

## Homan, Kim

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**From:** Walton, Mariah  
**Sent:** Monday, February 5, 2024 7:53 AM  
**To:** Homan, Kim  
**Subject:** FW: In Support of the Proposed 9 Mile Road Diet

*Mariah Walton*

*City Manager*

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**From:** Shay Hofmann <ShayMHofmann@gmail.com>

**Sent:** Sunday, February 4, 2024 4:29 PM

**To:** Walton, Mariah <mwalton@eastpointecity.org>; Michael Klinefelt <MKlinefelt@eastpointecity.org>; Baker, Rob <rbaker@eastpointecity.org>; Curley, Harvey <charvey@eastpointecity.org>; Demonaco, Cardi <cdemonaco@eastpointecity.org>; Margaret Podsiadlik <MPodsiadlik@eastpointecity.org>

**Subject:** In Support of the Proposed 9 Mile Road Diet

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Council,

I'm writing to express my wholehearted support for the road diet initiative proposed for 9 Mile. Having been both a long-term resident and someone who has experienced the benefits of living in walkable communities elsewhere, I feel compelled to express my support for this vast improvement to our community.

Introducing a road diet presents the opportunity to turn our streets into more than just a vessel for vehicles. It actively invites members of our community to engage with their surroundings in a healthier and more meaningful way. This road diet would be a step towards cultivating both community and economic growth.

More importantly, the road diet would significantly improve safety for everyone who shares our roads, whether they be drivers, pedestrians, or cyclists. A safer community is inherently a better place to live—a sentiment I'm sure we can all agree upon.

On a personal note, I've felt the direct consequences of our auto-centric infrastructure. After spending a decade in Lawrence, Kansas, where I was able to comfortably walk to green spaces, shops and cafes, I returned home to find a stark difference in our community's walkability—or the lack thereof. The impact on my mental health has been

palpable. Living in Eastpointe leaves me feeling confined, without easy access to third spaces or a connected community.

This situation was made worse in 2019, when I was hit by a drunk driver. The trauma of this event left me with PTSD, a constant reminder of how vulnerable we are on these roads designed primarily for cars. Making our streets more pedestrian-friendly would provide therapeutic value for individuals like me who yearn for the security and serenity of a walkable neighborhood.

I want to be clear, these are not just my personal opinions or experiences. Amidst a sea of misinformation being spread in our community, I urge the council to base your decision on factual data over anecdotal fears.

Data from a vast array of studies, including those referenced at [Model Media on road diets](#), illuminate the positive outcomes of similar initiatives undertaken in various communities. Such transformations lead to reduced vehicle speeds, fewer accidents ([19 to 47% fewer according to the DOT](#)), and an overall improvement in the quality of life.

Should the council require additional convincing, the [National Complete Streets Coalition](#) advocates road diets as key components in Complete Streets initiatives. Road diets enhance public transportation and create intersections that are less daunting for pedestrians to cross.

In conclusion, I urge the City Council to vote to implement the road diet. This will be a critical step toward ensuring a safer, more livable community for current and future generations. It will not only commemorate 9 Mile as a beacon of progressiveness but also signify the city's dedication to a more sustainable, inclusive, and economically vibrant "family town".

Please, let's place irrefutable data over unsubstantiated fears and together build a safer, friendlier, and more beautiful future for our community.

Yours sincerely,

Shay Hofmann

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