

**Big Beaver Corridor Study**  
**Vision Fair**  
**January 18, 2006**

**Topic: Pedestrian Circulation**

1. Please identify features and/or characteristics of the pedestrian amenities (e.g., sidewalks, paths, gathering spaces) and experience within the Big Beaver Corridor that you consider to be positive and that should be maintained in the future.
  - Sidewalks and walkways on both sides of street are good
  - Pedestrians have some difficulty when attempting to cross from north to south (and vice versa). Crossings could be more user-friendly to pedestrians.
  - Civic Center area provides wonderful walking venues
  - Lighting should be “pedestrian scale”
  - Speed enforcement
  - Ability for pedestrians to cross the “freeway”
  - We need walking/running and biking paths all through Troy. Destination spots at which to stop and benches like near the “heron rookery” near 19 and John R. I just stop and think of all the fun places to go in other cities, and Troy could have them.
  - I wouldn’t consider any aspects of pedestrian circulation positive. No one walks the corridor. It’s a vehicular corridor and unsafe for pedestrians. If one were to walk from an office building to a restaurant on the other side of Big Beaver, it would take 30 minutes or more, mid-block to mid-block.
  - The crossing at Somerset is a better direction to go in, as opposed to surface crosswalks. The distance between buildings are too far to create a comfortable pedestrian atmosphere.
  - The street center islands offer a welcoming feeling while on the corridor
  - Too few to really provide much. The benches by Somerset, the fountains by LaSalle Bank. Need more of both.
  - Need to find a space for bicyclists, too
  - Currently, I do not think Big Beaver is pedestrian-friendly. The traffic speed and volume of automobiles is not conducive to safe foot travel.
  - The existing landscaping such as the trees should be maintained and sidewalks also
  - Wide sidewalks along the entire corridor
  - Somerset crosswalk...not much else
  - The width of sidewalks are good and conducive to pedestrian traffic. During the day I observe families and seniors walking.
  - Lunch time is mostly workers exercising by walking at lunch
  - People smile when they walk at lunch. They enjoy uninterrupted sidewalks.
  
2. With respect to pedestrian circulation and experience, what improvements and/or changes do you believe are needed to transform the Big Beaver Corridor into a World Class Boulevard?
  - I think a “downtown” with residential housing (high density) should be built on the east side of Livernois across from the Civic Center, so there are people within walking distance of the Civic Center. Shops, bakeries, etc. that would appeal to these residents and people working/visiting/coming to the center.

- Tree-lined sidewalks; Helsinki's Esplanade has a park that runs between its boulevard and shops along street
- Could use a traffic light for pedestrians who need to cross from north side at City Hall (particularly Library users) who need to catch eastbound bus. Now some of these individuals feel the need to walk to Livernois in order to have a traffic light to assist in crossing safely. Perhaps hand-operated to access green to cross when needed.
- Lighting should be "pedestrian-scale"
- Speed enforcement
- Ability for pedestrians to cross the "freeway"
- Generally speaking, traffic is always moving too fast on Big Beaver, which is good and not so good. Pedestrians really take their lives in their hands with the current high-speed vehicles whose drivers have no clue that there ever might be a pedestrian. A shuttle bus during busy daytime hours might alleviate some of this problem?
- We, of course, need what we don't have, a "CBD". Troy is all spread out 35 miles square. All the following is just my own very uneducated opinions. The Big Beaver Corridor is very exciting but to make a more "central business district," I believe, the north-south crossroads also need developing for a least a ½ mile either side of Big Beaver and/or create 3 or 4 more Multi-use Villages like Madison Marquette is going to create. The "village" up in Rochester is dedicated to retail shopping but a village could have ethnic restaurants for a main theme. We have such cultural diversity – we should have places to meet and share it. We could have entertainment villages as a theme, or a sports and arts village as a theme with a big outdoor amphitheater for plays, theatre, orchestra during the summer and take the seats out and turn it into a ½ block long outdoor skating rink in winter with shops around, and hot chocolate booths. Need internet cafés. We need a cultural center for the theatre and the arts. Pedestrian destinations – food, entertainment, shops. Separate these (3 or 4) destinations and give each a different flavor. Provide free trolley transport between these destinations
- Landscape extravagantly
- Provide some covered walkways
- Lower speeds, which means narrow the drive lanes, eliminate at least 1 drive lane in each direction
- Develop the corridor with retail/mixed use on the inside of the office building, closer or against the right-of-way
- Bring it down to pedestrian scale, shorter light poles, soften the boulevard/pedestrian area – add more landscaping, less pavement, maybe some gathering spaces at key spots/intersections or in front of larger retail developments
- Make the pedestrian more important than the car!
- Add more places to cross. Every mile doesn't cut it. Maybe an overpass every ½ mile or so.
- We need more pedestrian destination points. Make people want to walk instead of getting in their car. Right now it's just too dangerous to walk.
- More restaurants utilizing the parking in front of the office buildings
- Bridge overpasses above the corridors or redesigned crosswalks to create a main street image
- New facelifts for existing (older) buildings
- Provide some pocket parks interspersed between areas that pedestrian uses are major. Put some benches along the route, so people could just sit and meditate a few moments.
- Provide retail – small shops closer to the pedestrian walkways
- How will you get us across all those I-75 crossovers?

- Motorists frequently exit driveways without looking in both directions – they are not attuned to sidewalk use
- Need to connect somehow the north and south sides of Big Beaver for pedestrian traffic
- Multiple overpasses would possibly solve the problem, but would be very expensive. Does anyone have a creative idea on how to solve this problem, because without it how can we create a downtown?
- Might consider overpasses (like Somerset's), signals which respond to buttons pushed by pedestrians, or a trolley
- Move sidewalks away from Big Beaver, closer to the buildings
- Encourage property owners to build covered walkway
- Promote the use of 1 or 2 passenger electric scooters. Allow Jitney Services by private operators. Encourage business to provide them for use by employees. Provide north and south access paths to the neighborhoods.
- More landscaping and your vision of a boulevard are great. Perhaps some type of transit system to service the corridor, i.e., a bus or monorail, etc.
- The addition of family restaurants would be welcomed also
- Bicycle paths
- Pedestrian walkways that are more user-friendly
- I would like to see a very solid planting of greenery on both sides of Big Beaver. Then, the area on the side of the greenery opposite the traffic and up to the beginning of the private commercial businesses could be developed with sidewalk cafés, gardens, art, boutiques, etc. It would be vital to insulate the lanes of traffic from these pedestrian areas, which would exist on both sides of Big Beaver. The Champs Elysees, Paris, is the model for this. That boulevard has 10 lanes of traffic and with this technique, they have created a vibrant pedestrian environment.
- Attractive landscaping along the sidewalks
- Many trees covering sidewalks in places
- Seating and gathering areas
- Some fountains or water features along the sidewalks
- Decorative pavement
- Pedestrian overpasses crossing Big Beaver at regular intervals
- Moving sidewalks in some areas
- More walkways over Big Beaver, which could be landscaped and have benches for reading or relaxing. Gardens between the street and sidewalk benches and pocket parks along the sidewalks.
- Buildings are setback so far from the road by massive parking lots that they do not seem approachable by anything more than a vehicle. Buildings, such as restaurants, shops, residential and offices must be placed closer to the road, with parking behind, in an effort to attract people to walk around, rather than drive around. Also, additional crosswalks and a lower speed limit in areas would help to increase the flow of pedestrian traffic. Wide sidewalks with noticeable crosswalks must be included not only along the sides of the road, but the median as well.
- Sidewalks must be well maintained at all times
- I would like to see the police bike squad occasionally travel down sidewalks at non-peak hours for safety
- There should not be bushes too close to sidewalk – perfect hiding place

- Not have high-speed traffic next to pedestrian walkways. For example, where Caswell and Big Beaver are. We need more scenic walkways with trees and landscaping next to walkways. More walkways over traffic.