

Homan, Kim

From: Walton, Mariah
Sent: Wednesday, January 31, 2024 10:32 AM
To: Homan, Kim
Subject: FW: Road Diet Public Hearing || John Hofmann

Mariah Walton

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Subject: Road Diet Public Hearing || John Hofmann

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Dear Council,

I trust this message finds you in good health. As a long-standing resident of Eastpointe, an active business owner, and the son of an elderly parent who regularly crosses 9 Mile Road, I am deeply invested in the welfare and progress of our community. It is with this sense of responsibility that I wish to share my thoughts on the proposed road diet on 9 Mile Road.

Living, working, and spending considerable time on 9 Mile Rd., particularly during the warmer months, has provided me with a unique perspective on the dynamics of our city. I've observed the ebb and flow of traffic on 9 Mile Road and experienced firsthand how it impacts our daily lives. As such, I firmly believe that the proposed road diet will significantly shape our community's future, for better or worse.

Implementing the road diet offers numerous benefits, including:

Enhanced Safety for Pedestrians: Smaller roads are statistically safer for pedestrians, reducing crossing distances and

vehicle speeds. The proposed road diet will inherently create fewer issues for people walking, jogging, or like my mother who crosses 9 Mile to access local businesses near her home.

An expansive new study from the renowned Johns Hopkins Bloomberg School of Public Health adds to the body of evidence that wide lanes on urban streets promote more crashes, while narrow lanes are safer. "One major finding is that roads with 10–12-foot lanes at 30-35 mph speed limits have a significantly higher number of crashes compared to those with 9-foot lanes." (<https://narrowlanes.americanhealth.jhu.edu/>)

Promoting Active Transportation: A road diet can also help promote active transportation methods such as walking and biking, reducing carbon emissions and promoting a healthier lifestyle among residents.

Boost to Local Businesses: A friendlier, more walkable neighborhood naturally invites more foot traffic to local businesses, fostering a thriving local economy. A "livability fact sheet" on Road Diets released by AARP states that bicyclists tend to spend more money with local businesses than their counterparts who are driving. (<https://www.aarp.org/content/dam/aarp/livable-communities/livable-documents/documents-2014/Livability%20Fact%20Sheets/Road-Diets-Fact-Sheet.pdf>)

Opportunities for More Greenspaces: By implementing a road diet, we can create room for green infrastructure such as bike lanes, pocket parks, seating, public art and street trees. This not only enhances the aesthetic appeal of the neighborhood but also promotes sustainability. Nowadays, young adults in their 20s and 30s are seeking communities where they can raise their families, rather than just passing through on their way to somewhere else. Let's create spaces that offer both tranquility and vibrant activities while raising property values at the same time.

Comprehensive Safety: The proposed changes will make the road safer for everyone—pedestrians, cyclists, public transportation users, and motorists.

Prioritizing Residents: By implementing a road diet, you are prioritizing the city's residents over the cars that simply drive through it to get to SCS or Warren.

Just as our parks and public spaces have become a cherished part of Eastpointe, promoting sustainability and community bonding, the proposed road diet can do the same. It's a chance to further enhance our community by making our streets safer and more accessible, boosting local businesses, and encouraging healthier, active lifestyles. I believe that by supporting this proposal, we are choosing to invest in the future of Eastpointe, making it an even better place for all residents.

Thank you for your time and consideration.

Best,
John Hofmann