CITY OF MADISON HEIGHTS

CITY HALL - EXECUTIVE CONFERENCE ROOM, 300 W. 13 MILE RD.

REGULAR DOWNTOWN DEVELOPMENT AUTHORITY AGENDA

JUNE 18, 2024 AT 8:00 AM

CALL TO ORDER

ROLL CALL

ADDITIONS/DELETIONS

APPROVAL OF MINUTES

1. DDA Meeting Minutes 4-16-24

MEETING OPEN TO THE PUBLIC

UNFINISHED BUSINESS

2. Election of DDA Secretary

NEW BUSINESS

3. 11 Mile Streetscaping Plan & Main Street Oakland County Placemaking Grant Due June 18th

REPORTS

4. Finance Report
5. Update on Ongoing Projects

COMMITTEE REPORTS

6. Marketing & Promotions Committee

TRAINING & EVENT OPPORTUNITIES

7. 9 Mile Redesign Project Recap

ADJOURNMENT

NOTICE: Persons with disabilities needing accommodations for effective participation through electronic means in this meeting should contact the City Clerk at (248) 583-0826 or by email: clerks@madison-heights.org at least two working days in advance of the meeting. An attempt will be made to make reasonable accommodations.

Joint DDA & BRA Meeting
Madison Heights, Michigan
April 16, 2024

A Joint DDA & BRA Meeting was held on Tuesday, April 16, 2024 at 8:00 AM at City Hall - Executive Conference Room, 300 W. 13 Mile Rd.

PRESENT
Mayor Roslyn Grafstein
Vice-Chair Yousif Jarbo
Member Joseph Keys
Member Joe Marando
Member Melissa Marsh
Member Lenea Renshaw
Member Michael Sheppard
Member Marija Ujkic
Chair Michael Van Buren

ABSENT
Member Rickey Busler
Member Gordon Davignon

ALSO PRESENT
Community and Economic Development Director Giles Tucker
Deputy City Manager/City Clerk Cheryl Rottmann

BRA/DDA-24-10. Excuse Member.

Motion to excuse Member Busler from today's meeting as he gave notice.

Motion made by Mayor Grafstein, Seconded by Member Keys.

Voting Yea: Mayor Grafstein, Vice-Chair Jarbo, Member Keys, Member Marando, Member Marsh, Member Renshaw, Member Sheppard, Member Ujkic, Chair Van Buren

Motion carried.

BRA/DDA-24-11. Brownfield Redevelopment Authority Meeting Minutes of January 10, 2023 and BRA-DDA Joint Meeting Minutes of February 20, 2024.

Motion to approve the Brownfield Redevelopment Authority Meeting Minutes of January 10, 2023 and the Joint Brownfield Redevelopment and Downtown Development Authority Meeting Minutes of February 20, 2024, as printed.

Motion made by Mayor Grafstein, Seconded by Member Sheppard.

Voting Yea: Mayor Grafstein, Vice-Chair Jarbo, Member Keys, Member Marando, Member Marsh, Member Renshaw, Member Sheppard, Member Ujkic, Chair Van Buren

Motion carried.

MEETING OPEN TO THE PUBLIC::

There were no members of the public wishing to speak.

Chair Van Buren recognized Gerry Hambright from Pyro Service Company, noting he may be interested in serving on the Board in the future.

BRA/DDA-24-12. 11 Mile Streetscape Plan.

CED Director Tucker stated that following conversations held with SEMCOG and MDOT in February, staff learned in March that although our TAP grant application was "moderately competitive", costs associated with closing curb cuts, adding on-street parking, and expanding sidewalks to 8 feet would not be eligible costs covered by a TAP Grant. Around this time, our consultants provided us with a completed draft Plan including estimate construction costs. Seeing these costs and understanding that many larger items would not be covered by the TAP grant, staff sought to find ways to better align the project with TAP funding.

One of the ways that staff came up with was to simply change the walkways from two 8 foot sidewalks to a 6 foot sidewalk on the southside of 11 Mile and a 10 foot multi-use path on the northside of 11 Mile. The Complete 11 Mile Streetscape Plan includes these two options in its illustrative plans, conceptual engineering, and construction cost estimates as "Option 1" and "Option 2".

Another way to potentially reduce project costs and better align the project with TAP funding would be to reconsider a 3-lane configuration of the roadway. This approach was not considered much at the start of the project because of a reluctance by staff, the DDA and residents to "road diets". However, there are potentially significant safety benefits and cost savings that may be realized if this option is reconsidered. To add a 3-lane configuration to the Streetscape Plan, the DDA would need to approve an additional $26,000 in costs, and doing so would push the TAP Grant submittal date to October 9th, opposed to June 19th .To aid the DDA in this important decision, CED Director Tucker gave a presentation that summarizes the plan as-is, and explains the pros and cons of adding the additional costs of a 3-lane configuration.

To progress this project, the DDA needs to decide whether to add-on the proposed additions to the plan, schedule open meetings with stakeholders, approve a design, and submit a TAP grant application by either June 19th or October 9th. CED Director Tucker noted the DDA Board has three options to consider:

Option 1: Reject the proposal to include a 3-lane road configuration in the 11 Mile Streetscape Plan, recommend the engineering plans and costs for "Option 1" which includes an 8-foot sidewalk on both sides of 11 Mile Rd, and authorize staff to move forward with a stakeholder meeting open to the public in the evening of May 20th or May 21st.

Option 2: Reject the proposal to include a 3-lane road configuration in the 11 Mile Streetscape Plan, recommend the engineering plans and costs for "Option 2" which includes a 6-foot sidewalk on the southside of 11 Mile Rd and a 10 foot multi-use pathway on the northside of 11Mile Rd, and authorize staff to move forward with a stakeholder meeting open to the public in the evening of May 20th or May 21st.

Option 3: Approve the proposal to include a 3-lane road configuration in the 11 Mile Streetscape Plan for a cost not to exceed $26,000 and reconsider a recommendation for the DDA Boards preferred configuration at the Regular DDA Meeting of June 18th.

Motion to approve the proposal to include a 3-lane road configuration in the 11 Mile Streetscape Plan for a cost not to exceed $26,000 and reconsider a recommendation for the DDA Boards preferred configuration at the Regular DDA Meeting of June 18, 2024.

Motion made by Member Marando, Seconded by Member Sheppard.

Voting Yea: Mayor Grafstein, Vice-Chair Jarbo, Member Keys, Member Marando, Member Marsh, Member Renshaw, Member Sheppard, Member Ujkic, Chair Van Buren

Motion carried.

Election of Secretary

No action was taken on this agenda item.

REPORTS:

Finance Report

CED Director Tucker stated that since our February 20th meeting significant payments the DDA has made included Chamber of Commerce Quarterly payment of $2,500 and the renewal of our membership with Michigan Downtowns Association for $225. The total fund balance to date is $557,340.69.

Mr. Tucker stated that at the Regular City Council Meeting on March 25th Green Meadows Landscape was awarded a three-year mowing and landscaping project with the City. This contract includes mowing and trash removal for the DDA. The total cost for this service will be $21,000 with an optional $1,200 charge for weed treatment and fertilizers. Excluding optional charges, the DDA can expect an increase of around $1,650 in additional costs compared to our longstanding contract with United Landscape. At this time, it was not recommended to add the additional weed treatment and fertilizer services.

Update on Ongoing Projects

A Grand Opening for the Green House Salon at 26040 John R Rd is scheduled for Earth Day, April 22nd at 11:30AM. MHHP Chamber Director Linda Williams also referred our Façade & Sign Grant programs to the new business owner and we sent out our new applications and guidelines last week.

Ms. Williams also recommended the Façade & Sign Grant program to longtime DDA area business John R Glass, who is seeking to make improvements to their storefront. Mr. Tucker stated that he spoke with him last week and he is beginning to gather quotes and complete his application.

ROUND ROBIN:

MHHP Chamber Director Williams stated the Chamber was having two upcoming training courses. *Stop the Bleed* training on April 23rd and *How to Use a Fire Extinguisher* on May 16th. These events are free to Chamber members.

It was the Board's consensus to discuss potential new members at the next meeting in June.

BRA/DDA 24-13. Adjournment.

Motion to adjourn the meeting at 9:07 a.m.

Motion made by Mayor Grafstein, Seconded by Member Keys.

Voting Yea: Mayor Grafstein, Vice-Chair Jarbo, Member Keys, Member Marando, Member Marsh, Member Renshaw, Member Sheppard, Member Ujkic, Chair Van Buren

Motion carried.

Downtown Development Authority of City of Madison Heights

Memorandum

Date: June 10, 2024

To: Downtown Development Authority Board Members

From: Giles Tucker, Community Development Director

Subject: Election of DDA Secretary

Officer Elections 2023

In January 2023, Ruth Charlebois was elected as DDA Secretary. Now that she is resigned, we need to elect a Secretary for the remainder of her term which ends in January 2025. Our bylaws require that we hold officer elections every two years, and that the same person can serve in the same officer position for two consecutive terms.

Staff Recommendations

Staff recommends that the DDA board elect a new DDA Secretary to serve until January 2025.

Memorandum

Date: June 10, 2024

To: DDA Board Members

From: Giles Tucker, Community Development Director

Subject: 11 Mile Streetscape Plan- Main Street Placemaking Grant

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11 Mile Rd Streetscape Plan Update

The 11 Mile Streetscape plan was developed to identify opportunities to enhance the pedestrian environment, better use public space, and create more of a "downtown feel" along 11 Mile Road in the Downtown Development Authority (DDA) area. The project area begins at Stephenson Highway and ends at Lorenz. The plan provides an overall vision of the corridor. It offers greater detail, including conceptual engineering for the first phase, which is called the "focus area" of the project and is located between John R Road and Lorenz. The DDA has budgeted $400,000 of its funds to match requirements for grant opportunities for the project. The plan's development was officially kicked off with an Open House held at Woodpile BBQ in October 2023.

The primary grant funding source that city staff targeted was MDOT's Transportation Alternatives Program (TAP) grant. As the Streetscape plan began to take shape, the city provided the plan concepts to MDOT staff for feedback in preparation for grant submittal. Based on these conversations, staff learned that a TAP grant would cover none of the costs associated with the on-street parking and that while we were proposing widening the existing 6ft sidewalks to 8ft, these paths would need to be increased to 10ft multi-use paths to be an eligible grant expense.

In April 2024, the Streetscape Plan was completed by Nowak Fraus and MKSK and included a design for a 4-lane configuration with a landscaping median for the focus area. The only difference between this design and the "preferred option" based on the feedback of the October 2023 Open House was that it now proposed a 6ft wide sidewalk on the south side of 11 Mile and a TAP grant-eligible multi-use path on the north side of 11 Mile. Recognizing the limited amount of TAP grant-eligible project activities with this option and the costs associated with constructing the on-street parking in the existing right-of-way, the DDA board decided to request a 3-lane configuration to the existing Streetscape plan, including a traffic study and cost comparison. This addition was completed on June 3rd.

Main Street Oakland County Placemaking Grant Opportunity

On June 4th, Main Street Oakland County contacted staff to inform them that the Main Street Oakland County Placemaking grant had additional funds available for downtown projects and asked if the 11 Mile Streetscape plan was developed enough to apply. The grant is a 60/40 match, and a complete application is due by June 18th. Funds for the project must be expended no later than September 2026, and a funding decision will be made on July 11th, 2024. A letter of support from the City Council demonstrating support for the project and preferred road configuration needs to be included with our grant application to

Oakland County to take advantage of this grant opportunity. This grant would be available for either the original 4-lane option or the new 3-lane option.

11 Mile Road Study Results

The most significant part of adding a 3-lane option to the streetscape plan is the Road Diet Corridor Study of 11 Mile Rd conducted by Feis & Vandenbrink (F&V). The Road Study examined the traffic operations and capacity of 11 Mile Rd from Stephenson Hwy to Dequindre. This analysis aimed to determine the feasibility of a road diet and determine what improvements, if any, are recommended to accommodate a 3-lane road configuration.

With the current 4-lane configuration (without landscape medians), all movements at the studied intersections operated acceptably except for Dequindre and 11 Mile Rd, which operated at unacceptable levels during peak periods. V&F indicates that the signal, under the jurisdiction of Macomb County, operates with a 180-second cycle, causing vehicles to experience delays.

The analysis for reducing to three lanes throughout the corridor found that all intersection approaches and movements would continue to operate in a manner like the existing conditions of 11 Mile Rd, with the exemption of Dequindre & 11 Mile Rd. With the 3-lane configuration, it is anticipated that there could be up to a 3-minute delay in the Westbound right turn lane during the school PM peak hour.

In addition to a 3-lane analysis, the F&V study also projected how a 3-lane roadway would operate 20 years from now (2044), given annual population growth estimates. The study found that nearly all observed intersections would see traffic conditions similar to those of the current four-lane configuration. However, traffic simulations found that long periods of vehicle queues would be present at AM, School PM, and PM peak periods at Dequindre & 11 Mile Rd. In addition, the simulation found that there could be up to 4 minutes of delay during school PM peak hour at John R & 11 Mile Rd.

The study concluded that for the most part, a 3-lane configuration throughout the entire 11 Mile corridor has minimal impact on the (6) intersections that were studied, apart from some delays at Dequindre and John R. To help mitigate existing delays already present at Dequindre & 11 Mile Rd, F&V recommended that the signal cycle be reduced to 120 seconds and that the westbound approach be restriped to include a left turn lane, through lane and a right turn lane. The study also found that a 3-lane configuration is anticipated to reduce **crash rates to 15-16% annually**. Based on these findings, F&V recommended that the 3-lane configuration be implemented instead of the 4-lane configuration. The complete Road Diet Corridor Study, 3-lane conceptual design, conceptual engineering, and engineering cost estimates are attached to this memo for review.

3-Lane v. 4-Lane Comparison

The primary benefit of the 4-lane configuration that includes a landscaping median is that it provides modest improvements to the beautification of the downtown area without a significant change to the existing roadway. The landscaping median throughout the focus areas will be around 4-6 feet, slightly narrowing existing lanes. However, this configuration has considerable costs, including more excavation and installation of aggregate within the ROW for on-street parking. Further, because the distance across the roadway remains the same, additional crosswalks require more robust signal structures (HAWK signals). The total costs, including landscaping, are estimated to be **$1,138,896.50 for phase 1.**

By comparison, the 3-lane option is preferred because of its considerable cost savings, improvements to pedestrian safety, reduced crash rates, and the likelihood of its features being TAP grant-eligible. A 3-lane configuration uses less ROW to add in the on-street parking; this means less excavation and aggregate costs. Further, it leaves more room for pathways or amenities such as bike racks, benches, and enhanced features for transit stops. The 3-lane option results in inherent improvements to pedestrian safety because of its bumped-out intersections and the fact there are fewer lanes to cross. This makes it easier for pedestrians to get to downtown businesses, transit stops, and schools. The shorter distances also eliminate the need for higher-intensity crosswalks such as HAWK signals. Finally, a 3-lane option will likely have more costs covered by the TAP grant. The TAP grant covers pedestrian infrastructure such as bump-outs, including curb & gutter and water tap costs required to construct them. If we successfully receive the Main Street Placemaking grant, the DDA will be positioned better to use the TAP grant for future project phases. **The total cost of a 3-lane configuration is estimated to be $684,953.75.**

Staff Recommendation

Unfortunately, to take advantage of this very significant opporunity, staff needs a motion/resolution of support for one of these two options today in order to meet the grant submittal deadline. At this time, the options are:

1. **(Staff Preferred)** Support for the 3-lane road configuration, which includes pedestrian safety features including bump out at each intersection, on-street parking, a 6ft sidewalk on the southside of 11 Mile Rd, and a 10ft multi-use pathway on the northside of 11Mile Rd.

2. Support for a 4-lane road configuration with a landscaping median, which includes a 6ft sidewalk on the south side of 11 Mile Rd and a 10ft multi-use pathway on the north side of 11 Mile Rd.

Attachments:

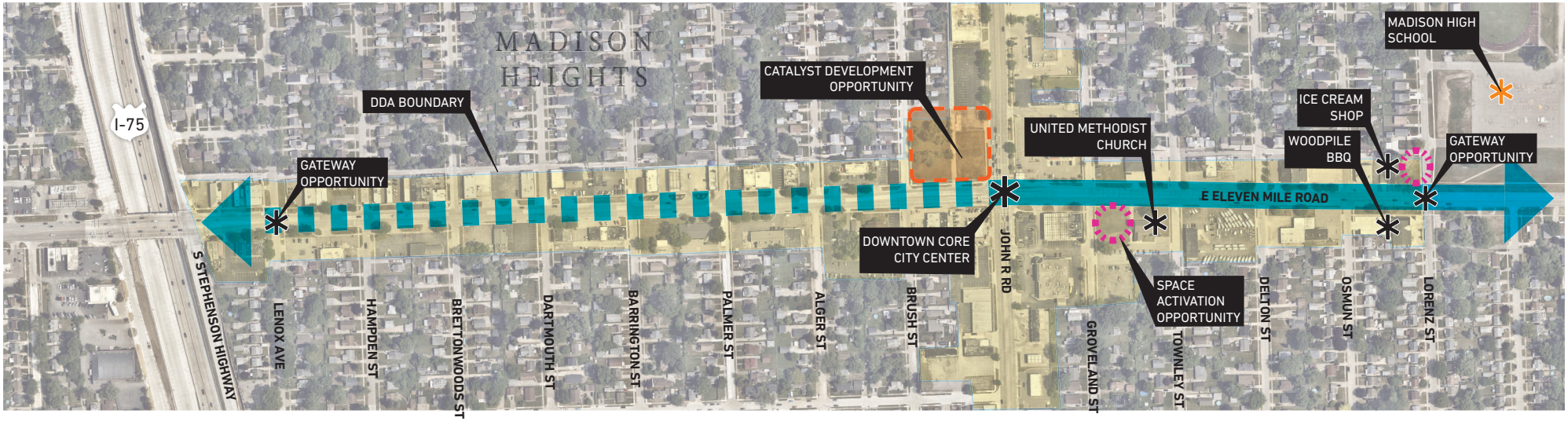
1. 4-Lane Design & Engineering Cost Estimate
2. 3-Lane Design & Engineering Cost Estimate
3. Road Diet Corridor Study of 11 Mile Rd

PROJECT OVERVIEW

Project Overview:

As outlined in recent master planning efforts, the City of Madison Heights has prioritized developing an improved streetscape environment along 11 Mile Road, focusing on areas between John R. Road and Lorenz Street. This effort is part of a larger plan to facilitate future development within the 11 Mile corridor extending from Lorenz Street to I-75. This plan will guide the vision and design for future improvement projects that promote a more walkable, pedestrian friendly, and attractive downtown district.

FULL CORRIDOR



FOCUS AREA

School | Points of Interest | Activity Node | Downtown Development Authority Boundary

GOALS & OBJECTIVES

Project Goals & Objectives

As part of an initial project kick off and visioning session, the Design Team worked with City staff to refine project goals, review challenges, and develop conceptual options to meet project needs

The following project goals were established to help inform project development:

1. CREATE ENHANCED PHYSICAL ENVIRONMENTS WITHIN THE CORRIDOR FOCUSING ON
   - Pedestrians
   - Cyclists
   - Transit Users
   - Automobile drivers

2. PROMOTE THE IDENTITY OF MADISON HEIGHTS THROUGH GATEWAY FEATURES AND OTHER AMENITIES

3. MAXIMIZE RIGHT OF WAY ENVIRONMENTS TO ALLOW FOR A BETTER USE OF PUBLIC SPACE

4. ENHANCE PARKING AND ACCESS TO BUSINESSES ALONG THE CORRIDOR

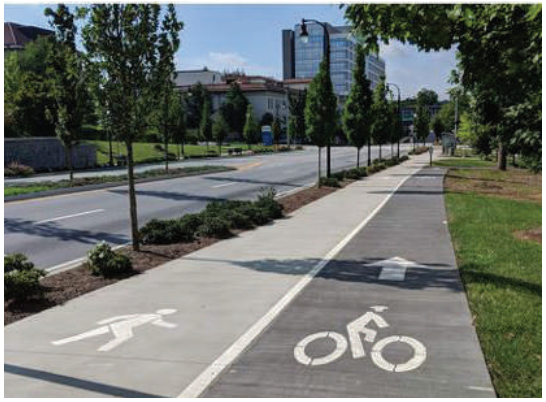
5. IMPROVE SAFETY FOR ALL USERS

6. DEVELOP DESIGN CONTENT TO HELP INFORM FUNDING AND IMPLEMENTATION STRATEGIES

Design Context Images

PREFERRED OPTION - SHARED USE PATH

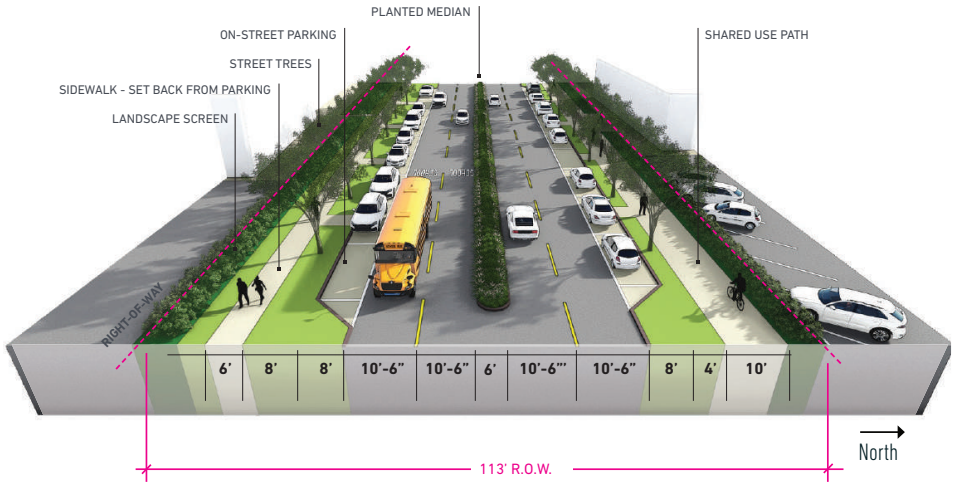
A shared use path is typically wider than a traditional sidewalk and is designed to accommodate pedestrians and cyclists.



Lane markings and changes in material can be used to define various uses.

Providing thoughtful solutions for transit riders, pedestrians, scooters, and bicyclists can improve the mobility, access, and safety.

PREFERRED OPTION – WITH SHARED USE PATH



Preferred Option – With Shared Use Path

An alternate consideration of the perferred option included the addition of a 10' wide Shared Use Path along the north side of the study corridor.

A shared use path provides a travel area separate from motorized traffic for bicyclists, scooter users, pedestrians, skaters, wheelchair users, joggers, and other users.

Shared use paths can provide a low-stress experience for people using the network for transportation or recreation and are fully separated from vehicular traffic. Shared use paths differ from cycle tracks in that they are can include pedestrians even if the primary anticipated users are cyclists and scooters.

This option is shown as "Option 2" in Appendix A8- A11.

PARKING & CIRCULATION - FOCUS AREA

Parking and access to adjacent businesses and property owners was a key issue during the design study. Within the focus area, the Design Team developed conceptual plans to illustrate how site access to adjacent parcels could be re-configured to allow for proposed right of way improvements. In some cases, closing curb cuts along 11 Mile were a proposed way of creating a more cohesive streetscape helping improve pedestrian safety.

The diagram below illustrates locations where curb cuts could be removed (shown with a blue "X") and how internal circulation could be adjust to accommodate the right of way improvements (shown in red).

As a result of adding the on-street parking there was a net gain of approximately 19 parking spaces within the focus area parking spaces

213-241 E. ELEVEN MILE ROAD - PARKING TABLE

PARKING TYPE	QUANTITY
APPROXIMATE EXISTING PARKING LOT SPACES	29
PROPOSED SURFACE LOT SPACES	21
PROPOSED PARALLEL PARKING SPACES	9
PROPOSED NEW PARKING SPACES	**30 (NET GAIN OF 1**

307-341 E. ELEVEN MILE ROAD - PARKING TABLE

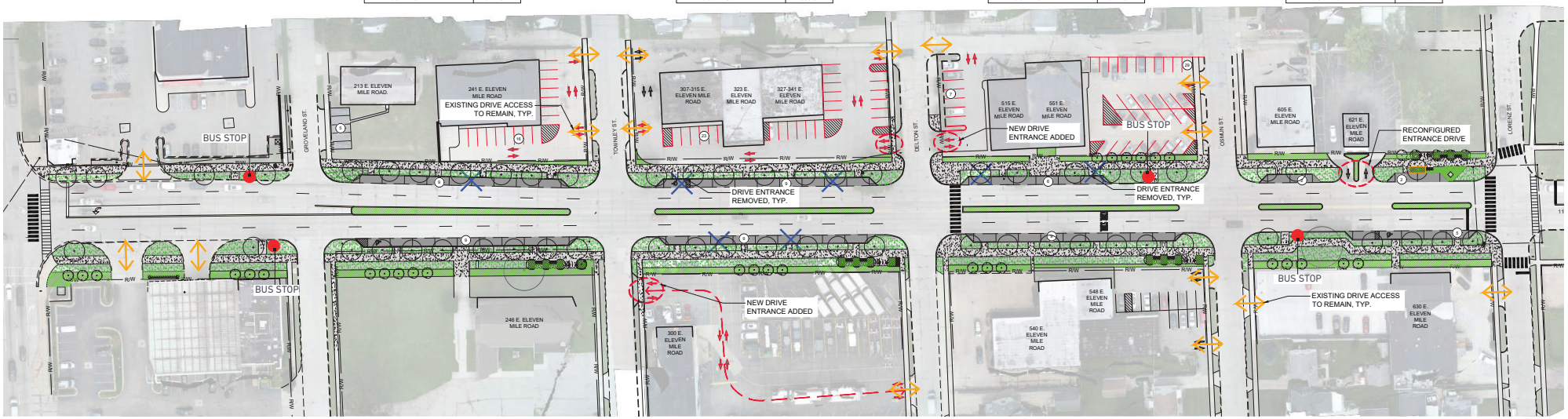
PARKING TYPE	QUANTITY
APPROXIMATE EXISTING PARKING LOT SPACES	39
PROPOSED SURFACE LOT SPACES	23
PROPOSED PARALLEL PARKING SPACES (INCLUDING 1 ADA SPACE)	9
PROPOSED NEW PARKING SPACES	**32 (NET LOSS OF 7**

515-551 E. ELEVEN MILE ROAD - PARKING TABLE

PARKING TYPE	QUANTITY
APPROXIMATE EXISTING PARKING LOT SPACES	40
PROPOSED SURFACE LOT SPACES	36
PROPOSED PARALLEL PARKING SPACES	6
PROPOSED NEW PARKING SPACES	**42 (NET GAIN OF 2**

605-621 E. ELEVEN MILE ROAD - PARKING TABLE

PARKING TYPE	QUANTITY
APPROXIMATE EXISTING PARKING LOT SPACES	28
PROPOSED SURFACE LOT SPACES	N/A
PROPOSED PARALLEL PARKING SPACES	4
PROPOSED NEW PARKING SPACES	**4 (NET GAIN OF 4**



LEGEND

SYMBOL	DESCRIPTION
	DRIVE AISLES REMOVED
	DRIVE AISLES ADDED AND/OR RELOCATED
	PROPOSED DECIDUOUS TREE PLANTING
	PROPOSED ENHANCED LANDSCAPE AREA
	PROPOSED ENHANCED SIDEWALKS
	PROPOSED ON STREET PARALLEL PARKING
	EXISTING CURBING TO REMAIN

246 E. ELEVEN MILE ROAD - PARKING TABLE

PARKING TYPE	QUANTITY
APPROXIMATE EXISTING PARKING LOT SPACES	N/A
PROPOSED SURFACE LOT SPACES	N/A
PROPOSED PARALLEL PARKING SPACES (INCLUDING 1 ADA SPACE)	9
PROPOSED NEW PARKING SPACES	**9 (NET GAIN OF 9)**

300 E. ELEVEN MILE ROAD - PARKING TABLE

PARKING TYPE	QUANTITY
APPROXIMATE EXISTING PARKING LOT SPACES	36
PROPOSED SURFACE LOT SPACES	32
PROPOSED PARALLEL PARKING SPACES	9
PROPOSED NEW PARKING SPACES	**41 (NET GAIN OF 5)**

540-548 E. ELEVEN MILE ROAD - PARKING TABLE

PARKING TYPE	QUANTITY
APPROXIMATE EXISTING PARKING LOT SPACES	37
PROPOSED SURFACE LOT SPACES	28
PROPOSED PARALLEL PARKING SPACES	9
PROPOSED NEW PARKING SPACES	**37 (NO CHANGE)**

630 E. ELEVEN MILE ROAD - PARKING TABLE

PARKING TYPE	QUANTITY
APPROXIMATE EXISTING PARKING LOT SPACES	31
PROPOSED SURFACE LOT SPACES	N/A
PROPOSED PARALLEL PARKING SPACES (INCLUDING 1 ADA SPACE)	5
PROPOSED NEW PARKING SPACES	**5 (NET GAIN OF 5)**

North

0 30' 60'
SCALE IN FEET

APPENDIX - ENGINEERING ESTIMATE OF PROBABLE COST - OPTION 2

CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

11 Mile Streetscape Project - Option 2
11 Mile Road - John R Rd. to Lorenz St.
City of Madison Heights, Oakland County, MI
Engineer's Opinion of Probable Cost (Budget Purposes Only)

City of Madison Heights
300 W 13 Mile Road
Madison Heights, Michigan 48071

Engineer's Estimate
Nowak & Fraus Engineers
46777 Woodward Avenue
Pontiac, MI 48342

Roadway Length - 1,405 LF

Item	Quantity		*Unit Price	Amount
Section I - Pavement				
Earth Excavation	1,100	C.Y.	$28.00	$30,800.00
Pavement Removal	1,400	S.Y.	$15.00	$21,000.00
Curb & Gutter Removal	1,700	L.F.	$12.50	$21,250.00
Sidewalk Removal	2,250	S.Y.	$11.00	$24,750.00
Bumper Block Removal	11	EA.	$50.00	$550.00
Drive Approach Removal	300	S.Y.	$14.00	$4,200.00
Remove & Relocate Light Pole	10	EA.	$5,000.00	$50,000.00
Tree Removal	15	EA.	$2,000.00	$30,000.00
Root Grinding	15	EA.	$500.00	$7,500.00
Striping Removal	3,000	L.F.	$1.00	$3,000.00
8" Concrete Drive Approach w/ Integral C& G	175	S.Y.	$65.00	$11,375.00
9" Concrete Pavement	250	S.Y.	$70.00	$17,500.00
7" Blackened Concrete Pavement w/ Integral C& G	1,250	S.Y.	$70.00	$87,500.00
18" Concrete Curb	3,250	L.F.	$25.00	$81,250.00
4" Concrete Sidewalk	20,800	S.F.	$6.50	$135,200.00
6" Concrete Sidewalk Ramp	2,500	S.F.	$11.50	$28,750.00
8" Concrete Sidewalk	1,400	S.F.	$10.00	$14,000.00
Aggregate Base, 4" CIP - 21 AA	2,560	S.Y.	$15.00	$38,400.00
Aggregate Base, 6" CIP - 21 AA	1,650	S.Y.	$25.00	$41,250.00
24" White Overlay Cold Plastic (Crosswalk)	1,200	L.F.	$16.00	$19,200.00
Parking Lot Striping	1	LSUM	$2,000.00	$2,000.00
4" Polyurea Paint (White or Yellow)	1,300	L.F.	$2.00	$2,600.00
School Symbol Overlay Cold Plastic	2	EA.	$600.00	$1,200.00
LT Arrow Symbol Overlay Cold Plastic	1	EA.	$250.00	$250.00
Pedestrian Hawk Signal	1	LSUM	$150,000.00	$150,000.00
Silt Sack	21	EA.	$150.00	$3,150.00
Maintaining Traffic & Const. Signing	1	LSUM	$20,000.00	$20,000.00
Structure Adjustments	10	EA.	$500.00	$5,000.00
			Sub Total Section I:	**$851,675.00**

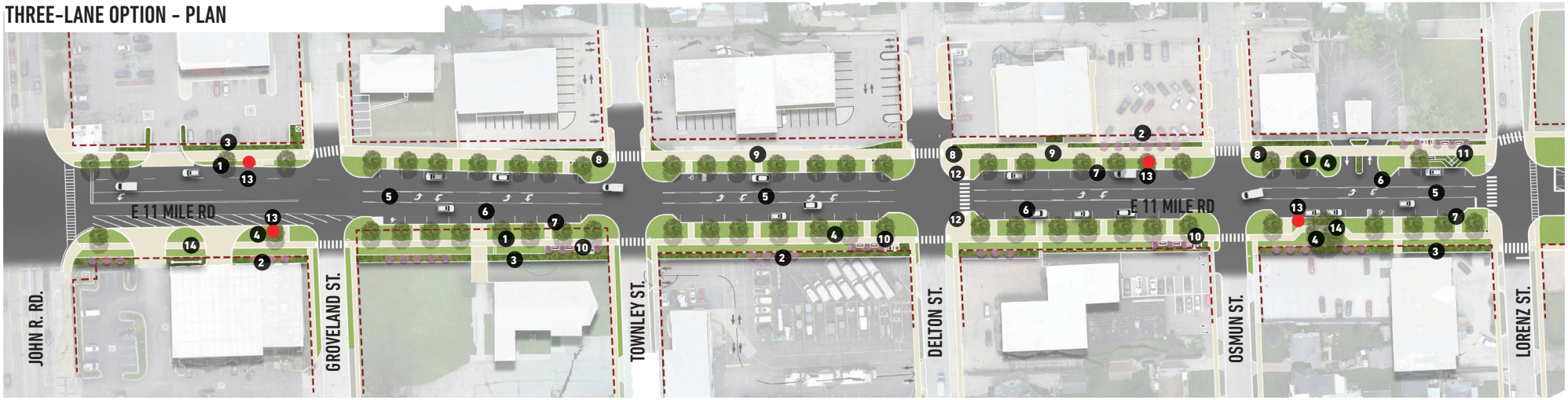
Item	Quantity		*Unit Price	Amount
Section II - Landscape				
Deciduous Canopy Tree (3" Cal.)	56	EA.	$900.00	$50,400.00
Ornamental Tree (2" Cal.)	44	EA.	$750.00	$33,000.00
Deciduous Shrub (7 Gal.)	289	EA.	$85.00	$24,565.00
Deciduous Shrub (5 Gal.)	125	EA.	$65.00	$8,125.00
Ornamental Grass (2 Gal.)	658	EA.	$30.00	$19,740.00
Perennial (1 Gal.)	492	EA.	$20.00	$9,840.00
Shredded Hardwood Mulch (3" Depth)	1,697	S.Y.	$5.00	$8,485.00
Organic Soil Mix - Turf (6" Depth)	12,806	C.F.	$2.00	$25,612.00
Organic Soil Mix - Plant Beds (12" Depth)	14,555	C.F.	$2.00	$29,110.00
Organic Soil Mix - Trees (24" Depth)	1,432	C.F.	$2.00	$2,864.00
Seed Lawn (Bed prep, fertilizer, seed & cover)	2,846	S.Y.	$1.75	$4,980.50
Gateway Signage Pier	1	LSUM	$40,000.00	$40,000.00
Bus Shelter	1	LSUM	$7,500.00	$7,500.00
Trash Receptacles	8	EA.	$1,000.00	$8,000.00
Benches	9	EA.	$1,000.00	$9,000.00
Bike Racks	12	EA.	$500.00	$6,000.00
			Sub Total Section II:	**$287,221.50**
			Overall Total:	**$1,138,896.50**

Revised 4/5/2024

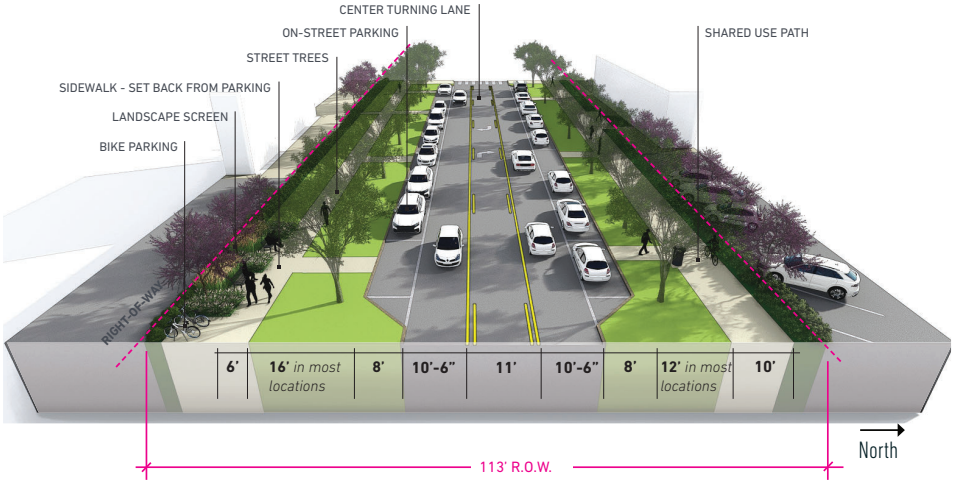
*Design and Inspection is not included in the total.
This represents anticipated construction cost
for budgeting purposes only.

THREE-LANE OPTION- PLAN VIEW & 3D RENDERING

THREE-LANE OPTION - PLAN



THREE LANE OPTION



Three-Lane Option

An alternative alignment suggests narrowing the street to three lanes: two travel lanes and a center turn lane. For roads with suitable traffic volumes, converting four-lane undivided roads to a three-lane cross-section can enhance safety.

This change can reduce vehicle speeds, lower vehicle-pedestrian conflicts, and simplify left turns, reducing crash risks and collision severity.

Additionally, lane reduction projects often boost economic vitality by creating space for parking, bike lanes, and other improvements that encourage active transportation and support the local economy.

LEGEND

1. Deciduous Canopy Tree
2. Ornamental Tree
3. Plant Buffer
4. Tree Lawn
5. Center Turning Lane
6. Reduced Width Vehicle Travel Lanes
7. Parallel Parking Stalls
8. Traffic Calming Bumpouts
9. 10' Wide Shared Use Path
10. Amenity Areas
11. Gateway Area
12. Pedestrian Activated Crossing Signals
13. Bus Stops
14. 6' Wide Sidewalk

11 Mile Streetscape Project - Option 3 - (3 Lane Option)
11 Mile Road - John R Rd. to Lorenz St.
City of Madison Heights, Oakland County, MI

Engineer's Opinion of Probable Cost (Budget Purposes Only)

City of Madison Heights
300 W 13 Mile Road
Madison Heights, Michigan 48071

Engineer's Estimate
Nowak & Fraus Engineers
46777 Woodward Avenue
Pontiac, MI 48342

Roadway Length - 1,405 LF

Item	Quantity	*Unit Price	Amount
Section I - Pavement			
Earth Excavation	200 C.Y.	$28.00	$5,600.00
Pavement Removal	1000 S.Y.	$15.00	$15,000.00
Curb & Gutter Removal	200 L.F.	$12.50	$2,500.00
Sidewalk Removal	2,250 S.Y.	$11.00	$24,750.00
Bumper Block Removal	11 EA.	$50.00	$550.00
Drive Approach Removal	300 S.Y.	$14.00	$4,200.00
Tree Removal	15 EA.	$2,000.00	$30,000.00
Root Grinding	15 EA.	$500.00	$7,500.00
Striping Removal	3,000 L.F.	$1.00	$3,000.00
8" Concrete Drive Approach w/ Integral C& G	200 S.Y.	$65.00	$13,000.00
9" Concrete Pavement	350 S.Y.	$70.00	$24,500.00
18" Concrete Curb	675 L.F.	$25.00	$16,875.00
4" Concrete Sidewalk	2,300 S.F.	$6.50	$14,950.00
6" Concrete Sidewalk Ramp	3,250 S.F.	$11.50	$37,375.00
8" Concrete Sidewalk	1,200 S.F.	$10.00	$12,000.00
Aggregate Base, 4" CIP - 21 AA	620 S.Y.	$15.00	$9,300.00
Aggregate Base, 6" CIP - 21 AA	685 S.Y.	$25.00	$17,125.00
24" White Overlay Cold Plastic (Crosswalk)	650 L.F.	$16.00	$10,400.00
Parking Lot Striping	1 LSUM	$2,000.00	$2,000.00
4" Polyurea Paint (White or Yellow)	6,000 L.F.	$2.00	$12,000.00
School Symbol Overlay Cold Plastic	2 EA.	$600.00	$1,200.00
LT Arrow Symbol Overlay Cold Plastic	1 EA.	$250.00	$250.00
~~Pedestrian Hawk Signal~~	~~1 LSUM~~	~~$150,000.00~~	~~$150,000.00~~
Silt Sack	21 EA.	$150.00	$3,150.00
Maintaining Traffic & Const. Signing	1 LSUM	$20,000.00	$20,000.00
12" Dia. C-76 CL IV Sewer Pipe - Complete	400 L.F.	$130.00	$52,000.00
2' Dia. Inlet - Complete w/F&C	4 EA.	$3,000.00	$12,000.00
4' Dia. C.B. w/ Sump & Trap - Complete w/F&C	4 EA.	$5,000.00	$20,000.00
Sewer Tap	4 EA.	$1,000.00	$4,000.00
Structure Adjustments	10 EA.	$500.00	$5,000.00
		Sub Total Section I:	~~**$530,225.00**~~
			$380,225.00

Item	Quantity		*Unit Price	Amount
Section II - Landscape				
Deciduous Canopy Tree (3" Cal.)	57	EA.	$900.00	$51,300.00
Ornamental Tree (2" Cal.)	44	EA.	$750.00	$33,000.00
Deciduous Shrub (7 Gal.)	289	EA.	$85.00	$24,565.00
Deciduous Shrub (5 Gal.)	125	EA.	$65.00	$8,125.00
Ornamental Grass (2 Gal.)	583	EA.	$30.00	$17,490.00
Perennial (1 Gal.)	492	EA.	$20.00	$9,840.00
Shredded Hardwood Mulch (3" Depth)	1,697	S.Y.	$5.00	$8,485.00
Organic Soil Mix - Turf (6" Depth)	24,088	C.F.	$2.00	$48,176.00
Organic Soil Mix - Plant Beds (12" Depth)	10,508	C.F.	$2.00	$21,016.00
Organic Soil Mix - Trees (24" Depth)	1,432	C.F.	$2.00	$2,864.00
Seed Lawn (Bed prep, fertilizer, seed & cover)	5,353	S.Y.	$1.75	$9,367.75
Gateway Signage Pier	1	LSUM	$40,000.00	$40,000.00
Bus Shelter	1	LSUM	$7,500.00	$7,500.00
Trash Receptacles	8	EA.	$1,000.00	$8,000.00
Benches	9	EA.	$1,000.00	$9,000.00
Bike Racks	12	EA.	$500.00	$6,000.00
Revised 5/31/2024			**Sub Total Section II:**	**$304,728.75**
*Design and Inspection is not included in the total. This represents anticipated construction cost for budgeting purposes only.			**Overall Total:**	~~**$834,953.75**~~ $ 684,953.75

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

MEMO

VIA EMAIL BBrickel@nfe-engr.com

To: **Brad Brickel**
Nowak & Fraus Engineers

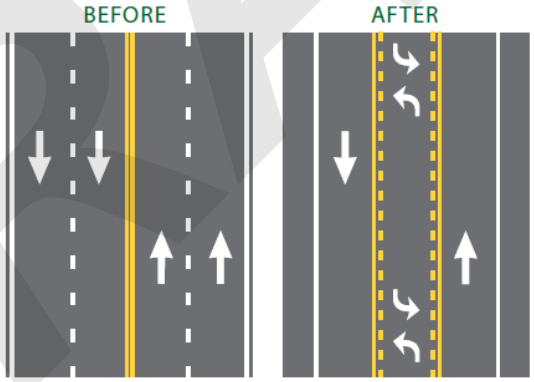
From: **Julie M. Kroll, PE, PTOE**
Paul Bonner, EIT
Fleis & VandenBrink

Date: **May 28, 2024**

Re: **Road Diet Corridor Study, 11 Mile Road**
Madison Heights, Michigan
Traffic Engineering Study

1 INTRODUCTION

This memorandum presents the results of the Road Diet Traffic Study for the 11 Mile Road corridor through the City of Madison Heights, Michigan. The City is evaluating the possibility of a road diet through the City limits, from NB Stephenson Highway to Dequindre Road, to change the existing 4-Lane sections to 3-Lane sections, thereby providing a "road diet" through the corridor. The potential road diet will provide a three-lane cross-section, with one (1) lane in each direction and a center two-way left-turn lane (TWLTL).



The primary goal of the proposed road diet is improved safety and reduce traffic crashes along the corridor. The project limits are shown on the attached **Figure 1** and additional roadway information is summarized in **Table 1**.

Table 1: Existing Roadway Information (11-Mile Road)

11 Mile Road (NB Stephenson Highway to Dequindre Road)	
Lane	4-lanes (2 lanes in each direction)
Average Daily Traffic (2023)	13,360 vpd
Functional Classification	Minor Arterial
Posted Speed Limit	35 mph

27725 Stansbury Boulevard, Suite 195
Farmington Hills, MI 48334
P: 248.53[illegible]0
F: 248.53[illegible]9
www.fven[illegible].com

This study has been completed to examine the traffic operations and capacity, safety, and geometric needs of the corridor, including the following study intersections on 11 Mile Road:

1. Dequindre Road
2. Hales Street
3. Lorenz Street
4. John R Road
5. Hampden Street
6. NB Stephenson Highway

The study includes the evaluation of the existing intersection operations and recommendations, including safety improvements, signal timing optimization along 11 Mile Road, geometric improvements, and other measures that would be effective in improving the operations along the roadway corridor.

This evaluation included the following analyses:

Existing Conditions (2024)	Road Diet Opening Day (2024)	Road Diet Horizon Year (2044)
• Existing Traffic Volumes • 4-Lanes Undivided • Existing Geometry	• Existing Traffic Volumes • 3-Lanes (Center TWLTL) • Proposed Geometry	• Horizon Year Traffic Volumes • 3-Lanes (Center TWLTL) • Proposed Geometry

The purpose of this analysis is to determine the feasibility of a road diet for this study corridor and to determine what improvements, if any, are recommended to accommodate such a road diet. The scope of this study was developed based on Fleis & VandenBrink's (F&V) knowledge of the study area, understanding of the development program, accepted traffic engineering practices and information published by the Institute of Transportation Engineers (ITE). The study analyses were completed using Synchro/SimTraffic (Version 11). Sources of data for this study include F&V subconsultant Quality Counts, LLC (QC), Michigan Department of Transportation (MDOT), Road Commission for Oakland County (RCOC), Monroe County Road Commission (MCRC), and ITE.

2 DATA COLLECTION

The existing weekday turning movement traffic volume data was collected by F&V subconsultant Quality Counts, LLC (QC) on Wednesday, April 24, 2024. Intersection Turning Movement Counts (TMC) were collected during the weekday AM (7:00 AM to 9:00 AM), MD (11:00 AM to 1:00 PM), School PM (2:00 PM to 4:00 PM), and PM (4:00 PM to 6:00 PM) peak periods at all study intersections. The data collection included Peak Hour Factors (PHFs), pedestrian volumes, and commercial trucks percentages which were used in the analysis in accordance with MDOT Electronic Traffic Control Devices guidelines. The peak hours at each intersection were utilized and through volumes were carried along the main study roadways and were balanced upwards through the study roadway network in accordance with MDOT guidelines. Additionally, at locations where access is provided between study intersections, "dummy node" intersections were used in the traffic modeling to account for sink and source volumes. Therefore, the traffic volumes utilized in the analysis and shown on the attached traffic volume figures may not match the raw traffic volumes shown in the data collection.

F&V collected an inventory of existing lane use and traffic controls, as shown on the attached **Figure 2**. Additionally, F&V obtained the current signal timing permits for the signalized study intersections from RCOC and MCRC. The existing 2024 peak hour traffic volumes used in the analysis are shown on the attached **Figure 3**. All applicable background data referenced in this memorandum is attached.

3 EXISTING (2024) CONDITIONS ANALYSIS

The existing AM, MD, School PM, and PM peak hour vehicle delays and Levels of Service (LOS) were calculated at the study intersections using Synchro (Version 11) traffic analysis software. This analysis was performed based on the existing peak hour traffic volumes sown on the attached **Figure 3**, the existing lane use and traffic control shown on the attached **Figure 2**, and methodologies presented in the *Highway Capacity Manual 6th Edition* (HCM6). *Note: The NB Stephenson Highway & 11 Mile Road intersection has a northbound shared through/left-turn lane, which is not supported by the HCM6 methodology; therefore, the HCM 2000 methodology was determined to be more appropriate for use at this study intersection.*

All of the signalized study intersections (with the exception of 11 Mile Road & NB Stephenson Highway and 11 Mile Road & Dequindre Road), operate on RCOC's Sydney Coordinated Adaptive Traffic System (SCATS). Therefore, the baseline timings were input, and the signal timings were optimized for each scenario studied at each of these SCATS intersections, in order to reflect the real time optimizations that are occurring to accommodate the actual traffic volumes observed by the approach lane detectors.

Descriptions of LOS "A" through "F", as defined in the HCM6, are attached. Typically, LOS D is considered acceptable, with LOS A representing minimal delay and LOS F indicating failing conditions. Additionally, SimTraffic network simulations were reviewed to evaluate network operations and vehicles queues. The results of the existing conditions analysis are attached and summarized in **Table 2**.

The results of the existing conditions analysis indicates that all approaches and movements at the study intersections are currently operating acceptably, at LOS D or better during the AM, MD, School PM, and PM peak periods with the following exceptions:

Dequindre Road & 11 Mile Road

- Several intersection approaches and movements currently operate a LOS E or F during the peak periods.
- Review of the operations shows that the signal currently operates with a 180 second cycle length. Therefore, it is not unreasonable for vehicles to experience high delays. Review of SimTraffic network simulations indicates that the majority of vehicle queue were observed to be serviced within each cycle length throughout the study corridor.

Table 2: Existing Geometry (4-Lanes) Intersection Operations

11 Mile Road Intersection		Control	Approach	Existing Conditions (2024)							
				AM Peak		MD Peak		School PM Peak		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	Dequindre Road	Signalized	EBL	136.4	F	69.7	E	151.2	F	133.0	F
			EBTR	87.0	F	47.9	D	84.4	F	85.2	F
			WBL	59.7	E	35.9	D	68.1	E	72.0	E
			WBT	85.4	F	36.2	D	97.5	F	81.9	F
			WBTR	112.3	F	55.0	D	100.2	F	93.3	F
			NBL	42.3	D	25.8	C	50.5	D	51.9	D
			NBTR	81.1	F	48.5	D	71.6	E	71.5	E
			SBL	49.5	D	29.9	C	62.7	E	57.9	E
			SBT	71.5	E	41.6	D	66.7	E	62.9	E
			SBR	46.2	D	27.6	C	41.0	D	34.6	C
			Overall	**80.0**	**E**	**44.6**	**D**	**77.5**	**E**	**73.6**	**E**
2	Hales Street	Signalized	EBTL	0.3	A	1.4	A	12.2	B	2.0	A
			EBTR	0.3	A	1.5	A	12.7	B	2.1	A
			WBTL	3.0	A	1.4	A	3.8	A	1.7	A
			WBTR	3.0	A	1.4	A	3.9	A	1.8	A
			NB	33.5	C	38.4	D	32.3	C	37.6	D
			SB	36.8	D	38.4	D	36.4	D	38.6	D
			Overall	**5.2**	**A**	**2.8**	**A**	**10.3**	**B**	**3.1**	**A**
3	Lorenz Street	Signalized	EBTL	0.2	A	0.2	A	0.4	A	0.4	A
			EBTR	0.3	A	0.2	A	0.4	A	0.5	A
			WBTL	12.9	B	0.2	A	0.6	A	0.4	A
			WBTR	13.0	B	0.2	A	0.7	A	0.5	A
			NB	31.2	C	37.1	D	31.9	C	35.1	D
			SB	35.6	D	38.6	D	36.1	D	37.5	D
			Overall	**12.4**	**B**	**3.6**	**A**	**4.3**	**A**	**3.6**	**A**

11 Mile Road Intersection		Control	Approach	Existing Conditions (2024)							
				AM Peak		MD Peak		School PM Peak		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
4	John R Road	Signalized	EBL	38.6	D	36.1	D	42.6	D	37.3	D
			EBT	36.6	D	34.8	C	34.1	C	43.0	D
			EBTR	37.3	D	35.2	D	34.7	C	44.1	D
			WBL	33.0	C	33.5	C	32.4	C	36.4	D
			WBT	39.4	D	40.1	D	46.4	D	43.6	D
			WBTR	40.1	D	41.3	D	46.7	D	44.9	D
			NBL	20.8	C	15.3	B	29.2	C	23.8	C
			NBT	29.1	C	24.0	C	31.6	C	26.3	C
			NBR	24.1	C	20.6	C	24.2	C	21.3	C
			SBL	21.0	C	17.4	B	30.2	C	27.9	C
			SBT	26.6	C	23.1	C	30.3	C	25.9	C
			SBR	26.5	C	22.6	C	26.2	C	23.1	C
			Overall	**31.6**	**C**	**27.6**	**C**	**35.4**	**D**	**32.9**	**C**
5	Hampden Street	Signalized	EBTL	0.2	A	0.2	A	0.3	A	0.5	A
			EBTR	0.2	A	0.2	A	0.4	A	0.5	A
			WBTL	2.6	A	2.4	A	3.1	A	2.6	A
			WBTR	2.7	A	2.4	A	3.1	A	2.7	A
			NB	44.2	D	38.3	D	39.1	D	38.6	D
			SB	43.4	D	38.3	D	38.8	D	38.5	D
			Overall	**4.1**	**A**	**3.6**	**A**	**4.0**	**A**	**3.0**	**A**
6	NB Stephenson Highway	Signalized	EBL	18.5	B	3.7	A	15.6	B	7.2	A
			EBT	8.4	A	2.1	A	10.8	B	3.0	A
			WBT	13.2	B	8.2	A	11.6	B	12.0	B
			WBR	14.5	B	8.4	A	13.7	B	12.4	B
			NBL	36.3	D	37.7	D	35.9	D	34.9	C
			NBTL	38.8	D	36.9	D	34.7	C	33.8	C
			NBR	35.5	D	37.2	D	34.0	C	34.3	C
			Overall	**21.9**	**C**	**14.9**	**B**	**18.7**	**B**	**15.2**	**B**

4 ROAD DIET (3-LANES)

4.1 OPENING DAY ANALYSIS (2024)

The proposed road diet configuration (3-lanes) was evaluated along the 11 Mile Road corridor, based on the proposed lane use and traffic control shown on the attached **Figure 4**, existing (2024) peak hour traffic volumes shown on the attached **Figure 3**, and methodologies presented in the HCM. The road diet intersection operations analysis results are attached and summarized in the attached **Table 3**. The results of the road diet evaluation indicate that, with the implementation of the proposed three-lane road-diet, all study intersection approaches and movements will continue to operate in a manner similar to the existing conditions analysis, with additional impacts for LOS for the following location:

Dequindre Road & 11 Mile Road

- During the MD peak hour: The westbound right-turn lane is expected to operate at LOS E.
- Review of SimTraffic network simulations indicates the westbound right-turn movement operates acceptably during the MD peak hour, the majority of vehicle queues were observed to be serviced within each cycle length.

Review of SimTraffic network simulations indicates generally acceptable operations throughout the study roadway network. Vehicle queues were observed to be serviced within each cycle length with minimal residual vehicle queueing. However, the westbound through movement at the intersection of Dequindre Road & 11 Mile

Road was observed to experience periods of long vehicle queues during the School PM peak period. However, these queues were observed to dissipate throughout the School PM peak period.

A corridor travel time evaluation was completed utilizing SimTraffic network simulations to calculate the existing network travel time and the projected travel time with the proposed road diet. The results of this comparison show negligible change in travel time for the peak periods, with the highest increase occurring for the westbound traffic during the School PM peak which is anticipate to increase by approximately three (3) minutes. The travel time summary for each peak period is attached and summarized in **Table 4.**

Table 3: Road Diet Geometry (3-Lanes) Travel Time – Opening Day (2024)

Peak Period	Existing Conditions (2024)		Road Diet Opening Day (2024)		Difference	
	EB (minutes)	WB (minutes)	EB (minutes)	WB (minutes)	EB (minutes)	WB (minutes)
AM Peak	4.36	5.06	4.54	5.35	0.18	0.29
MD Peak	3.85	4.44	3.92	4.63	0.07	0.19
School PM Peak	4.64	5.16	4.74	8.19	0.10	3.04
PM Peak	4.39	5.13	4.47	5.59	0.08	0.46

4.2 HORIZON YEAR ANALYSIS (2044)

Historical population and economic profile data was obtained for the City of Madison Heights from the Southeast Michigan Council of Governments (SEMCOG) database, in order to calculate a background growth rate to project the existing 2024 peak hour traffic volumes to the horizon year of 2044. Population and employment projections from 2020 to 2050 were reviewed and show an average annual growth rate of 0.15% and 0.32%, respectively. Therefore, a conservative background growth rate of **0.5%** per year was applied to the existing peak hour traffic volumes to forecast the horizon year 2044 peak hour traffic volumes, as shown on the attached **Figure 5**.

The Horizon Year (2044) conditions analysis was evaluated based on the recommended lane use and traffic control shown on the attached **Figure 4**, peak hour traffic volumes shown on the attached **Figure 5**, and methodologies presented in the HCM. The Horizon Year (2024) intersection operations analysis results are attached and summarized in the attached **Table 5**. The results of the Horizon Year (2044) road diet evaluation indicate that all study intersection approaches and movements will continue to operate in a manner similar to the Opening Day (2024) conditions analysis, with following additional impacts to LOS:

Dequindre Road & 11 Mile Road

- During the AM peak hour: The southbound left-turn movement is expected to operate at LOS E.
- During the School PM peak hour: The northbound left-turn movement is expected to operate at LOS E.

  Review of SimTraffic network simulations indicate long periods of vehicle queues for the southbound left-turn and westbound through movements during the AM, School PM, and PM peak periods. These queues were observed to be present throughout the School PM peak hour. The 95th percentile queue length for the southbound left-turn and westbound through movements were observed to be the highest during the AM peak hour, at 880 feet, and the School PM peak hour, at 1,650 feet, respectively. This intersection is under the jurisdiction of Macomb County Department of Road (MCDR) and currently operates with a 180 second cycle length. Preliminary analysis indicates that queues would be reduced by optimizing the cycle length to 120 seconds.

John R Road & 11 Mile Road

- During the School PM peak hour: The northbound and southbound through movements are expected to operate at LOS F and the overall intersection is expected to operate at LOS E.

  Review of SimTraffic network simulations indicated periods of long vehicle queues during the School PM peak period for the northbound and southbound approaches. However, these queues were observed to dissipate and were not present throughout the entire peak hour.

A corridor travel time evaluation was completed utilizing SimTraffic network simulations to calculate the projected Opening Day (2024) network travel time and the projected Horizon Year (2044) travel time with the proposed road diet. The results of this comparison show negligible change in travel time for the peak periods, with the highest increase occurring for the westbound traffic during the School PM peak which is anticipate to increase by approximately four (4) minutes. The travel time summary for each peak period is attached and summarized in **Table 6.**

Table 4: Road Diet Geometry (3-Lanes) Travel Time – Horizon Year (2044)

Peak Period	Road Diet Opening Day (2024)		Road Diet Horizon Year (2044)		Difference	
	EB (minutes)	WB (minutes)	EB (minutes)	WB (minutes)	EB (minutes)	WB (minutes)
AM Peak	4.54	5.35	4.44	5.98	-0.10	0.63
MD Peak	3.92	4.63	3.95	4..73	0.04	0.10
School PM Peak	4.74	8.19	4.76	11.91	0.02	3.71
PM Peak	4.47	5.59	4.77	5.78	18.1	0.20

Note: Decreased travel times result from SCATS optimizations, improved progression, and HCM methodologies.

5 SAFETY STUDY

5.1 CRASH ANALYSIS

A crash analysis was conducted at the study intersections and roadway segments along the 11 Mile Road corridor. F&V obtained the crash data used in the analysis from the Michigan Traffic Crash Facts (MTCF) historical crash database for the most recent **five years** (January 1, 2018 to December 31, 2022) of available data. There were a total of 289 crashes reported along the study corridor in the past five years. There were 86 crashes with injuries, include four (4) "Type A" injury crashes; however, there were no fatalities.

The general crash type along the corridor is Angle (43%), Rear-End – Straight (27%), and Sideswipe – Same Direction (11%) crashes. The majority of crashes at the signalized intersections and angle and rear-end crashes, which is typical of signalized intersections. Review of the UD-10 reports for these intersections indicate that the crashes were distributed equally from all directions of travel, suggesting that a directional crash pattern was not present. All crashes included in this analysis are summarized in **Chart 1**. The individual intersection and segment crash types along the 11 Mile Road corridor are summarized in **Table 7**. Review of the summary data indicate that the majority of crashes occurred at the 11 Mile Road intersections with NB Stephenson Highway and Dequindre Road and along the roadway segments between Hampden Street and John R Road, John R Road and Lorenz Street, and Lorenz Street and Dequindre Road.

Chart 1: Percentage of Crashes by Type

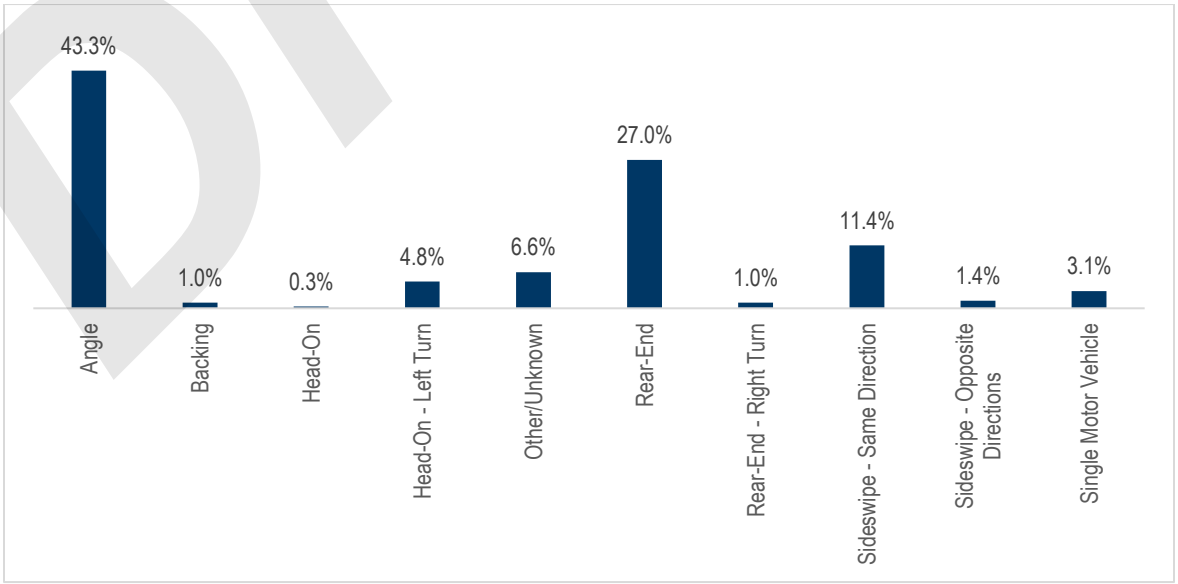


Table 5: Intersection and Segment Crash Summary by Crash Type

11 Mile Road – Road Location		Angle	Backing	Head-On	Head-On Left-Turn	Other/Unknown	Rear-End (Straight)	Rear-End Right-Turn	Sideswipe – Opposite	Sideswipe - Same	Single Motor Vehicle	Total	Percentage
NB Stephenson Hwy	Intersection	22	0	0	4	4	4	0	1	2	1	**38**	13%
NB Stephenson Hwy – Hampden Street	Segment	13	0	0	0	0	6	0	0	6	0	**25**	9%
Hampden Street	Intersection	1	0	0	0	1	1	0	0	0	0	**3**	1%
Hamden Street – John R Road	Segment	14	1	0	1	3	19	1	0	5	6	**50**	17%
John R Road	Intersection	13	0	0	1	3	4	0	1	4	0	**26**	9%
John R Road – Lorenz Street	Segment	17	0	1	1	3	16	1	0	6	0	**45**	16%
Lorenz Street	Intersection	7	0	0	0	1	1	0	0	0	0	**9**	3%
Lorenz Street – Hales Street	Segment	10	0	0	1	1	7	0	0	1	0	**20**	7%
Hales Street	Intersection	3	0	0	0	0	0	0	0	0	0	**3**	1%
Hales Street – Dequindre Road	Segment	9	1	0	1	1	13	0	1	7	2	**35**	12%
Dequindre Road	Intersection	16	1	0	5	2	7	1	1	2	0	**35**	12%
Total		**125**	**3**	**1**	**14**	**19**	**78**	**3**	**4**	**33**	**9**	**289**	**100%**

Table 6: Road Conditions Summary

Road Conditions		
Condition	**Number of Crashes**	**%**
Dry	217	75%
Other/Unknown	2	0%
Wet	53	18%
Snowy/Icy/Slush	17	6%
Total	**289**	**100%**

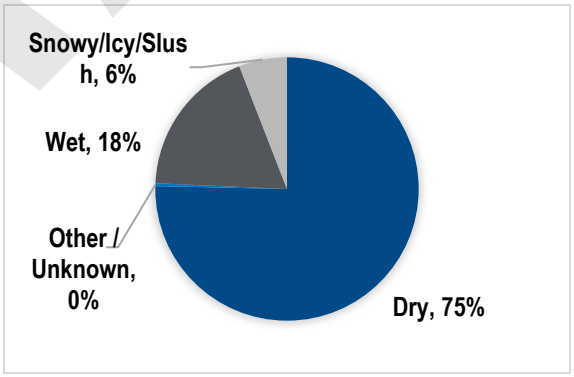


Table 7: Light Conditions Summary

Light Conditions		
Condition	**Number of Crashes**	**%**
Dark-Lighted	52	18%
Dark-Unlighted	1	0%
Dusk	4	1%
Dawn	3	1%
Daylight	229	79%
Total	**289**	**100%**

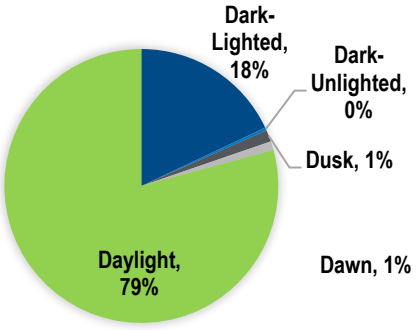
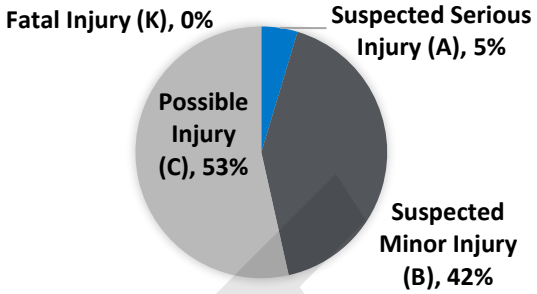


Table8: Crashes with Injury

Worst Injury in Crash		
Severity	**Crashes with Injury**	**% of Injuries**
Fatalities	0	0%
"A" Injuries	4	5%
"B" Injuries	36	42%
"C" Injuries	46	53%
Total	**86**	**100%**



The SEMCOG Crash Analysis Process *Regional Critical Intersection Crash Rates, Frequencies and Casualty Ratios: By Presence or Absence of Signalization* was used to compare the actual crash rates and frequencies to the regional rates for similar intersection operations. The study area included in this analysis is located within the SEMCOG region. Therefore, the data provided by SEMCOG provides an applicable comparison to the crash rates experienced within the study area. The results of the analysis are summarized in **Table 11**.

Table 9: Study Network Intersection Crash Comparison

	Intersection	Average ADT (Entering Volume vpd)	Total (5 years)	Crash Frequency (crashes/year)			Crash Rate (crashes per MV)		
				Intersection Annual Crash Frequency	SEMCOG Average Annual Crash Frequency	Difference	Intersection Crash Rate	SEMCOG Average Crash Rate	Difference
1	11 Mile Road & Dequindre Road	34,223	35	7.0	13.51	-6.51	0.56	1.07	-0.51
2	11 Mile Road & Hales Street	10,373	3	0.6	4.69	-4.09	0.16	0.87	-0.71
3	11 Mile Road & Lorenz Street	10,900	9	1.8	4.69	-2.89	0.45	0.87	-0.42
4	11 Mile Road & John R Road	23,607	26	5.2	8.77	-3.57	0.60	0.96	-0.36
5	11 Mile Road & Hampden Street	11,477	3	0.6	4.69	-4.09	0.14	0.87	-0.73
6	11 Mile Road & NB Stephenson Hwy	17,573	38	7.6	4.69	2.91	1.18	0.87	0.31

The results of the analysis indicates that the majority of the study intersections currently have crash frequencies (crashes per year) and crash rates (crashes per million entering vehicles) below the SEMCOG average for intersections with similar characteristics. The study intersection of 11 Mile Road and NB Stephenson Highway has crash frequency and crash rate above the SEMCOG average. Further review of the crash reports indicates that the majority of crashes at the 11 Mile Road & NB Stephenson Highway intersection were angle crashes (58%). However, NB Stephenson Highway is the project limits for this study; therefore, no changes to the roadway geometry or traffic control operations are recommended as part of this study. It should be noted that the intersection of NB Stephenson Highway and 11 Mile Road is under the jurisdiction of the City of Royal Oak; therefore, any further investigation into this intersection would be completed by the City of Royal Oak.

5.2 Highway Safety Manual Analysis

The Federal Highway Administration (FHWA) has identified Road Diets a proven safety countermeasure and promotes them as a safety-focused design alternative to a traditional four-lane. In order to determine the predictive impact on safety, an analysis was performed according to the Highway Safety Manual (HSM) crash predictive methodology. The analysis included the evaluation of the existing operations along the 11-Mile Road corridor and a safety review of the operations after the implementation of the recommended road diet to provide corridor-wide three-lane striping.

The latest HSM predictive methods analysis spreadsheet, provided by the MDOT Safety Programs Unit, was utilized to determine the expected and predicted crashes associated with the existing conditions and proposed road diet conditions. This analysis used the urban/sub-urban segments model and the crash prediction values

provided by MDOT in the HSM spreadsheet. The results of the analysis are summarized in **Table 12** below and the detailed HSM summary sheets are attached.

Table 12: Highway Safety Analysis Summary

Scenario	Property Damage Only (PDO)		Fatal and Injury (FI)		Total			
	Predicted Crashes per Year	Crash Rate (Crashes / mile / year)	Predicted Crashes per Year	Crash Rate (Crashes / mile / year)	Predicted Crashes per Year	Reduction (%)	Crash Rate (Crashes / mile / year)	Reduction (%)
NB Stephenson Hwy to Hamden St	0.46	4.64	0.10	0.95	0.56		5.59	
Road Diet (4-lane to 3-lane)	0.41	4.11	0.06	0.64	0.47	**15.1%**	4.74	**15.1%**
Hampden St to John R Rd	2.07	4.94	0.43	1.02	2.50		5.96	
Road Diet (4-lane to 3-lane)	1.83	4.35	0.29	0.68	2.12	**15.5%**	5.04	**15.5%**
John R Rd to Lorenz St	1.14	4.06	0.23	.084	1.37		4.89	
Road Diet (4-lane to 3-lane)	1.00	3.58	0.16	0.56	1.16	**15.4%**	4.14	**15.4%**
Lorenz St to Hales St	0.96	2.66	0.22	0.60	1.18		3.27	
Road Diet (4-lane to 3-lane)	0.85	2.36	0.15	0.40	0.99	**15.5%**	2.76	**15.5%**
Hales St to Dequindre Rd	1.90	5.01	0.42	1.10	2.32		6.11	
Road Diet (4-lane to 3-lane)	1.68	4.41	0.28	0.74	1.96	**15.7%**	5.15	**15.7%**

The result of the analysis indicates that the 4-lane to 3-lane road diet is expected to reduce the predicted crash rates and frequencies by approximately 15-16% per year throughout the 11-Mile Road study corridor.

6 CONCLUSIONS

The conclusions of this Traffic Study are as follows:

1. EXISTING CONDITIONS ANALYSIS (4-LANES)

- The results of the existing conditions analysis indicates that all approaches and movements at the study intersections are currently operating acceptably, at LOS D or better, during the AM, MD, School PM, and PM peak periods with the following exceptions:
  - **Dequindre Road & 11 Mile Road**
    - Several intersection approaches and movements currently operate at LOS E or F during the peak periods.
    - Review of the operations show that the signal currently operates with a 180 second cycle length. Therefore, it is not unreasonable for vehicles to experience high delays. Review of SimTraffic network simulations indicates that the majority of vehicle queues were observed to be serviced within each cycle length throughout the study corridor.

2. ROAD DIET ANALYSIS (3-LANES)

Opening Day (2024)

- The results of the road diet evaluation indicate that, with the implementation of the proposed three-lane road-diet, all study intersection approaches and movements will continue to operate in a manner similar to the existing conditions analysis, with the exception of the following:
  - **Dequindre Road & 11 Mile Road**
    - During the MD peak hour: The westbound right-turn lane is expected to operate at LOS E.
- Review of SimTraffic network simulations indicates the westbound right-turn movement operates acceptably during the MD peak hour, the majority of vehicle queues were observed to be serviced within each cycle length.

- A corridor travel time evaluation was completed utilizing SimTraffic network simulations to calculate the existing network travel time and the projected travel time with the proposed road diet. The results of this comparison show negligible change in travel time for the peak periods, with the highest increase occurring for the westbound traffic during the School PM peak which is anticipated to increase by approximately three (3) minutes.

Horizon Year (2044)

- The results of the Horizon Year (2044) road diet evaluation indicates that all study intersection approaches and movements will continue to operate in a manner similar to the Opening Day (2024) conditions analysis, with the exception of the following:
  - **Dequindre Road & 11 Mile Road**
    - During the AM peak hour: The southbound left-turn movement is expected to operate at LOS E.
    - During the School PM peak hour: The northbound left-turn movement is expected to operate at LOS E.
    - Review of SimTraffic network simulations indicates long periods of vehicle queues for the southbound left-turn and westbound through movements during the AM, School PM, and PM peak periods. These queues were observed to be present throughout the School PM peak hour. The 95th percentile queue length for the southbound left-turn and westbound through movemetns were observed to be highest during the AM peak hour, at 880 feet, and the School PM peak hour, at 1,650 feet, respectively. This intersection is under the jurisdiction of MCDR and currently operates with a 180 second cycle length. Preliminary analysis indicates that queues would be reduced by optimizing the cycle length to 120 seconds.
  - **John R Road & 11 Mile Road**
    - During the School PM peak hour: The northbound and southbound through movements are expected to operate at LOS F and the overall intersection is expected to operate at LOS E.
    - Review of SimTraffic network simulations indicated periods of long vehicle queues during the School PM peak period for the northbound and southbound approaches. However, these queues were observed to dissipate and were not present throughout the entire peak hour.
- A corridor travel time evaluation was completed utilizing SimTraffic network simulations to calculate the projected Opening Day (2024) network travel time and the projected Horizon Year (2044) travel time with the proposed road diet. The results of this comparison show negligible change in travel time for the peak periods, with the highest increase occurring for the westbound traffic during the School PM peak which is anticipated to increase by approximately four (4) minutes.

3. SAFETY ANALYSIS

- The result of the crash analysis indicates that there were a total of 289 crashes reported along the 11 Mile Road corridor in the past five year (2018-2022); of these crashes, 86 involved injuries, including four (4) “Type A” injuries. The general crash type trends were Angle (43%), Rear-End – Straight (27%), and Sideswipe – Same Direction (11%) crashes.
- The analysis indicates that the majority of the study intersections have crash frequencies and crash rates below the SEMCOG average for comparable intersections. The study intersection of 11 Mile Road & NB Stephenson Highway has crash frequency and crash rate above the SEMCOG average. It should be noted that the intersection of NB Stephenson Highway & 11 Mile Road is under the jurisdiction of the City of Royal Oak; therefore, any further investigation into this intersection would be completed by the City of Royal Oak.
- A safety review was performed according to the Highway Safety Manual (HSM) crash predictive methodology. The result of the analysis indicates that 4-lane to 3-lane road diet would reduce the

predicted crash rates and frequencies by approximately 15-16% per year throughout the 11 Mile Road study corridor.

7 RECOMMENDATIONS

- The primary goal of this road diet is to improve safety and reduce the crashes along the 11 Mile Road corridor. The result of the analysis indicates that crashes are expected to be reduced by **15-16%.**
- It is recommended that the road diet is implemented. There are several options to consider for the extra space created by the eliminated lanes, such as parking space, bike lanes, additional green space, etc. The use of the additional space is up to the discretion of the city.
- It is recommended that at the intersection of Dequindre Road & 11 Mile Road, that the westbound approach be restriped to include a left-turn lane, a through lane, and a right-turn lane.
- It is recommended that at the intersection of John R Road & 11 Mile Road, that the eastbound and westbound approaches be restriped to include a left-turn lane, a through lane, and a right-turn lane.

Any questions related to this memorandum, study, analysis, and results should be addressed to Fleis & VandenBrink.

I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Michigan.

Attached:
Figures 1-5
Traffic Volume Data
HCM LOS Description
Synchro Results
Table 3
Table 5
HSM Crash Analysis

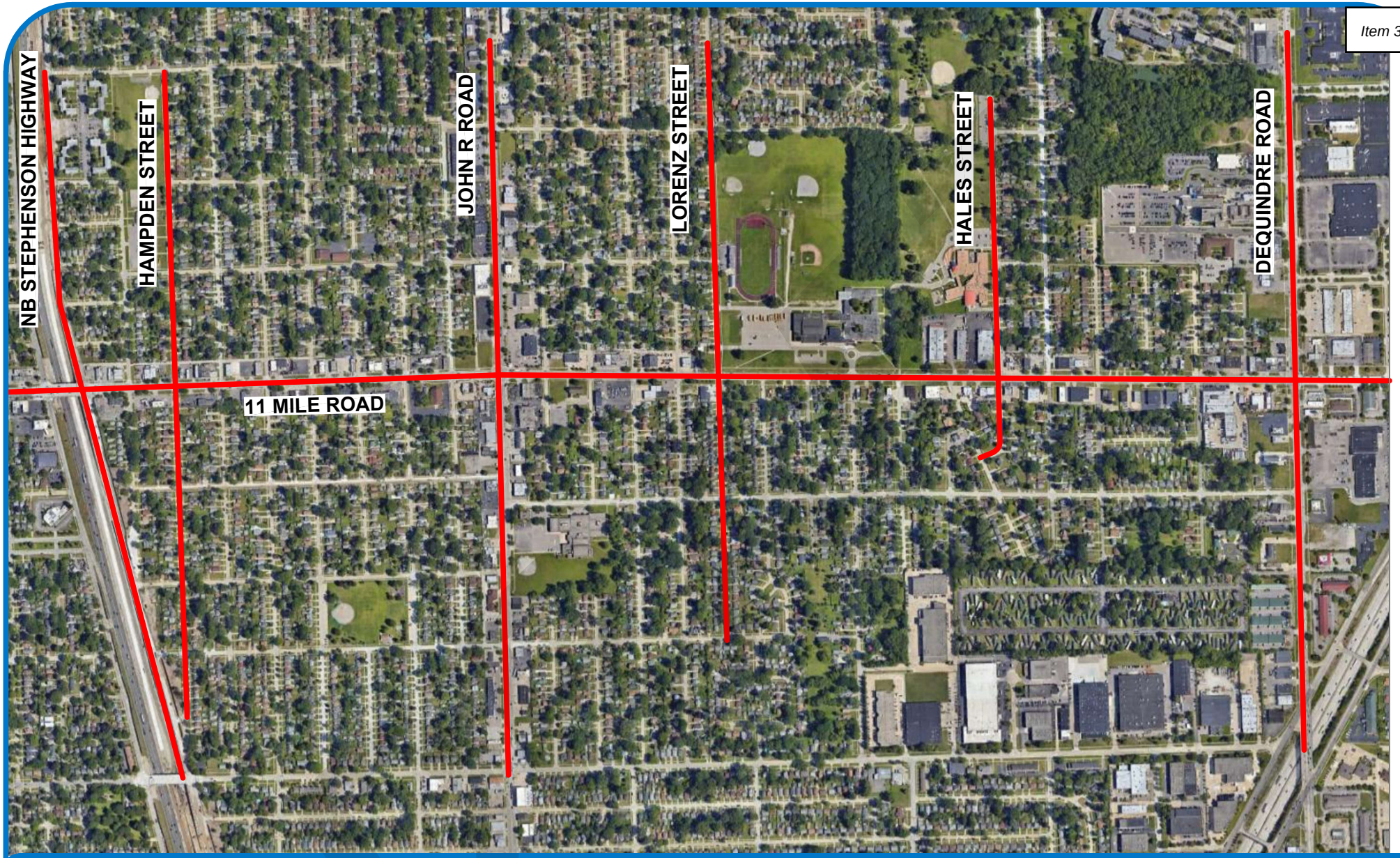


FIGURE 1

SITE LOCATION

11 MILE ROAD - ROAD DIET STUDY, MADISON HEIGHTS, MI

LEGEND

NORTH
SCALE: NOT TO SCALE

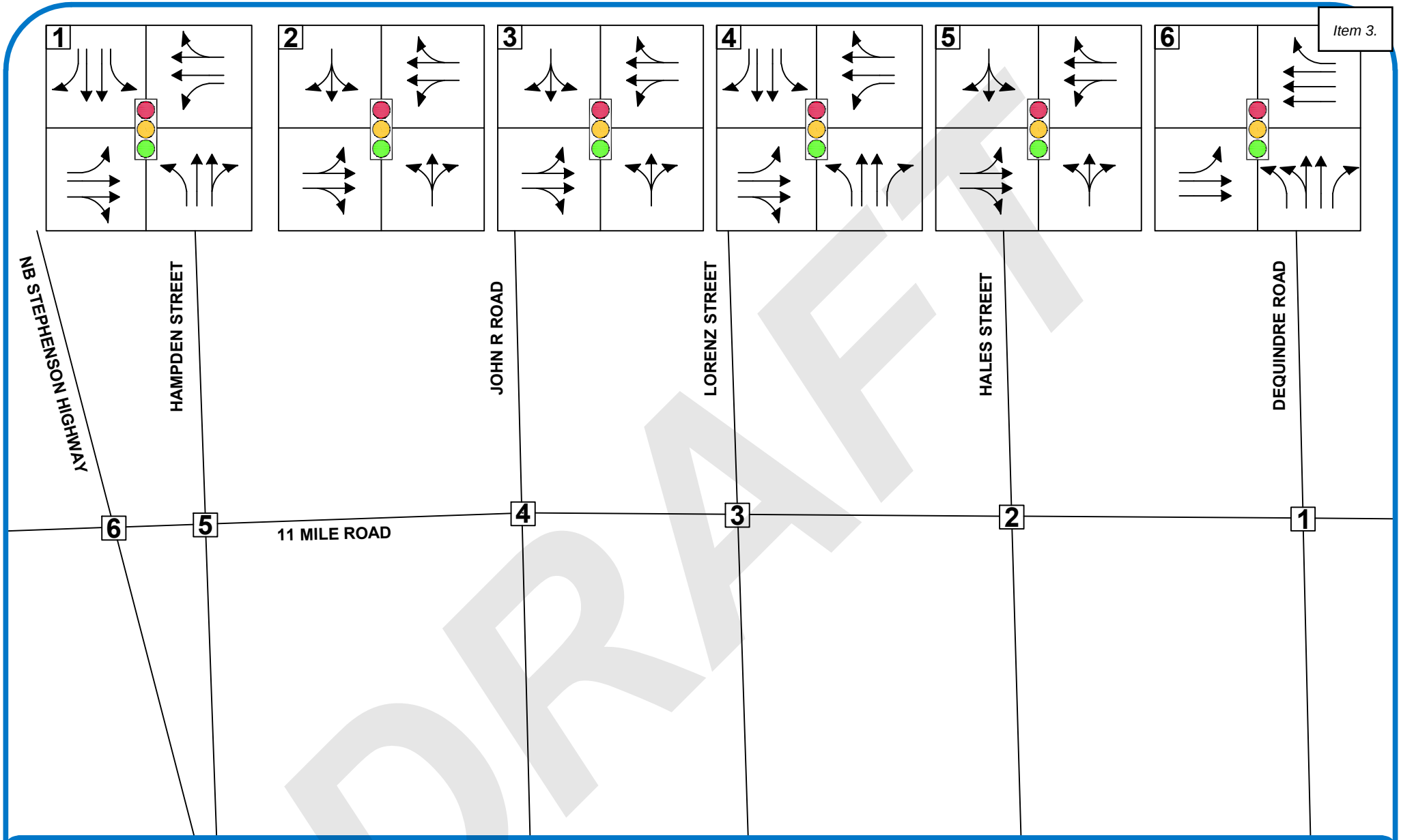


FIGURE 2
EXISTING LANE USE AND TRAFFIC CONTROL

11 MILE ROAD - ROAD DIET STUDY, MADISON HEIGHTS, MI

LEGEND

ROADS

LANE USE

SIGNALIZED INTERSECTION

NORTH

SCALE: NOT TO SCALE

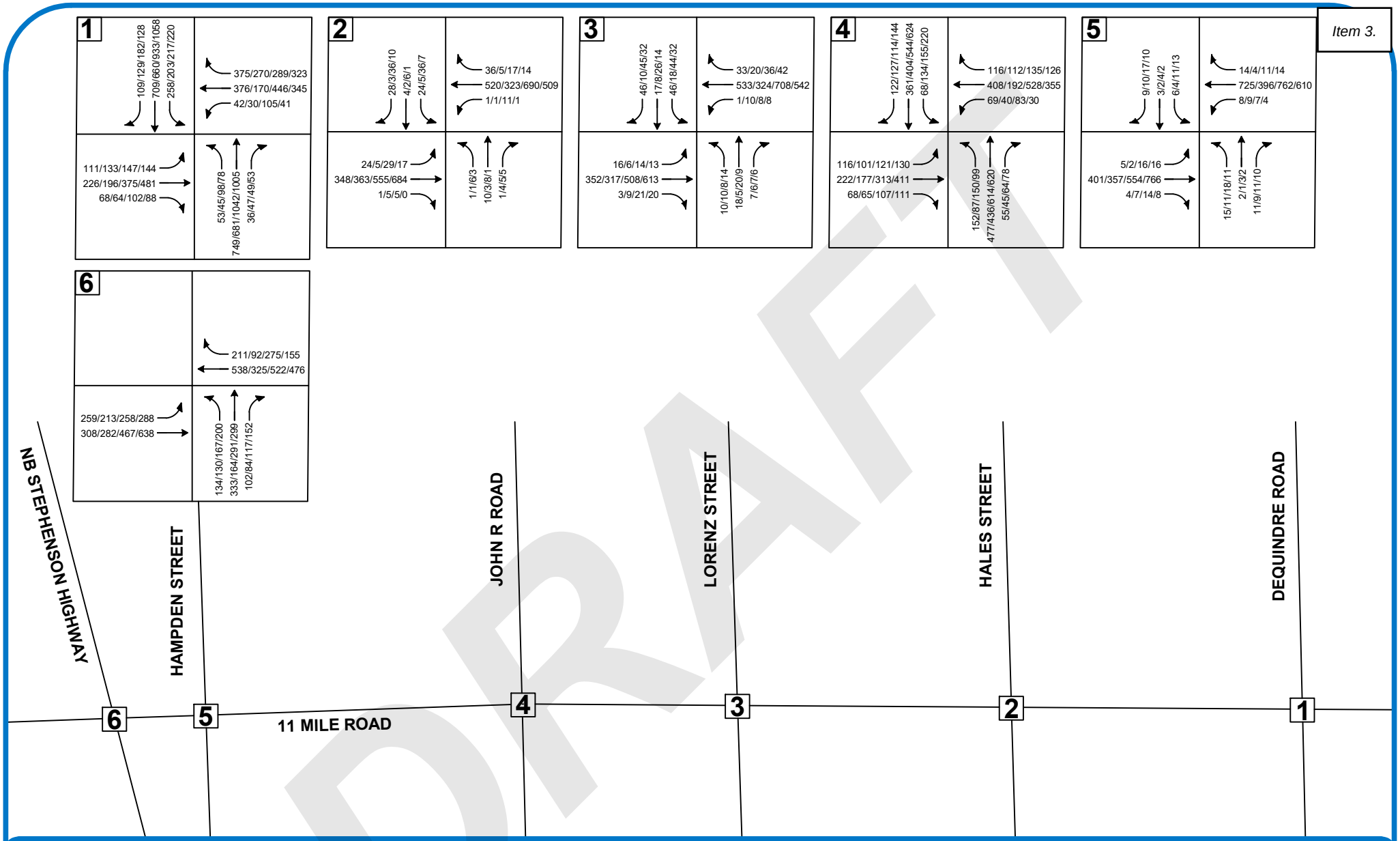


FIGURE 3

EXISTING TRAFFIC VOLUMES

11 MILE ROAD - ROAD DIET STUDY, MADISON HEIGHTS, MI

LEGEND

ROADS

TRAFFIC VOLUMES (AM/MD/School PM/PM)

NORTH

SCALE: NOT TO SCALE

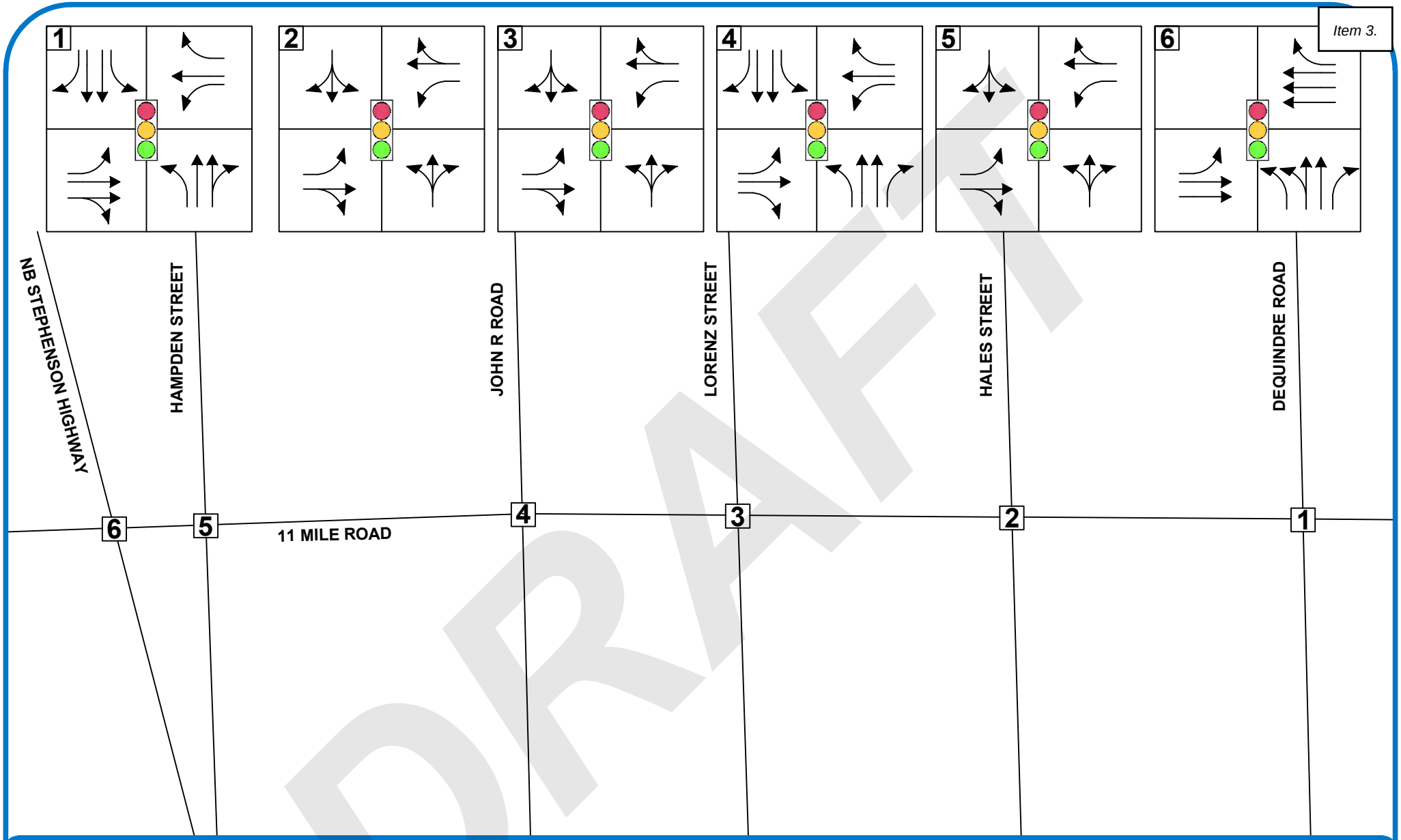


FIGURE 4
ROAD DIET LANE USE W/ RECOMMENDATIONS

11 MILE ROAD - ROAD DIET STUDY, MADISON HEIGHTS, MI

LEGEND

- ROADS
- ROAD DIET LANE USE
- SIGNALIZED INTERSECTION

NORTH

SCALE: NOT TO SCALE

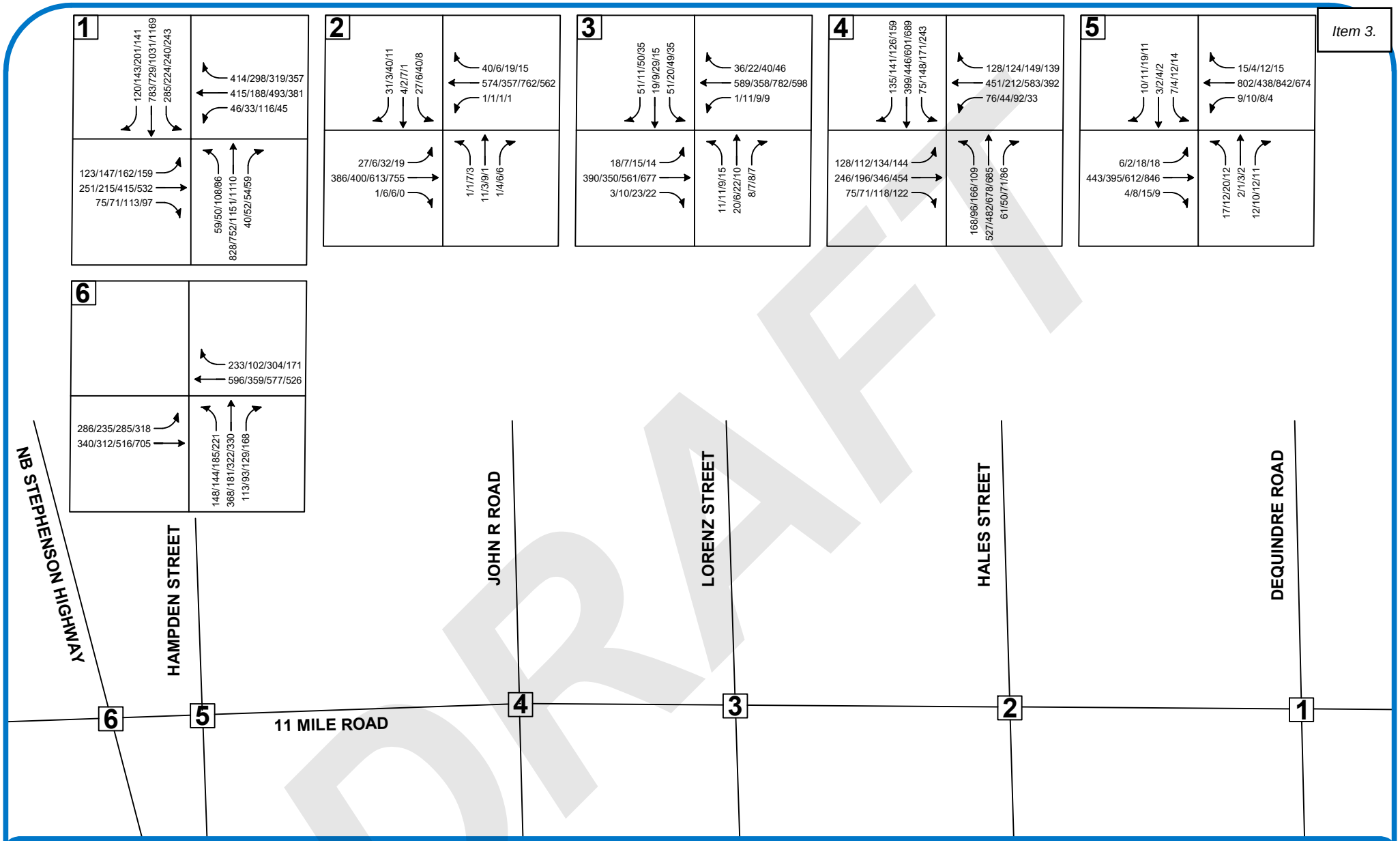


FIGURE 5
HORIZON YEAR (2044) TRAFFIC VOLUMES

11 MILE ROAD - ROAD DIET STUDY, MADISON HEIGHTS, MI

LEGEND

ROADS

TRAFFIC VOLUMES (AM/MD/School PM/PM)

NORTH

SCALE: NOT TO SCALE

Table 3: Road Diet Geometry (3 Lanes) Intersection Operations - Opening Day

	Intersection	Control	Approach	Existing Conditions (2024)								Road Diet (Opening Day 2024)								Difference							
				AM Peak		MD Peak		School PM Peak		PM Peak		AM Peak		MD Peak		School PM Peak		PM Peak		AM Peak		MD Peak		School PM Peak		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	Dequindre Road & 11 Mile Road	Signalized	EBL	136.4	F	69.7	E	151.2	F	133.0	F	136.4	F	63.9	E	151.2	F	119.7	F	0.0	-	-5.8	-	0.0	-	-13.3	-
			EBTR	87.0	F	47.9	D	84.4	F	85.2	F	87.0	F	47.9	D	84.4	F	85.2	F	0.0	-	0.0	-	0.0	-	0.0	-
			WBL	59.7	E	35.9	D	68.1	E	72.0	E	59.7	E	37.6	D	67.6	E	72.5	E	0.0	-	1.7	-	-0.5	-	0.5	-
			WBT	85.4	F	36.2	D	97.5	F	81.9	F	78.3	E	36.1	D	120.4	F	77.3	E	-7.1	F→E	-0.1	-	22.9	-	-4.6	F→E
			WBTR / WBR	112.3	F	55.0	D	100.2	F	93.3	F	112.3	F	56.6	E	74.9	E	94.9	F	0.0	-	1.6	D→E	-25.3	F→E	1.6	-
			NBL	42.3	D	25.8	C	50.5	D	51.9	D	42.3	D	24.3	C	50.9	D	51.5	D	0.0	-	-1.5	-	0.4	-	-0.4	-
			NBTR	81.1	F	48.5	D	71.6	E	71.5	E	81.1	F	48.5	D	71.6	E	71.5	E	0.0	-	0.0	-	0.0	-	0.0	-
			SBL	49.5	D	29.9	C	62.7	E	57.9	E	49.5	D	28.3	C	63.2	E	57.4	E	0.0	-	-1.6	-	0.5	-	-0.5	-
			SBT	71.5	E	41.6	D	66.7	E	62.9	E	71.5	E	41.6	D	66.7	E	62.9	E	0.0	-	0.0	-	0.0	-	0.0	-
			SBR	46.2	D	27.6	C	41.0	D	34.6	C	46.2	D	29.1	C	41.0	D	34.7	C	0.0	-	1.5	-	0.0	-	0.1	-
			Overall	**80.0**	**E**	**44.6**	**D**	**77.5**	**E**	**73.6**	**E**	**79.2**	**E**	**44.4**	**D**	**78.3**	**E**	**72.8**	**E**	**-0.8**	**-**	**-0.2**	**-**	**0.8**	**-**	**-0.8**	**-**
2	Hales Street & 11 Mile Road	Signalized	EBTL / EBL	0.3	A	1.4	A	12.2	B	2.0	A	1.0	A	0.1	A	8.6	A	0.3	A	0.7	-	-1.3	-	-3.6	B→A	-1.7	-
			EBTR	0.3	A	1.5	A	12.7	B	2.1	A	0.5	A	0.4	A	4.7	A	1.0	A	0.2	-	-1.1	-	-8.0	B→A	-1.1	-
			WBTL / WBL	3.0	A	1.4	A	3.8	A	1.7	A	2.1	A	1.1	A	5.6	A	1.3	A	-0.9	-	-0.3	-	1.8	-	-0.4	-
			WBTR	3.0	A	1.4	A	3.9	A	1.8	A	4.3	A	1.7	A	6.1	A	2.3	A	1.3	-	0.3	-	2.2	-	0.5	-
			NB	33.5	C	38.4	D	32.3	C	37.6	D	33.5	C	38.4	D	32.4	C	37.6	D	0.0	-	0.0	-	0.1	-	0.0	-
			SB	36.8	D	38.4	D	36.4	D	38.6	D	36.9	D	38.4	D	36.8	D	38.6	D	0.1	-	0.0	-	0.4	-	0.0	-
			Overall	**5.2**	**A**	**2.8**	**A**	**10.3**	**B**	**3.1**	**A**	**6.0**	**A**	**2.4**	**A**	**8.5**	**A**	**2.8**	**A**	**0.8**	**-**	**-0.4**	**-**	**-1.8**	**B→A**	**-0.3**	**-**
3	Lorenz Street & 11 Mile Road	Signalized	EBTL / EBL	0.2	A	0.2	A	0.4	A	0.4	A	2.9	A	0.0	A	1.0	A	0.1	A	2.7	-	-0.2	-	0.6	-	-0.3	-
			EBTR	0.3	A	0.2	A	0.4	A	0.5	A	0.5	A	0.4	A	0.9	A	1.1	A	0.2	-	0.2	-	0.5	-	0.6	-
			WBTL / WBL	12.9	B	0.2	A	0.6	A	0.4	A	5.5	A	0.0	A	0.0	A	0.0	A	-7.4	B→A	-0.2	-	-0.6	-	-0.4	-
			WBTR	13.0	B	0.2	A	0.7	A	0.5	A	11.0	B	0.4	A	2.0	A	1.1	A	-2.0	-	0.2	-	1.3	-	0.6	-
			NB	31.2	C	37.1	D	31.9	C	35.1	D	31.4	C	37.1	D	32.1	C	35.1	D	0.2	-	0.0	-	0.2	-	0.0	-
			SB	35.6	D	38.6	D	36.1	D	37.5	D	35.9	D	38.6	D	36.5	D	37.7	D	0.3	-	0.0	-	0.4	-	0.2	-
			Overall	**12.4**	**B**	**3.6**	**A**	**4.3**	**A**	**3.6**	**A**	**11.5**	**B**	**3.8**	**A**	**5.3**	**A**	**4.2**	**A**	**-0.9**	**-**	**0.2**	**-**	**1.0**	**-**	**0.6**	**-**
4	John R Road & 11 Mile Road	Signalized	EBL	38.6	D	36.1	D	42.6	D	37.3	D	39.8	D	36.5	D	44.4	D	33.5	C	1.2	-	0.4	-	1.8	-	-3.8	D→C
			EBT	36.6	D	34.8	C	34.1	C	43.0	D	36.4	D	38.3	D	33.5	C	43.9	D	-0.2	-	3.5	C→D	-0.6	-	0.9	-
			EBTR / EBR	37.3	D	35.2	D	34.7	C	44.1	D	30.3	C	32.8	C	26.3	C	22.9	C	-7.0	D→C	-2.4	D→C	-8.4	-	-21.2	D→C
			WBL	33.0	C	33.5	C	32.4	C	36.4	D	31.4	C	34.7	C	30.0	C	37.1	D	-1.6	-	1.2	-	-2.4	-	0.7	-
			WBT	39.4	D	40.1	D	46.4	D	43.6	D	43.0	D	40.7	D	54.8	D	43.5	D	3.6	-	0.6	-	8.4	-	-0.1	-
			WBTR / WBR	40.1	D	41.3	D	46.7	D	44.9	D	29.8	C	37.1	D	26.0	C	31.2	C	-10.3	D→C	-4.2	-	-20.7	D→C	-13.7	D→C
			NBL	20.8	C	15.3	B	29.2	C	23.8	C	25.3	C	15.8	B	38.6	D	29.8	C	4.5	-	0.5	-	9.4	C→D	6.0	-
			NBT	29.1	C	24.0	C	31.6	C	26.3	C	32.2	C	23.0	C	39.5	D	30.5	C	3.1	-	-1.0	-	7.9	C→D	4.2	-
			NBR	24.1	C	20.6	C	24.2	C	21.3	C	25.9	C	19.9	B	27.0	C	23.9	C	1.8	-	-0.7	C→B	2.8	-	2.6	-
			SBL	21.0	C	17.4	B	30.2	C	27.9	C	25.3	C	18.0	B	43.6	D	36.0	D	4.3	-	0.6	-	13.4	C→D	8.1	C→D
			SBT	26.6	C	23.1	C	30.3	C	25.9	C	28.8	C	22.2	C	36.4	D	29.9	C	2.2	-	-0.9	-	6.1	C→D	4.0	-
			SBR	26.5	C	22.6	C	26.2	C	23.1	C	28.8	C	21.7	C	29.6	C	26.2	C	2.3	-	-0.9	-	3.4	-	3.1	-
			Overall	**31.6**	**C**	**27.6**	**C**	**35.4**	**D**	**32.9**	**C**	**33.1**	**C**	**27.2**	**C**	**39.6**	**D**	**33.9**	**C**	**1.5**	**-**	**-0.4**	**-**	**4.2**	**-**	**1.0**	**-**
5	Hampden Street & 11 Mile Road	Signalized	EBTL / EBL	0.2	A	0.2	A	0.3	A	0.5	A	1.1	A	0.2	A	2.3	A	0.7	A	0.9	-	0.0	-	2.0	-	0.2	-
			EBTR	0.2	A	0.2	A	0.4	A	0.5	A	0.5	A	0.4	A	0.8	A	1.4	A	0.3	-	0.2	-	0.4	-	0.9	-
			WBTL / WBL	2.6	A	2.4	A	3.1	A	2.6	A	1.8	A	1.9	A	2.0	A	1.9	A	-0.8	-	-0.5	-	-1.1	-	-0.7	-
			WBTR	2.7	A	2.4	A	3.1	A	2.7	A	4.1	A	3.0	A	5.4	A	3.7	A	1.4	-	0.6	-	2.3	-	1.0	-
			NB	44.2	D	38.3	D	39.1	D	38.6	D	44.2	D	38.3	D	39.2	D	38.6	D	0.0	-	0.0	-	0.1	-	0.0	-
			SB	43.4	D	38.3	D	38.8	D	38.5	D	43.4	D	38.3	D	38.8	D	38.5	D	0.0	-	0.0	-	0.0	-	0.0	-
			Overall	**4.1**	**A**	**3.6**	**A**	**4.0**	**A**	**3.0**	**A**	**5.0**	**A**	**4.0**	**A**	**5.5**	**A**	**3.9**	**A**	**0.9**	**-**	**0.4**	**-**	**1.5**	**-**	**0.9**	**-**
6	NB Stephenson Highway & 11 Mile Road	Signalized	EBL	18.5	B	3.7	A	15.6	B	7.2	A	18.5	B	3.7	A	15.6	B	7.2	A	0.0	-	0.0	-	0.0	-	0.0	-
			EBT	8.4	A	2.1	A	10.8	B	3.0	A	8.4	A	2.1	A	10.8	B	3.0	A	0.0	-	0.0	-	0.0	-	0.0	-
			WBT	13.2	B	8.2	A	11.6	B	12.0	B	12.9	B	8.4	A	12.4	B	12.5	B	-0.3	-	0.2	-	0.8	-	0.5	-
			WBR	14.5	B	8.4	A	13.7	B	12.4	B	13.8	B	8.5	A	14.0	B	12.7	B	-0.7	-	0.1	-	0.3	-	0.3	-
			NBL	36.3	D	37.7	D	35.9	D	34.9	C	36.3	D	37.7	D	35.9	D	34.9	C	0.0	-	0.0	-	0.0	-	0.0	-
			NBTL	38.8	D	36.9	D	34.7	C	33.8	C	38.8	D	36.9	D	34.7	C	33.8	C	0.0	-	0.0	-	0.0	-	0.0	-
			NBR	35.5	D	37.2	D	34.0	C	34.3	C	35.5	D	37.2	D	34.0	C	34.3	C	0.0	-	0.0	-	0.0	-	0.0	-
			Overall	**21.9**	**C**	**14.9**	**B**	**18.7**	**B**	**15.2**	**B**	**21.7**	**C**	**15.0**	**A**	**19.0**	**B**	**15.3**	**B**	**-0.2**	**-**	**0.1**	**B→A**	**0.3**	**-**	**0.1**	**-**

** Decreased delays and improved LOS are the result of improved progression and arrival on green factors and HCM methodology*

Table 5: Road Diet Geometry (3 Lanes) Intersection Operations - Horizon Year (2044)

	Intersection	Control	Approach	Road Diet (Opening Day 2024)								Road Diet (Horizon Year 2044)								Difference							
				AM Peak		MD Peak		School PM Peak		PM Peak		AM Peak		MD Peak		School PM Peak		PM Peak		AM Peak		MD Peak		School PM Peak		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	Dequindre Road & 11 Mile Road	Signalized	EBL	136.4	F	63.9	E	151.2	F	119.7	F	166.0	F	66.7	E	179.9	F	146.5	F	29.6	-	2.8	-	28.7	-	26.8	-
			EBTR	87.0	F	47.9	D	84.4	F	85.2	F	85.7	F	47.3	D	85.4	F	86.6	F	-1.3	-	-0.6	-	1.0	-	1.4	-
			WBL	59.7	E	37.6	D	67.6	E	72.5	E	61.3	E	36.3	D	70.8	E	72.3	E	1.6	-	-1.3	-	3.2	-	-0.2	-
			WBT	78.3	E	36.1	D	120.4	F	77.3	E	92.8	F	35.0	D	157.6	F	78.7	E	14.5	E→F	-1.1	-	37.2	-	1.4	-
			WBTR / WBR	112.3	F	56.6	E	74.9	E	94.9	F	143.0	F	59.9	E	85.5	F	100.4	F	30.7	-	3.3	-	10.6	E→F	5.5	-
			NBL	42.3	D	24.3	C	50.9	D	51.5	D	45.8	D	27.9	C	55.4	E	59.1	E	3.5	-	3.6	-	4.5	D→E	7.6	D→E
			NBTR	81.1	F	48.5	D	71.6	E	71.5	E	77.5	E	47.1	D	68.6	E	68.5	E	-3.6	F→E	-1.4	-	-3.0	-	-3.0	-
			SBL	49.5	D	28.3	C	63.2	E	57.4	E	55.9	E	32.8	C	73.8	E	69.5	E	6.4	D→E	4.5	-	10.6	-	12.1	-
			SBT	71.5	E	41.6	D	66.7	E	62.9	E	68.2	E	40.3	D	63.2	E	59.4	E	-3.3	-	-1.3	-	-3.5	-	-3.5	-
			SBR	46.2	D	29.1	C	41.0	D	34.7	C	42.9	D	27.0	C	37.6	D	31.1	C	-3.3	-	-2.1	-	-3.4	-	-3.6	-
			Overall	79.2	E	44.4	D	78.3	E	72.8	E	**84.1**	**F**	**44.4**	**D**	**83.5**	**F**	**73.5**	**E**	**4.9**	**E→F**	**0.0**	**-**	**5.2**	**E→F**	**0.7**	**-**
2	Hales Street & 11 Mile Road	Signalized	EBTL / EBL	1.0	A	0.1	A	8.6	A	0.3	A	1.4	A	0.1	A	4.5	A	0.4	A	0.4	-	0.0	-	-4.1	-	0.1	-
			EBTR	0.5	A	0.4	A	4.7	A	1.0	A	0.5	A	0.4	A	1.4	A	1.3	A	0.0	-	0.0	-	-3.3	-	0.3	-
			WBTL / WBL	2.1	A	1.1	A	5.6	A	1.3	A	2.2	A	1.2	A	3.0	A	1.3	A	0.1	-	0.1	-	-2.6	-	0.0	-
			WBTR	4.3	A	1.7	A	6.1	A	2.3	A	4.8	A	1.8	A	7.6	A	2.6	A	0.5	-	0.1	-	1.5	-	0.3	-
			NB	33.5	C	38.4	D	32.4	C	37.6	D	33.4	C	38.3	D	31.7	C	37.5	D	-0.1	-	-0.1	-	-0.7	-	-0.1	-
			SB	36.9	D	38.4	D	36.8	D	38.6	D	37.3	D	38.4	D	36.3	D	38.5	D	0.4	-	0.0	-	-0.5	-	-0.1	-
			Overall	6.0	A	2.4	A	8.5	A	2.8	A	**6.2**	**A**	**2.4**	**A**	**7.9**	**A**	**2.9**	**A**	**0.2**	**-**	**0.0**	**-**	**-0.6**	**-**	**0.1**	**-**
3	Lorenz Street & 11 Mile Road	Signalized	EBTL / EBL	2.9	A	0.0	A	1.0	A	0.1	A	3.9	A	0.0	A	0.1	A	0.1	A	1.0	-	0.0	-	-0.9	-	0.0	-
			EBTR	0.5	A	0.4	A	0.9	A	1.1	A	0.6	A	4.0	A	1.1	A	1.4	A	0.1	-	3.6	-	0.2	-	0.3	-
			WBTL / WBL	5.5	A	0.0	A	0.0	A	0.0	A	5.8	A	0.0	A	0.0	A	0.1	A	0.3	-	0.0	-	0.0	-	0.1	-
			WBTR	11.0	B	0.4	A	2.0	A	1.1	A	12.4	A	0.4	A	2.8	A	1.4	A	1.4	B→A	0.0	-	0.8	-	0.3	-
			NB	31.4	C	37.1	D	32.1	C	35.1	D	30.7	C	37.0	D	31.3	C	34.9	C	-0.7	-	-0.1	-	-0.8	-	-0.2	D→C
			SB	35.9	D	38.6	D	36.5	D	37.7	D	35.5	D	38.7	D	36.1	D	37.4	D	-0.4	-	0.1	-	-0.4	-	-0.3	-
			Overall	11.5	B	3.8	A	5.3	A	4.2	A	**12.2**	**B**	**3.9**	**A**	**5.8**	**A**	**4.4**	**A**	**0.7**	**-**	**0.1**	**-**	**0.5**	**-**	**0.2**	**-**
4	John R Road & 11 Mile Road	Signalized	EBL	39.8	D	36.5	D	44.4	D	33.5	C	42.7	D	37.0	D	50.5	D	34.9	C	2.9	-	0.5	-	6.1	-	1.4	-
			EBT	36.4	D	38.3	D	33.5	C	43.9	D	35.8	D	37.9	D	32.3	C	49.3	D	-0.6	-	-0.4	-	-1.2	-	5.4	-
			EBTR / EBR	30.3	C	32.8	C	26.3	C	22.9	C	29.4	C	32.1	C	25.0	C	21.9	C	-0.9	-	-0.7	-	-1.3	-	-1.0	-
			WBL	31.4	C	34.7	C	30.0	C	37.1	D	31.1	C	34.7	C	27.1	C	37.1	D	-0.3	-	0.0	-	-2.9	-	0.0	-
			WBT	43.0	D	40.7	D	54.8	D	43.5	D	45.1	D	40.7	D	48.8	D	45.7	D	2.1	-	0.0	-	-6.0	-	2.2	-
			WBTR / WBR	29.8	C	37.1	D	26.0	C	31.2	C	29.0	C	36.7	D	20.5	C	30.6	C	-0.8	-	-0.4	-	-5.5	-	-0.6	-
			NBL	25.3	C	15.8	B	38.6	D	29.8	C	28.3	C	17.5	B	46.4	D	32.0	C	3.0	-	1.7	-	7.8	-	2.2	-
			NBT	32.2	C	23.0	C	39.5	D	30.5	C	30.5	C	24.7	C	134.6	F	38.6	D	-1.7	-	1.7	-	95.1	D→F	8.1	C→D
			NBR	25.9	C	19.9	B	27.0	C	23.9	C	24.3	C	20.7	C	31.8	C	26.0	C	-1.6	-	0.8	B→C	4.8	-	2.1	-
			SBL	25.3	C	18.0	B	43.6	D	36.0	D	28.1	C	20.3	C	52.3	D	46.7	D	2.8	-	2.3	B→C	8.7	-	10.7	-
			SBT	28.8	C	22.2	C	36.4	D	29.9	C	27.2	C	23.6	C	100.9	F	36.8	D	-1.6	-	1.4	-	64.5	D→F	6.9	C→D
			SBR	28.8	C	21.7	C	29.6	C	26.2	C	27.1	C	23.0	C	37.6	D	29.4	C	-1.7	-	1.3	-	8.0	C→D	3.2	-
			Overall	33.1	C	27.2	C	39.6	D	33.9	C	**33.0**	**C**	**28.2**	**C**	**69.6**	**E**	**39.1**	**D**	**-0.1**	**-**	**1.0**	**-**	**30.0**	**D→E**	**5.2**	**C→D**
5	Hampden Street & 11 Mile Road	Signalized	EBTL / EBL	1.1	A	0.2	A	2.3	A	0.7	A	1.6	A	0.3	A	3.5	A	0.9	A	0.5	-	0.1	-	1.2	-	0.2	-
			EBTR	0.5	A	0.4	A	0.8	A	1.4	A	0.5	A	0.4	A	1.0	A	1.7	A	0.0	-	0.0	-	0.2	-	0.3	-
			WBTL / WBL	1.8	A	1.9	A	2.0	A	1.9	A	1.8	A	2.0	A	2.0	A	1.9	A	0.0	-	0.1	-	0.0	-	0.0	-
			WBTR	4.1	A	3.0	A	5.4	A	3.7	A	4.6	A	3.1	A	6.3	A	4.0	A	0.5	-	0.1	-	0.9	-	0.3	-
			NB	44.2	D	38.3	D	39.2	D	38.6	D	44.4	D	38.3	D	39.3	D	38.7	D	0.2	-	0.0	-	0.1	-	0.1	-
			SB	43.4	D	38.3	D	38.8	D	38.5	D	43.6	D	38.3	D	39.0	D	38.5	D	0.2	-	0.0	-	0.2	-	0.0	-
			Overall	5.0	A	4.0	A	5.5	A	3.9	A	**5.4**	**A**	**4.0**	**A**	**6.1**	**A**	**4.2**	**A**	**0.4**	**-**	**0.0**	**-**	**0.6**	**-**	**0.3**	**-**
6	NB Stephenson Highway & 11 Mile Road	Signalized	EBL	18.5	B	3.7	A	15.6	B	7.2	A	23.5	C	4.2	A	19.3	B	9.2	A	5.0	B→C	0.5	-	3.7	-	2.0	-
			EBT	8.4	A	2.1	A	10.8	B	3.0	A	10.2	B	2.1	A	12.2	B	3.2	A	1.8	A→B	0.0	-	1.4	-	0.2	-
			WBT	12.9	B	8.4	A	12.4	B	12.5	B	14.1	B	8.9	A	13.9	B	13.1	B	1.2	-	0.5	-	1.5	-	0.6	-
			WBR	13.8	B	8.5	A	14.0	B	12.7	B	15.2	B	8.9	A	16.1	B	13.5	B	1.4	-	0.4	-	2.1	-	0.8	-
			NBL	36.3	D	37.7	D	35.9	D	34.9	C	34.8	C	37.7	D	34.9	C	34.5	C	-1.5	D→C	0.0	-	-1.0	D→C	-0.4	-
			NBTL	38.8	D	36.9	D	34.7	C	33.8	C	37.4	D	36.7	D	33.6	C	33.3	C	-1.4	-	-0.2	-	-1.1	-	-0.5	-
			NBR	35.5	D	37.2	D	34.0	C	34.3	C	34.0	C	37.0	D	32.8	C	34.0	C	-1.5	D→C	-0.2	-	-1.2	-	-0.3	-
			Overall	21.7	C	15.0	A	19.0	B	15.3	B	**22.5**	**C**	**15.2**	**B**	**20.0**	**C**	**15.8**	**B**	**0.8**	**-**	**0.2**	**A→B**	**1.0**	**B→C**	**0.5**	**-**

** Decreased delays and improved LOS are the result of improved progression and arrival on green factors and HCM methodology*

Downtown Development Authority of City of Madison Heights

Memorandum

Date: June 10, 2024

To: Downtown Development Authority Board Members

From: Giles Tucker, Community Development Director

Subject: Finance Report & Cash Summary

Since our April 16th meeting significant payments, the DDA has not made any significant payments. The costs for the 3-lane road configuration addition to the 11 Mile Streetscape Plan will be seen at our next Regular Meeting.

Our ending fund balance as of 6-10-24 was $565,678.73

GL NUMBER	DESCRIPTION	2022-23 AMENDED BUDGET	YTD BALANCE 06/30/2023 NORMAL (ABNORMAL)	ACTIVITY FOR MONTH 06/30/2023 INCREASE (DECREASE)	AVAILABLE BALANCE NORMAL (ABNORMAL)	% BDGT USED
Fund 248 - DOWNTOWN DEVELOPMENT AUTHORITY						
Revenues						
Dept 000 - NA						
248-000-673-5008	FIXED ASSET CLEARING ACCOUNT	0.00	0.00	0.00	0.00	0.00
Total Dept 000 - NA		0.00	0.00	0.00	0.00	0.00
Dept 011 - PROPERTY TAXES						
248-011-402-4030	TAXES REAL OPERATING	57,815.00	176,155.64	10,271.28	(118,340.64)	304.69
248-011-410-4160	TAXES PERSONAL OPERATING	2,809.00	8,123.69	0.00	(5,314.69)	289.20
248-011-411-0000	DELINQUENT/MTT TAX REFUNDS - GENERAL	0.00	946.14	408.22	(946.14)	100.00
248-011-437-0000	TAXES IFT ACT 198	0.00	0.00	0.00	0.00	0.00
248-011-573-4159	PPT REIMBURSEMENT - STATE	0.00	2,550.69	2,550.69	(2,550.69)	100.00
Total Dept 011 - PROPERTY TAXES		60,624.00	187,776.16	13,230.19	(127,152.16)	309.74
Dept 023 - STATE SHARED REVENUES						
248-023-573-0000	LOCAL COMMUNITY STABILIZATION SHARING	35,213.00	37,215.76	0.00	(2,002.76)	105.69
Total Dept 023 - STATE SHARED REVENUES		35,213.00	37,215.76	0.00	(2,002.76)	105.69
Dept 025 - COUNTY SHARED REVENUES						
248-025-588-1000	COUNTY GRANT	0.00	0.00	0.00	0.00	0.00
Total Dept 025 - COUNTY SHARED REVENUES		0.00	0.00	0.00	0.00	0.00
Dept 044 - MISCELLANEOUS REVENUE						
248-044-665-5000	INTEREST EARNED	250.00	493.89	(67.48)	(243.89)	197.56
248-044-674-0000	DONATIONS/PRIVATE CONTRIBUTIONS	0.00	1,075.00	0.00	(1,075.00)	100.00
248-044-680-6701	MISCELLANEOUS REVENUE	0.00	34.69	30.54	(34.69)	100.00
Total Dept 044 - MISCELLANEOUS REVENUE		250.00	1,603.58	(36.94)	(1,353.58)	641.43
Dept 048 - TRANSFERS IN						
248-048-699-0000	TRANFERS IN (FROM GEN FUND)	0.00	0.00	0.00	0.00	0.00
248-048-699-0244	TRANSFERS IN EDG	0.00	0.00	0.00	0.00	0.00
248-048-699-6000	TRANSFERS IN (FROM SAD)	0.00	0.00	0.00	0.00	0.00
Total Dept 048 - TRANSFERS IN		0.00	0.00	0.00	0.00	0.00
Dept 053 - PRIOR YEARS FUND BALANCE						
248-053-692-6970	USE OF FUND BALANCE	28,172.00	0.00	0.00	28,172.00	0.00
Total Dept 053 - PRIOR YEARS FUND BALANCE		28,172.00	0.00	0.00	28,172.00	0.00
TOTAL REVENUES		124,259.00	226,595.50	13,193.25	(102,336.50)	182.36
Expenditures						
Dept 863 - DOWNTOWN DEVELOPMENT AUTHORITY						
248-863-729-0000	FORMS AND PRINTING	500.00	0.00	0.00	500.00	0.00

GL NUMBER	DESCRIPTION	2022-23 AMENDED BUDGET	YTD BALANCE 06/30/2023 NORMAL (ABNORMAL)	ACTIVITY FOR MONTH 06/30/2023 INCREASE (DECREASE)	AVAILABLE BALANCE NORMAL (ABNORMAL)	% BDGT USED
Fund 248 - DOWNTOWN DEVELOPMENT AUTHORITY						
Expenditures						
248-863-730-0000	POSTAGE	0.00	0.00	0.00	0.00	0.00
248-863-766-0000	TOOLS AND SUPPLIES	0.00	0.00	0.00	0.00	0.00
248-863-807-0000	AUDIT FEES	2,020.00	6,152.52	0.00	(4,132.52)	304.58
248-863-817-0000	EVENTS	500.00	0.00	0.00	500.00	0.00
248-863-818-0000	CONTRACTUAL SERVICES	5,605.00	8,368.88	2,763.88	(2,763.88)	149.31
248-863-818-0001	DDA MARKET ANALYSIS	0.00	0.00	0.00	0.00	0.00
248-863-818-5000	BLIGHT REMOVAL - SIGN GRANT PROGRAM	5,000.00	5,147.66	0.00	(147.66)	102.95
248-863-818-5001	BLIGHT REMOVAL - FACADE IMPROVEMENT	10,000.00	0.00	0.00	10,000.00	0.00
248-863-818-5002	BLIGHT PROPERTY	0.00	0.00	0.00	0.00	0.00
248-863-818-5003	BLIGHT REMOVAL - PROPERTY ACQUI	0.00	0.00	0.00	0.00	0.00
248-863-818-5004	PERM ID PROGRAM	0.00	0.00	0.00	0.00	0.00
248-863-826-0000	LEGAL FEES	0.00	0.00	0.00	0.00	0.00
248-863-826-2000	HOURLY RATE-LEGAL	0.00	0.00	0.00	0.00	0.00
248-863-832-1000	MAINTENANCE-BERM AREA	17,500.00	17,177.52	6,441.57	322.48	98.16
248-863-832-1001	MAINTENANCE - ROW TRASH	3,500.00	2,160.00	780.00	1,340.00	61.71
248-863-921-0000	ELECTRIC	1,000.00	461.44	40.84	538.56	46.14
248-863-944-0000	MOTOR POOL CHARGES	0.00	0.00	0.00	0.00	0.00
248-863-944-1000	DEPT OF PUBLIC SERVICES CHARGES	0.00	0.00	0.00	0.00	0.00
248-863-955-8640	CONFERENCES AND WORKSHOPS	1,500.00	0.00	0.00	1,500.00	0.00
248-863-958-0000	MEMBERSHIPS AND DUES	870.00	975.16	0.00	(105.16)	112.09
248-863-960-9570	SUBSCRIPTIONS AND MAGAZINES	0.00	0.00	0.00	0.00	0.00
248-863-981-0000	COMPUTER EQUIPMENT	0.00	0.00	0.00	0.00	0.00
248-863-987-0000	IMPROVEMENTS	19,395.00	15,111.65	1,511.50	4,283.35	77.92
248-863-987-0001	ALLEY IMPROVEMENTS	0.00	0.00	0.00	0.00	0.00
248-863-987-0002	PROPERTY ACQUIS/DEMO	35,000.00	0.00	0.00	35,000.00	0.00
248-863-987-0003	PATINA PLACE - BRA STREETSCAPE IMPRVMNT	0.00	0.00	0.00	0.00	0.00
248-863-987-0004	MADISON TOWN CTR - BRA ST IMPROV	0.00	0.00	0.00	0.00	0.00
248-863-987-0006	11 MILE/JOHN R ROAD IMPROVEMENTS	0.00	0.00	0.00	0.00	0.00
248-863-987-0011	IMPROVEMENTS - BICYCLE RACK PROGRAM	0.00	0.00	0.00	0.00	0.00
248-863-987-0012	DDA BUSINESS GRANT	0.00	0.00	0.00	0.00	0.00
Total Dept 863 - DOWNTOWN DEVELOPMENT AUTHORITY		102,390.00	55,554.83	11,537.79	46,835.17	54.26
Dept 965 - TRANSFERS OUT						
248-965-995-2272	TRANSFER TO LOCAL ST	0.00	0.00	0.00	0.00	0.00
248-965-995-4000	TRANSFER TO SAD REVOLVING	0.00	0.00	0.00	0.00	0.00
248-965-995-6000	TRANSFER TO GENERAL FUND	21,869.00	21,869.00	0.00	0.00	100.00
248-965-995-9991	TRANSFER TO MAJOR STREETS	0.00	0.00	0.00	0.00	0.00
248-965-998-9990	PAYING AGENT FEES	0.00	0.00	0.00	0.00	0.00
Total Dept 965 - TRANSFERS OUT		21,869.00	21,869.00	0.00	0.00	100.00
TOTAL EXPENDITURES		124,259.00	77,423.83	11,537.79	46,835.17	62.31
Fund 248 - DOWNTOWN DEVELOPMENT AUTHORITY:						
TOTAL REVENUES		124,259.00	226,595.50	13,193.25	(102,336.50)	182.36
TOTAL EXPENDITURES		124,259.00	77,423.83	11,537.79	46,835.17	62.31
NET OF REVENUES & EXPENDITURES		0.00	149,171.67	1,655.46	(149,171.67)	100.00

BALANCE SHEET FOR CITY OF MADISON HEIGHTS
Period Ending 06/30/2024

Fund 248 DOWNTOWN DEVELOPMENT AUTHORITY

GL Number	Description	Balance
*** Assets ***		
248-000-001-1000	CLAIM ON CASH	501,624.49
248-000-001-1003	CASH - CHASE SAVINGS	0.00
248-000-003-0000	INVESTMENTS	55,181.11
248-000-040-0391	ACCOUNTS RECEIVABLE-MISC	0.00
248-000-041-1000	DELINQUENT RECEIVABLE	8,873.13
248-000-078-0680	DUE FROM STATE GOVERNMENT	0.00
Total Assets		**565,678.73**
*** Liabilities ***		
248-000-202-0000	ACCOUNTS PAYABLE	0.00
248-000-211-2100	CONTRACTS/RETAINAGE PAYABLE	0.00
248-000-214-2150	DUE TO OTHER FUNDS	0.00
248-000-268-0000	ESCHEATED FUNDS	0.00
248-000-299-9999	SUSPENSE	0.00
248-863-211-2100	CONTRACTS PAYABLE	0.00
Total Liabilities		**0.00**
*** Fund Balance ***		
248-000-390-0000	FUND BALANCE	480,668.16
248-000-398-0000	ASSIGNED-SUBSEQUENT YRS EXP	0.00
Total Fund Balance		**480,668.16**
Beginning Fund Balance		**480,668.16**
Net of Revenues VS Expenditures		**85,010.57**
Fund Balance Adjustments		**0.00**
Ending Fund Balance		**565,678.73**
Total Liabilities And Fund Balance		**565,678.73**

Downtown Development Authority of City of Madison Heights

Memorandum

Date: June 18, 2024

To: Downtown Development Authority Board Members

From: Giles Tucker, Community Development Director

Subject: Update on Ongoing Projects

- **MHHP Chamber FY 2024 Q2:** The Chamber has provided an activity summary for Q2 of 2024 (Attached), and the DDA paid their quarterly installment in May 2024

- **John R Glass Façade Grant:** I emailed Bob Fender owner of John R Glass for a follow-up on 6-10 on our conversation about the Façade and Sign Grant programs we had in April. When we spoke the following day, he said he would have a complete application submitted by 6-12. However, when reading through the application guidelines he realized that the work he was seeking grant assistance on had already began (permits issued in May), and I told him that all work he intended to include for reimbursement with the grant must be approved by the DDA board prior to issuing permits.

1 VISION MEDIA GROUP, LLC
VIDEOGRAPHY SERVICES AND REFERRAL AGREEMENT

THIS VIDEOGRAPHY SERVICES AND REFERRAL AGREEMENT (this "Agreement") dated as of June __, 2024 ("Effective Date"), by and between 1 Vision Media Group, LLC, a Michigan limited liability company, (hereinafter "Service Provider"), and Madison Heights Downtown Development Authority, (hereinafter "DDA").

RECITALS

WHEREAS, Service Provider is in the business of providing media services including but not limited to photography and videography marketing services;

WHEREAS, DDA desires to retain Service Provider to provide videography services to DDA and clients referred by DDA to Service Provider (the "Clients")

NOW, THEREFORE, in consideration of the mutual covenants, terms, and conditions set forth herein, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

AGREEMENT

1. Services. DDA hereby engages Service Provider, and Service Provider shall accept such engagement, as an independent contractor to provide to DDA and Clients the videography services (the "Services"), in accordance with the criteria and on the terms and conditions set forth in this Agreement. Service Provider shall use commercially reasonable efforts to provide the Services in accordance with the terms of this Agreement in a workmanlike and professional manner.

2. Consideration.

(a) In consideration of the provision of the Services by the Service Provider, DDA shall pay Service Provider as follows: (i) a fee in the amount of $350 (three hundred fifty dollars) for 1 (one), 30 (thirty) second video, or (ii) a fee in the amount of $520 (five hundred twenty dollars) for 2 (two), 30 (thirty) second videos (the "Video"). DDA shall inform Service Provider of the number of videos to be provided for the Client in an invoice to be provided by Service Provider.

(b) DDA or Clients shall make the payment under this Section 2 within 5 (five) days after DDA's receipt of the video(s).

3. No Referral Fee. Subject to the terms and conditions of this Agreement, if DDA refers Clients to the Service Provider, DDA shall have no right to the payment of any referral fees. Notwithstanding the foregoing, the Service Provider shall pay DDA a one-time continued work incentive fee in an amount of $100 (one hundred dollars) if any Client engages the Service

Provider directly to provide additional videos pursuant to a separate agreement between the Service Provider and a Client.

4. Independent Contractor. Service Provider is an independent contractor, and this Agreement shall not be construed to create any association, partnership, joint venture, employee, or agency relationship between Service Provider and DDA for any purpose. Service Provider has no authority (and shall not hold itself out as having authority) to bind DDA and Service Provider shall not make any agreements or representations on DDA's behalf without DDA's prior written consent. Without limiting the above, Service Provider will not be eligible to participate in any vacation, group medical or life insurance, disability, profit sharing or retirement benefits, or any other fringe benefits or benefit plans offered by DDA to its employees, and DDA will not be responsible for withholding or paying any income, payroll, social security or other federal, state or local taxes, making any insurance contributions, including unemployment or disability, or obtaining worker's compensation insurance on Service Provider's behalf.

5. Confidentiality. All non-public, confidential, or proprietary information of Service Provider, including, but not limited to, specifications, samples, patterns, designs, plans, drawings, documents, data, business operations, customer lists, pricing, discounts, and rebates, disclosed by Service Provider to DDA, whether disclosed orally or disclosed or accessed in written, electronic, or other form or media, and whether or not marked, designated, or otherwise identified as "confidential," in connection with this Agreement, as well as the terms and conditions and the existence of this Agreement is confidential, solely for the use of performing this Agreement and may not be disclosed to any person including without limitation any Client or prospective Client, or copied unless authorized by Service Provider in writing. Upon Service Provider's request, DDA shall promptly return all documents and other materials received from Service Provider. Service Provider shall be entitled to injunctive relief for any violation of this Section 5.

6. Term and Termination.

(a) The term of this Agreement commences on the Effective Date and shall continue for a term of one year, expiring on the first anniversary of the Effective Date.

(b) Either party may terminate this Agreement upon thirty (30) days' written notice to the other party, without cause and without liability to the other, other than for fees incurred for Services through the effective date of such termination.

(c) In addition to any remedies that may be provided in this Agreement, either party may terminate this Agreement with immediate effect upon notice to the other party, if the other party: (i) fails to pay any amount when due under this Agreement and such failure continues for 14 days after the other party's receipt of notice of nonpayment; (ii) has not otherwise performed or complied with any of the terms of this Agreement, in whole or in part; or (iii) becomes insolvent, files a petition for bankruptcy, or commences or has commenced against it proceedings relating to bankruptcy, receivership, reorganization, or assignment for the benefit of creditors.

7. Grant of Rights. Only upon the receipt of the total and complete payment for the Services, Service Provider shall grant to Client a non-exclusive right and license to use the results and proceeds of the Services (which include the Videos) (the "Works"). Service Provider agrees that the foregoing grant includes the right to reproduce, perform (publicly or otherwise), display (publicly or otherwise), and transmit the Works, in whole or in part, as provided by Service Provider modified or unmodified, including in any and all media and by any and all technologies and means of delivery whether now or hereafter known or devised; provided, however, that such grant constitutes a mere license to use the Works and that all ownership rights are retained by Service Provider as described in Section 8, below; and provided, further, that any display of the Works (whether modified or unmodified) by Client shall include a reasonably visible acknowledgment that such Works were produced by Service Provider.

8. Ownership. Service Provider owns and retains all right, title, and interest in and to the Videos, subject to the license granted in Section 7. Client owns and retains all right, title, and interest in and to all adaptations of the Videos made by Client or by any third party for the benefit of Client, subject to Service Provider's rights in the underlying Videos.

9. Attribution. Client shall provide Service Provider with the following source attribution for each Video in connection with any publication of such Video:

Attribution: 1 Vision Media Group, LLC

Placement: (1) directly below each Video, if possible; (2) as a watermark on the Video; or (3) on an attribution page of a book.

10. Indemnity. DDA shall defend, indemnify, and hold harmless Service Provider and its managers, officers, employees, agents, and contractors from and against all losses, damages, liabilities, or expenses (including reasonably attorney fees) in respect of or relating to (a) any and all liabilities and/or claims resulting from DDA's or Client's acts or omissions, (b) any misrepresentation, breach of warranty or covenant, or nonfulfillment of any agreement by DDA or from any misrepresentation in or omission from any certificate, exhibit, or other instrument executed by DDA in connection with this Agreement, and (c) any cost, expense or fee, including attorney's fees, incurred by Service Provider in collecting sums owed under this Agreement, whether or not related to a third-party claim.

11. Limitation of Liability. IN NO EVENT SHALL SERVICE PROVIDER BE LIABLE TO DDA, CLIENTS OR TO ANY THIRD PARTY FOR ANY LOSS OF USE, REVENUE, OR PROFIT OR LOSS OF DATA OR DIMINUTION IN VALUE, OR FOR ANY CONSEQUENTIAL, INCIDENTAL, INDIRECT, EXEMPLARY, SPECIAL, OR PUNITIVE DAMAGES WHETHER ARISING OUT OF BREACH OF CONTRACT, TORT (INCLUDING NEGLIGENCE), OR OTHERWISE, REGARDLESS OF WHETHER SUCH DAMAGE WAS FORESEEABLE AND WHETHER OR NOT SERVICE PROVIDER HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES, AND NOTWITHSTANDING THE FAILURE OF ANY AGREED OR OTHER REMEDY OF ITS ESSENTIAL PURPOSE.

IN NO EVENT SHALL SERVICE PROVIDER'S AGGREGATE LIABILITY ARISING OUT OF OR RELATED TO THIS AGREEMENT, WHETHER ARISING OUT OF

OR RELATED TO BREACH OF CONTRACT, TORT (INCLUDING NEGLIGENCE), OR OTHERWISE, EXCEED TWO (2) TIMES THE AGGREGATE AMOUNTS PAID OR PAYABLE TO SERVICE PROVIDER PURSUANT TO THIS AGREEMENT.

12. Miscellaneous. This Agreement: (a) may be amended only by a writing signed by each of the parties; (b) may not be assigned, pledged or otherwise transferred, whether by operation of law or otherwise, without the prior consent of the other parties; (c) may be executed in several counterparts, each of which is deemed an original but all of which constitute one and the same instrument, and may be delivered by e-mail or other electronic means; (d) contains the entire agreement of the parties with respect to the transactions contemplated hereby and supersedes all prior written and oral agreements, and all contemporaneous oral agreements, relating to such transactions; (e) is governed by, and will be construed and enforced in accordance with, the laws of the State of Michigan without giving effect to any conflict of laws rules; and (f) is binding upon, and will inure to the benefit of, the parties and their respective successors and permitted assigns. The waiver by a party of any breach or violation of any provision of this Agreement will not operate as, or be construed to be, a waiver of any subsequent breach or violation hereof. Sections 5, 7, 8 and 9 above will survive termination of this Agreement.

[signature page follows]

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed as of the Effective Date by their duly authorized representatives.

1 VISION MEDIA GROUP, LLC	**MADISON HEIGHTS DOWNTOWN DEVELOPMENT AUTHORITY**
BY: _____	**BY:** _____
NAME: Anthony Austin	**NAME:** _____
TITLE: President	**TITLE:** _____

Downtown Development Authority of City of Madison Heights

Memorandum

Date: May 28, 2024

To: Downtown Development Authority Board Members

From: Giles Tucker, Community Development Director

Subject: Training & Event Opportunities- 9 Mile Streetscape Walking Tour Oak Park

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On May 17th I attended the 9 Mile Redesign Project Walking Tour in Oak Park. The Oak Park Nine Mile Redesign Project promotes access to parks, multi-modal transportation, sustainability, safe transportation for all and economic vitality. This multi-faceted project, which began in 2014 and was officially completed in Spring of 2024, has increased the quality of life for Oak Park residents, businesses, and those throughout Southeast Michigan looking to experience a fun and unique park and business setting.

The tour included:

- Nine Mile Connector Park
- Nine Mile Linear Park and public art
- Sherman Pocket Park
- Seneca Pocket Park
- Improved Street Design: protected bike lanes, enhanced pedestrian crossings, back-in angle commercial parking, and streetscape amenities.

One takeaway that I took from the walking tour was that funding for this mile long project had multiple layers and took many years. Funding sources included:

- Transportation Alternative Program (TAP) grant for bike lanes and the multi-use path
- EGLE Water preservation grant for rain gardens and bioswales
- Public Spaces, Community Places/ Patronicity Crowdfunding Grant was used for public art installations along the corridor.

In addition to learning about the funding sources that were involved with the project, I also learned about the extensive public outreach and engagement that was done to complete the project in its phases. I was able to make connections with Oak Park staff who are willing to send me resident surveys and other public engagement materials they used to serve as references to the process and documents we plan to create for our own streetscape public engagement activities.

Chamber Executive Director Activity FY24, Quarter 2

The following summary serves as the 1st Quarter report as required by the Chamber Agreement with City of Madison Heights and MH Downtown Development Authority. MH DDA Activities highlighted in yellow.

Notable Milestones & Activities

- **Chamber E-Blast via MailChimp**: Weekly E-Blast Announcements generated and shared with membership.
- **Social Media Platform Management:** Multiple/Daily Social Media Postings to highlight local businesses/members and chamber activities. Goal of content posting 1-2/daily or active weekly postings. Board Members/Active Members are encouraged to share and like daily postings.
- **Weekly 1 Million Cups Event with Oakland Thrive :** Attend weekly (Wednesdays) 1 Million Cups event hosted at Incubizo, sponsored by Oakland Thrive. More than ½ of the weekly attendance are MHHP Members. Promote weekly on E-Blast and on social media platforms. Combined E-Lounge "Tale of 2 Cities with special guests from city leaders of both MH & HP planned in June 2024 at Mia's Bakery sponsored by MSGCU.
- **Promotions Activities:** Assisted with the special events approved by the DDA Board:

- Created flyer and assisted with the promotion of the 3rd Annual "Green Crawl" for special St. Patrick's day offerings by local businesses. Confirm participation from HP businesses. Attended with other DDA promotions committee members to visit each of the participating businesses on St. Patrick's Day. Highlight visits on chamber social media sites.
- Referred DDA Businesses for Sign, Façade Grants & Redevelopment Liquor Licenses
- Grand Opening of Green House Salon in MH
- Grand Opening of Jars Cannabis in HP
- Spring trainings-Stop the Bleed with MHPD, How to Use Fire Extinguisher with MH & HP Fire Department
- Membership/After-hours/Trivia event planned in mid-June at Celina's Restaurant
- Promote National Hamburger Day-Celina's, Kozy Lounge, Coach Grille, Red Robin
- How to make margarita night planned at Mia's Tasty Grille-July 15th
- Good Customer Service Training Video-Mia's Tasty Grille, June 2024

- **Culture, Food & Networking Events –**Strive for monthly events at rotating restaurants offering different cuisines from "Around the Globe." Unique kind of casual networking with an emphasis on the different international cuisines and the culture associated with the restaurant or the small business owner. Events typically scheduled around lunch time with participation level at 15-20+. Restaurants that hosted in 2nd quarter: Kacha Thai Restaurant in Royal Oak. Planned for June/July-88 Bahn in Warren, Tequila Y Mas grand opening in July planned.

- **State of the Cities 2024 –**Successful State of the Cities event hosted by Navistar Defense, catered by Lamphere school district. Secured sponsorships to cover expenses. Financial summary shared with MHHP Board and City staff.

- **Chamber Membership Referral**

- Ms. Lena Hosler, Lamphere Wellness Coordinator –Connect with local biz for donation of items for annual 5K Walk/Run
- College Hunks Hauling Junk-Referral and introduction to MH DPS for City-wide Trash Days. MRA intro for HP Earth Day.

- **Other Notable Activities/Meetings /Events**

- BRAND Mtgs 1st Fridays, 3rd Fridays/month, Promote and recruit members. Special May the 4th photo op.
- Lunch Collaboration in Royal Oak with Berkley, Clawson Chamber of Commerce
- Recruitment and Orientation of 4 new board members.
- Donation of shirts/sweatshirts from Trevco to various non-profits.
- Meeting with 168 Group/Ricky Dong Foundation regarding financial support of art piece and other financial commitment for 14 Mile and John R gateway project.
- Coordinated a style/beauty consultation with Mayor Grafstein ahead of upcoming State of the Cities event led by the ChairZ salon owners.
- Attended OC Economic Outlook & Luncheon in Novi
- Coordinate 50th Business Anniversary with MH Chiropractic Center
- Coordinate city-wide Sika Day on June 11th with Sika and MH City Staff.
- Volunteered for "Rock the Block" event with Habitat for Humanity OC
- Promote and recruit local biz leaders for HP Junior High Career Day
- Promote, recruit local restaurants to support National Police Week
- Coordinate lunch and learn event at MH Food Pantry –June 6th
- Help confirm attendance of dignitaries and planning of Army Birthday event with MH Army Recruiters Office-June 14, 2024
- Secure on-going sponsorships and golfers for upcoming annual golf outing at Fieldstone Golf Course on June 28th.

- **MEMBERSHIP GROWTH REPORT**

Baseline Total Membership based on Master Membership List

January 2023-December 2023 Total Paid Membership: 129

January 2024 Paid Memberships: 23 (2023 Count: 29, $8,750) Monthly Revenue to date: $4,800

February 2024 Paid Memberships: 9 (2023 Count: 6, $1,400) Monthly Revenue to date: $1,700

March 2024 Paid Memberships: 15 (2023 count: 21, $4,400) Monthly Revenue: $12,400

(includes Q1 City Agreement Payments)

April 2024 Paid Memberships: 26 (2023 count:15, $3,000) Monthly Revenue: $5,100

Total Paid to date:71 (January –April 2023, Revenue $17,550)

Total Paid to date: 73 (January –April 2024, Revenue $24,000)

Total membership to date: 130 paid to April 2024