

# Coolidge Road Comments

August 12, 2019 Version No. 9

Love it as a driver and as a cyclist. Needed to happen a long time ago! Bravo to DDA!

- August 7<sup>th</sup>

---

Just wanted to chime in on the new traffic pattern on Coolidge. Seems like things aren't going well, but I believe that you know this by now. For me, it's been a slow process. By that I mean that my new wait time to get on to Coolidge is 2-3 minutes when before it was instant. To get on to my street from Coolidge, it's about a minute or two.

Doing the math, 3-5 minutes a day has added an additional 17.5 hours to my life per year just trying to get off of Coolidge. Not exactly what I was hoping for. Did I miss the meeting for going forward with this plan?

- June 17<sup>th</sup>

---

June 7<sup>th</sup>, at approximately 5:35 PM, southbound on Coolidge. Bumper to bumper to North of Catalpa. 7 minutes from there to Columbia. Northbound backed up from at least Harvard, had to wait to left turn onto eastbound Columbia, finally someone stopped short and let me cross.

- June 8<sup>th</sup>

---

I'm going to guess you could use some balance in regard to the bike lanes on Coolidge. I love it! I've been a resident most of my 62 years and I can't tell you how proud I am to live in a city with a downtown bike lane. Access to cyclists and slower traffic will bear the same fruit as downtown Clawson (14 & Main), Woodward Heights, and Hilton Rd in Ferndale. Berkley isn't a conduit you travel through to get somewhere else; it's where you want to **B**erkley.

- June 4<sup>th</sup>

---

Glad to see that the lane merges have finally been marked after three weeks. Though something is conspicuously missing, the green paint! These are images taken directly from the DDA website; note the difference in what's actually out there. I hope this is just a matter of P.K. dragging this project out even further and they haven't gotten to that bit just yet.

Also, while not in the original plans, I would strongly recommend that bollards be installed where the bike lane begins south of 12 Mile. Better yet, do what was done at 11 Mile and have the southbound bike lane begin at 12 Mile and have the car lane merge north of 12 Mile by converting the western most lane into a Right Turn Only.

I would also encourage the planners to consider adding bike boxes at the light controlled intersections - or at just Catalpa at the very least, since many cyclists frequently use that road.

- June 4<sup>th</sup>

<https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/bike-boxes/>

---

Side streets are like main roads, children playing in the front yards, someone is going to get hurt! Please discontinue this road diet. I live on Columbia and it's a hwy at rush hour.

- June 2<sup>nd</sup>

---

# Coolidge Road Comments

August 12, 2019 Version No. 9

The road diet for me is still going well. I feel it is safer and easy to maneuver. I wanted to put a suggestion out that the lights on Coolidge should have a dedicated left turn signal. During rush hours (school start and end) the left turn lane backs up. It would help to avoid long backups at the light to turn left.

– May 31<sup>st</sup>

---

I know that most people take time to complain about what they view as bad but not to compliment what they think is good. I wanted to share my recent experience while walking down Coolidge from Harvard to Durst Lumber. I frequently walk along this stretch of Coolidge. On Tuesday I took my young children on a walk for popcorn and necessary items for a home project around 10:30 AM. In the past I have always been nervous when walking along Coolidge as the cars were very close to the sidewalk, many of them speeding, and there was usually debris in the outside lane. In the past I have worried about a car flipping rocks at myself or my children. As I was turning onto Princeton from Coolidge to enter Durst from the rear, I realized I hadn't felt unsafe at all during my walk. As I reflected on our walk I found that having the cars further from the sidewalk allowed for a more comfortable walk. I also noticed that the traffic ran slower, meaning at the speed limit, than it had in the past. I know that these things are part of the goal of a road diet and I wanted to let you know that I did experience them first hand. Thank you for your time

- May 30<sup>th</sup>

---

I am a 20-year resident of the city of Oak Park and drive on Coolidge often. It was an easy and convenient way to get to other parts of town and provides access to the lovely stores in Berkley. The new way the lanes are configured between 11 & 12 mile is horrible. I can't believe the amount of traffic it is causing motorists. It was also the quickest way to the hospital and will now endanger people that have to get urgent medical assistance. Please put things back the way they were allowing both ways of traffic to have 2 lanes.

- May 29<sup>th</sup>

---

My drive on Coolidge Highway in downtown Berkley used to be one of the favorite parts of my daily commute. The streets are well maintained and there are many small business type establishments. The speed limit was slower but the traffic seemed to move at easy, pleasant pace.

The redoing of the street lanes on Coolidge has made my (and other drivers) commute miserable. There is constant traffic, no matter the time of day that it is, making an enjoyable downtown filled with angry drivers. I would assume the traffic and congestion would be a turn off to potential patrons of the local establishments. Further, Coolidge leads to Beaumont Hospital and the congestion makes it hard for people to get to the hospital. It seems like poor planning to have a hospital/medical facility less accessible.

While having a bike lane is nice, it is not a necessity in a city that already has sidewalks for cyclists and a city that has cold, wintry weather for half the year, making bike riding unrealistic and impractical. Creating a bike lane at the expense of losing driving lanes for a robust thoroughfare that carries many drivers doesn't make sense.

Would it be possible to switch the roads back to their original four lanes? Is there anyone in the city of Berkley that I can contact about this matter?

Thank you for all the work you do for Berkley, which is a wonderfully run city.

- May 29<sup>th</sup>

---

# Coolidge Road Comments

August 12, 2019 Version No. 9

As a Huntington Woods a resident and Berkley High School parent I think that it is necessary and useful to make sure that the Berkley High School population, including BHS Parents, has a true understanding of the rules of the road with a bike lane. Our kids, those who even most recently got their drivers licenses and their parents, do not know which lane to use, for example when going south on Coolidge, to turn onto the side streets. The regular driving lane? The bike lane? Do bikers have the right of way?

Please help our community by educating us. I fear for the safety of the bikers as well as many driving tickets that will now handed out because of lack of knowledge.

As you know, there are many resources to use in order to get this info to the communities most greatly affected.  
- May 29<sup>th</sup>

---

I have some questions concerning the bike lanes:

- Is there a minimum or maximum age for who can use the bike lanes?
- Is there any kind of numbers limitation that a group can use the lanes? For example they have a huge bike group that rides from Grosse Pointe to downtown Detroit and back called the [slow roll](#). Will this be allowed in Berkley?
- Is there a minimum age that someone is allowed to ride in the bike lanes?

- May 28<sup>th</sup>

---

I just read the Facebook post about the traffic light timing for 11 mile and Harvard. That is great, however Catalpa, needs to be re-timed as well. Both Harvard and Catalpa are set for to short of time. It only allows 2 or 3 cars to go, before turning again. This makes getting a middle school to school on time harder, when everyone has dropped off at Roger's and because of the road diet, now take Harvard to at least get a light for safe turning onto Coolidge to go to the middle school. Then once at the light at Catalpa trying to turn right onto Catalpa with all the traffic come toward me it is almost impossible to turn before the light changes. Maybe we now need a turn light there now.  
- May 28<sup>th</sup>

---

For a multitude of reasons, all of which were voiced by many prior to this ridiculous change, I will no longer be utilizing Coolidge. I instead will be utilizing side streets to and from my home and spending my money elsewhere. Hopefully for the local businesses, your attempt to turn this city into a mini Royal Oak/Ferndale will be successful. In the interim, I am sure that handful of bikers will be making these businesses their destination and will be able to support them until your transition is complete.  
- May 28<sup>th</sup>

---

# Coolidge Road Comments

August 12, 2019 Version No. 9

I am against the new striping on Coolidge Highway in Berkley, Michigan because:

- Longer commute times/more money spent on gas/bad for the planet.
  - Unsafe traffic cutting through the neighborhoods to avoid Coolidge traffic.
  - More accidents due to drivers trying to avoid Coolidge and trying to cut across mile roads.
  - Decreased access to the schools due to unneeded traffic.
  - No bikers to warrant two bike lanes causing decreased volume flow of traffic.
  - EMS drivers are trained to NOT use the center turn lane, as it is more dangerous. It will take longer for EMS drivers to get to Beaumont due to traffic backups and drivers being unable to clear the center turn lanes.
  - Avoiding Berkley stores due to inconvenient inaccessibility.
- May 24<sup>th</sup>

(please note this same letter was sent a few days earlier by a person with a different name and email address).

---

A lot of people are trying to rally the troops against the road diet. Now that it's done, I've never felt safer driving on Coolidge there. I was always afraid to turn left into a business in fear of getting rear ended by someone not paying attention. Now I'm not!

Before, I was more likely to cut through side streets to avoid making a left into a business.

Currently, people are "concerned" about turning left OUT of a business and, maybe, with time and light reconfiguring, it'll be easier too. I don't know if it's true, I haven't done it yet. Thanks again for all you do.

- May 24<sup>th</sup>

---

The new changes to Coolidge Highway are not an improvement and need to be changed back to the previous layout. The Berkley City Council wanted:

- Appropriate traffic flow, which has gotten worse and creates congestion.
- Better emergency vehicle movement, which would be worse in the congestion created.
- Fewer traffic accidents, which have increased with cars darting across 11 Mile and cutting down side streets.
- Increased economic development and business growth, which will decrease as I for one will avoid Berkley due to the traffic jams.
- Increased pedestrian and bicycle friendliness, which will become more hazardous due to the unbelievable traffic and closed lanes.

Since these new changes, I have seen cars and trucks making left and right turns into the residential streets in Oak Park, Huntington Woods and Berkley to avoid the traffic backups on Coolidge. Coolidge is a four lane highway and to cut it down to two lanes will only make those looking for restaurants and retail go elsewhere. These changes have created up to one mile backups. It may have sounded good on paper, but it is time to change it back!

- May 24<sup>th</sup>

---

# Coolidge Road Comments

August 12, 2019 Version No. 9

Since the second day of the Coolidge "diet" we residents on Kenmore near Wiltshire have been subjected to large delivery trucks blocking, backing up, and traveling up and down our street. These trucks, particularly the very large beverage/beer trucks which are 53 feet long, are now using our street to access Wiltshire driveways for both Berkley Fine Wines and Mr. J's Bar, instead of using Coolidge to Wiltshire as they used to do. I have lived here for 35 years, and I have never seen trucks using our street in this way; we have always been home during business hours so we can assure you that this is a drastic change on our street since Coolidge was re-stripped this month. These trucks obstruct both Wiltshire and Kenmore Roads daily for at least 5-10 minutes or more at a time. I have attached a sample picture of the daily view of trucks from our home.

- May 23<sup>rd</sup>

---

I want to start off by saying I'm in favor of the road diet, but I felt the need to express my concerns about biker safety. A lot of surrounding cities have a similar concept where there is parking, a bike lane, and the road all sharing the street (Detroit, Ferndale, Royal Oak, etc). However, most of them have the bikers closest to the sidewalk and also have some protective barriers to keep cyclists safe. Right now it feels too dangerous to utilize the bike lanes in the road diet (dangers of parked and moving cars at once) and I think that the road should be re-stripped before we implement something for a long time in our city that no one feels comfortable using.

- May 23<sup>rd</sup>

---

I'm writing to you to voice my support for the Coolidge Road Diet/Complete Streets Initiative. It's only been a couple weeks and I have taken the time to drive down Coolidge several times during different parts of the day in order to experience the changes for myself. Coolidge looks great and it's obvious that making the lanes straight with a dedicated left turn lane has made it easier to drive and slow down traffic which always was driving too fast.

I have talked to some other residents that shared some complaints about traffic during morning commutes and afternoon rush hour. While I sympathize with those residents, I find it hard to support dedicating 4 lanes to vehicle traffic in order to address increased traffic that only is a problem between the limited rush hour times between 7am-8am and 5pm-6pm. The increased street parking and slower traffic will benefit the Coolidge businesses between 9am-5pm which seems to outweigh a slight time inconvenience for less than 2 hours a day during morning and afternoon commutes. I believe that as time goes by, the traffic issues will lessen as commuters that typically drive through Berkley find faster routes and residents adjust to the new road.

As the Road Diet test progresses, it is my hope that you continually explore the best execution of street parking and bike lanes. In addition, I'd like to see more police presence on Coolidge and in the surrounding neighborhoods during rush hours to curtail speeding pass through traffic, as well as to help educate drivers and/or enforce lane violations on Coolidge.

If the road diet is proven to be successful, I would like to see more signage, road markings and landmarks for the bike lanes, turn lanes and pedestrian cross walks. I am hopeful that this is the first step into bringing new business and more diversity in dining, living, entertainment and shopping options to the Coolidge Downtown District.

Thank you for your time and I appreciate all of the work that you do on behalf of the residents of our great city.

- May 23<sup>rd</sup>

---

# Coolidge Road Comments

August 12, 2019 Version No. 9

I am against the new striping on Coolidge Highway in Berkley, Michigan because:

1. Longer commute times/more money spent on gas/bad for the planet
  2. Unsafe traffic cutting through the neighborhoods to avoid Coolidge traffic.
  3. More accidents due to drivers trying to avoid Coolidge and trying to cut across mile roads.
  4. Decreased access to the schools due to unneeded traffic.
  5. No bikers to warrant two bike lanes causing decreased volume flow of traffic.
  6. EMS drivers are trained to NOT use the center turn lane, as it is more dangerous. It will take longer for EMS drivers to get to Beaumont due to traffic backups and drivers being unable to clear the center turn lanes.
  7. Avoiding Berkley stores due to inconvenient inaccessibility.
- May 23<sup>rd</sup>
- 

I'm sure you've received a ton of emails about this project. To be honest with you I wasn't totally opposed to the project, I live right off of Coolidge on Cambridge and didn't mind the idea of having a left turn lane. But, a week and a half in, I would rather have it back the old way.

- I can't turn left out of my street during the week due to the traffic; this was never an issue before.
- Yesterday, at about 3p, my dad had to give up and turn right on Coolidge because he just couldn't turn left.
- Yesterday, I was out running at about 5:15, traffic was so backed up in both directions (the light at 11 mile and the light of Harvard), there was no end in sight.
- I saw someone driving in the bike lane during this same time period.
- I run a couple times a week and I have noticed that there are more cars flying down Cambridge, Harvard, Mortenson, and Cass no matter what time I'm out running. Lots of people blowing through stop signs, too. Being a pedestrian this is terrifying.

I think you set yourselves up for failure. You knew that a lot of residents were against this change from the beginning, and I keep hearing that this isn't done yet, but a week and a half later nothing has changed or improved.

- You need to re-time the lights so traffic flows better. Why is this taking so long?
- There needs to be a better merge indicator at 11 mile. Give people a heads up before they get there.
- The bike lanes need to be marked as such so people know what's going on with them.
- The bike lanes should have been set up differently; I don't understand why the bike lanes are not next to the curb. That's an example of not thinking things through all the way.

I think with a little more thought and planning this wouldn't be such a disaster. I also think that if there are still updates to be made, this needs to be better communicated to the public. If you go to the Berkley website there is a video, nothing about timing, and there's a paragraph that directs you to the Downtown Berkley website for more information. Guess what happens when you go to that site? There's nothing about this project that I can see. There should be daily updates available on the Berkley website. When a major change like this is happens I think if there was constant communication between the city and its residents it would make people feel better. Like I said, I wasn't opposed to it in the beginning, but the events of the past week have changed my mind.

- May 22<sup>nd</sup>

---

As a new resident of Berkley, moving from Royal Oak, I was optimistic at how this road diet might work. Instead, what I'm finding is that I avoid Coolidge altogether. At the stoplight to Catalpa, I end up sitting through 3 cycles of the light until I finally force my way through stopped traffic to turn left to get to my home. I used to hit up restaurants on Coolidge to grab a quick dinner (Jets, Taco Bell, Bagger Dave's, etc.). Now I'd rather go to downtown Royal Oak or Woodward, even though the drive is a bit longer, because I won't be sitting in stop and go traffic.

I have yet to ride my bike down the bike lanes, but I've also yet to see anyone else use them. I HAVE seen people still riding on the sidewalk. I hate to be this negative, but I'm not seeing the benefits of this at all.

- May 22<sup>nd</sup>

---

# Coolidge Road Comments

August 12, 2019 Version No. 9

Love the new lanes. Assume additional marking is forthcoming? Keep up the good work. We will never know what works until we try!!!

- May 22<sup>nd</sup>

---

Thanks to the congestion caused by the "road diet" I will no longer be supporting business on Coolidge. Nothing against the businesses that I used to frequent on Coolidge, but the ridiculous traffic that this "diet" has created is simply not worth my time and frustration. The DDA and City Government really failed the residents and businesses on this one!

- May 21<sup>st</sup>

---

The City of Berkley and the DDA has demonstrated blatant disregard for the safety of our children. Let me explain this comment:

With nearly a week into the Coolidge lane closures, imposed on the residents of Berkley, we can confirm the massive increase of traffic and the increased speeds of that traffic on our side streets. The police have written a multitude of citations in the past week, most for failure to stop at intersections and speed violations. This, taken with the reasonable assumption that the increase is from people, in a state of road rage, are trying to avoid the backups on Coolidge. This was hinted at in the promotional video and then quickly dismissed with the fix being to correctly time the stop lights. Apparently this has not been done or cannot be done.

Clearly, a multitude of issues were not addressed in the planning of the lane closures. 1) With the volume of traffic, as on Coolidge, and a walking student district, how many other communities reported issues with the side street traffic and the children? 2) Was the walking student district situation even considered by the DDA and/or highlighted by the paid consultants as an issue? 3) If not, then why not? 4) Why are there no traffic studies being done now, within days of the lane closures when the disruption and danger are at the highest? 5) Why do we need to wait 6 months for a traffic study?

As residents of Berkley, our insight and opinions were not considered when the decision to implement the lane closures was made. There were extremely poor judgements made, in order to rush this to completion. The paid consultants did not highlight the dangers of the situation they proposed.

My greatest concern is that one or more of our children could be injured or worse. Need I remind you all, of the Coolidge crosswalks that resulted in at least two vehicle - pedestrian accidents. The crosswalks were quickly closed. A little too late for those involved in the accidents. Begs the question, were the crosswalks also rushed through on the recommendations of some paid consultants?

There can be no excuse for the blatant disregard for the safety of our children. At this point, someone should be held accountable for placing our children in danger.

- May 20<sup>th</sup>

---

# Coolidge Road Comments

August 12, 2019 Version No. 9

I am not against the project and am truly in favor of continuously moving Berkley forward. I said it before and I will say it again. I have to address my concern of bicycles using the unprotected bike lane and their safety.

I hear my Dad's voice saying "a bike rider riding in that bike lane between parked vehicles and moving vehicles should have their #+\$@ head examined. The unprotected configuration is so unsafe. My beliefs are that cyclists put all the safety issues on the moving vehicle and assume little to no responsibility for their actions. Let's also protect the vehicle drivers not just the bike riders.

Realizing there are two sides to every argument, I beg of you do not approve the configuration as it is laid out today (parking lane, bike lane, traffic lane, turn lane, traffic lane, bike lane, parking lane). Insist that the bike lane become protected. Move the bike lane between the curb and the parked vehicle.

-May 17<sup>th</sup>

---

The evening of May 16th we were driving west on Columbia about 6:15 PM. The north/south traffic at Cass was way heavier than usual.

When we got to Coolidge the southbound traffic was bumper to bumper from 11 Mile past Harvard. There was a large pickup truck on Columbia on the other side of Coolidge, both of us wanting to go north. For me a right turn, for him a left across the bumper to bumper traffic from 11 Mile past Harvard. As I started my right turn he came through the traffic (and) to avoid the head-on swerved into the left turn lane, and then sped off. Other than when construction had a lane closed, I have not seen such traffic along Coolidge, nor on Cass.

- May 17<sup>th</sup>

---

I wanted to shoot you one about how I'm pretty happy with the road diet thus far.

I've felt much safer turning left onto Oxford the past couple of nights and I like that I don't have to back up through traffic while I wait for two lanes to clear, or watch people zip around me in the other lane as I try to turn left I leave for work at around 7 am and have noticed zero difference in my travel time. I get home around 4 and have again noticed negligible difference in my travel time, though I did have to wait through a light cycle at 11 Mile on Wednesday. This sometimes happened when it was 4 lanes, though not often. I will be interested to see if this changes over time as traffic adjusts to the new conditions.

I live on a north/south street near Coolidge (Robina) and have observed literally zero difference in traffic volume on my road. Admittedly I'm not sitting out there counting cars, but passive observation has indicated it's the same. Out of curiosity at around 5:10 yesterday, I checked Google Maps to see if it would be longer to travel from 11 Mile to 13 Mile along Coolidge, or by cutting through a neighborhood, and it was 2 minutes faster to use Coolidge, so... there's that. I understand that's not a repeatable metric, but it's as good as any other anecdote.

Most importantly, I walked my kids to Frosty Freeze tonight and I cannot tell you how awesome it was to have traffic at a manageable, predictable 30 MPH, a good 15 feet away from where I was walking. It felt really safe. I am thrilled with this and can't want to get out and walk more. I don't cycle, but the increased safety for the sidewalks is huge to me and to other who make our walkable community their home. I hope the mid-block crosswalks can open again soon as the current layout of Coolidge will certainly make these much safer to use than the dangerous 4-lane layout that previously existed. Anyway, initial impressions as positive as I had expected. I'll probably mail again in half a year or so to give an update on my thoughts.

- May 16<sup>th</sup>

---



# Coolidge Road Comments

August 12, 2019 Version No. 9

Southbound from Woodward to 11 mile: Lengthy backups at every traffic light and it's not even rush hour. Not a bicycle to be seen. I will avoid Coolidge at all costs and forsake my favorite businesses to avoid the conga line. What a "cluster\*\*\*\*".

- May 16<sup>th</sup>

---

I can see disaster with those turning right into parking lots or drives. If there happen to be empty parking spaces curbside, I can foresee someone in the single lane of traffic moving into the parking lane to avoid slow travel and broadsiding someone turning right. I can also see lots of bike vs auto collisions since the bike lane appears to be next to the travel lane. I know there is signage for no parking near driveways and entrances (diagonal lines), but rules are not clear. Parking lanes should be clearly marked for parking only and signs should warn drivers to avoid driving in the parking lanes. Frankly, turning right from the middle of the street gives me the heebie-jeebies.

- May 16<sup>th</sup>

---

This morning, had someone pass me on the left and people driving in bike lane. So unsafe!

- May 16<sup>th</sup>

---

Absolutely ZERO impact over here on Ellwood between 11 mile and Catalpa. As regular biker and runner, I like forward to a safer and more efficient Coolidge road. Colin Powell was a brilliant leader. Keep his advice in mind, when the idiots are screaming:

- Being responsible sometimes means pissing people off.
- Perpetual optimism is a force multiplier.
- It isn't as bad as you think. It will look better in the morning.
- Surround yourself with people who take their work seriously, but not themselves, those who work hard and play hard.

A more relevant quote is probably from Billy Joel, who ends every concert with this quote: "Good night and don't take any sh\*t from anybody." Make Berkley a better place.

- May 15<sup>th</sup>

---

As of 4 pm yesterday, the amount of traffic flying down my street is very unsettling. Cars cutting through to 12 Mile/Catalpa has me extremely concerned for the safety of the residents and their children living on Wakefield. Cars are running the stop signs and driving well about the speed limit as they try to avoid the back up on Coolidge. I cannot state the level for anger the shortsighted DDA panel that recommended this, let alone the council who approved it!!!

- May 15<sup>th</sup>

---

# Coolidge Road Comments

August 12, 2019 Version No. 9

I am writing to express my extreme displeasure with the Road Diet. This is a bad idea, very poorly timed to coincide with major plumbing construction work on Coolidge. I try to avoid driving on Coolidge as a general rule, but my resolve is now cemented to avoid it entirely at all times. I take side streets to get to Woodward, 12 Mile, 11 Mile and Greenfield. I know I'm not the only one. I lament the businesses that will be ignored as a result of this absolutely asinine traffic change. Be assured, I will join in an effort to remove from Berkley City Government anyone associated with this travesty.

- May 15<sup>th</sup>

---

Please consider adding barriers to the bike lanes. I love it, as opposed to many on Facebook it seems. Please, let's go all the way and protect our bikers!

- May 15<sup>th</sup>

---

I drive Coolidge every weekday generally between 8 am and 8:15 am. I have the pleasure of turning left on the street every morning leaving the high school. A left turn that is on average 6-8 cars deep, sometimes more, was just 2 in front of me today and was a breeze, much quicker than usual. Many times (without the road diet) I have wished for a middle lane on Coolidge...sticking it out and turning left waiting patiently. Other times I have turned right to go left as I travel Coolidge during this rush from Sunnyknoll to 7 mile road. The backup at Harvard was a bit longer but the traffic cleared in one light. Per usual the backup at 11 mile was deep but this is very common here ... It is normal to sit at least one light if not 2 here if the back-up is bad and it usually backs up to just before the prior light. Not sure if the timing on the light can be adjusted but overall the change did not make my commute worse ... in fact it helped with my usually frustrating left hand turn! I will keep you posted in the coming weeks ... so far so good for me during the morning rush!

- May 15<sup>th</sup>

---

I'm not wholly against the restriping, but I see major issues with the parking situation. If there's an open spot that you can just pull forward into, great. But parallel parking between two cars will be a nightmare with the bike lane there. You would have to block both the bike lane and the traffic lane, but only halfway, which will cause people to try to cut around in the turn lane. Sure the green paint will look cool, but a bike lane that only goes one mile and doesn't connect to another path is useless. It would be better to change to angled parking like Coolidge had in the 1940s. The bike lanes could be moved to Kipling on the west side and Berkley/Henley on the east side, which should make everyone feel a little safer. The Kipling route could essentially connect all the way from Beaumont Hospital to the Oak Park library, ice rink, etc.

- May 15<sup>th</sup>

---

I'm an Oak Park resident and a long time community member in the Berkley area. I graduated from Berkley High in 1997. I wanted to send you a message about my disappointment in the lane work that was done on Coolidge Highway. It's a traffic jam now for the entire mile from 11 to 12 mile with the lane reductions during my commute home from work at 6pm. I used to take that route every day on the way to and from work in Troy - now I'll be trying to avoiding Berkley. Coolidge highway is a major road in the community and the lane changes have certainly has affected me very negatively by adding a lot of time to my commute both ways. It's a shame that the greater community was not given a say in road changes that impact more than just Berkley residents. Please keep this in mind and my vote (if I have one) is to put the 4 lane highway back - it was working fine.

- May 15<sup>th</sup>

# Coolidge Road Comments

August 12, 2019 Version No. 9

---

I am a resident in Berkley and very unhappy about the new traffic marking and slow travel which we are now seeing on Coolidge. The road has always been an easy drive and comfortable for pedestrians too. Now we have horrible traffic delays and no one using an empty bike lane. Detroit of all places is a car friendly place and it needs to continue this way. Please strongly consider switching back to the prior lane structure. If anything you can use the parking lane for bikers and eliminate the parking.

- May 15<sup>th</sup>

---

On May 14<sup>th</sup>, from 5 pm to 7 pm I monitored northbound traffic at the intersection of 11 mile and Coolidge. Northbound traffic in Huntington Woods is not made aware of lane changes after the intersection. There are no signage or lane markings in Huntington Woods. Cars in the curb lane learn at the intersection that they have to make a right turn onto 11 mile or merge into the left lane. I observed many infractions of failing to signal. Drivers had difficulty maintaining the new lane assignment. The bike lane from 11 mile to Princeton on the northbound side is a problem area for accidents. Northbound Coolidge from Kingston in Huntington Woods to Princeton in Berkley should be given extra attention for markings and accident prevention.

- May 14<sup>th</sup>

---

As much as I respect people's love of biking, I have yet to come across anyone while driving in the city of Huntington Woods or anywhere where this is supported on public streets, who currently respect any traffic signs or laws. However, I would rather it be in neighborhoods as opposed to being on a major street that supports travel to a major high school. Teen drivers are already nervous enough, let's take their major road to get to their school a living nightmare.

The traffic, this change would support a decision for me or anyone trying to get somewhere minus the stress and congestion to cut through neighborhoods as opposed to a pedestrian walking or biking. Isn't this why we have and created major/minor roads - for auto transportation? Let's take a step back and focus more efforts on our local and non-local drivers and their safety.

- May 12<sup>th</sup>

---

I live on Kipling North of Catalpa and South of Wiltshire. Will there be additional patrol cars on this street once the road diet goes into effect? The morning it was started with the existing lane lines being removed the traffic on my street was insane! Cars driving 30-35 mph while kids were walking to school. I understand that we want to increase our walk/bike ability in the down town area and 12 Mile is not a road that we can do as it is controlled by the county but I am very concerned about the safety of the kids playing on Kipling.

With the increased traffic on Kipling - yes we all know it will happen - I am also very concerned with my kids and the cars of my neighbors that park on the street during the day so we do not have to play musical cars every time someone wants to leave.

Please increase police presence on Kipling beginning May 13, 2019. You will not only maintain the safety of the kids that live on this street but you will also have a large revenue grab with all the tickets!

- May 9<sup>th</sup>

---

# Coolidge Road Comments

August 12, 2019 Version No. 9

As a Berkley resident for years, I just wanted to send a quick note of encouragement to all of you on the re-striping / road diet. I actually was at the Berkley Commons with my girlfriend for dinner last week and got to talk to one of the DDA meeting attendees. I mentioned the road diet, and he said that the council needs to hear some encouragement from people regarding the plan. I know that there is an un-silent minority with an online presence that is trying to whip up dissent.

Prior to living in Berkley, I lived in Birmingham on Maple road. It was awful having two lanes of traffic in each direction. People would constantly speed, honk, yell, etc. The best thing that the city did was to restrict traffic on Maple west of the downtown to one lane in each direction, a center turn lane, and some bike lanes. Traffic there is now very smooth. People don't speed as much. One of the fears that we heard then and I'm hearing now in Berkley was that it would force traffic into the subdivisions. That simply didn't happen.

To be honest, I really look forward to Berkley changing 12 Mile to one lane in each direction, a center turn lane, and then some bike lanes or street parking. Urban planning teaches that you always want people to drive slower through your downtown areas. Look at Ferndale's nine mile and Birmingham's Maple and Old Woodward Avenue. Yet our Coolidge and 12 Mile roads have always promoted speed of people going through our town to eat/shop in Royal Oak. It is not enjoyable to shop or eat at our restaurants downtown when traffic is speeding past at 45 MPH. If people want to drive quickly east or west, let them use 696 which is only a few miles away. I do love Berkley, and I appreciate your time.

- May 8<sup>th</sup>,

---

How can we vote against it?

- May 7<sup>th</sup>

---

As a longtime resident of Berkley (26+ years) and as a resident with some urban planning background (BS Arch 1992) I would like to, again, express my opposition to the re-striping plan.

I wrote of my concerns to you in November. I came to the information meeting held last November and spoke at length with the city manager and asked multiple questions. Unfortunately, none of my concerns were addressed and answered. I was expecting a question and answer session with all the experts in a public forum, it turned out to be, at best, a meet and greet in a tiny crowded room. I had asked for more information, access to the actual studies that the city paid for, how much this was going to cost the average tax payer, information on past failed attempts in other cities (apparently no one has inquired about where this idea has failed), surveys/studies indicating the amount of bike traffic we can expect, opinions from actual bike riders indicating their preference to ride along a busy street instead of a quiet side street, opinions from local first responders (actual ambulance drivers and patrol officers, not their bosses or union reps), there should be a lot more transparency, a lot more public information, and a lot more answers before the city and the DDA make another costly mistake. (Remember the brick pavers and the latest, failed cross walks on Coolidge).

Now, I read in the newsletter that not only are they planning on re-striping in April (no change in the original plan, despite public opposition) but there is a new city ordinance (March 2018) that appears to have the power of law to allow/encourage these changes. The public opinion on these re-striping changes was evident at the meeting. Every opinion that I heard was against. Apparently, those opinions have not been heard.

I expressed my concerns in November and I would like to re-state them again.

1) Traffic and congestion. We have recently been subjected to a *practical test* on narrowing Coolidge to 1 lane (each way) with the construction at 12 Mile and Coolidge. We live on Kipling between 12 Mile and Catalpa. The amount

# Coolidge Road Comments

August 12, 2019 Version No. 9

of vehicles speeding down our street was *increased* dramatically. It does not take an expert to come to the conclusion that this is very unsafe for our children. While the vehicle traffic increases, we should expect to see more "road rage" on our usually quiet street. We are also concerned about the evening rush hour traffic. Our practical test (recent construction at 12 Mile and Coolidge) has revealed traffic backups for blocks while approaching 12 Mile from the south. Most evenings it was backed up to Wiltshire and beyond. If the lanes are restriped, the traffic south of 11 Mile would be ridiculous. Has anyone spoke to the Cities of Oak Park, Royal Oak, or Huntington Woods? I would be interested in their official response. I commute daily to Brighton, for work, and took notice of the backups on Greenfield, during evening rush hour, and how they had increased dramatically. This was, no doubt due to the fact that a lot of people were trying to avoid Coolidge or were being detoured from Coolidge. My point being, that people will travel the route that is least resistant, whether that be a side street or another way. It would be logical to conclude that a lot fewer vehicles would travel Coolidge. Did anyone inquire with Coolidge businesses as to how much business was lost during that event. I think that this alone would defeat the purpose of spending money to re-stripe Coolidge. The traffic studies, that are published, are a bit outdated. I have not seen a definitive traffic study. In all reality, a city wide traffic study should be done to confirm the effects as far away as 11 & Greenfield. In addition, motorists on Coolidge don't need to be slowed down to take notice of the businesses there. The speed limit is 30 MPH as it is. It would be better, in my opinion, to change the signage ordinance so that businesses can attract more customers.

2) Parking. Has there been a study of how many current on-street and off-street parking spots there are? Has there been a study of how many existing parking spots are used on a typical day? Being a long time resident, I would expect that existing parking spots are not fully used. Why then, would we need 38 more parking spots?

3) Bike lane. Bike lanes may have their place, but not along Coolidge. We have witnessed, on several occasions, where bike riders have used our street (Kipling) to pass through Berkley. I am under the impression that these people would rather make use of a scenic side street (like Kipling Ave.) then ride alongside a busy Coolidge Hwy. I would add that their ride would be much safer on the side street. Bike riders are only around for about 8 months out of the year. What is the plan for the bike route for the other 4 months?

4) Crashes. With any change in the traffic pattern we will certainly see an increase in crashes. We know this to be the case since we know that several more accidents have occurred as a result of the more recent Coolidge crosswalk project and that was a very minor change in the traffic.

5) Danger. One point made by the supporters of this project was that our children crossing near the high school would only have two lanes of traffic to cross verses the current 4 lanes. I don't think that would make the crossings any safer. A better idea would be to use crossing guards. Another point made was that emergency responders would have easier access. I would disagree. For any given emergency vehicle trying to travel Coolidge there can be a vehicle or several vehicles in the proposed continuous turn lane blocking the way. Are they then expected to use the bike path? I would be interested in the opinions of our local first responders regarding this proposal.

I would conclude, be cautious of the, so called, experts. Their only interest is the money that this project puts in their pockets. They and others like them have led us astray in the past. Berkley is very unique, what has been done in other towns may not work here. I would like to see data on places that this idea did not work. Surely there are places that this idea has turned out to be a complete disaster. I would suggest a lot more study before spending money. I fear that Berkley may be heading in the direction of Royal Oak. These days one cannot find a parking spot to visit Main Street. This being the direct result of their decision to allow multiple high rise buildings built on previous parking lots, near Main Street. Very poor planning, as multiple businesses have left for better conditions. I rarely visit main street Royal Oak anymore. I would rather go to Rochester where it is easy to get around and easy to park. The sad part is that it will never go back to being the inviting main street it was a few years ago. Re-striping Coolidge will frustrate and enrage a lot of motorists. A good amount of these frustrated drivers that do stop at local businesses will likely go elsewhere. They will be going where it is easy and convenient to get around. My biggest question is, once the traffic along Coolidge is lost, who is going to explain to the business (that rely on it), that they will likely not see it back for a long time or that it will never come back.

It is my sincere desire that this opposing viewpoint is seen by you and the city council. I would like to see more public debate on this in the coming weeks and a lot more information posted for public consumption, not just the one

# Coolidge Road Comments

August 12, 2019 Version No. 9

sided info that is now available. The mayor or any city council member can offer a motion to postpone the restriping effort until more public information is provided, more studies done, and more opposition heard.

- April 29<sup>th</sup>

---

At the risk of looking like an absolute suck-up, I wanted to let you know that the striping on Coolidge cost me almost no time this morning on my southbound commute and what delay there was largely due to the work at the new credit union. I love slower traffic and think this change is going to make the city much nicer. I'm guessing you guys might be taking a bit of a beating today so I thought maybe a thumbs-up was in order.

- April 22<sup>nd</sup>

---

We have lived in Berkley for approximately 50 years. The roads have all been widened due to traffic issues and to get more traffic to come through our town. Homes have been moved for parking lots as well. It is hard to believe our city has the funds to pay for this when our side streets are failing. Since 2015 our street floods and is terrible. We approved a bond for infrastructure and it appears there was no need if the city had money to spend on Coolidge. This will not increase business.

- April 17<sup>th</sup>

---

This project, I believe, slipped through the usual comments and deliberative legislative process by being labeled a "study" of traffic flow.

I drive once a week in morning rush hour on Coolidge and walk several times a week along Coolidge during evening rush hour. During the morning rush hour, I find it almost impossible to make a right turn onto Coolidge northbound until I get at least four-blocks south of 12 Mile, to Edgewood. Traffic is too backed up from 12 to make a right from Rosemont, Beverly, or Earlmont. In the afternoon rush, I can safely cross Coolidge only at the lights at 12, Wiltshire, Catalpa, or Harvard. Crossing at an intersection without a light is high risk-taking.

These conditions hold with two open lanes of traffic in each direction and left turn lanes at intersections with traffic signals. If you want empirical evidence, I drive the Coolidge morning rush once weekly since September, '17, and have been walking the Coolidge afternoon rush twice weekly since 2005. So the Coolidge study will reduce traffic flow to one lane in each direction for the purpose of determining its effect on traffic flow. In rush hour, I'm not sure a "study" is needed. The prediction should be obvious even from casual observance of existing conditions.

In addition, by creating bike lanes (a worthy endeavor in appropriate circumstances), you are subjecting vulnerable cyclists to traffic volumes at rush hour that are unsustainable for safety - especially considering that these volumes are intense around times of school start and dismissal, the plan risks jeopardizing regular cyclists but especially kids. Finally, during discussions of this "study", did any council members note the driver confusion attendant on newly created bike lanes? To take two local examples: Livernois between 8 and 9 Mile Rds., Ferndale, and Livernois between 12 and 13 Mile in Royal Oak (Or for that matter, any of the recent bike-lane-only projects.) There is absolutely no consistency I can see in the markings. Apparently the state has only "guidelines" but no strict patterns/models to be followed.

- April 16<sup>th</sup>

---

# Coolidge Road Comments

August 12, 2019 Version No. 9

Again voicing displeasure on the proposed road diet on Coolidge ... bad idea, won't help the few businesses on Coolidge, cause more backup traffic on the way to Beaumont ... bad idea, bad idea ...

- April 15<sup>th</sup>

---

First - thank you for giving this a try! Based on all the comments I see online, I'm sure your inbox is filled with all the haters, but there are some of us who are keeping an open mind and like this idea and hope it works out. Unfortunately, the closed-minded haters are killing this before it ever starts and won't agree that it is successful even if 100% of the evidence suggests that it is. Sad.

Second, my only question is whether or not you are taking this re-striping opportunity to fix the southbound Coolidge left-hand turn lane at 12 Mile. Until this last repaving, the left-hand turn lane had always been shifted over so that it lined up with the northbound left-hand turn lane. Now, it is hard to see cars coming in the closest lane and I know of at least 1 accident that occurred because of it.

- April 13<sup>th</sup>

---

I do not support the road diet. I will be boycotting the businesses on Coolidge and no longer drive on Coolidge. This is a big mistake and I hope the City Officials take control of the DDA, and stop this!

- April 13<sup>th</sup>

---

I have lived in Berkley for nearly 24 years, and my wife and I long ago put down roots and raised our family here. We were initially attracted to Berkley for a number of reasons; small-town feel, abundance of reasonably-priced homes, reasonable taxes, good city services and, most importantly, GREAT schools. This community has not disappointed in ANY way since we arrived!

I applaud the City's desire to try and improve the amenities of our little community by testing whether reducing Coolidge Highway, from 11 Mile Road to 12 Mile Road, to three lanes combined with adding parallel parking and dedicated bike lanes will improve the small-town 'feel' in this area. Improved pedestrian interaction for businesses in this stretch is a goal, and making Coolidge more pedestrian friendly will, if successful, add to the charm or Berkley... for everyone.

I have heard many complaints about this 'test', and agree that some are valid. Pushing transient commuter traffic to adjacent north-south residential streets (Kipling in particular) is a true risk, and I hope that the City has plans in place to police/patrol these areas much more frequently in order to manage this potential problem. I do believe that, over time, many transient commuters will simply avoid Coolidge in this area and seek alternate North-South arterial routes (namely Greenfield and Woodward Avenue) long before they arrive at the intersections of Coolidge and 11-Mile & 12-Mile. The recent success of similar strategies in Clawson, Royal Oak and Detroit (to name a few nearby communities) has shown this to be a success, and effective in reducing transient traffic and improved pedestrian/vehicular/bike access to local businesses.

Please know that, through all the complaints of a vocal minority, there are a great number of residents who are excited about the possibilities this test will provide.

- April 12<sup>th</sup>

---

# Coolidge Road Comments

August 12, 2019 Version No. 9

I am looking forward to the trial road diet on Coolidge. Studies have indicated the numerous benefits and I am hopeful this will work well for our city. It's nice to see city leadership taking initiative to move Berkley into the future in positive ways. It is appreciated that you are taking a trial period to make sure this doesn't adversely affect traffic on our side streets. Thank you!

- April 11<sup>th</sup>

---

As 17-year residents of Berkley, our family is adamantly OPPOSED to the narrowing and slowing of traffic lanes on Coolidge Highway.

The change will undoubtedly push vehicle traffic onto North-South residential neighborhood streets that parallel Coolidge Highway. The increase in traffic volume will increase wear and tear on residential roadways, increase noise and pollution in residential neighborhoods and significantly increase the risk of death and dismemberment to pedestrians and bicyclists in residential neighborhoods. This impact has been observed in numerous other cities that have decreased the efficiency of through streets.

In addition to the significantly negative impact on quality of life in residential neighborhoods, the resulting decrease in property values on the parallel streets constitutes an UNLAWFUL TAKING of equity from my family and every other resident on similar parallel streets.

It is my impression from informal, on-line polls that a significant majority of taxpaying Berkley RESIDENTS do NOT want this change to Coolidge Highway.

- April 11<sup>th</sup>

---

As the weather is getting nicer and more folks are getting outside, I've noticed a new trend developing on my rides through the established bike lanes in Ferndale and Royal Oak - runners in the bike lanes. Typically it's not a problem if they're treating the lane like a road and run against traffic (preferably without earbuds!). It becomes a safety issue when they're running with traffic with earbuds in and are oblivious to my booming shouts of ON YOUR LEFT!

As someone that has been riding these inner ring suburbs for 20 years, I understand why runners would prefer to use the space. The spring temperatures also bring out every stroller, tricycle and leashed dog and those sidewalks can get crowded!

All of the messaging that I've seen from Ferndale, Royal Oak and Berkley has been focused on how cyclists and motorists are meant to navigate these newly configured roads, but I haven't seen much about how pedestrians should be interacting with them.

- April 11<sup>th</sup>

---

Do NOT eliminate a lane on Coolidge for a bike lane. It's a fiasco on Main Street in Royal Oak. Never once have I seen a bike in the "bike" lane which covers a short distance anyway. This is absurd. Bikers can use the side streets.

- February 12<sup>th</sup>

---



# Coolidge Road Comments

August 12, 2019 Version No. 9

I am voicing my support for this project, and anticipate that those who worry about increased traffic/decreased travel time in the downtown strip of Coolidge between Catalpa and 12 Mile Road will be surprised by how this simple change contributes to the livability and quality of life for this section of town. I can imagine that residents who never find themselves as pedestrians or cyclists can't even understand why this change is a positive one.

My husband and I walk and run frequently, but avoid Coolidge because there is little buffer between the road and the sidewalk, and the traffic, frankly, is oppressive and counterproductive to our enjoyment. Recently, we revisited Main Street in Royal Oak, north of Catalpa where bike lanes and a road diet were implemented. We were surprised by the hidden benefit to those using the sidewalk that a bike lane can provide. Sure, it's great for cyclists, but it's also great for pedestrians, as well.

The only challenge: I believe a two-year trial is not long enough. Three years would be better. A permanent change, better still.

Lately I have been feeling like I want to move out of Berkley because residents here seem to want to disinvest in the city every chance they can. Disinvestment does not create a hometown to be proud of. This is a simple, low-cost change that may bring more businesses to our little downtown and help it to thrive and be a place we'd like to spend time enjoying.

Let's hope this Complete Streets trial is a way forward for this city, because I definitely do not want to live in a city that is simply a pass-through for speeding traffic. Thanks for offering the chance to provide my input.  
- February 12<sup>th</sup>

---

I just looked at the schematic for the lane changes on Coolidge. What happens to the bike lanes when Coolidge returns to 4 lanes of traffic?  
- February 12<sup>th</sup>

---

The DDA and City Council appear to be in bed together. This does not benefit the citizens at all. Please don't do this.  
- February 11<sup>th</sup>

---

I'm really not sure how this can work. I travel southbound Coolidge every morning and find it congested in several spots. With the elimination of 2 lanes, even with a dedicated turn lane, this will surely create greater congestion and driver frustration. Also, how will it work at rush hours when the turn lane is occupied and an emergency vehicle needs to get by, just sayin'.

As an avid cyclist, I have always avoided riding on Coolidge, it's just not safe. I think most residents would feel this way. But you want to create a bike lane, unprotected mind you, for people passing thru our great city, albeit in the warmer months only. The first lawsuit will occur when a rider is either hit by the opening door of a clueless driver parking their car, or when the cyclist swerves to avoid the door and is hit by a passing car.

I'm sorry but all I can think of is the "wonderful" brick paver debacle at the 12/ Coolidge intersection years back. I think the residents want a safe city more than a city that thinks it has to follow the fad design of others.  
- February 12<sup>th</sup>

---

I have read your updates on the Road Diet for Coolidge and I do not think it is a good idea. Coolidge is such a busy and well-traveled road. Personally, I do not want even more traffic going down Kipling because there is enough already.

Also, I suggest putting a left turn light at Coolidge and Catalpa. The high school has a lot of traffic causing people to not be able to turn left onto Coolidge.  
- February 11<sup>th</sup>

# Coolidge Road Comments

August 12, 2019 Version No. 9

---