

Big Beaver Corridor Study
Vision Fair
January 18, 2006

Topic: Streets and Traffic

1. Please identify features and/or characteristics of the streets and traffic patterns within the Big Beaver Corridor that you consider to be positive and that should be maintained in the future.
 - The intersection each direction at Crooks, Livernois and Rochester are very functional
 - It is a nice, wide boulevard with well-regulated traffic flow
 - The boulevard character is positive
 - Easy access to the area
 - Easy entrance and exit from the corridor to the buildings
 - There is growing need to provide pedestrian crossing signals along Big Beaver, between the major north/south Mile Roads
 - I feel that the median dividing the road is good, and could be a good landscaping opportunity along the corridor
 - Traffic flow and width of Big Beaver
 - Traffic configuration is well arranged. Right-turn lanes help greatly.
 - Wide boulevard streets are good
 - Keep the roads full! Without the traffic, Troy is in big trouble.

2. With respect to streets and traffic, what improvements and/or changes do you believe are needed to transform Big Beaver into a World Class Boulevard?
 - The intersection at Coolidge and Big Beaver is bad. Southbound and northbound Coolidge narrows too soon.
 - By incorporating the Monarch project, Big Beaver will have to become more pedestrian-friendly. If outdoor areas are located along Big Beaver, as many World Class Boulevards feature, the lane closest to the curb will have to offer cars a considerably slower rate of speed than is currently featured on Big Beaver. Perhaps Madison-Marquette will offer pedestrian-friendly opportunities for residents, workers and visitors.
 - More attention to cycling facilities on-road and crossings and bike racks
 - Lower speeds, reduce lane width, and reduce number of lanes, if traffic loads allow
 - Less through traffic on Big Beaver
 - Keep pedestrians away from heavy traffic
 - Some gentle curves in Big Beaver could make it more attractive
 - Maybe have 2 high-speed lanes, and between the boulevard and the sidewalk slower speed lanes. More walkways over the corridor.
 - I think the density of traffic created by development of Big Beaver should always take into consideration the fact that after Adams Road, Big Beaver becomes a 2-lane road. As a result, traffic even at present flows into my neighborhood (Wendover Woods) because of the bottleneck at Big Beaver and Adams. If the density of traffic should be increased, it will only mean that more traffic will flow into my neighborhood, which has many young children. This should be taken under serious consideration re: the development of the K-Mart property.
 - In an effort to attract people to the corridor, I feel that many things need to be done with respect to traffic, but more importantly, pedestrian traffic. I feel a World-Class boulevard

requires space for people to walk and feel safe. Adding more sidewalks and safer crosswalks would be helpful in creating an environment where traffic and pedestrians are able to get along together without the fear of safety issues between them. Reducing the speed limit through some of the corridor may be necessary in order to accomplish this, as many cities such as Royal Oak and Birmingham have slower speed limits through their “corridors.”

- Free trolley
- People mover system
- Access roads along Big Beaver
- Lots of great landscaping
- If at all feasible...it would be nice to have a left-turn between Civic Center Drive (where there was one at one time) and Crooks Road. Drivers exiting the Civic Center must drive all the way to Crooks in order to be able to turn east.
- Monorail or trolley from Rochester Road to Coolidge or from Dequindre to Adams. Should encourage more foot traffic.
- My concern is that we already have great problems with infrastructure deterioration without funds to adequately address the problem. Additionally, we already have extreme traffic congestion during peak hours. Increased density and increased business development will bring increased revenues, but also will bring increased traffic congestion. If we are already faced with the inability to resolve these problems, how will increasing the problems be handled? I would not want to hear the answer: “Add more lanes.” I would not want to see more concrete being poured. Is there another solution?
- Enough traffic lanes to handle the volume of traffic. As a resident, there’s nothing more annoying than it taking 25 minutes to go 2 miles to drive my daughter to swim lessons, between 5:00 and 6:00 p.m.. I’m concerned about the backup on Big Beaver during rush hours between Coolidge and Adams, because it goes down to 1 lane to go under the train bridge. It’s already intolerable. More walkways over traffic.