

AGENDA
TRAFFIC COMMITTEE MEETING
MARCH 15, 2006 - 7:30 P.M.
LOWER LEVEL CONFERENCE ROOM
TROY CITY HALL
500 W. BIG BEAVER ROAD

1. Roll Call
2. Minutes – February 15, 2006

PUBLIC HEARINGS

3. Request for Sidewalk Waiver at 2977 Lenox
Requested by Irene Sadikoff, 2977 Lenox
4. Request for Sidewalk Waiver at 1126 Chopin
Requested by Chris Vance, 3436 Ellenboro
5. Request for Sidewalk Waiver at 1132 Chopin
Requested by Chris Vance, 3436 Ellenboro

REGULAR BUSINESS

6. Safety Concerns Around Beaumont Hospital
Requested by Beaumont Hospital, 44201 Dequindre, 48085
7. Traffic Safety Concerns on Crooks, north of Big Beaver,
Requested by Lt. Scott McWilliams, Traffic Safety Division
8. Establish Fire Lanes at 336 Minnesota
Requested by the Troy Fire Department
9. Establish Fire Lanes at 342 Minnesota
Requested by the Troy Fire Department
10. Visitors' Time
11. Other Business
12. Adjourn

cc: Traffic Committee Members, Including Ex-Officio Members
Captain Ed Murphy, Police Department
Lt. Scott McWilliams, Police Department
Lt. Robert Matlick, Fire Department
John K. Abraham, Traffic Engineer

- and cc: Item 3 Residents within 300 feet of 2977 Lenox
Irene Sadikoff, 2977 Lenox

- Item 4 Residents within 300 feet of 1126 Chopin
Chris Vance, 3436 Ellenboro 48083

- Item 5 Residents within 300 feet of 1132 Chopin
Chris Vance, 3436 Ellenboro 48083

- Item 6 Residents within 300 feet of Beaumont Hospital
Beaumont Hospital, 442101 Dequindre 48085
Christine Stesney-Ridenour
Mark Mason

- Item 7 Business owners/occupants within 300 feet Crooks and Big Beaver

TRAFFIC COMMITTEE

MESSAGE TO VISITORS, DELEGATIONS AND CITIZENS

The Traffic Committee is composed of seven Troy citizens who have volunteered their time to the City to be involved in traffic and safety concerns. The stated role of this Committee is:

- a. To give first hearing to citizens' requests and obtain their input.
- b. To make recommendations to the City Council based on technical considerations, traffic surveys, established standards, and evaluation of citizen input.
- c. To identify hazardous locations and recommend improvements to reduce the potential for traffic accidents.

Final decisions on sidewalk waivers will be made by the Committee at this meeting.

The recommendations and conclusions arrived at on regular items this evening will be forwarded to the City Council for their final action. Any citizen can discuss these recommendations before City Council. The items discussed at the Traffic Committee meeting will be placed on the City Council Agenda by the City Manager. The earliest date these items might be considered by City Council would normally be 10 days to 2 weeks from the Traffic Committee meeting. If you are interested, you may wish to contact the City Manager's Office in order to determine when a particular item is on the Agenda.

Persons wishing to speak before this Committee should attempt to hold their remarks to no more than 5 minutes. Please try to keep your remarks relevant to the subject at hand. Please speak only when recognized by the Chair. These comments are made to keep this meeting moving along. Anyone wishing to be heard will be heard; we are here to listen and help in solving or resolving your particular concerns.

AGENDA EXPLANATION
TRAFFIC COMMITTEE MEETING
MARCH 15, 2006

1. **Roll Call**
2. **Minutes – February 15, 2006**

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.

SUGGESTED RESOLUTIONS:

1. WHEREAS, City of Troy Ordinances, Chapter 34, Section 8(D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Irene Sadikoff has requested a temporary waiver of the requirement to construct a sidewalk on the property because there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing; and

WHEREAS, the Traffic Committee has determined the following:

- a. A variance will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and
- b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
- c. The construction of a new sidewalk on the property line would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee grants a _____-year waiver of the sidewalk requirement for the property at 2977 Lenox, which is owned by Irene Sadikoff.

2. 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 2977 Lenox, which is owned by Irene Sadikoff.

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.

SUGGESTED RESOLUTIONS:

1. WHEREAS, City of Troy Ordinances, Chapter 34, Section 8(D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Chris Vance has requested a temporary waiver of the requirement to construct a sidewalk on the property because there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing; and

WHEREAS, the Traffic Committee has determined the following:

- a. A variance will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and
- b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
- c. The construction of a new sidewalk on the property line would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

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

2. 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.

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.

SUGGESTED RESOLUTIONS:

1. WHEREAS, City of Troy Ordinances, Chapter 34, Section 8(D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Chris Vance has requested a temporary waiver of the requirement to construct a sidewalk on the property because there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing; and

WHEREAS, the Traffic Committee has determined the following:

- a. A variance will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and
- b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
- c. The construction of a new sidewalk on the property line would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

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

2. 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.

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.

The hospital would still like to present their case to the Traffic Committee.

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.

Attached, please find a memo to City Council and the minutes from previous Traffic Committee meetings when this item was discussed.

SUGGESTED RESOLUTIONS:

- a. Recommend installing signs indicating NO LEFT TURNS 7-9:00 a.m. and 4-6:00 p.m. into and out of the shopping area on the west side of Crooks Road north of Big Beaver.
- b. Recommend no changes.

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.

SUGGESTED RESOLUTION:

- a. Recommend that the fire lanes/tow away zones shown in the attached sketch be established at 336 Minnesota.

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.

SUGGESTED RESOLUTION:

- a. Recommend that the fire lanes/tow away zones shown in the attached sketch be established at 342 Minnesota.

10. Visitors' Time

Items not on the agenda.

11. Other Business

Items not on the agenda which Traffic Committee members may wish to discuss.

12. Adjourn

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 any 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 button¹ 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.

Request

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.

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@beaumont-hospitals.com) and by phone at (248) 964-5032.

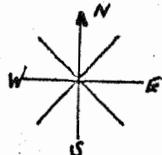
Sincerely,

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

cc: E. Hunt
C. Hengstebeck
M. Mason

COLLISION DIAGRAM

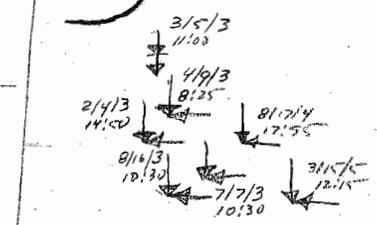
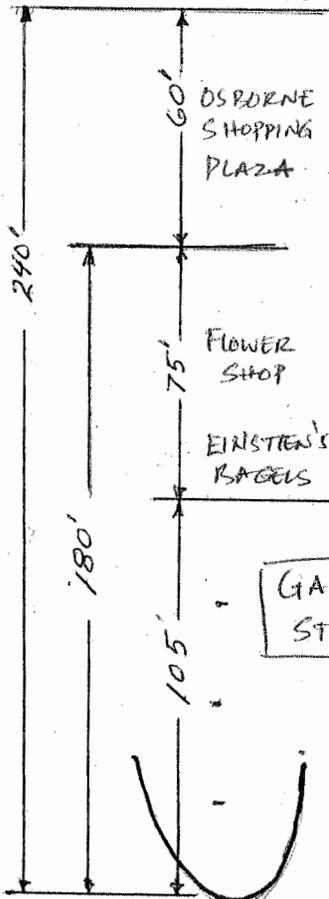
ITEM 7



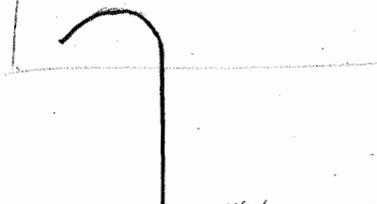
INDICATE NORTH BY ARROW

WEISS PROPERTIES
POTBELLS/
CARIBOU COFFEE
NOODLES

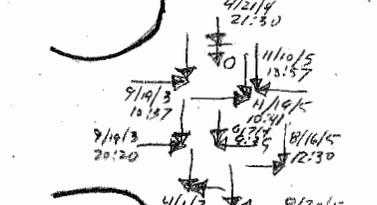
PERIOD: 3yr
FROM 1/1/03
TO 12/31/05



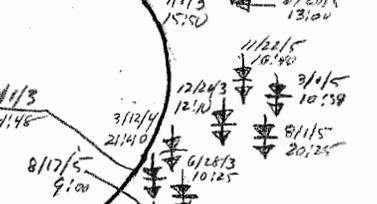
2003 - 5 CRASHES
2004 - 1 CRASH
2005 - 1 CRASH



CROOKS



BIG BEAVER



SYMBOLS	TYPES OF COLLISIONS	FOR EACH ACCIDENT SHOW:
<p>← MOVING VEHICLE</p> <p>↔ BACKING VEHICLE</p> <p>⋯ PEDESTRIAN</p> <p>▨ PARKED VEHICLE</p> <p>□ FIXED OBJECT</p> <p>○ INJURY ACCIDENT</p>	<p>←← REAR END</p> <p>→→ HEAD ON</p> <p>↔ SIDE SWIPE</p> <p>↘ RIGHT ANGLE</p> <p>↙ LEFT TURN HEAD ON</p> <p>○ OUT OF CONTROL</p>	<p>1. Date & Time</p> <p>2. Weather & Road Surface Conditions</p>
		REV A
		<p><u>Northwest Segment</u></p> <p><u>BIG BEAVER & CROOKS</u></p>
		<p>BY <u>111</u> DATE <u>2/2/06</u></p>

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.



CVTSight
SnapShot

336 -342 Minnesota

Fire Lane Posting

Map Legend:

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

336
E PowerHouse PC
342
YAREMA DIE +
ENG

336 E PowerHouse PC

342 YAREMA DIE +
ENG

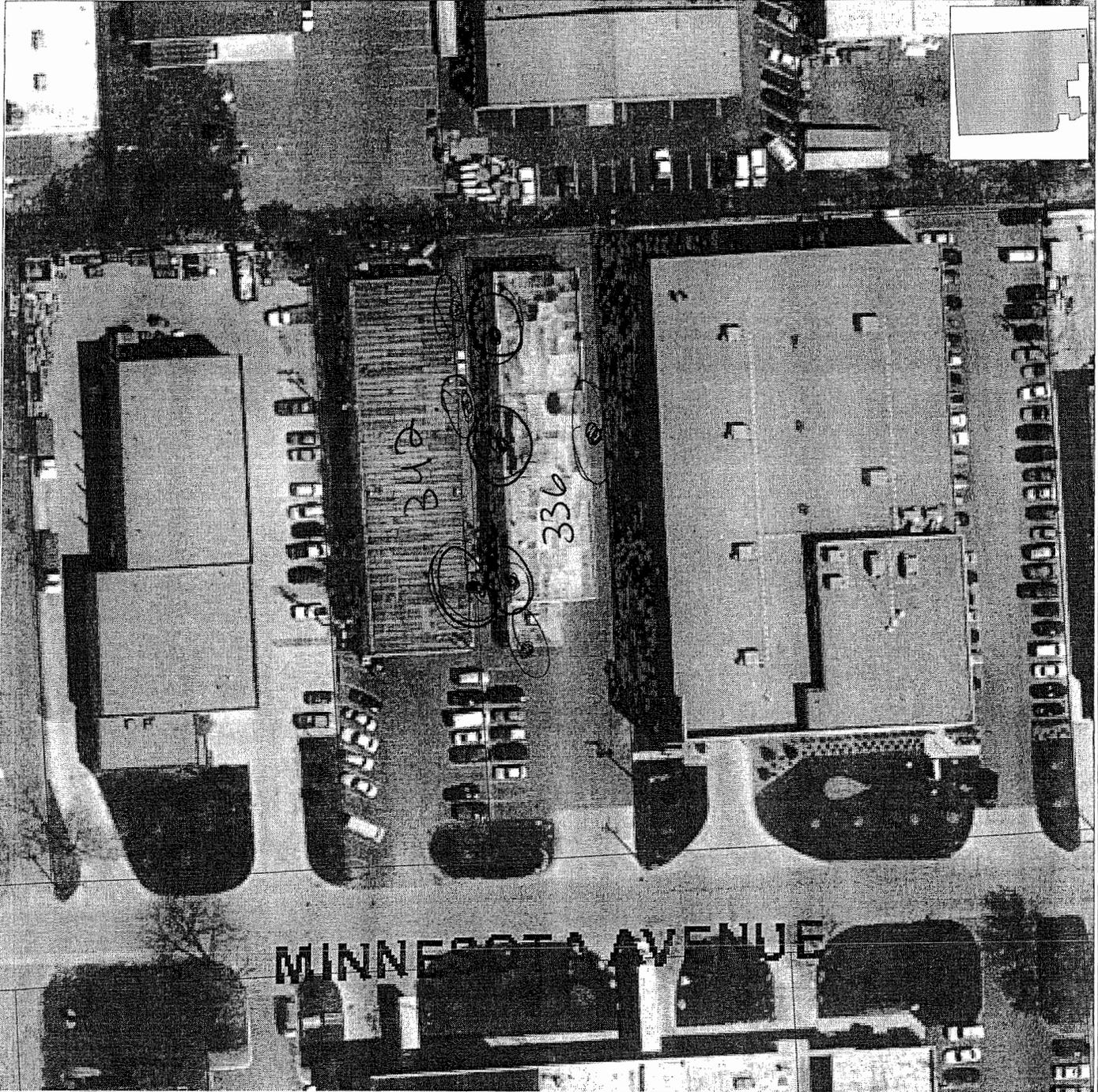


Map Scale: 1" = 72'

Map Date: March 22, 2001

Data Date: January 2001

ITEM 9



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 su 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.