

Homan, Kim

From: Alex Stokes <alex.stokes57@gmail.com>
Sent: Tuesday, February 6, 2024 9:31 AM
To: Homan, Kim
Subject: 9 Mile Rd. Construction Plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, I hope you are well.

I have heard about the plan to reduce the width of 9 Mile Rd., down from five lanes . From what I understand, there are a few things to be accomplished with this idea:

1. Walkability. I have walked 9 Mile Rd., and have frequented shops along its way, and the road appears unsafe for optimal walkability between its stores. I have witnessed many folks crossing 9 Mile Rd. by first running to the middle turn lane, waiting for traffic to clear, and running across. I have seen all ages do this, and I have always worried for those making the crossing, that they may be struck by a vehicle.

The sidewalks are very close to the street.

2. Infrastructure for a 'downtown'. There are many communities throughout the Metro-Detroit area that support thriving downtown areas. Eastpointe is not one of those locations. From what I understand, improving walkability could provide an attractive location for shops and businesses to set-up. Making an area more accessible to foot traffic could offer incentive to businesses looking to expand to a new market location.

A thriving downtown can connect a community, attract investment, and attract folks who want to live around areas with central gathering locations. A downtown can provide an opportunity for social events. Grosse Pointe Park hosts many activities down Kercheval. St. Clair Shores holds its Social District on Greater Mack Ave. Right now, Eastpointe is unable to provide these activities to its residents.

3. Beautification. From what I understand, adding more green spaces is a crucial aspect of the idea. Eastpointe has, in my opinion, beautiful parks, and has charming neighborhoods. 9 Mile Rd. shares none of this. Adding trees, grass, flowers, and other living things can beautify an otherwise 'industrial' space. I personally believe green spaces help a community, be it urban, suburban, or rural, feel cleaner, more beautiful, and more attractive.

I understand there are traffic concerns over reducing the 9 Mile Rd. width, and this is logical. Reducing the width of a road can indeed slow traffic down that section. I typically take Stephens Rd. to Gratiot, or Hayes, and then either road to 8 Mile Rd. or 696 for fastest travel. I do not live on 9 Mile Rd., and I cannot speak for those who have made a habit of taking 9 Mile Rd. for their commuting. My opinion is biased, as I use other routes of travel.

My question, then, to those whose experience would be affected, would be: Are there alternative routes that can be taken? How much time does each of those affected spend driving down 9 Mile Rd.? What is the increase in commute time for those folks?

Thinking in hypotheticals, would those asked be open to alternative routes if the 9 Mile Rd. reduction was very successful in attracting businesses, increasing the local value of the neighborhoods, increasing 'beauty', creating a desirable community gathering point, and benefitting Eastpointe as a whole?

At the minimum, for those who were not open to alternative routes, would those extra minutes down 9 Mile Rd. be more pleasurable with those benefits mentioned? A slower drive, through a thriving downtown?

I don't believe it is possible to predict the level of success, but from what I understand, the opportunity to work on 9 Mile Rd. again would be decades in the future, possibly 50 years.

I personally believe it is worth considering.

—
Alexander G. Stokes
President/CEO - A. G. Stokes Construction Co., LLC

agstokesconstructionco.com

586-443-0199

Custom, Done Right.

