



COOLIDGE COMPLETE STREETS PROJECT



SIX MONTH UPDATE
SAFETY & ROAD FUNCTIONALITY

Coolidge Complete Streets Project

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Project Overview

- ▶ Coolidge was restriped starting in May of 2019 in order to improve many aspects of its function for all its users of the road.
- ▶ Project is a two year pilot to analyze the road design changes of a simple lane stripping- no permanent changes were made to the road.
- ▶ Primary change was the addition of the continuous center turn lane between Eleven and Twelve Mile Roads.
 - ▶ Additional improvements included increase parking in the downtown, pedestrian/biking amenities, and overall safety in the area.
- ▶ Prior to the study, baseline measurements were taken along Coolidge, as well as, neighborhood streets to collect average daily traffic, peak hour traffic, and the speed of the vehicles traveling along these streets.
- ▶ Data for pilot is posted on our website and recorded in scoring metric.
- ▶ In addition to the data, the City has also been collecting feedback and constructive suggestions for improvements through various means.



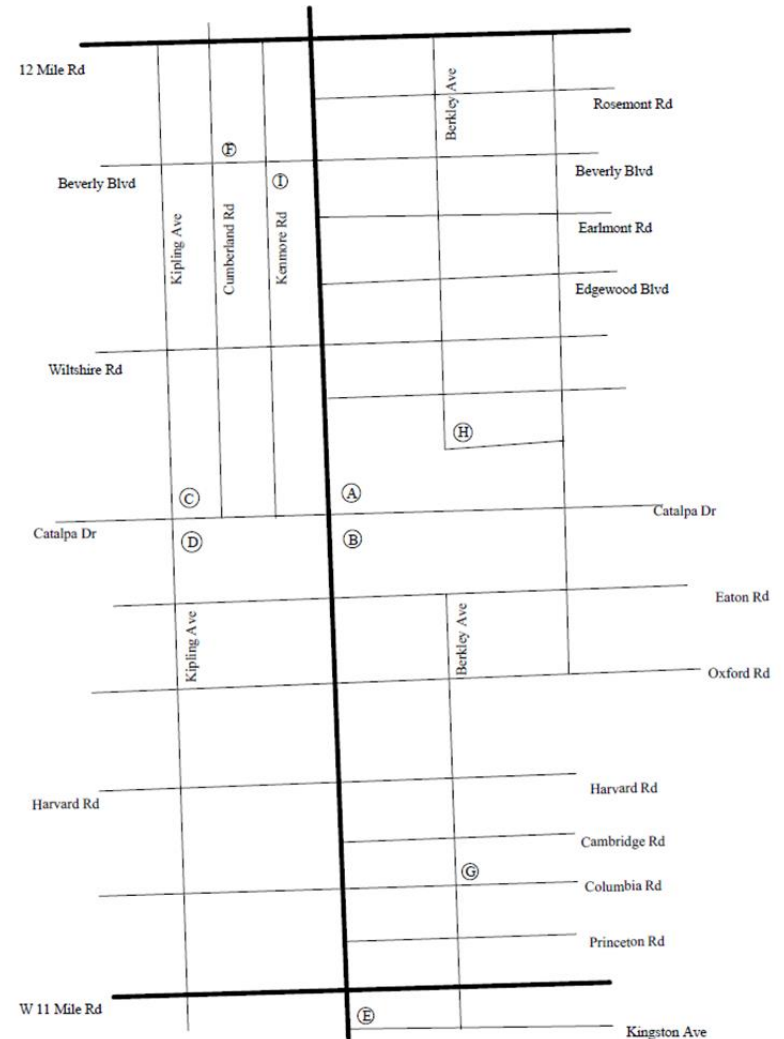
Timeline

- ▶ May 13, 2019 Project Start
- ▶ June 4, 2019- Project Substantially Completed
- ▶ December 2, 2019 Six Month Update to Council
- ▶ [Date] Task Force Meeting
- ▶ [Date] Informational Meeting



Data Collected

- ▶ As the sixth month of the pilot approached, we had Transportation Improvement Association (TIA) re-measure critical data points in the following areas:
- ▶ Coolidge
- ▶ Kipling
- ▶ Kenmore
- ▶ Beverly
- ▶ Berkley



Traffic Counts

- **Volumes:** Using traffic counters stretched across the road, TIA counted the number of vehicles that travel down streets.

Street	Measurement Location	Baseline: March 2019				6 Month: September/Oct 2019			
		NB	SB	EB	WB	NB	SB	EB	WB
Kipling	House #3015 S of Beverly	230	359			149	379		
Kipling	House #2040 S of Catalpa	322	506			376	601		
Beverly	Btw Kenmore & Catalpa W of Coolidge			1101	729			963	730
Berkley	N of Columbia S of Catalpa	536	393			590	489		
Berkley	N of Catalpa	324	183			338	157		
Kenmore	House #3015 S of Beverly	133	152			158	145		

Street	Measurement Location	Differential							
		NB	%	SB	%	EB	%	WB	%
Kipling	House #3015 S of Beverly	-81	-35.2%	20	5.6%				
Kipling	House #2040 S of Catalpa	54	16.8%	95	18.8%				
Beverly	Btw Kenmore & Catalpa W of Coolidge					-138	-12.5%	1	0.1%
Berkley	N of Columbia S of Catalpa	54	10.1%	96	24.4%				
Berkley	N of Catalpa	14	4.3%	-26	-14.2%				
Kenmore	House #3015 S of Beverly	25	18.8%	-7	-4.6%				



Traffic Counts

- ▶ **Volumes:** Using traffic counters stretched across the road, TIA counted the number of vehicles that travel down streets.
- ▶ Coolidge was re-measured between November 18th and 20th. Previous measurements were inconsistent with hand counts at Catalpa.

Measurement Location	Average Daily Traffic			
	Baseline	Six Month	Difference	
Coolidge South of Catalpa	18806	19573	767	4.1%
Coolidge North of Catalpa	19307	18434	-873	-4.5%
Total	38113	38007	-106	-0.3%



Traffic Counts

- ▶ **Peak Hour Traffic:** Using traffic counters stretched across the road, TIA counted the number of vehicles that travel down streets.
- ▶ This measures the highest number of vehicles that travel down a street in the study period. The peak hour varies by location.

Measurement Location	Peak Volumes			Vehicles/ Minute
	Baseline	Six Month	Difference	
Kipling South of Catalpa	105	168	63	1.05
Kipling North of Catalpa	63	63	0	0.00
Kenmore North of Catalpa	34	58	24	0.40
Beverly West of Coolidge	189	185	-4	-0.07
Berkley South of Catalpa	191	225	34	0.57
Berkley North of Catalpa	56	81	25	0.42



Traffic Counts

- ▶ **Speeds:** Using traffic counters stretched across the road, TIA tracked the speed at which vehicles travel our streets.
- ▶ These are averaged across the measurement period.

Measurement Location	Average Speeds			Vehicles/ Minute
	Baseline	Six Month	Difference	
Kipling South of Catalpa	23	22	-1	-1.7%
Kipling North of Catalpa	22	23	1	1.7%
Kenmore North of Catalpa	23	22	-1	-1.7%
Beverly West of Coolidge	25	24	-1	-1.7%
Berkley South of Catalpa	22	22	0	0.0%
Berkley North of Catalpa	24	24	0	0.0%



Traffic Counts

- ▶ **Crash Types and Frequencies:** Public Safety analyzed crash data along Coolidge and the circumstances that lead to the accident. Comparisons were then made the same period of time in 2018.

2018		2019	
CRASH TYPE	NUMBER	CRASH TYPE	NUMBER
Read End	9	Rear End	15
Sideswipe	6	Sideswipe	4
Angle	4	Angle	2
Vehicle vs. Bicyclist	2	Head on (swerved for cat)	1
Vehicle vs. Pedestrian	1	Vehicle vs. Bicyclist (bike traveling wrong direction)	1
Head on (Turning Left)	1	Single Vehicle (Intoxicated Driver)	1
Head on (Entrance to Private Lot)	1		
Total Crashes	24		24
Additional Information:			
Total Injury Crashes	5		7
Total Patients Transported to Medical Facility Due to Injuries	4		1

Additional data being Collected

- ▶ **Number of cars that turn at Catalpa:** TIA performs hand counts of turning movements from Coolidge onto Catalpa based on the new left turn signal at that intersection.
- ▶ **Timing on the traffic lights at signalized intersections:** Timing of lights within the corridor are still being looked at by the Road Commission of Oakland County with recommendations from our traffic engineers.
- ▶ **Amount of time it takes to travel the mile:** Corridor drive time studies with TIA representatives driving in vehicles from Eleven to Twelve Mile and vice versa at different points in the day.



Additional data being Collected

- ▶ **Feedback from neighboring communities:** TIA, our Public Safety Department, and the City Manager's Office have been in contact with Huntington Woods regarding the northbound approach at I I Mile. There are concerns with the increased level of vehicle backups and the potential for crashes. However, TIA has not observed these significant issues but is examining potential modifications to the transition north of the intersection that would be beneficial.



Observations and Feedback

- ▶ **Public Safety Functionality-** Emergency Vehicles have reported having an easier time moving up and down Coolidge. Removes the need to travel “left of center” to move around vehicles.
- ▶ **Left Turn Lane at Catalpa-** Still seeing backups related to High School start and end times. A left turn signal could help the flow of traffic at that intersection
- ▶ **Future of Bike Lane-** There has been a great deal of feedback on the bike lanes. This addition helps meet our multi-modal goals of providing opportunities to different types of transportation.



Observations and Feedback

- ▶ **Left Turn Difficulty-** Residents have reported difficulty making left hand turns off side streets.
- ▶ **Twelve Mile Intersection-** We are looking at moving the transition to a single lane north of Twelve Mile Road so that it mirrors the transition at Eleven Mile Road.
- ▶ **Rush Hour Back Ups-** Like most Metro Detroit streets, Coolidge experiences back ups during morning and evening rush hours.



Additional Information

- ▶ Project Webpage
 - ▶ Baseline Raw Data
 - ▶ Six Month Raw Data
 - ▶ Background information
- ▶ Narrative Document
- ▶ Metrics Matrix

