describing the history and current situation, we will be prepared to show videotape, and have large photos to visually describe the pedestrian crossing issues.

Current Situation

Beaumont Hospital, Troy has buildings and parking lots on its east and west campuses. The hospital has dedicated shuttle service from 6 a.m. to 9 p.m. Monday through Friday. However, many pedestrians choose to walk back and forth across Dequindre on a daily basis. There is a pedestrian crosswalk on Dequindre, but pedestrians who cross with the light (and have the right of way) must compete with vehicles turning north out of the hospital's main campus. At present, vehicles turning north (from the west campus) must wait for pedestrians to clear before completing a left-hand turn. Most often, vehicles do not wait and motorists' turn in front of the pedestrian or complete their turn just as the pedestrian is halfway across the street, sometimes barely missing the pedestrian. This situation can create fear and anxiety for those who choose to walk across the street.

Background and History

The hospital has been developing both the east and west sides of its campuses for the past 15 years. In 2000, a second parking lot was created for employees on the east campus to accommodate increased patient parking demand on the west campus. To increase safety for our employees the hospital has done the following:

- Increased shuttle service hours from 6 a.m. to 9 p.m., Monday through Friday, to accommodate employees parking on the east campus as well as continued shuttle service loop from the east campus ambulatory building to the main hospital campus for patients and visitors.

- Added a second shuttle during the morning hours of 6:30 a.m. – 8:30 a.m. to accommodate high employee volumes.
- Added a traffic light with a crosswalk and walk light at its main entrance.
- Added a streetlight on the Sterling Heights side of Dequindre.
- Added a streetlight (on Hospital property) on the Troy side of Dequindre.
- Periodic communication to pedestrians encouraging them to use the shuttle service as a safer option of crossing Dequindre.

We have record of five accidents within the past two years that could have had very serious outcomes. The accidents can be summarized as follows:

1. An employee was jaywalking across Dequindre and was struck by a car sustaining minor injuries.
2. An employee walking with the light across Dequindre was hit as a car turned left onto northbound Dequindre. The employee sustained minor injuries.
3. A motorist northbound on Dequindre ran the red light and broadsided the hospital's shuttle bus (no injuries).
4. A passenger on the shuttle bus sustained a moderate injury when a car turned left onto northbound Dequindre in front of the shuttle bus causing the driver to stop suddenly.
5. An employee in her car crossing from East campus to Main Campus was struck by a south bound motorist who ran the red light. The employee's car was flipped over and both cars were totaled. Each driver sustained minor injuries.

Hospital videotapes and employee experiences validate countless "near misses" of pedestrians almost being struck by vehicles turning left or running red lights along Dequindre. Despite continued communication from the hospital to its employees discouraging them from walking across Dequindre, many still choose to walk.

Alternatives Considered

The hospital met with the City of Troy in 2004 to discuss alternatives and options to help create safer pedestrian crossing on Dequindre. Our request involved the following:

- A dedicated left-hand turn arrow for vehicles turning left onto Dequindre, reducing the risk to pedestrians trying to cross at the same time vehicles are trying to turn left.
- Flashing yellow lights/signage warning approaching drivers of the intersection and that pedestrians may be crossing.
- A yellow reflective paint crosswalk with hash marks clearly indicating a pedestrian walkway to help motorists' see the crosswalk, particularly in the early morning and early evening hours.
- Periodic traffic enforcement by the police for speeding and enforcement of vehicles observed running red lights.

It was suggested by the City Traffic Engineer, John Abraham, that the Hospital conduct a traffic study. The Hospital engaged Rich and Associates, a recognized consultant in parking and traffic

analysis. The study counted the number of vehicles coming in and out of the hospital's main entrance.

At the same time, the hospital had just received approval from the City of Troy to open an exit allowing direct vehicle exiting to southbound Dequindre at the south end of the campus. At the time, this exit significantly improved vehicle congestion by reducing vehicle traffic at the main entrance. However, increasing pedestrian traffic crossing from the main campus at peak arrival/departure times continued to delay northbound vehicles from exiting the campus, which perpetuated the unsafe crossing conditions for the pedestrians.

After reviewing the vehicle counts coming in and out of Dequindre, the hospital was told that the traffic study (or volume of vehicles) did not statistically support a dedicated left hand turn or <u>any</u> of the safety measures proposed.

The hospital has met with City of Troy and City of Sterling Heights in the past to ask for more safety measures for pedestrians who cross Dequindre. With the exception of adding a streetlight on the Sterling Heights side of the street, our requests for other safety measures have been denied.

After the second pedestrian accident, Hospital leadership asked its legal counsel to write a letter to the City of Troy and Sterling Heights police departments asking for extra police patrols with an emphasis on traffic enforcement during shift change. The letter was sent January 16, 2006. On January 31, the Troy police arrived and began ticketing pedestrians for crossing against the light when they fail to push the crosswalk button[1] as well as for jaywalking. The police also ticketed vehicles for failing to yield to pedestrians, running red lights and speeding. In discussion with the Troy police, they plan to be on campus for the next 30 days enforcing these ordinances and evaluating the safety issues at this intersection. Sterling Heights has not responded to our letter.

<u>Request</u>

It is our hope to obtain the approval of the City of Troy Traffic Committee and the Troy City Council to support our request as described below to gain permission from Oakland County for the following safety improvements at the Main Entrance:

- A dedicated left hand turn arrow for vehicles turning left onto north and south bound Dequindre
- In turn, dedicated time for the crosswalk to allow pedestrians to walk across Dequindre without competing with traffic trying to turn left.
- Flashing yellow lights/signage at the intersection indicating pedestrians may be crossing.

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[1] When the light was added, the City of Troy required that the walk signal be activated by pushing a button, which turns the walk signal white and adds extra time to the length of the traffic signal. It is unfortunate that employees were ticketed in lieu of a warning as most were unaware they were breaking the law as they were crossing while the traffic signal was in their favor. The hospital has since added additional signage notifying employees to stay within the crosswalk, always push the pedestrian button even if the light is red and do not cross Dequindre unless the pedestrian crossing sign is white.

- Yellow reflective paint crosswalk with hash marks clearly indicating a pedestrian walkway to help vehicles see the crosswalk, particularly in the early morning and early evening hours.
- Improved lighting at the intersection.

The hospital has been and remains prepared to pay for all costs and expenses related to the installation of these improvements.

Our Vision for the Future

As a part of our Master Site Plan, which has been reviewed conceptually with the city planners, Beaumont, Troy will seek approval to create a pedestrian skywalk over Dequindre that links the east and west campuses by 2009. The skywalk is similar to the pedestrian bridge at Somerset Mall.

Summary

Please let us know what else you may need prior to the meeting. I will be transitioning to a new position in the near future so future correspondence and communication should be directed to Mr. Mark Mason (mmason@beaumonthospitals.com) and by phone at (248) 964-5032.

Sincerely,

Christine Stesney-Ridenour
Assistant Hospital Director
William Beaumont Hospital, Troy

cc: E. Hunt
C. Hengstebeck
M. Mason

ITEM 7

Traffic Committee
City of Troy
500 W. Big Beaver
Troy, Michigan 48084

March 14, 2006

To the Traffic Committee Members and all present at this meeting,

I am a business owner on crooks road and I am writing to you in regards to the discussion at the March15th meeting regarding item number seven of the agenda- Traffic safety concerns on Crooks Road north of Big Beaver. I will be out of town but would like to give you information from my perspective, as I cannot be there personally to express my thoughts.

I believe you were negligent for approving new businesses without checking into parking lot spaces, driveways, traffic and all set up to begin with. Which now gives us your traffic concerns. I have been in business for over twenty years an I am astonished that you would go to such extreme circumstances of the suggested resolution a, because I feel that it would not work. Approximately ten years ago when they were putting Einstein Bagels in we went through this same circumstance and the only resolution was a small unnoticeable sign "do not block the driveway". The driveways are to this day constantly blocked, as the sign is not visible enough. I have many doubts as to whether or not a no left hand turn sign would be visible either. They probably will still turn and I feel we need our police to serve us in emergencies, not to sit around the parking lot as potential harassment and handing out tickets to our dedicated and faithful customers. I do understand the need of the 2003, no left turn out of the Shell gas station but there were multiple exits to this property and the exit they proposed no left turn out of was way to close to the stoplight. We do not have any other exits and it will be hard for employees and our delivery people to service us without being able to go in and out more freely. Also it will be a nuisance to our reliable customers. You cannot expect us to survive in this case.

By choosing no left hand turns everyone would have to make at least a minimum of three other turns to get into and out of our plaza to get where they want. By using Wilshire and making more traffic there or by the turn around(s) of Big Beaver to go north on Crooks Road. Who will do that in place of one single left turn? They'll just stop coming period! If you had to do that just to get flowers or food, I would guarantee you would go someplace else with less hassle and less time involvement! You state your traffic analysis has been taken the last three years with a collision diagram. We did not get the diagram but with info provided, the traffic crash rate has dropped drastically from 2003-2005. To only one crash, which is a big jump from five, so I would say that is a sign of much improvement.

RECEIVED
MAR 14 2006
ENGINEERING

I would like for you to take in consideration that suggested resolution a would be disruptive to our everyday routines as you cannot exist on a daily basis at our location with all these added obstacles you propose to detract business. We would lose our customers and patrons during our prime business hours as it would be a huge inconvenience for them and then it would be financially devastating for us. It is hard enough as a small business to stay a float today in our economy and now you want to add to it and make the hardship worse.

As a concerned business owner and Troy resident for more than twenty years I strongly believe that resolution b is the best option of the two. Thank you for your time and consideration.

Sincerely.

Aron Rozenberg
Owner
Princess Flowers & Gifts
248-649-3808

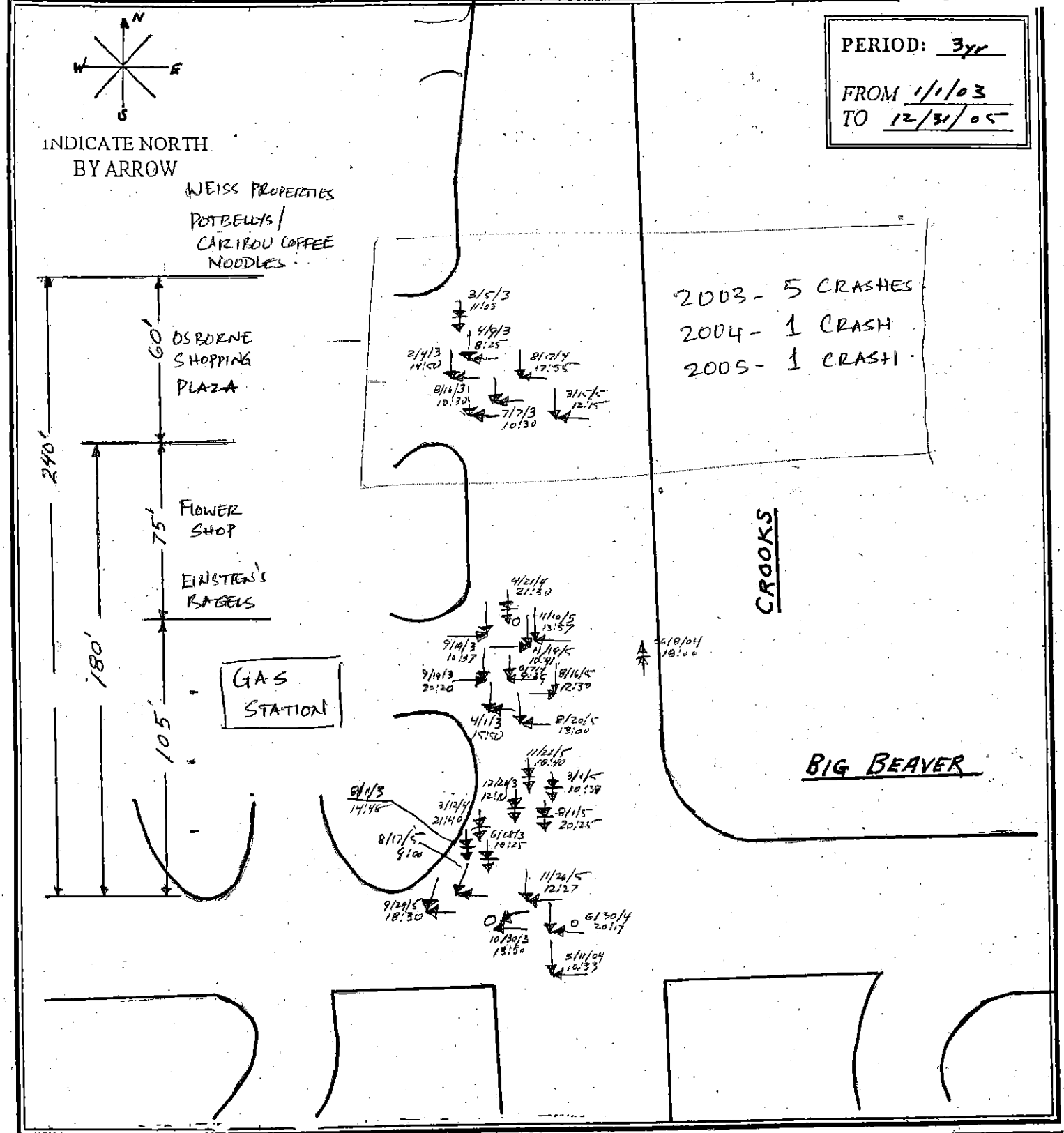
Cc: file, neighboring business owners.

COLLISION DIAGRAM

ITEM 7

PERIOD: 3yr

FROM 1/1/03
TO 12/31/05



SYMBOLS	TYPES OF COLLISIONS	FOR EACH ACCIDENT SHOW:
MOVING VEHICLE	REAR END	1. Date & Time
BACKING VEHICLE	HEAD ON	2. Weather & Road Surface Conditions
PEDESTRIAN	SIDE SWIPE	
PARKED VEHICLE	RIGHT ANGLE	
FIXED OBJECT	LEFT TURN HEAD ON	
INJURY ACCIDENT	OUT OF CONTROL	

REV A

Northwest Segment

BIG BEAVER & CROOKS

BY: HH DATE: 3/2/06

From the 2002-11-20 meeting of Traffic Committee

10. Update on Concerns about Left Turns from Shell Station at Crooks and Big Beaver.

Mr. Schultz indicated at the last meeting that the gas station at the northwest corner of the intersection of Crooks and Big Beaver had some left-turn challenges; i.e., left turns onto Crooks Road which are very difficult, but motorists still try to do it. Attached is a collision diagram for the intersection of Crooks and Big Beaver for 2000 and 2001. In 2000, there were five crashes in the proximity of the gas station drive onto Crooks Road. Two angle-type crashes involved vehicles exiting the drive involved in crashes with southbound vehicles.

In 2001 there were three right-angle crashes involving vehicles trying to make a left turn from northbound Crooks into the gas station. There was one head-on crash related to the same maneuver. Three rear-end type crashes also occurred near the driveway. The rear end type crashes are typical at driveways such as this close to the intersection. Three right angle crashes and the head-on are of concern.

From the two-year crash analysis, however, there is no pattern of crashes that can be targeted with improvements. In 2000 the angle crashes involved outbound vehicles making left turns, while in 2001 it involved inbound left-turning vehicles. Making left turns in or out of this driveway is a considerable challenge due to high traffic volumes at the intersection and the fact that left turners will need a gap in three lanes (two southbound through and one southbound right turn lane) to safely complete their turn.

From the 2003-09-17 meeting of the Traffic Committee:

6. Update on Concerns about Left Turns from Shell Station and Osborne Shopping Center at Crooks and Big Beaver.

Mr. Kilmer indicated at the November 2002 meeting that the gas station and the Osborne Shopping Center at the northwest corner of the intersection of Crooks and Big Beaver had some left-turn challenges; i.e., left turns onto Crooks Road which are very difficult, but motorists still try to do it. Attached is a collision diagram for the intersection of Crooks and Big Beaver for 2000 and 2001. In 2000, there were five crashes in the proximity of the gas station drive onto Crooks Road. Two angle-type crashes involved vehicles exiting the drive involved in crashes with southbound vehicles.

In 2001 there were four right-angle crashes involving vehicles trying to make a left turn from northbound Crooks into the gas station. There was one head-on crash related to the same maneuver. Three rear-end type crashes also occurred near the driveway. The rear end type crashes are typical at driveways such as

this close to the intersection. Four right angle crashes and the head-on are of concern. There was one right angle crash involving vehicles entering the Osborne Shopping Center.

In 2000 there were four right angle crashes involving vehicles entering the gas station and six rear-end type crashes. There was one right angle and two rear end type crashes at the shopping center entrance.

The gas station drive is around 70 feet from the Big Beaver/Crooks intersection. This entrance is extremely close to the intersection and making left turns in and out of the entrance is very challenging. The Big Beaver and Crooks intersection is one of the top three intersections in the City with the highest number of crashes. This intersection also is among the intersections carrying the highest volume of traffic in the City.

The driveway into Osborne Square has been discussed at the staff level earlier to find a solution to the extra wide driveway. It is a double driveway and the unrestricted open pavement causes confusion as to where motorists have to enter and exit. Observations show that on many occasions there are two vehicles waiting to exit parallel to each other at the driveway in such a way that entering vehicles do not know where to enter. A median in the driveway assigning entry and exit points may help resolve this. However, since it is private property we can only advise the property owners of this.

Joe Nasher states it is very difficult for customers to turn left onto Crooks; however, everyone still tries to do so and it blocks other potential customers from getting to the gas pumps. He would like to see a no left turn sign installed at least during the peak rush hour times of 7:00 am through 6:00 pm at the gas station.

Joe Morelli, 155 Millstone, Troy, owner of Papa Romano's, stated that a no left turn sign out of his parking lot would not be helpful as he is too far down the block for it to make any difference. He stated that the problem is because of Einstein Bagel and the fact that the restaurant and parking lot is not big enough for the amount of business they do.

Dr. Kezlarian, 873 Highwood, Bloomfield, owner of mall where Einstein Bagel and the flower shop are located, stated that if all three places, i.e. Shell, Einstein, Papa Romano's had no left turn signs then that would probably help the situation.

John Abraham stated that Einstein and Osborne Square have an extra wide drive and four cars can fit in the drive, therefore allowing more than one person to try the left turn at one time. He recommends a redesign of the driveway so that these two venues have a joint access and eliminate the two entrances and two exits.

Committee members would like to see the driveway redesigned and they would like to see the drawings of the redesigned driveway.

Resolution #TC2003-09-007
Motion by Halsey
Seconded by Diefenbaker

a. To recommend prohibiting left turns from the Shell station onto northbound Crooks from 7:00 am to 6:pm.

b. To recommend driveway redesign to owners of Osborne Square.

YEAS: All-4
NAYS: None
ABSENT: Kilmer
Solis
Sawyer

MOTION CARRIED

Memo to Council from City Staff

October 14, 2003

To: The Honorable Mayor and City Council

From: John Szerlag, City Manager
Gary Shripka, Asst. City Manager/Services
Mark Miller, Planning Director
Doug Smith, Real Estate & Development Director
Mark Stimac, Building and Zoning Director
Steve Vandette, City Engineer
John Abraham, Deputy City Engineer/Traffic

Subject: Northwest Corner of Big Beaver and Crooks

This memo outlines the concerns at the retail establishments on the west side of Crooks Road north of Big Beaver Road, as requested by City Council. This is a status report since the work is still in progress.

The retail establishments on Crooks include the Shell gas station just north of Big Beaver, the small shopping complex that houses Einstein's Bagels and the flower shop, Osborne Square shopping complex (party store, pizza, cleaners), and the new plaza that is still not fully occupied and includes two restaurants and a future coffee shop (Weiss properties). Some of the concerns in the past have been:

a. Access to/from the Shell gas station, from Crooks Road, is a challenge. The Traffic Committee considered this item and recommended restricting left turns out of the gas station onto Crooks road. This item was subsequently approved by City Council. Traffic crashes due to left turns into the gas station will be monitored on a quarterly basis to find if additional improvements need to be made.

b. The driveway into Osborne Square has been discussed at the staff level to find a solution to the extra wide driveway. It is a double driveway and the unrestricted, open pavement causes confusion for motorists entering and exiting. Observations show that on many occasions there are two vehicles waiting to exit parallel to each other at the driveway; thus, entering vehicles do not know where to go. The Traffic Committee also discussed this item, and staff is trying to contact both property owners so that a consensus can be reached on what may work for the driveway.

c. Two years ago, staff attempted to meet with both Mr. Kazlarean and Mr. Osborne, the owners of the two small strip malls between Shell and the new plaza. Plans were drawn to show alternative parking arrangements and consideration of moving the entrance away from the Big Beaver/Crooks Road intersection, further north, to reduce the problems with accidents from a large driveway too close to the intersection. After several months of working with Mr. Kazlarean and being unable to gain any headway with Mr. Osborne, efforts to try and make some kind of corrections were abandoned. The entire episode was initiated by complaints from Somerset Liquors (in the northern section where Mr. Osborne's strip mall is located) who felt the Einstein Bagel parking situation was creating a nightmare for their customers, making it difficult for them to access the site). The site, while within ordinance, lacks enough parking spaces during peak hour parking for a successful business like Einstein Bagels.

   The new restaurants in the Weiss Properties development that opened north of Osborne Square are also very busy and we have received concerns that the restaurant customers are using Osborne Square as an overflow parking lot and walking to the restaurant.

   Staff has been looking for ways to enhance traffic safety in this area for some time and a long-term solution would involve modifications to both older developments. Therefore, in the interest of promoting better circulation in the future, we required the grade level of the new development to match the grade level of the Osborne Square development. The DDA allocated $19,000 to assist Weiss Properties in completing the land balancing. The purpose of leveling the grades is to allow for a future cross access easement agreement. Weiss Properties provided the cross access easements and installed curb cuts. The neighboring properties to the south have not provided the cross access. This reciprocal cross access will occur at some time in the future, if and when those properties redevelop and the City requires the agreements. Therefore, Weiss Properties/Pot Bellies does not have the legal right to use the older established retail areas to the south.

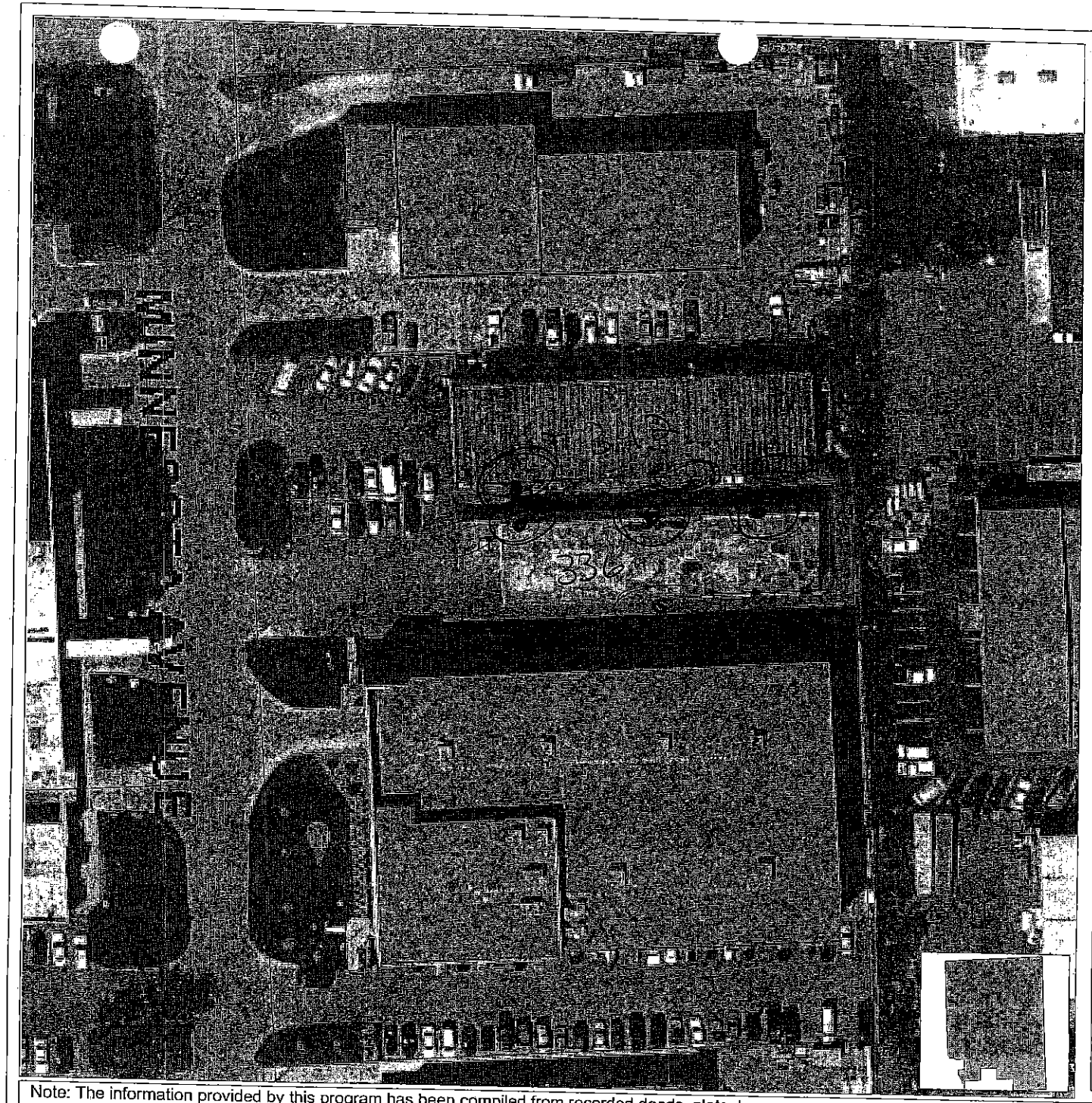
Weiss' development is in full compliance with the zoning ordinance parking requirements. Pot Bellies restaurant is a very popular place and tends to use up all the parking during restaurant peak periods. It should also be noted that a Caribou Coffee restaurant has requested a permit for the vacant spaces in the center. There is a fourth tenant space vacant that may request a permit in the future. Based upon the way that the parking was calculated, this fourth retail space should be "general retail." They have maxed out their parking with the inside seating installed in the three restaurants.

Regarding the use of the storm water detention basin for parking, someone will have to purchase the property from the title company that owns it. In fact, Weiss Properties was looking into this. Also, storm water detention will have to be provided in another location.

From a planning standpoint, the existing retail centers are not ideally designed; large driveways, multiple drives, confusing traffic circulation and parking patterns that just do not work. Clearly, City management encouraged Weiss Properties to purchase the southern retail properties and consolidate the land into one well-designed retail center.

Some other solutions discussed are:

Encourage the entire redevelopment of the properties.
DDA purchase of the properties and market for a consolidated, well-designed development.
Staff will continue to work on this project and meet with property owners to find solutions to the concerns.



City of Troy

CVTSight SnapShot

336 -342 Minnesota

Fire Lane Posting

Map Legend:

- LAKES
- BOUNDARY LINE
- MAJOR ROADS
- I-75
- LABEL — ROAD NAMES
- PARCEL
- IMAGE — AERIAL PHOTOS

336 E powerHouse PC
342 YAREMA Die Eng.

336 E POWERHOUSE PC

342 YAREMA DIE + ENG

N

Map Scale: 1" = 72'
Map Date: March 22, 2001
Data Date: Janurary 2001

Plan GIS UNL

ITEM 8

Note: The information provided by this program has been compiled from recorded deeds, plats, taxmaps, surveys, and other public records and data. It is not a legally recorded map or survey a not intended to be used as one. Users of this data are hereby notified that the information sources mentioned above should be consulted for verification of the information.

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ITEM 9