



**CITY OF JONESVILLE  
DOWNTOWN DEVELOPMENT AUTHORITY AGENDA  
SEPTEMBER 12, 2023, 8:30 A.M.  
JONESVILLE CITY HALL, 265 E. CHICAGO STREET**

**DDA Project Priorities:**

1. Klein Tool Building Redevelopment
2. Streetscape Reconstruction
3. South Parking Lot

**1. CALL TO ORDER**

**2. APPROVAL OF AGENDA**

**3. APPROVAL OF MINUTES**

- A. May 9, 2023 Regular Meeting

**4. PUBLIC COMMENT**

**5. FINANCIAL REPORTS**

- A. Through July 31, 2023

**6. NEW BUSINESS**

- A. Façade Grant Request – Powers Clothing  
B. Chicago Street Road Diet  
C. City Tag Line

**[Action Item]**

**[Action Item]**

**[Action Item]**

**7. OTHER BUSINESS**

- A. Staff Updates

**[Information Item]**

**8. ADJOURNMENT– Next Scheduled Meeting: Tuesday, November 14, 2023 8:30 a.m.**

**Jonesville Downtown Development Authority  
Regular Meeting  
Minutes of May 9, 2023**

Present: Don Toffolo, Joe Ruden, Penny Sarles, Gerry Arno, Chris Fast, Gale Fix and Anthony Smith.

Absent: Abe Graves and Mary Ellen Sattler.

Also Present: Jeff Gray, Dan Loew (DH Roberts Construction), Connie Sexton (Heritage Association), via Zoom Jeff Wingard, Rick Stout and Julie Kroll (Fleis and Vandenbrink).

Chairman Don Toffolo called the meeting to order at 8:31 a.m.

Gerry Arno made a motion and was supported by Gale Fix to approve the agenda as presented. All in favor. Absent: Abe Graves and Mary Ellen Sattler. Motion carried.

A motion was made by Penny Sarles and supported by Joe Ruden to approve the minutes of March 14, 2023 Regular Meeting. All in favor. Absent: Abe Graves and Mary Ellen Sattler. Motion carried.

A motion was made by Penny Sarles and supported by Joe Ruden to accept the financial report through February 28, 2023. The report shows revenue and expenditure activity for the month of February and fiscal year-to-date. All in favor. Absent: Abe Graves and Mary Ellen Sattler. Motion carried.

A motion was made by Penny Sarles and supported by Gale Fix to recommend that the City Council approve the Purchase and Development Agreement with DH Roberts Construction for the purpose of redeveloping the Klein Tool building. All in favor. Absent: Abe Graves and Mary Ellen Sattler. Motion carried.

Connie Sexton of the Heritage Association provided an update on the mural that is planned for the pedestrian alley between the Edward Jones and Playford Real Estate buildings.

Updates regarding the Downtown Streetscape and road improvement projects were provided from representatives of Fleis and Vandenbrink. Jeff Wingard, Rick Stout and Julie Kroll attended the meeting virtually. Current project plans were reviewed including the possibility of a dedicated right turn lane on EB US-12.

A motion was made by Gale Fix and supported by Anthony Smith to recommend that City Council approve the proposed FY 2023-24 budget, as recommended by the Budget Committee. All in favor. Absent: Abe Graves and Mary Ellen Sattler. Motion carried.

Manager Gray provided updates.

The next scheduled DDA Meeting is Tuesday, July 11, 2023 at 8:30 a.m.

The meeting was adjourned at 9:25 a.m.

Submitted by,

Cynthia D. Means. Clerk



To: Jonesville DDA Board  
From: Jeffrey M. Gray, City Manager   
Date: September 8, 2023  
Re: Manager Report and Recommendations – September 12, 2023 DDA Meeting

**DDA Project Priorities:**

1. Klein Tool Building Redevelopment
2. Streetscape Reconstruction
3. South Parking Lot

**5. A. Financial Report**

**[Action]**

Attached is a revenue and expenditure report for the DDA through July 31<sup>st</sup>. The report shows revenue and expenditure activity for the month of July, the only month of the fiscal year. It also illustrates the amount budgeted for each line item and the available balance in that line. Also attached is a report of the current cash balances in all accounts as of July 31<sup>st</sup>. I recommend a motion to accept the financial report. *Please refer to the attached revenue and expenditure report and cash balance report.*

**6. A. Façade Grant Request – Powers Clothing**

**[Action]**

Staff has been working with David Pope and Foulke Construction for several weeks on the application for a façade grant related to their planned improvements to Powers Clothing at 227 E. Chicago Street. The work would remove the front alcove and restore a more classic looking entry and storefront. Foulke Construction has estimated the work at \$80,000. New signage and/or awnings may also be considered at a later date. Grant program guidelines allow a grant of 10% of the qualifying costs, up to \$2,500. I recommend a motion to approve the grant in that amount. *Please refer to the attached application, with drawing and cost estimate.*

**6. B. Chicago Street Road Diet**

**[Action]**

This agenda item is reserved for an update regarding the Downtown streetscape and road improvement projects that are being coordinated with the Michigan Department of Transportation (MDOT). Our engineers at Fleis and Vandenbrink have developed proposals for the road design at the Middle School and the Jerry Russell Trail crossing that MDOT is prepared to accept. Staff will have graphics to review and discuss at the meeting. The DDA will be asked to approve the concept as proposed and schedule a public meeting to receive comments on the proposal. Please be prepared to discuss your availability for an evening public meeting in October, as DDA participation will be important. Articles regarding Michigan road diet projects are also attached; the DDA may want to discuss whether these are helpful in explaining the benefits of the project in our Downtown. *Please refer to the attached road diet articles.*

**6. C. City Tag Line**

**[Action]**

The Jonesville Business Association has been working on building members and creating its branding. In the process of developing an organization logo, the DDA's 2017 slogan contest and the potential of developing a City tag line were discussed at the last JBA meeting were discussed. This item is reserved for the discussion of one of those entries, which is attached. Please refer to the attached slogan contest entry.

**8. A. Staff Updates**

**[Information]**

This item is reserved to address status updates on projects, and to address others that members may have questions about.

User: LSPAHR

DB: Jonesville

PERIOD ENDING 07/31/2023

GL NUMBER	DESCRIPTION	ACTIVITY FOR		YTD BALANCE 07/31/2023	2023-24 AMENDED BUDGET	AVAILABLE		% BDGT USED
		MONTH 07/31/2023	INCREASE (DECREASE)			NORMAL (ABNORMAL)	BALANCE	
Fund 248 - DOWNTOWN DEVELOPMENT AUTHORITY								
Revenues								
Dept 000 - BALANCE SHEET/REVENUE								
248-000-403.000	REAL PROPERTY TAXES	0.00	0.00	164,000.00	164,000.00	0.00		
248-000-403.075	PERSONAL PROP TAX REIMBURSEMENT	0.00	0.00	10,000.00	10,000.00	0.00		
248-000-539.000	GRANT FUNDS	0.00	0.00	608,000.00	608,000.00	0.00		
248-000-665.000	INTEREST EARNINGS	332.55	332.55	1,000.00	667.45	33.26		
248-000-698.000	BOND PROCEEDS	0.00	0.00	600,000.00	600,000.00	0.00		
Total Dept 000 - BALANCE SHEET/REVENUE		332.55	332.55	1,383,000.00	1,382,667.45	0.02		
TOTAL REVENUES		332.55	332.55	1,383,000.00	1,382,667.45	0.02		
Expenditures								
Dept 442 - PARKING LOTS								
248-442-921.000	ELECTRICITY	63.07	63.07	1,200.00	1,136.93	5.26		
248-442-965.100	CONTRIB TO GEN FUND - PARKING LOT M&R	0.00	0.00	212,490.00	212,490.00	0.00		
Total Dept 442 - PARKING LOTS		63.07	63.07	213,690.00	213,626.93	0.03		
Dept 443 - SIDEWALKS								
248-443-702.000	SALARIES AND WAGES	0.00	0.00	600.00	600.00	0.00		
248-443-702.100	SALARIES AND WAGES - OVERTIME	0.00	0.00	50.00	50.00	0.00		
248-443-715.000	EMPLOYERS SHARE - FICA & MEDICARE	0.00	0.00	50.00	50.00	0.00		
248-443-716.000	HEALTH INSURANCE	0.00	0.00	50.00	50.00	0.00		
248-443-718.000	DISABILITY	0.00	0.00	5.00	5.00	0.00		
248-443-719.000	RETIREMENT - EMPLOYER PORTION	0.00	0.00	50.00	50.00	0.00		
248-443-721.000	LIFE INSURANCE	0.00	0.00	3.00	3.00	0.00		
248-443-722.000	EMPLOYEE ASSISTANCE PROGRAM	0.00	0.00	1.00	1.00	0.00		
248-443-723.000	DENTAL INSURANCE	0.00	0.00	10.00	10.00	0.00		
248-443-724.000	OPTICAL INSURANCE	0.00	0.00	2.00	2.00	0.00		
248-443-940.000	EQUIPMENT RENTAL	0.00	0.00	800.00	800.00	0.00		
Total Dept 443 - SIDEWALKS		0.00	0.00	1,621.00	1,621.00	0.00		
Dept 729 - DEVELOPMENT ACTIVITIES								
248-729-800.000	COMMUNITY PROMOTION-FACADE PROGRAM	0.00	0.00	10,000.00	10,000.00	0.00		
248-729-820.000	MEMBERSHIPS/DUES/SUBSCRIPTIONS	0.00	0.00	475.00	475.00	0.00		
248-729-965.101	CONTRIB TO GEN FUND-PURCH/IMPR	0.00	0.00	1,033,000.00	1,033,000.00	0.00		
248-729-965.200	CONTRIB TO GEN FUND	0.00	0.00	4,734.00	4,734.00	0.00		
248-729-965.300	CONTRIB TO GEN FUND - ADMIN/WAGES	0.00	0.00	32,198.00	32,198.00	0.00		
Total Dept 729 - DEVELOPMENT ACTIVITIES		0.00	0.00	1,080,407.00	1,080,407.00	0.00		
Dept 733 - DOWNTOWN/STREETScape								
248-733-702.000	SALARIES AND WAGES	135.65	135.65	5,000.00	4,864.35	2.71		
248-733-715.000	EMPLOYERS SHARE - FICA & MEDICARE	9.97	9.97	500.00	490.03	1.99		
248-733-716.000	HEALTH INSURANCE	29.14	29.14	500.00	470.86	5.83		
248-733-718.000	DISABILITY	1.25	1.25	50.00	48.75	2.50		
248-733-719.000	RETIREMENT - EMPLOYER PORTION	9.76	9.76	300.00	290.24	3.25		
248-733-721.000	LIFE INSURANCE	1.19	1.19	30.00	28.81	3.97		
248-733-722.000	EMPLOYEE ASSISTANCE PROGRAM	0.12	0.12	5.00	4.88	2.40		
248-733-723.000	DENTAL INSURANCE	4.87	4.87	100.00	95.13	4.87		

User: LSPAHR

DB: Jonesville

PERIOD ENDING 07/31/2023

GL NUMBER	DESCRIPTION	ACTIVITY FOR		YTD BALANCE 07/31/2023	2023-24 AMENDED BUDGET	AVAILABLE		% BGDG USED
		MONTH 07/31/2023	INCREASE (DECREASE)			NORMAL	(ABNORMAL)	
Fund 248 - DOWNTOWN DEVELOPMENT AUTHORITY								
Expenditures								
248-733-724.000	OPTICAL INSURANCE	0.90		0.90	25.00		24.10	3.60
248-733-740.000	OPERATING SUPPLIES	0.00		0.00	500.00		500.00	0.00
248-733-818.000	CONTRACTUAL	0.00		0.00	500.00		500.00	0.00
248-733-910.000	INSURANCE	0.00		0.00	225.00		225.00	0.00
248-733-921.000	ELECTRICITY	212.40		212.40	5,000.00		4,787.60	4.25
248-733-921.100	ELECTRICITY - CHRISTMAS LIGHTS	0.00		0.00	1,100.00		1,100.00	0.00
248-733-924.000	WATER AND SEWER	44.14		44.14	200.00		155.86	22.07
248-733-930.000	REPAIRS & MAINTENANCE	0.00		0.00	800.00		800.00	0.00
248-733-930.100	REPAIRS & MAINT - STREET LIGHTS	0.00		0.00	2,500.00		2,500.00	0.00
248-733-940.000	EQUIPMENT RENTAL	93.74		93.74	2,700.00		2,606.26	3.47
Total Dept 733 - DOWNTOWN/STREETScape		543.13		543.13	20,035.00		19,491.87	2.71
Dept 895 - PROMOTIONS								
248-895-702.000	SALARIES AND WAGES	94.15		94.15	4,300.00		4,205.85	2.19
248-895-715.000	EMPLOYERS SHARE - FICA & MEDICARE	7.13		7.13	400.00		392.87	1.78
248-895-716.000	HEALTH INSURANCE	0.00		0.00	350.00		350.00	0.00
248-895-718.000	DISABILITY	1.05		1.05	30.00		28.95	3.50
248-895-719.000	RETIREMENT - EMPLOYER PORTION	7.68		7.68	300.00		292.32	2.56
248-895-721.000	LIFE INSURANCE	0.77		0.77	20.00		19.23	3.85
248-895-722.000	EMPLOYEE ASSISTANCE PROGRAM	0.08		0.08	5.00		4.92	1.60
248-895-723.000	DENTAL INSURANCE	1.79		1.79	50.00		48.21	3.58
248-895-724.000	OPTICAL INSURANCE	0.33		0.33	10.00		9.67	3.30
248-895-882.000	DECORATIONS-CHRISTMAS/BANNERS/BOWS	0.00		0.00	2,000.00		2,000.00	0.00
248-895-883.000	OTHER-LUMINATE/CELEBRATE/GATHER,ETC	0.00		0.00	1,000.00		1,000.00	0.00
248-895-883.100	OTHER - RIVERFEST/JBA/ETC	0.00		0.00	1,000.00		1,000.00	0.00
248-895-940.000	EQUIPMENT RENTAL	5.31		5.31	1,100.00		1,094.69	0.48
Total Dept 895 - PROMOTIONS		118.29		118.29	10,565.00		10,446.71	1.12
Dept 897 - OTHER ACTIVITIES								
248-897-965.301	CONTRIB TO DEBT SERVICE	0.00		0.00	58,240.00		58,240.00	0.00
Total Dept 897 - OTHER ACTIVITIES		0.00		0.00	58,240.00		58,240.00	0.00
TOTAL EXPENDITURES		724.49		724.49	1,384,558.00		1,383,833.51	0.05
Fund 248 - DOWNTOWN DEVELOPMENT AUTHORITY:								
TOTAL REVENUES		332.55		332.55	1,383,000.00		1,382,667.45	0.02
TOTAL EXPENDITURES		724.49		724.49	1,384,558.00		1,383,833.51	0.05
NET OF REVENUES & EXPENDITURES		(391.94)		(391.94)	(1,558.00)		(1,166.06)	25.16

Fund 248 DOWNTOWN DEVELOPMENT AUTHORITY

GL Number	Description	Balance
*** Assets ***		
248-000-001.000	CASH - CHECKING	10,119.39
248-000-007.000	CASH - MI CLASS INVESTMENT ACCT	74,215.91
248-000-123.000	PREPAID EXPENSES	142.00
<b>Total Assets</b>		<b>84,477.30</b>
*** Liabilities ***		
248-000-202.000	ACCOUNTS PAYABLE	317.29
248-000-214.101	DUE TO GENERAL FUND	14.43
<b>Total Liabilities</b>		<b>331.72</b>
*** Fund Balance ***		
248-000-390.000	FUND BALANCE	68,119.28
<b>Total Fund Balance</b>		<b>68,119.28</b>
<b>Beginning Fund Balance - 22-23</b>		<b>68,119.28</b>
<b>Net of Revenues VS Expenditures - 22-23</b>		<b>16,418.24</b>
<b>*22-23 End FB/23-24 Beg FB</b>		<b>84,537.52</b>
<b>Net of Revenues VS Expenditures - Current Year</b>		<b>(391.94)</b>
<b>Ending Fund Balance</b>		<b>84,145.58</b>
<b>Total Liabilities And Fund Balance</b>		<b>84,477.30</b>

\* Year Not Closed



City of  
Jonesville

265 E. Chicago Street, Jonesville, MI 49250

(517) 849-2104  
(517) 849-9037 Fax  
www.jonesville.org  
manager@jonesville.org

**DOWNTOWN DEVELOPMENT AUTHORITY (DDA)  
FACADE IMPROVEMENT PROGRAM GRANT APPLICATION**

Applicant Name (David Pope) Powers Clothing		Phone Number 517-849-9151	Email Address powersclothing@powersclothing.net
Property Address 227 E. Chicago St			
Business Name Powers Clothing, Inc	Business Contact Name Dave		Business Phone 517-849-9151

Applicant is (check one):     Property Owner     ~~XXXXX~~

Property Owner Name	Phone Number	Email Address

**Project Description** – Please provide a brief description of the proposed project and façade improvements:

Remove existing first floor store front. Replace with new brick work, glass display windows, door. All inverticle alignment with second and third floor and with 231 E. Chicago. Replacement to look very similar to current front at 231.

Have not determined if awning will be used or some other sign to signify business. This will be done after the new front is installed and we can have visual of project.

<b>Façade Improvements</b> – Check what is applicable and indicate the cost estimate			
<input type="checkbox"/> Awnings: \$	<input type="checkbox"/> Signage: \$	<input checked="" type="checkbox"/> Windows: \$	<input checked="" type="checkbox"/> Doors: \$
<input checked="" type="checkbox"/> Paint: \$	<input checked="" type="checkbox"/> Masonry: \$	<input checked="" type="checkbox"/> Lighting: \$	<input checked="" type="checkbox"/> Demolition: \$
<input checked="" type="checkbox"/> Exterior Carpentry: \$		<input type="checkbox"/> Other _____: \$	
<b>Total Estimated Cost of Façade Improvements:</b>		\$ 80,000	

<b>Eligible Match</b> – Check what is applicable and indicate the cost estimate			
<input checked="" type="checkbox"/> Structural: \$ 95%	<input checked="" type="checkbox"/> Electrical: \$ 5%	<input type="checkbox"/> HVAC: \$	<input type="checkbox"/> Plumbing: \$
<input type="checkbox"/> Parking: \$	<input type="checkbox"/> Landscape: \$	<input type="checkbox"/> Other _____: \$	
<b>Total Estimated Cost of Eligible Match Items:</b>		\$ 80,000	

**Project Financing** – Have you secured all resources necessary for the proposed project, including the grant funds that would be reimbursed following completion?

Yes  No


**Please check all that apply:**

- This is the first grant application for this location
- This location was previously awarded a grant for a façade improvement on (date): \_\_\_\_\_
- I have previously received a façade grant from the DDA for another location: \_\_\_\_\_

**Attachments** – Please include all of the following with your completed application form:

- An exact color photograph or drawing, in appropriate scale of the improvements being proposed.
- A written description of improvements, including materials and colors.
- Cost estimates for proposed improvements.
- Signage information must include where and how it will be attached or mounted, size and material.
- Tenants must also include authorization from Property Owner.

I/we certify that the information contained in this application is, to the best of my/our knowledge, true and accurate. I/we have reviewed the Jonesville DDA Façade Improvement Program Guidelines and understand that the completed project must conform. I/we agree to maintain the improvements made to the building through the Façade Improvement Program. I/we understand that the grant is paid as a reimbursement, based on actual costs incurred after the work is complete; the reimbursement amount shall not exceed the amount awarded by the DDA, without prior approval of the DDA.

Applicant 

September 6, 2023  
Date

Property Owner \_\_\_\_\_  
Date \_\_\_\_\_

**To be completed by the DDA**

The application for the property located at \_\_\_\_\_

Has been found to be:  consistent  inconsistent with Façade Improvement Program Guidelines

It is therefore:  eligible  not eligible for the grant program

Determined by action of the Jonesville DDA at a meeting held on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

Total amount to be granted upon installation/completion: \$ \_\_\_\_\_

Total amount reimbursed: \$ \_\_\_\_\_ Date: \_\_\_\_\_

Attach copies of proof of payment, submitted by applicant

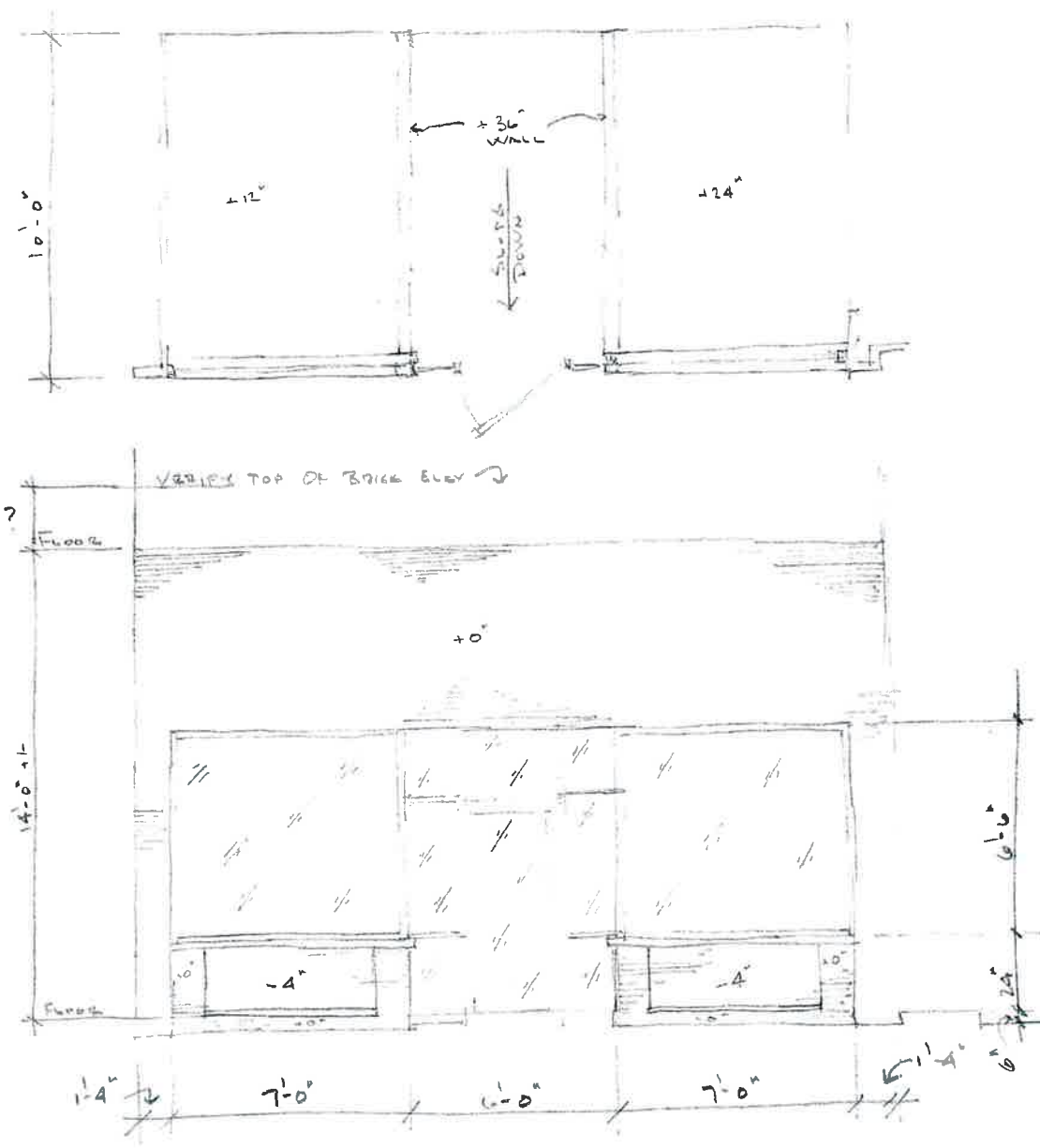


TELEPHONE: (517) 437-3540  
FAX: (517) 437-4344



**FOULKE**  
CONSTRUCTION  
COMPANY

149 LEWIS STREET  
P.O. BOX 198  
HILLSDALE, MICHIGAN 49242





**FOULKE** CONSTRUCTION COMPANY  
GENERAL CONTRACTORS

149 LEWIS STREET  
P.O. BOX 198  
HILLSDALE, MI 49242

PHONE: 517.437.3540  
FAX: 517.437.4344

April 25, 2023

Powers Clothing  
227 E. Chicago Street  
Jonesville, Michigan 49250

Attn: Dave Pope

Re: US-12 Building Façade

*called 5/2  
proceed with  
plans for #2*

Dear Dave,

We are in receipt of your correspondence of April 7, and offer the following response for your consideration.

- ~~To eliminate removing and replacing the existing brick veneer from the second floor down to the current opening (awning by others in all cases)~~  
Project Cost \$91,000

*Jim*

- ~~To install new storefront in a straight line, in the same plane as the rest of the south elevation, including new brick veneer from grade to soffit/ceiling height to match the eastern part of your building and ramp with half walls and ramp inside the building~~  
Project Cost \$80,000

- ~~Install new storefront in the in the same configuration as it exists today. Remove and replace brick veneer from grade up to the underside of the soffit/ceiling.~~  
Project Cost \$63,000

- ~~Install new Storefront in the same configuration as it exists today with no masonry work~~  
Project Cost \$21,000

Thank you for the opportunity to submit the budget proposal. If you have any questions, or require additional information, please do not hesitate to call.

Sincerely,

*DW*  
David L Foulke  
President

DF/df

*REPAIR FLOOR AT CASH REGISTER*  
*1 or 2 - OPEN SIGN TO GO ON & OFF WITH LIGHT*  
*DOOR ALERTS / REPLACE FRONT & BACK*  
*CARPET NEW RAISED DISPLAY AREAS*

# Road diets can improve pedestrian safety without compromising capacity

Brad Neumann, Michigan State University Extension - June 10, 2013

Since pedestrian safety is a function of vehicle speed, and vehicle speed is a function of roadway width, 4-to-3 lane conversions, also known as road diets, can improve safety without compromising capacity of the roadway.

Many cities and small towns across the U.S. have four-lane roads, with two lanes of travel in each direction, bisecting the community. The roads are typically state highways or other primary roadways and they have relatively high traffic counts, compared to other streets in the community. They also tend to have wider travel lanes and higher operating speeds than other streets. Unfortunately, such roadways are often also characterized by frequent accidents and higher rates of pedestrian fatalities. Overall, narrower streets with lower speeds that are designed more like a 'main street' have the lowest rates of vehicle-pedestrian collisions, while streets with wider travel lanes and higher speeds have the highest rates.

The good news is that communities have options to improve the design of the roadway to reduce the incidence of accidents while not necessarily reducing the capacity of the roadway to move vehicles. One such approach is to put the roadway on a 'road diet'. A 'road diet' is the conversion of a four-lane roadway to a two-lane street that includes a two-way left turn lane. This is accomplished by removing a travel lane in each direction and restriping the roadway to delineate the two travel lanes and the shared turn lane. The 'extra' roadway width resulting from the elimination of an entire lane can be used to accommodate other modes of transportation, principally bikes, by striping dedicated bike lanes. Alternatively, on-street parking could be added without changes to the curb width, or sidewalks could be added if there is sufficient width to adequately separate pedestrians from cars.

Since the late nineties, when the concept was first introduced by Dan Burden and Peter Lagerwey in Road Diets: Fixing the Big Roads, thousands of communities across the country have implemented such improvements to their roadways. Communities have seen benefits that include reduced vehicle speeds, improved mobility and access, reduced collisions and injuries, and improved livability and quality of life.

In Michigan, the Genesee County Metropolitan Planning Commission has taken leadership to put more than 19 miles of roads on road diets, thereby converting them from four-lanes to two-lanes with a turning lane. Vehicle crashes on the roads have been reduced between 15 and 47 percent, according to the Michigan Department of Transportation (MDOT (Michigan Department of Transportation)).

A Michigan Department of Transportation report states that road diets do not result in increases in delay for roads with average daily traffic of less than 10,000 vehicles per day. If average daily traffic volume was the only measure communities cared about, the application of road diets might then be rather limited. However, in an urban environment, pedestrian safety is a principal concern and the MDOT (Michigan Department of Transportation) report also states that in all applications road diets result in lower crash frequencies.

For more information about road diets, explore the additional resources below or contact a Michigan State University Extension land use educator at the Land Use Education Services page.

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# ROAD STUDY

By avalanche | April 1, 2020 | 0

The Birmingham City Commission had a busy four-lane road with major back-ups, speed and safety concerns. Traffic studies had also showed that there was a large differential between the posted speed limit and the 85th percentile speed. Vehicles turning left on the through lane and vehicles traveling at varying speeds created havoc for pedestrians trying to cross streets along the route and for stops for buses and garbage trucks.

The Commission went ahead with a six-month pilot program, led by F&V, that reduced West Maple Road into three lanes with one lane of traffic in each direction and a center turn lane.

Results of the 1.3-mile road diet on West Maple Road between Cranbrook and Southfield roads were overwhelmingly positive. The data collected showed that all crash types were reduced by an overall average of 38% and there was a decrease in total accidents.

While the volume of traffic was unchanged, the average speed of vehicles decreased. In addition, vehicle platooning provided more gaps in traffic for vehicles on the side streets to access West Maple Road.

After the six-month feasibility study by F&V (which included modeling of the study network, crash analysis, and calculation of intersection delays, Levels of Service (LOS), and vehicle queues), Birmingham City officials decided that the road diet worked and that after repaving, the 1.3-mile stretch become a permanent three-lane roadway.



Metro Detroit



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# How 3 Metro Detroit communities are slimming down with road diets

DAVID SANDS | FRIDAY, MAY 18, 2018

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David Sands

Westbound Maple now has three lanes in use.

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Transportation planners call the act of slimming down a street or highway a road diet. Sometimes they use it to add features like turn lanes or bike lanes. Other times they use the technique simply to slow down traffic. Lately, road diets are on the rise as a tactic by Michigan communities to transform the way we get around. But are they just fad diets, or do they carry benefits for commuters and communities?

A 2012 Michigan Department of Transportation [analysis](#) of four to three-lane conversions by the state of Michigan found in almost all instances they studied crashes declined over time on roadways that underwent road diets. The study also noted that as part of a broader plan they could open up traditional roads to greater use by pedestrians and bicyclists.

To get a better picture of what road diets mean for folks on the street, Metromode spoke to three municipalities — Birmingham, Romeo and Royal Oak — to get their perspective on how cutting down on lanes has impacted their communities.

### **Birmingham: Selling a diet to a skeptical public**

In 2015, Birmingham commuters and residents got a first-hand taste of what a road diet can do when the city slimmed down a portion of West Maple Road. Following a recommendation from the city's multimodal plan, Birmingham's city commission voted

that summer to temporarily revamp a 1.3 mile stretch of the road between Southfield and Cranbrook, hoping to slow traffic and make travel safer along the corridor.

Under the pilot program, that segment of Maple—located in a largely residential area of Birmingham—was restriped from four to three lanes with a center turn lane nestled between two traffic lanes. Bike lanes were also part of the temporary redesign.

The road diet went live in the fall of 2015. Despite the confidence of city officials, though, residents greeted the changes with vocal opposition.

"It was no easy challenge," recalls Birmingham City Planning Director Jana Eckert. "It was counterintuitive for folks to understand that narrowing a road could assist with congestion and safety by lowering speeds and lowering the severity and number of accidents. People were concerned that this was going to stop traffic dead and people wouldn't be able to get off side streets."

But city planners stuck to their guns, and when it came time to make a permanent decision the following year, they had numbers to back them up. A study conducted by the research firm Fleis & Vanderbrink showed that accidents along the roadway had decreased a total of 38 percent, while the average speed was reduced and cut-through traffic declined. With the exception of two streets; overall traffic volume remained unchanged.

Ultimately, the city commission decided to keep the three-lane configuration but chose to ditch the bike lanes.

"At the time bike lanes were just a little too much change," says Eckert, "As it stands, there is a four-foot shoulder with a strip that shows it's not part of the lane. so you could ride your bike there, but it is not an official bike lane."

Eckert says Birmingham residents have developed a more positive outlook on the changes to the road over time.

"We have slowed the complaints and get mostly positive feedback now," she says. "I can't tell you how many people have called and said 'you know what, this is working great. I can't believe it, I don't understand it, but I love it!'"

**Romeo: Inviting people in with a calmer road**



If Birmingham does a good job of giving a birds-eye-view of what a road diet might look like in a densely populated suburban setting, Romeo offers a glimpse at what it can look like in a more rural area. The village of Romeo, located in the northwest corner of Macomb County, underwent a road diet on East St. Clair (also known as 32 Mile) in 2016.

Running from Main Street (Van Dyke) to Clinton Road, the reconfiguration was part of a repaving effort by the county. The project reduced the roadway from four lanes to three, with two traffic lanes and a turn lane. A wider sidewalk was also added on the north side of St. Clair.

Although the cost of the project was shared by the village of Romeo and Macomb County, the county spearheaded the project. John Crumm, Planning Director of Macomb County's Road Department, says there were both practical and aesthetic reasons for doing the road diet this way in Romeo.

There's the safety factor, three-lane roads with turn lanes tend to be safer than four-lane roads. The County also wanted to provide some space in the future to connect Romeo to the Macomb Orchard Trail, the main multi-use hiking and biking trail in the area. But beyond that, county road officials also wanted to give visitors a chance to slow down and smell the roses, so to speak .

"We wanted to it have more of a look and feel of moving into a village, rather than a road that is a way of getting out of the village," he says. "Kind of an invitation to stop and see what's going on in Romeo."

Mike Lee, Romeo's city clerk and administrator, says the road reconfiguration has been mixed for the village. He likes the look of it but says it's also led to traffic jams.

"All of our parking is in the back of our properties in the village of Romeo," he says. "So when the turn lanes are full, the only lane they can turn into the back parking location backs up at the lights and that creates a stopping point for everybody else."

While this can be a problem for out of towners, especially trucks passing through, locals know to use side streets.

"If you live in the community, you know what's going on, and you have to take that into account," says Lee. "The way we have it looks nice, and it's great right now."

## **Royal Oak: The road diet connoisseur of Metro Detroit**

Royal Oak in Oakland County is no stranger to road diets. The city has tried several over the last few years and is now in the process of implementing more.

In 2016, Royal Oak conducted a pilot along two stretches of Main Street, between I-696 to Seventh Street and between 11 Mile and Catalpa, reducing them from four to three lanes and five to three lanes respectively, and adding bike lanes.

Although the lanes did succeed at slowing traffic speeds by about five miles an hour, commuters resented the new configuration and longer waits at lights. Many simply acted as if the bike lane striping was invisible.

"A lot of people disregarded the striping," says Matt Callahan, Royal Oak's city engineer. "They just drove down the road as if the bike lanes did not exist, which is dangerous for cyclists. We had cyclists who were riding the wrong way. We had a lot of things that were not working well with it."

Additionally, there were concerns among some elected city leaders that reducing the lanes would endanger several commercial developments. For these reasons, the city commission chose to forgo permanent road diets on those sections of Main Street.

But the city has been listening to voices in the cycling community. Cyclists are clamoring for a designated route to get from the south end to the north end of Royal Oak. For this reason, the city is now moving to create a route that includes sections of Washington Avenue and northern Main Street with Euclid as a connector. The plans call for reducing lanes and adding bike lanes with buffering in some parts and keeping sharrows — street markings indicating the road should be shared by cars and bikes — in other areas where it makes sense, like a stretch of road that features angled parking.

Choosing Main Street for the northern part of the route makes sense, says Callahan, because it provides access to Clawson. And using Washington to the south makes sense because it does a great job helping cyclists link up from I-696 and Woodward Avenue, and it isn't being used all that much by motorists.

"Have you heard the term stroad?" Callahan says about Washington. "Is it a street or a road? It was a Stroad. It served no purpose for being a 70-foot wide strip of pavement with the traffic it had. So we kept saying Washington is the best place to do this."

As if that's not enough road dieting, Royal Oak is also planning another diet for Campbell between Hilton Road and Fourth Street. Installed as part of a federal road resurfacing project, the new diet will reduce four lanes to three and feature a turn and bike lanes. Local cyclists will no doubt be excited to learn that the new configurations will connect Ferndale's bike route on Hilton with the existing lanes on Fourth Street in Royal Oak.

While certainly might seem that Royal Oak has been going a little head over heels with road diets at the moment. Callahan cautions it's important to study the traffic conditions and context of an individual road before slimming down lanes and rushing into a new configuration.

"In urban areas, it does come down to the fact that road diets work well on based on traffic," he says. "If you have a lot of driveways and critical intersections with traffic signals, you have to pay attention to those things when you're designing them."

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# City of Jonesville

## JONESVILLE DDA SLOGAN CONTEST ENTRY FORM

Please complete and submit electronically to [administrative@jonesville.org](mailto:administrative@jonesville.org) or mail/deliver to:

Jonesville City Hall  
ATTN: DDA Slogan Contest  
265 E. Chicago Street  
Jonesville, MI 49250

All entries must be received by 4:30 p.m. on Friday, February 24, 2017

JEFF POWE  
Name

1500 E. MOSHERVILLE Rd.  
Home Address

SAGES  
Occupation or School

JONESVILLE, MI 49250  
City, State & Zip

517-877-0502  
Telephone Number

jbmh1500@comcast.net  
Email

[Signature]  
Signature

2-14-2017  
Date

\_\_\_\_\_  
Parent/Guardian Name (if under 18)

\_\_\_\_\_  
Parent/Guardian Signature (if under 18)

\_\_\_\_\_  
Parent/Guardian Telephone Number

Slogan Suggestion:

WELCOME to JONESVILLE  
THE REAL DEAL

## **Teresa Bensch**

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**From:** Rowe, Jeff (ABCIL) <Jeff.Rowe@americanbuildings.com>  
**Sent:** Wednesday, February 22, 2017 4:40 PM  
**To:** Teresa Bensch  
**Subject:** Jonesville DDA Slogan contest entry - Jeff Rowe  
**Attachments:** Jville DDA Slogan Jeff Rowe.pdf

Good afternoon. Please find attached my submission for the DDA slogan contest. My thought was to include Jonesville's ties to the Deal Automobile.

Thanks and have a great day!

Jeff

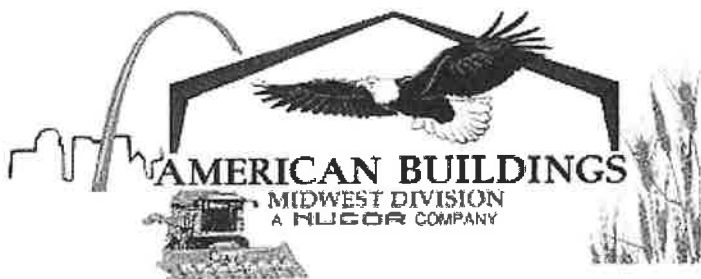
### **Jeff Rowe**

District Manager - Michigan

### **American Buildings Company**

1500 E Mosherville Rd.  
Jonesville, MI 49250

Jeff.Rowe@americanbuildings.com  
517.581.2714



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