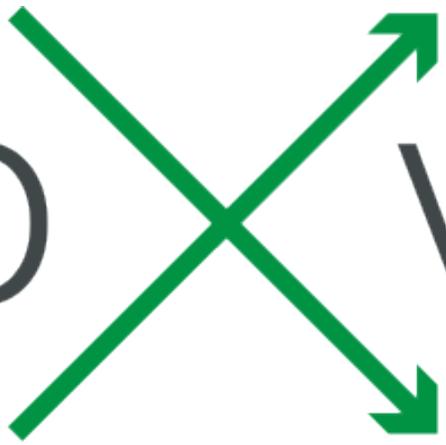


m o  v e
troy

Big Beaver Road Pedestrian Symposium

Adams Road to Dequindre Road



1,600

Businesses and
Residents

50,000

Vehicles per Day



Altair

WORLD HEADQUARTERS

1820
East Big Beaver Rd.

www.altair.com

Changing Demographic Demands



Form-Based Zoning District



Increased Residential



East/West Crosswalk



I-75 Underpass

14 FT. 7 IN.

Detroit

RCOC/MDOT Partnership

Chicago Pedestrian Plan

Department of Transportation

A wide-angle photograph of the Chicago skyline, featuring the Congress Hotel and the Millennium Park fountain in the foreground. People are walking on the plaza in front of the fountain. The sky is blue with scattered white clouds.

Mark de la Vergne, Sam Schwartz
Engineering

Big Beaver Working Meeting

The opportunity for experts and stakeholders to identify issues and develop strategies.

- Dane Slater (Mayor)
- Dave Henderson (City Council)
- Ellen Hodorek (City Council)
- Wade Flemming (City Council, former)
- Brian Kischnick (City Manager)
- Mark de la Vergne (Sam Schwartz Engineering)
- Dick Carlisle (Carlisle/Wortman)
- Ben Carlisle (Carlisle/Wortman)
- Tom Pozolo (MDOT)
- Jim Schultz (MDOT)
- Pat Cawley (Traffic Improvement Assoc. of Michigan)
- Tom Perring (Altair Engineering)
- Kelli Baird (Altair Engineering)
- Don Edmunds (Planning Commission Chair)
- Gary Piotrowicz (RCOC)
- Dennis Kolar (RCOC)
- David Evancoe (RCOC)
- Alan Kiriluk (Kirco, DDA)
- Alex Bellak (City of Troy)
- Mark Miller (City of Troy)
- Stephen Dearing (OHM Engineering)
- Kurt Bovensiep (City of Troy)
- Tim Richnak (City of Troy)
- Bill Huotari (City of Troy)
- Steve Vandette (City of Troy)
- Paul Evans (City of Troy)
- Glenn Lapin (City of Troy)
- Brent Savidant (City of Troy)
- Jim Santilli (Traffic Improvement Assoc. of Michigan)
- Maggie Hughes (City of Troy)

Big Beaver Road Symposium



Comments, Suggestions, and Population Density

Big Beaver—Crooks to Rochester



The Plan

- Existing Conditions
- Case Studies
- The Toolbox
- Recommendations
- Placemaking,
Outreach and Events



Continuity

Consistency

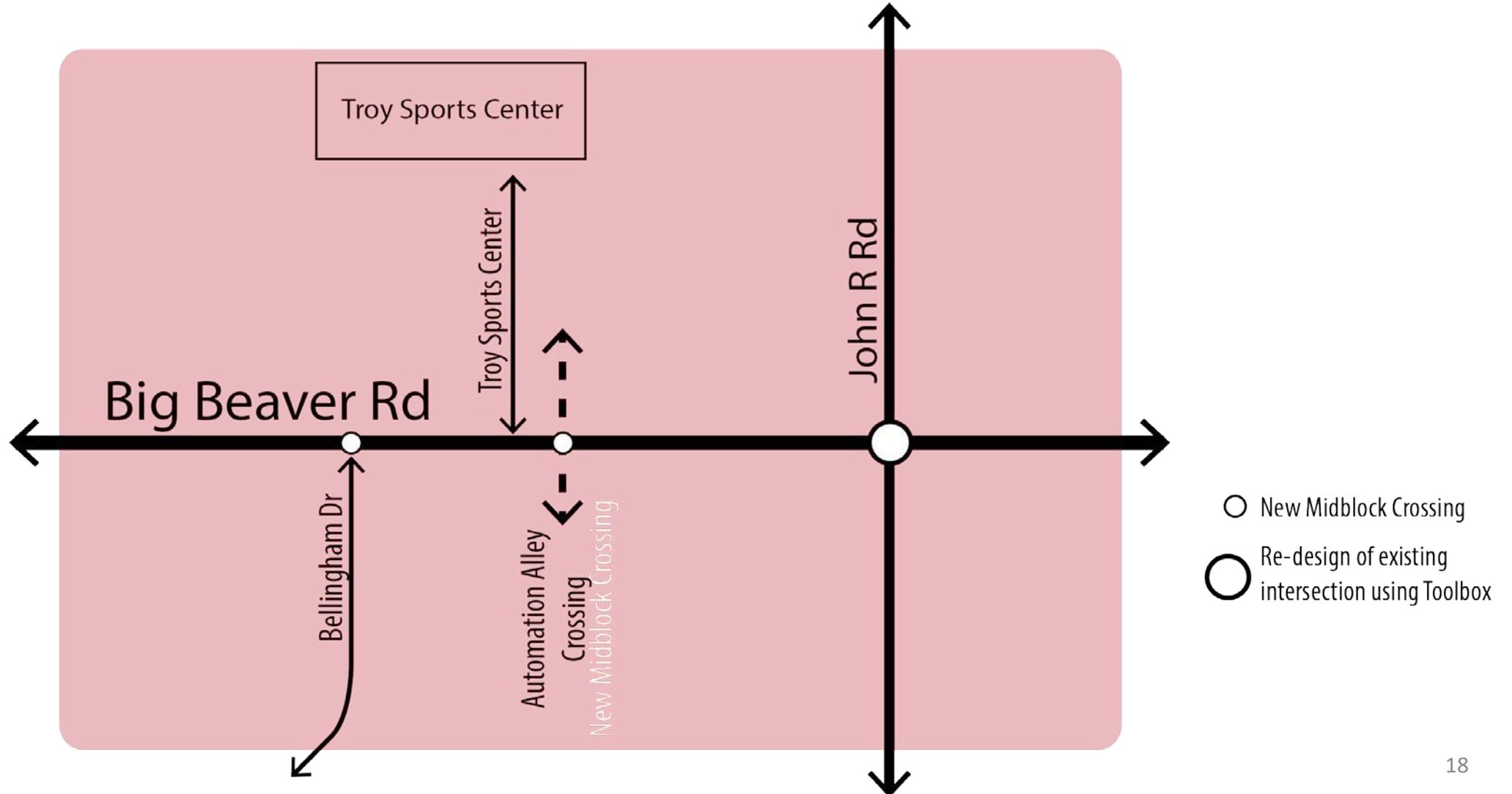
Ease

Short-Term Projects

- Automation Alley SmartZone Midblock Crossing | 2015
- Civic Center Reconfiguration, Crossing, and Trails and Pathways Connection | 2016
- I-75 Improvements | TBD

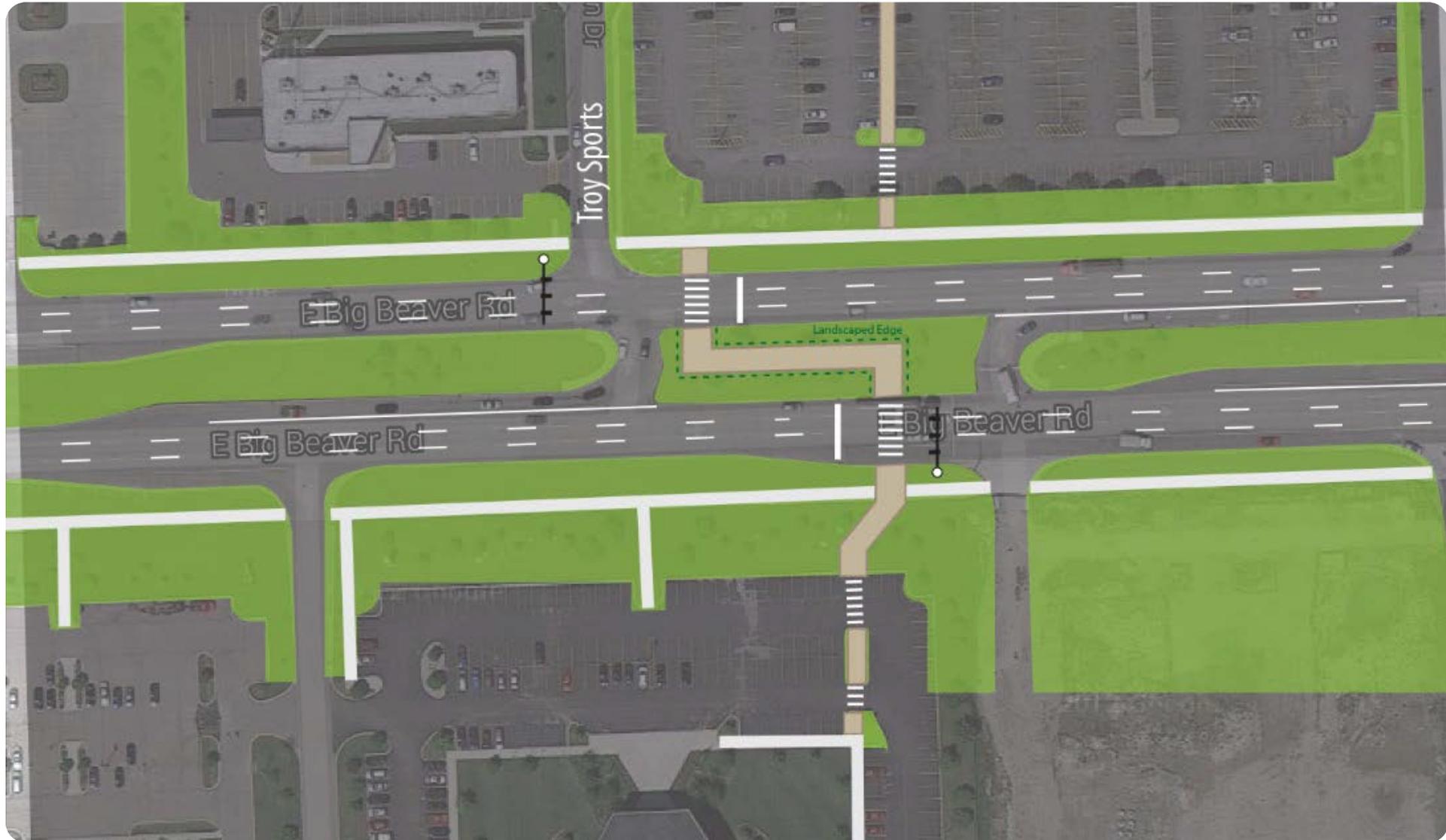
Short-Term | Establishment of Nodes

Automation Alley SmartZone



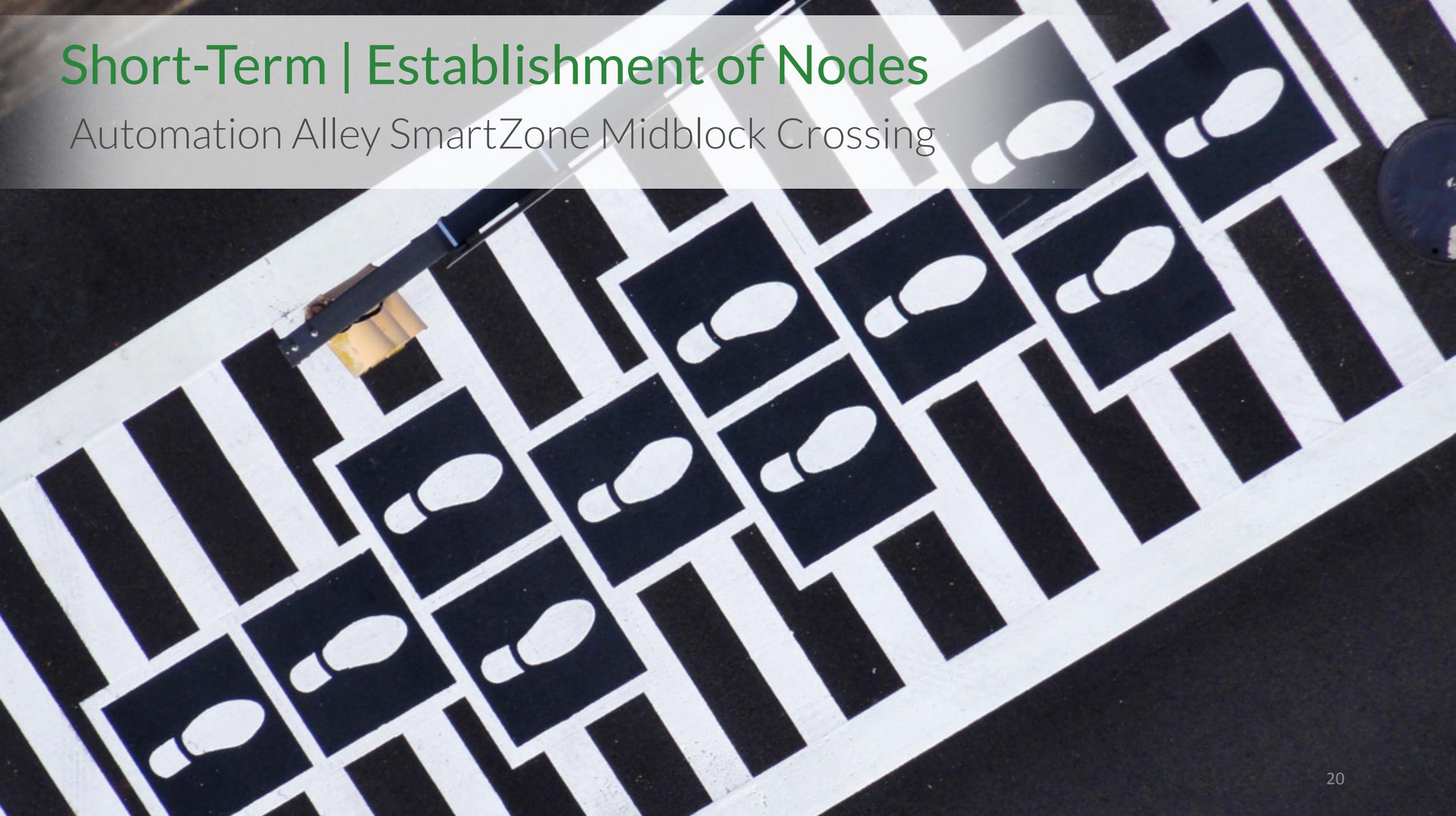
Short-Term | Establishment of Nodes

Automation Alley SmartZone Midblock Crossing



Short-Term | Establishment of Nodes

Automation Alley SmartZone Midblock Crossing



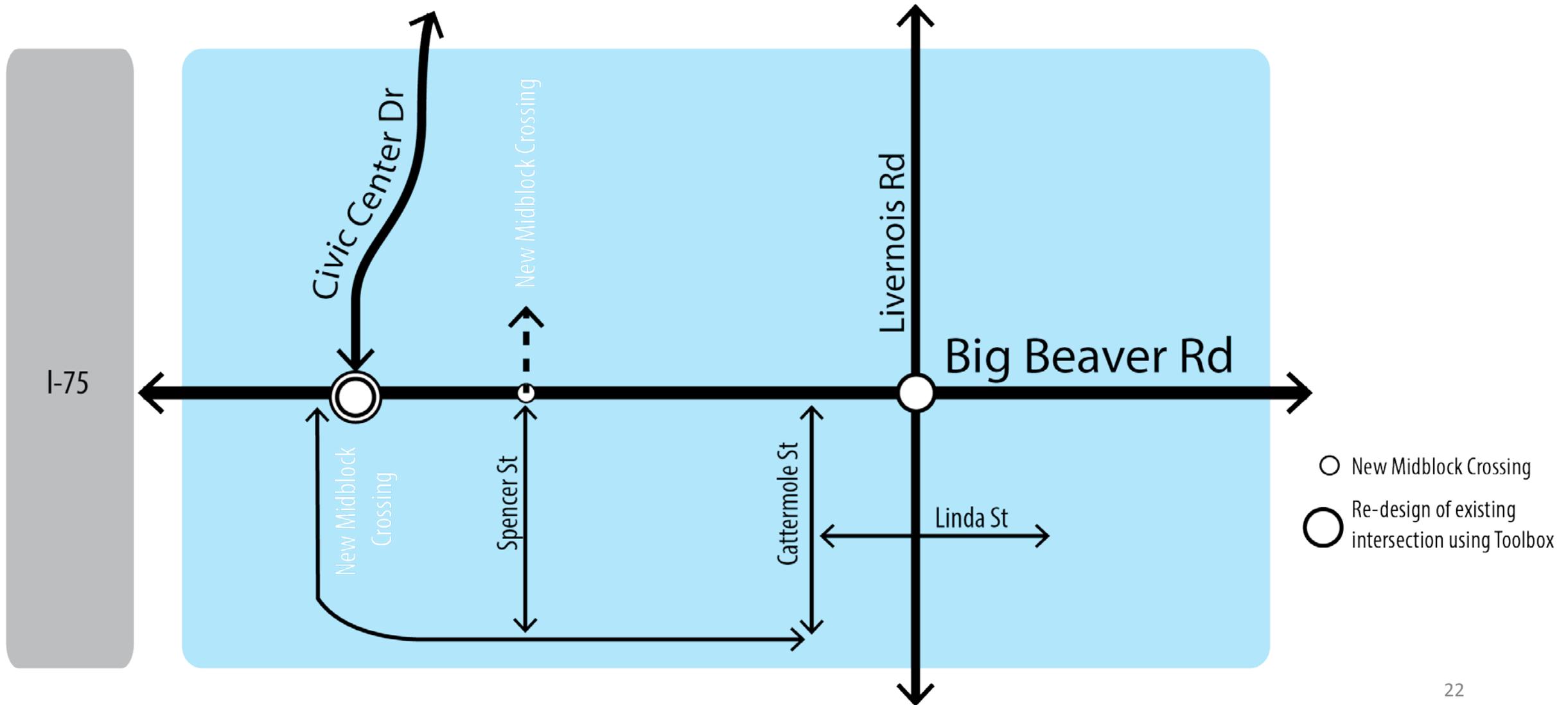
Short-Term | Establishment of Nodes

Automation Alley SmartZone Midblock Crossing



Short-Term | Establishment of Nodes

Civic Center Drive



Short-Term | Establishment of Nodes

Civic Center Drive Reconfiguration



Short-Term | Establishment of Nodes

Civic Center Drive Reconfiguration



Short-Term | Establishment of Nodes

Civic Center Drive Reconfiguration



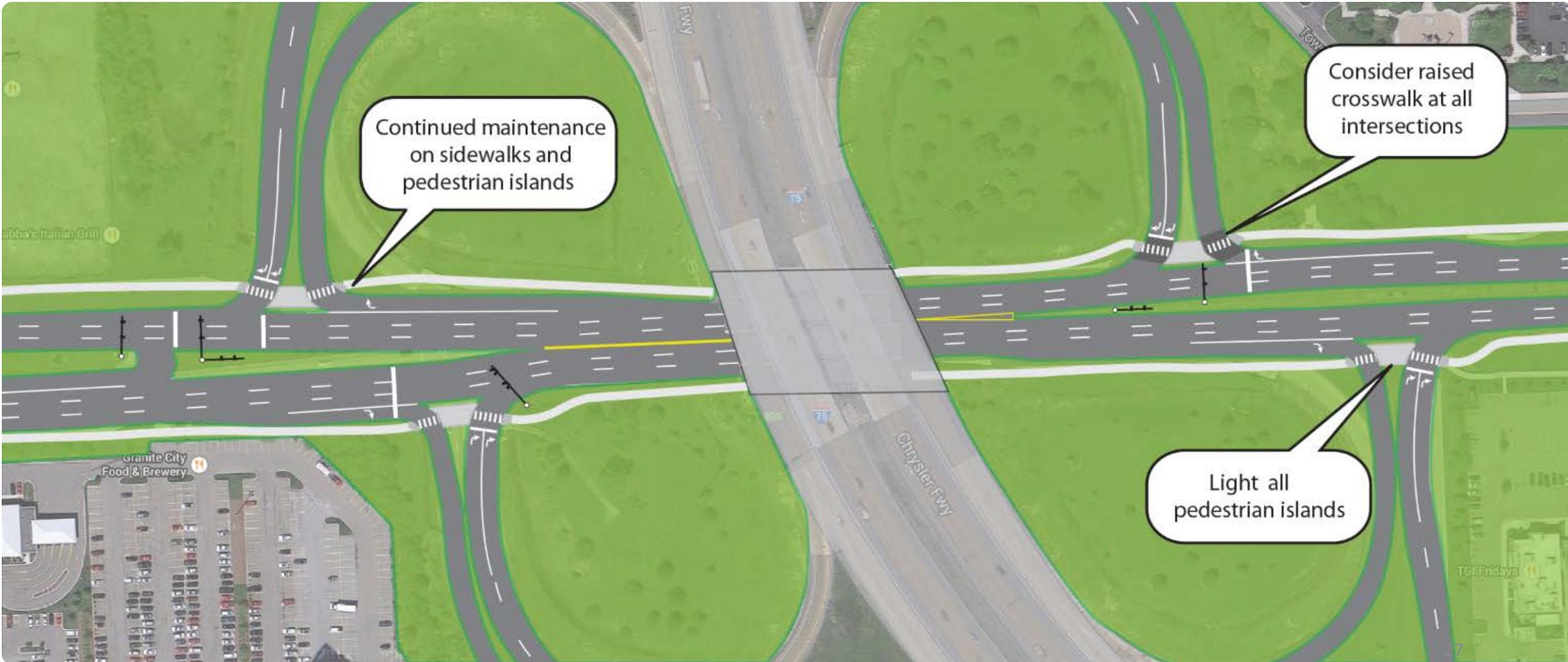
Short-Term | Establishment of Nodes

Civic Center Drive Reconfiguration



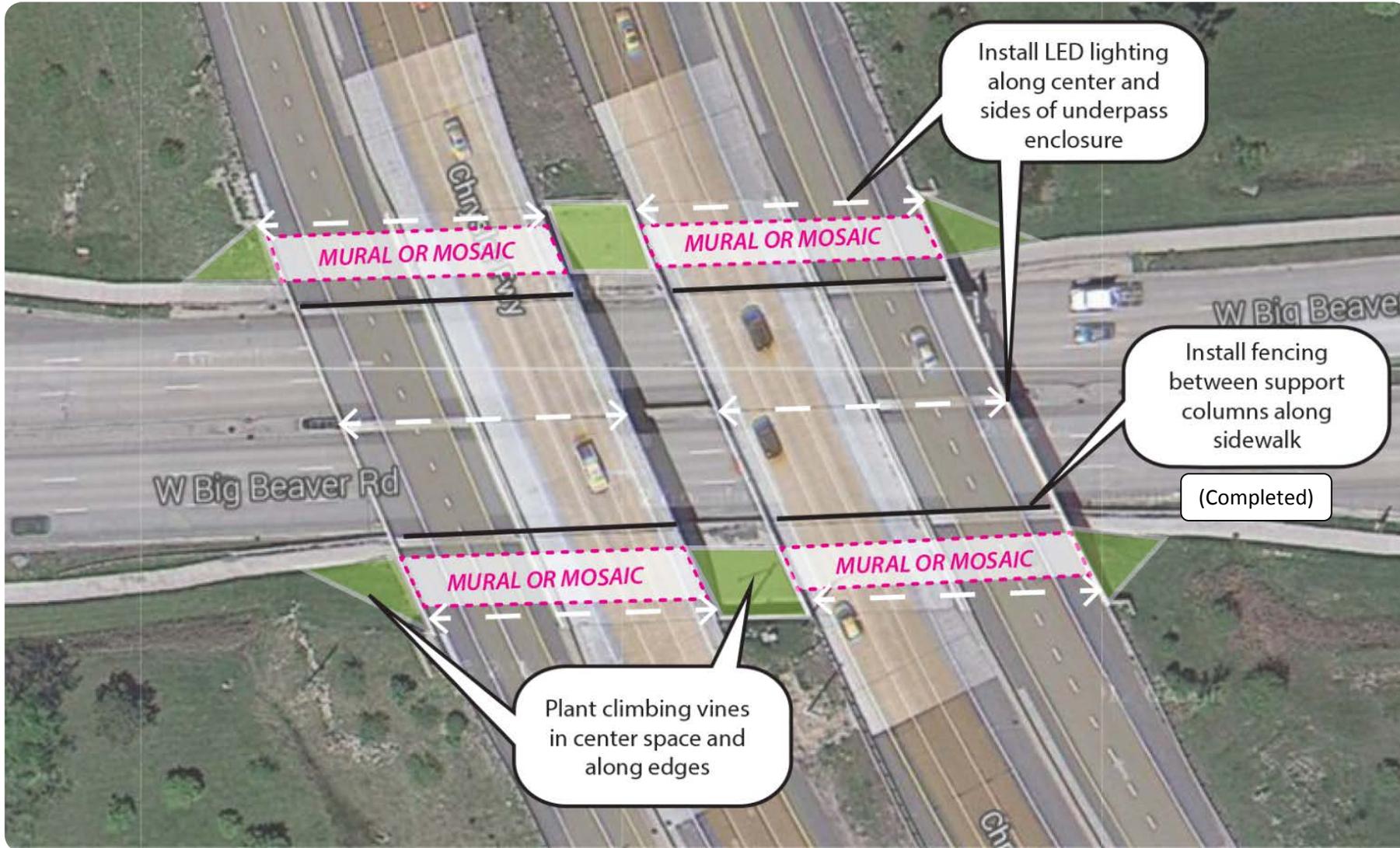
Short-Term | Interstate 75

I-75 Interchange Reconfiguration



Short-Term | Interstate 75

I-75 Underpass Interventions



Short-Term | Interstate 75

I-75 Underpass



Short-Term | Interstate 75

I-75 Underpass



Costs

Short-Term Major Capital Projects

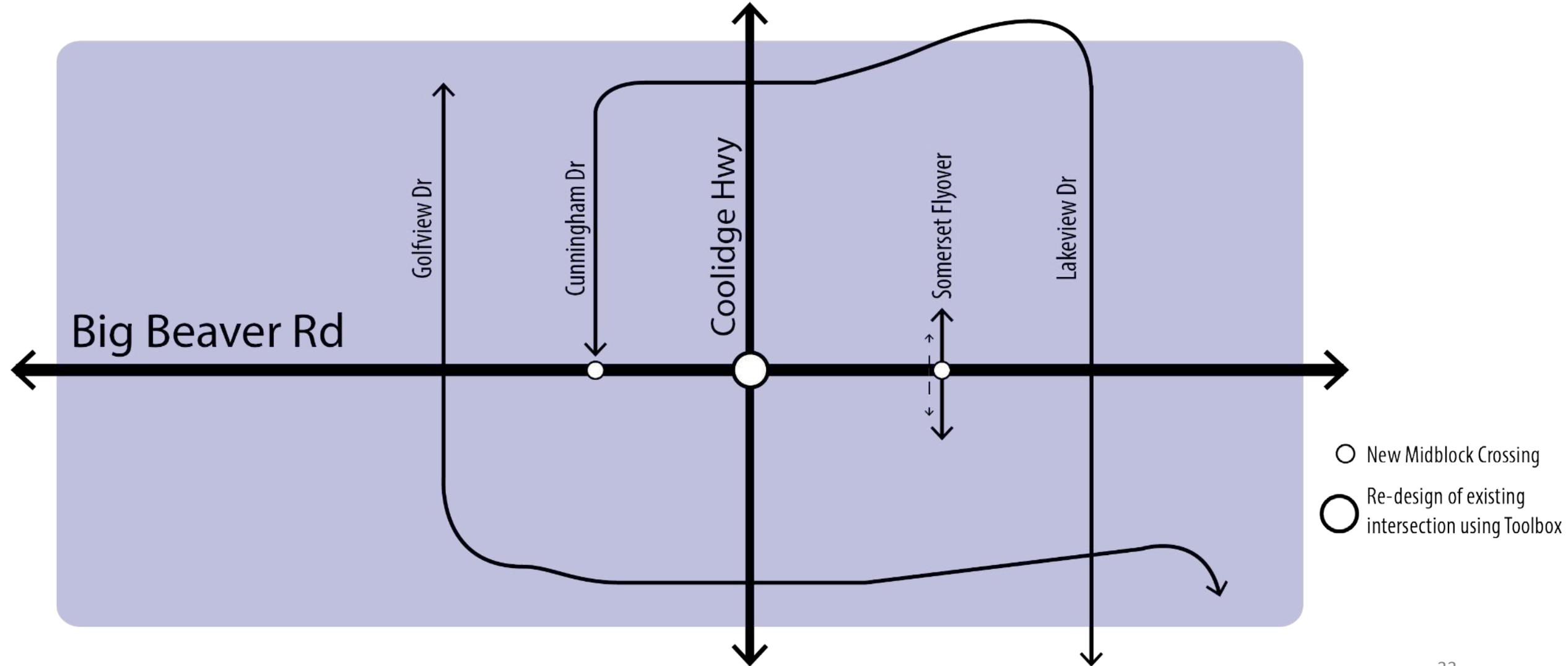
Project	Costs <i>(includes 20% contingency)</i>	Source of Funding
Automation Alley SmartZone Midblock Crossing	\$360,000	Local Development Finance Authority (LDFA), City Capital Funds, Sponsor Contributions
<i>Civic Center:</i>		
Civic Center Drive Crossing	\$480,000	City Capital Funds, Grants, Sponsor Contributions, State and SEMCOG Transportation Alternatives Program (TAP)
Spencer Street Crossing	\$420,000	
<i>I-75:</i>		
Interchange Reconfiguration	\$300,000	Federal and State Capital Funds, Grants, Sponsor Contributions
Underpass Improvements	\$240,000	

Source of Funding

- Potential LDFA money for Automation Alley SmartZone midblock crossing
- Civic Center Crossing is eligible for Transportation Alternatives Program (TAP) funding, especially with the linkage between the Trails and Pathways Plan and the Clinton River Trail
 - TAP applications are due in April 2015
- I-75 improvements and funding are contingent upon MDOT
- All projects will require city contribution
- Sponsor Contribution could be a conglomerate of businesses investing in the implementation of corridor improvements

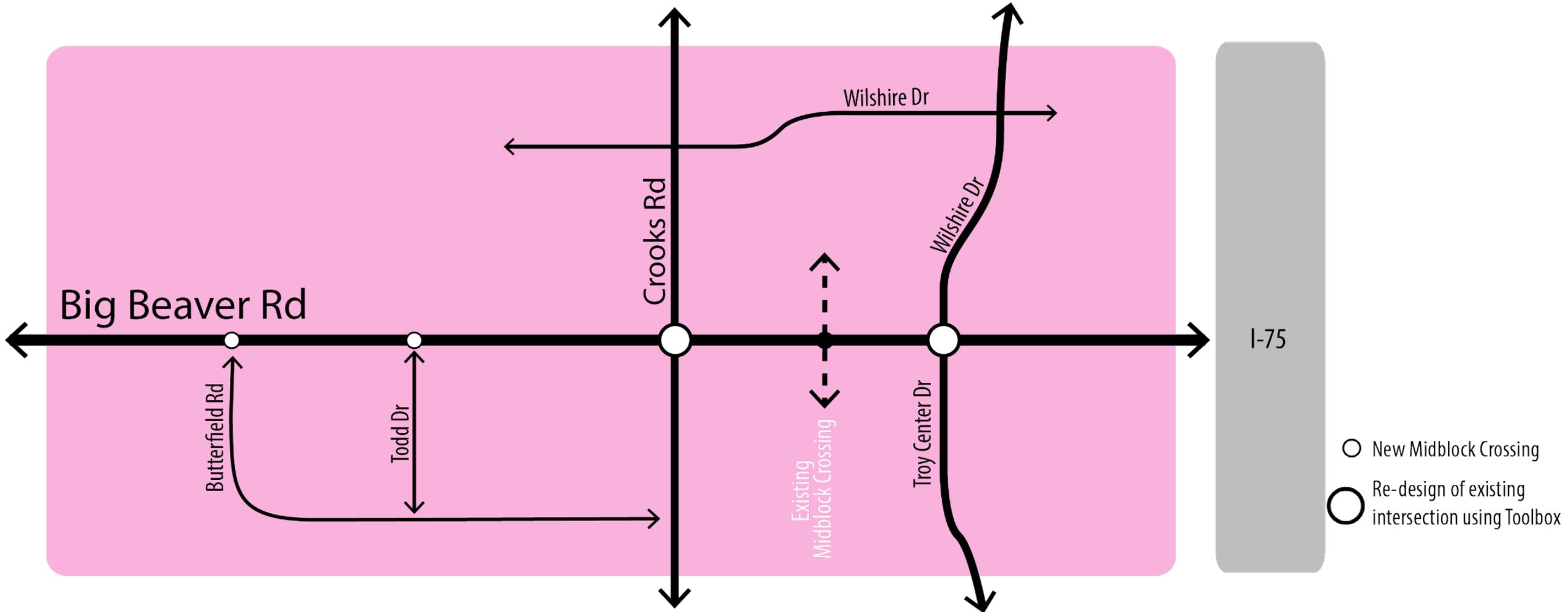
Long-Term | Establishment of Nodes

Coolidge Highway



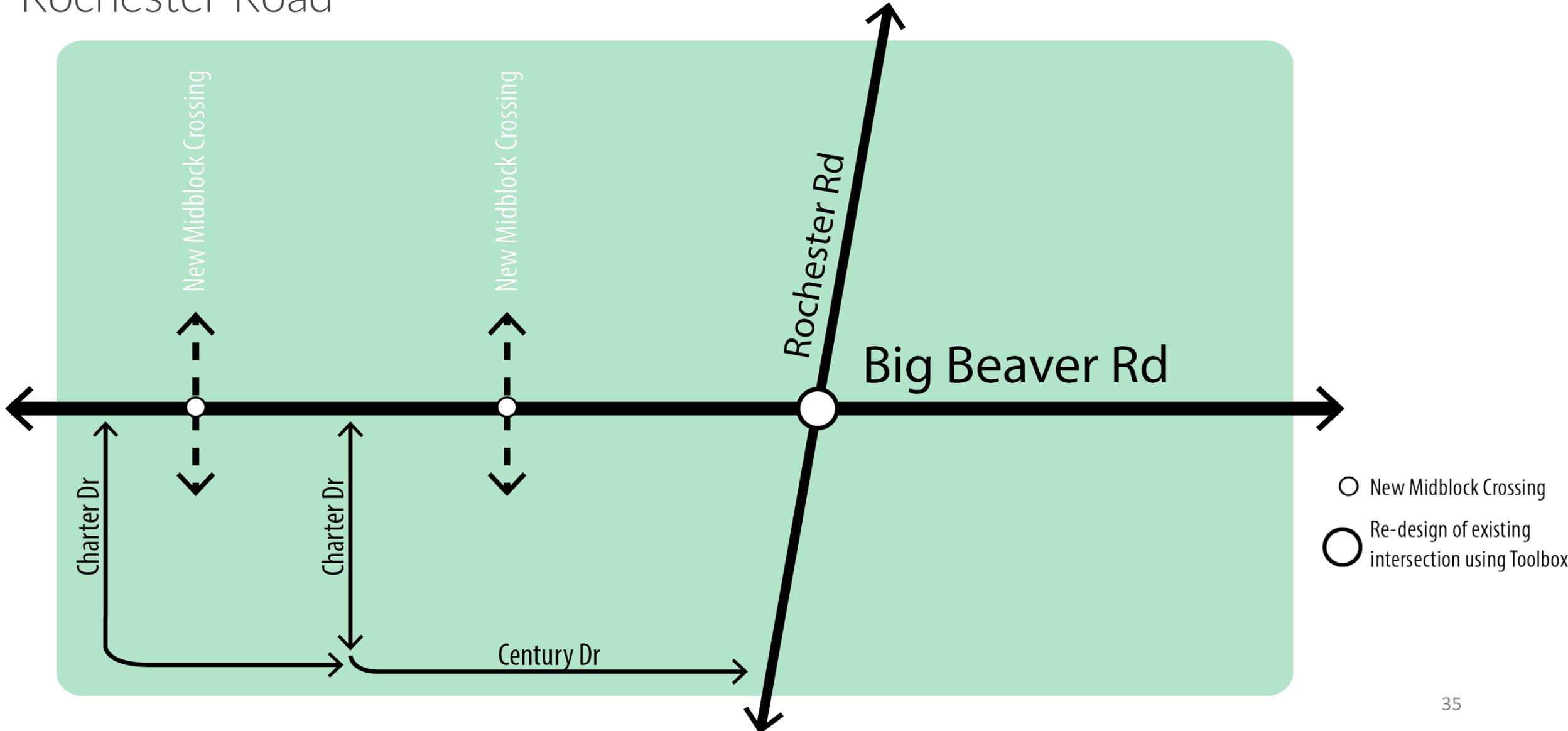
Long-Term | Establishment of Nodes

Crooks Road



Long-Term | Establishment of Nodes

Rochester Road

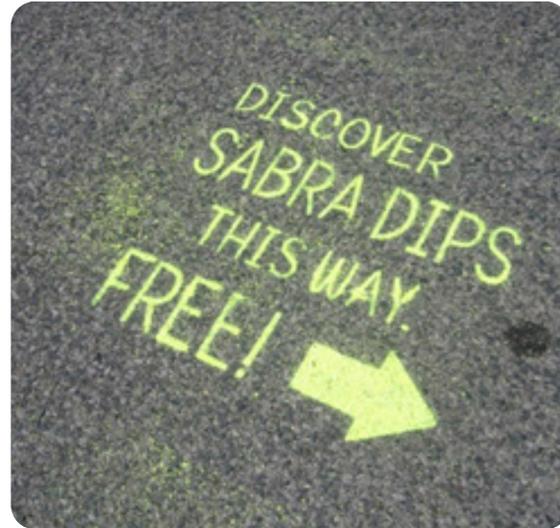


Placemaking, Outreach and Events

City Initiatives



Parking lot game days



Use the sidewalk as a canvas



Two-three outdoor events

Directives

1. Meet and review the plan with MDOT and RCOC to discuss options.
 - Focus on Civic Center crossing and I-75 on/off ramps
2. Meet with original Working Meeting symposium group to discuss options.
3. Discuss new protocol and funding for the maintenance of the corridor.
4. Establish recommendations.