

## Homan, Kim

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**From:** coffeeguy crosscommuter <zbug96@yahoo.com>  
**Sent:** Sunday, February 4, 2024 11:16 AM  
**To:** Homan, Kim  
**Subject:** 9 mile rd

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Hello Ms. Homan,

I am an avid cyclist and bicycle commuter. I'm on or have been on the planning committees for the Detroit Green Cruise and CARE of SE Michigan annual fundraisers, both advocated for non motorized transportation. I accepted the invitation from SEMCOG to participate in multiple opportunities to advise on popular non-motorized routes throughout Macomb County.

I have the following opinions of the 9 mile narrowing project. These are based in part of my personal experience cycling, walking, driving and 5 years of SMART bus commuting.

One of the demonstrably false notions of the road narrowing proposal is that "nobody walks any more." On 2/3/24 I made three driving trips on 9 mile from Gratiot to Kelly. On the trips, a total of only nine minutes of driving, I observed a total of 36 persons using alternative transportation modes!: 21 walking, 12 waiting at bus stops and 2 biking. We can presume that persons at bus stops walked or bike to them, can't we?

That "There's too much traffic on 9 Mile." And concerns for public safety and congestion. Emergency services are quite capable of negotiating 3 lane roadways. When emergency services are responding motorists move to the right and emergency services proceed in the empty lane or the left turn lane. They do this at any intersection that has traffic already.

"Pedestrians cross in the middle of the street." Of course they do. What person who wishes to walk from say, Detroit Wing Stop to The East Detroit Bakery and back is going to walk the approximately one half mile total to the crosswalk at Donald and back again? Nobody really. Motorists are permitted to jet across from one to another with the tap of the accelerator in seconds. Pedestrians shouldn't be punished for choosing to walk. Thus the need for mid block crosswalks.

"That traffic will have to go somewhere else." That is precisely the point. Motorists can utilize 10 and 8 mile roads with the touch of the pedal. Pedestrians, cyclists and other vulnerable road user's safety have been paying the price for motorist's convenience for far too long.

"The majority of residents are against the plan." The majority of the residents are motorists and have no idea of the difficulty of using alternative transportation modes. We are not a country of majority rule.

"We should spend our money on public safety."

This matter IS public safety! Non-motorist/motor vehicle conflicts account for only 1.5% of all crashes but cause 25% of pedestrian deaths and severe injuries. This stat is per SEMCOG's latest report.

My opinions may be somewhat anecdotal but are very good examples of how non motorists move about in urban and suburban areas. I urge the Eastpointe City Government to take up the road diet proposal. The roads are in place for the use of the American people and not strictly for commerce or at the detriment of people who choose to not travel by car.

Guy Harvey