



Department of Public Services
Allan E. Schneck, P.E.

From: Paul M. Davis, P.E., Deputy DPS Director/City Engineer PMD
To: Rochester Hills Historic Districts Commission Members
Date: December 14, 2017
Re: 1841 Crooks Road Proposed Pathway Easement

The public pathway system owned by the City of Rochester Hills and maintained by the Department of Public Services (DPS) is a unique and popular community asset. Rochester Hills owns over 94 miles of paved pathway and 4-1/2 miles of Clinton River Trailway for use by bicycles, non-motorized vehicles and pedestrians. Residents have consistently proven that they support and value the pathway system by approving ballot requests.

Pathways are typically located within road right-of-ways owned by Rochester Hills, the Road Commission for Oakland County or the Michigan Department of Transportation. Some segments of pathway also exist within easements granted by adjacent property owners. The complete pathway plan is to include 8-foot wide paved pathways on each side of all major mile roads within Rochester Hills regardless of which agency owns the road. The Crooks Road corridor has nearly accomplished this objective between Avon and South Boulevard with the exception of two locations. As indicated on the attached plan view drawing, the two existing pathway gaps are shown in yellow (along the east side of Crooks Road between Bonnie Brae Street and the Clinton River and across the property at 1841 Crooks).

Obtaining an exclusive pathway easement or highway easement would permit the City to eliminate another existing gap section in the public pathway system. Priority is given by the DPS when a specific opportunity surfaces to eliminate a gap section and improve the overall pathway system linkage. Examples of when an opportunity surfaces typically includes the reconstruction of an adjacent roadway or a transfer of property ownership for the existing pathway gap section.

Elimination of the existing pathway gap at 1841 Crooks will improve the safety of pathway users on the east side of Crooks by removing the need for them to either cross Crooks Road to reach the pathway on the west side, traverse the property, or travel along the narrow shoulder area adjacent to the Crooks northbound travel lane.

Attachment(s): Existing and Proposed Pathway along Crooks.pdf