

Homan, Kim

From: Walton, Mariah
Sent: Tuesday, February 6, 2024 6:17 PM
To: Homan, Kim
Subject: FW: Road Diets and You

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From: S. J. McNeilly <mcneilly@gmail.com>
Sent: Tuesday, February 6, 2024 6:11 PM
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Subject: Road Diets and You

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Greetings!

A friend of mine asked for my thoughts on the possibility of a Road Diet along 9 Mile in your city. I'm an engineer, and one of my degrees hedged heavily on civil engineering. After reading his resources and doing some research of my own, these are some thoughts that I perceived as being relevant.

I've been reading the documents John sent, and I think there is one you might not have accessed, a traffic study done in 2021 by Anderson, Eckstein, and Westrick, Civil Engineers. Reading their report which was delivered to the city of Eastpointe, it seems that erroneous handling of the current traffic patterns may at first be exacerbated with the Road Diet. I interpret this to mean that situations such as "fast food type" businesses have traffic extending into the streets during higher traffic times which slows traffic even in the present.

Who is responsible for this is unclear, but the report also mentions the police and emergency services use 9 Mile for transiting the city.

But. This would likely work, much to the benefit of the city, the residents along that corridor and to the local businesses. It would mean that 9 Mile would transition into a place to go TO, instead of merely to go THROUGH.

Public transit would need to be adjusted, with "bubbles" to allow loading and unloading. The study goes on to note pedestrian traffic, and it seems that an increase of foot and bike traffic could be expected to grow to local businesses with more street control at major intersections. Parking could also be included in the reconstitution.

The negative to this diet would be an initial raise in road costs, stripping, and other road notifications, and adjustments to traffic lights and need for more stringent traffic enforcement.

The positives would start at lower maintenance costs in the near future, increased business usage for empty buildings and elimination of vacant structures for increased parking areas. The unintended consequences for this would be a rise in local businesses and tax revenue to the city as taxable buildings are utilized at a higher percentage.

I've been reading all of the resources you sent, and I should be able to comment further on this, now that I am becoming more aware of the situation.

The 2021 study

<https://cms9files.revize.com/eastpointemi/9%20Mile%20Road%20Traffic%20Study%2007%2028%2021.pdf>

Simon John McNeilly

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Thanks,

 Simon John

"beware the stobor"



