**Before and After Metrics**

<table>
<thead>
<tr>
<th>Project Elements to be measured: the lower the number the less the specific element is functioning in a way to create a complete street environment; the higher the number the better the element is functioning to create a complete street environment.</th>
<th>Original Road</th>
<th>6 Months</th>
<th>12 Months</th>
<th>18 Months</th>
<th>24 Months</th>
</tr>
</thead>
<tbody>
<tr>
<td>Score</td>
<td>Score</td>
<td>Score</td>
<td>Score</td>
<td>Score</td>
<td>Score</td>
</tr>
</tbody>
</table>

**Measurement Tactics**

**Roadway Function, Operations & Environment***

1. Roadway Capacity / Daily Volumes counts fall within 15% of baseline
   - 0 = Neutral or No Data Available
   - 1 = Good; 2 = Very Good
   - PASS = 2; FAIL = (2)

2. Level of Service (LOS) on Coolidge at individual signalized intersection not to exceed 80 seconds
   - 0 = Neutral or No Data Available
   - 1 = Good; 2 = Very Good
   - Evaluated by TIA data collection, Highway Capacity Manual (HCM) methodology and Synchro modeling software
   - TIA Back Up and Delay Study

3. Accommodates Volume of Turning Movements at signalized intersections
   - 0 = Neutral or No Data Available
   - 1 = Good; 2 = Very Good
   - TIA Assessment compared to baseline numbers

Kipling North of Catalpa: ≤160 vehicles/peak hour; One additional vehicle per minute is acceptable.

Kenmore: ≤50 vehicles/peak hour; One additional vehicle per minute is acceptable.

Berkeley North of Catalpa: ≤160 vehicles/peak hour; One additional vehicle per minute is acceptable.

Kipling South of Catalpa: ≤105 vehicles/peak hour; One additional vehicle per minute is acceptable.

Beverly: ≤176 vehicles/peak hour; A total of four to five vehicles per minute is acceptable.

Berkeley South of Catalpa: ≤191 vehicles/peak hour or about three vehicles per minute; A total of four to five vehicles per minute is acceptable.

4. Traffic volume on Kipling, Kenmore, Berkley, and Beverly stays within acceptable range for a residential neighborhood.
   - Based on peak travel times - see baseline and acceptable increase as specified below
   - No Change from Baseline

5. Crash Rate per Mile as determined by State of Michigan and City of Berkley Public Safety Department - 20% decrease equals an increase of one point; 30% plus decrease equals an increase of two points
   - 0 = Neutral or No Data Available
   - 1 = Good; 2 = Very Good
   - Local/State Police and DOT (3 year Assessment recommended by FHWA)

6. Crash Rate at individual intersections as determined by State of Michigan and City of Berkley Public Safety Department - 20% decrease equals an increase of one point; 30% plus decrease equals an increase of two points
   - 0 = Neutral or No Data Available
   - 1 = Good; 2 = Very Good
   - Local/State Police and DOT (3 year Assessment recommended by FHWA)

7. Vehicle Speed Consistently Matches Design Speed of 30 mph or less
   - 0 = Neutral or No Data Available
   - 1 = Good; 2 = Very Good
   - Public Safety, Portable Radar Speed Indicators/Data Collectors

8. Emergency Vehicle Movement is unhindered and allows for direct access to a dedicated travel lane
   - 0 = Neutral or No Data Available
   - 1 = Good; 2 = Very Good
   - Beaumont Health, Berkley Public Safety and Related Contractors

**AVERAGE SCORE**

- 0.95
<table>
<thead>
<tr>
<th>Community</th>
<th>9. Encourages Business, Property Owner, and Developer Investment</th>
<th>0.5</th>
<th>Private Investment Dollar Tracking via Main Street Statistics</th>
</tr>
</thead>
<tbody>
<tr>
<td>10. Public Acceptance of project</td>
<td>0</td>
<td>0</td>
<td>Online Survey/Public Input Session/Walking Tour</td>
</tr>
<tr>
<td>11. Level of Comfort for Pedestrians crossing the street and walking on sidewalks</td>
<td>-2</td>
<td>-2</td>
<td>Visual Assessments, Shopper Intercept Survey via Businesses, Online Survey</td>
</tr>
<tr>
<td>12. Level of Comfort for Cyclists using the bike lanes</td>
<td>-2</td>
<td>-2</td>
<td>Visual Assessments, Shopper Intercept Survey via Businesses, Online Survey</td>
</tr>
<tr>
<td>13. Provides Adequate Parking for Shoppers</td>
<td>0</td>
<td>0</td>
<td>Parking Survey</td>
</tr>
<tr>
<td>15. Encourages Shopping Activity</td>
<td>-2</td>
<td>-2</td>
<td>Business Survey</td>
</tr>
<tr>
<td>16. Increased Property Values</td>
<td>0</td>
<td>0</td>
<td>Oakland County Assessment</td>
</tr>
<tr>
<td><strong>AVERAGE SCORE</strong></td>
<td></td>
<td></td>
<td>-1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Multimodal Accommodation</th>
<th>17. Pedestrian Demand</th>
<th>0</th>
<th>Feedback via online and intercept surveys; pedestrian count</th>
</tr>
</thead>
<tbody>
<tr>
<td>18. Bike Demand</td>
<td>-1</td>
<td>0</td>
<td>Feedback via online and intercept surveys; bike count</td>
</tr>
<tr>
<td>19. Integrates Transit Accommodation; are buses accessible in the corridor</td>
<td>1</td>
<td>1</td>
<td>Visual Assessment</td>
</tr>
<tr>
<td>20. Integrates Micro-modal Accommodation [Bird, Lime, etc.]</td>
<td>0</td>
<td>0</td>
<td>Visual Assessment</td>
</tr>
<tr>
<td><strong>AVERAGE SCORE</strong></td>
<td></td>
<td></td>
<td>0</td>
</tr>
</tbody>
</table>

| **TOTAL AVERAGE SCORE** | -0.5 |

**ADDITIONAL NOTES:**
- DPW will monitor regular maintenance activities including sweeping, plowing, and patching
- Written Report at End of Years One and Two
- Hatched boxes indicate there is not enough data available to quantify during a specific time period; score will remain the same as previous measurement period
- Provides Shorter Pedestrian Crossing Distance; the distance a pedestrian has to cross through vehicular traffic lanes
- Vehicle Yield/Stop Compliance Rate for pedestrians crossing at marked pedestrian crosswalk