



City of Oak Park

COMPLETE STREETS PLAN



Summer 2018

Department of Economic Development and Communications

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Contents

Acknowledgements	1
Introduction	2
Executive Summary	6
Community Profile	8
Existing Conditions	13
Public Input	31
Determining Priorities	37
Regional Connectivity	43
Goals & Objectives	45
Design Guidelines & Facility Options	51
Implementation & Funding	76
Appendices	i

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And a big thanks to the residents and business owners who contributed to the Complete Streets Plan by completing the associated survey.

Introduction

Introduction

Founded in 1945 as a commuter community, the City of Oak Park has a rich history of being an integral inner-ring suburb of Detroit. With approximately 30,000 residents in 5.16 square miles, the City has been making great strides to build a brand for itself, modernize its functioning capacity, and upgrade its structural foundation over the last several years.

The City has many tremendous opportunities to expand its transportation infrastructure to work towards Complete Streets. A sizeable number of residents, business owners, and visitors currently use non-motorized transportation to get to, from, and around the City – and that number only seems to be increasing. A strong commitment from elected officials and administrators towards advancing the City's non-motorized transportation infrastructure can lead to better overall transportation outcomes for all users and can further propel Oak Park into being a progressive and proactive trailblazer in the Metro Detroit region.

This document is intended to help guide the City of Oak Park and its agents in implementing various Complete Streets strategies as just one more way that the City is working towards becoming a more exciting and vibrant place to live, work, and play in.

Guiding Principles

Vision

The City of Oak Park will lead the region as the most dynamic city in Metropolitan Detroit, serving as a destination for vibrant, cutting-edge community life.

Mission

The City of Oak Park strives to provide the highest quality of life for its residents. The City prides itself on the richness of its cultural diversity and its safe and secure neighborhoods. The City actively encourages residential and business growth by being business-minded and family-centered.

Values

- Prioritizing residents' well-being first
- Operating with integrity and maintaining the trust of Oak Park residents
- Providing the highest quality programs and services
- Serving as good stewards of the City's financial and physical resources
- Delivering honest, responsive government
- Attracting innovation, community development, and business enterprise

What is non-motorized transportation?

Non-motorized transportation, also known as active transportation or human-powered transportation, includes walking, bicycling, other small-wheeled transportation methods, and wheelchair travel. These modes of travel can provide both recreation and alternative transportation for their users. Non-motorized transportation improvements may come in the form of traffic calming, streetscape improvements, bicycle parking, and much more.

What are Complete Streets?

Complete Streets are what you get when you have transportation routes that account for pedestrians and bicyclists just as equally as they account for automobiles and mass public transit. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. There is no singular design prescription for Complete Streets – each one is unique and responds to its community context. Complete Streets may include bike lanes, median islands, pedestrian signage and signals, and much more.

Why are non-motorized transportation systems and Complete Streets important?

Non-motorized transportation systems and Complete Streets can offer many benefits in all communities, regardless of size or location. A non-motorized transportation system that works towards Complete Streets and better transportation outcomes for all users can be beneficial to the health, safety, and general welfare of citizens within the entire region the system is based in.

Well-planned, well-funded, and well-implemented Complete Streets will:

1. Provide viable transportation alternatives for individuals who are capable of independent travel yet do not hold driver's licenses or have reliable access to motor vehicles
2. Improve access for the 20% of Americans who have some type of disability and the 10% of Americans who have a serious disability
3. Improve the economic viability of a community by creating an attractive place to locate a business
4. Bolster economic growth and stability by providing accessible and efficient connections between residences, schools, parks, public transportation, offices, and retail destinations
5. Reduce automobile and other transportation accidents by improving safety conditions and traffic flow for all users
6. Improve the aesthetics of transportation routes and the community as a whole by adding landscaping and medians that improve pedestrian environments and safety

7. Create a stronger social fabric by fostering the personal interaction that takes place while on foot or on bicycle
8. Encourage healthy lifestyles by promoting active travel and living
9. Reduce the air and noise pollution associated with automobile use by shifting local trips from automobiles to walking or bicycling
10. Reduce dependence on and use of fossil fuels, resulting in a positive impact on the environment

Where are we now?

It is obvious that up until very recently, public investment in transportation and other large infrastructure has mainly been geared towards the automobile. The design of everything from homes, neighborhoods, shopping centers, schools, workplaces, and churches have been profoundly shaped around the automobile. This is because for decades, the automobile was the main driver of economic and societal growth, as it was the only mode of transportation that was reliable, affordable, and able to bring people together from a wide variety of distances.

The long history of public investment in automobile transportation above all other modes of transportation has resulted in some negative externalities. Such direct and indirect consequences include:

1. A lack of emphasis on physical activity, which has resulted in Americans generally not participating in enough of it
 - People of all ages experiencing health problems that arise from physical inactivity
2. The habit of using automobile transportation even for short-distance travel when other modes of transportation would be more beneficial
3. Poor road conditions due to high volumes of automobile traffic on them
 - High rates of insurance and taxes related to poor road conditions
4. High amounts of personal income being spent on automobile expenses in comparison to other modes of transportation
5. Poor effects on the environment and climate
 - Air and noise pollution

As times have changed and people have generally moved closer together, the country's transportation needs have changed. Nowadays, it is a widely-recognized consensus that America's major cities and suburbs are in the midst of a transportation transformation, moving away from the automobile and moving towards walking, bicycling, and other forms of non-motorized transportation. Therefore, government entities of all sizes are now weighing the costs and benefits of modernizing their transportation systems to make way for these new trends.

With this Complete Streets Plan, the City of Oak Park hopes to be a regional leader in the effort to reassess how governments view transportation. It is important to the City's elected officials and administrators that Oak Park modernize itself to prepare for the future needs of its community members, while maintaining the historical integrity that Oak Park has as a commuter community of Metro Detroit.

This plan aims to strike a balance between old and new, modern and historic, in order to provide the City and its agents with a clear cut direction on how to tackle the 21st Century trends of non-motorized infrastructure and travel.

Intentions of the Plan

The purpose of this plan is to provide a general background on the issues of non-motorized transportation and Complete Streets, as well as to present ideas and guidance on how to address these issues through policies, programs, and design guidelines for facility improvements. This plan is intended to be a supplement of, not a replacement for, documents such as the City's Master Plan, the City's Strategic Economic Development Plan, and any other relevant local, state, or federal document. Further, given the evolving nature of non-motorized transportation, this plan should be periodically reevaluated to determine its relevance and appropriateness.

Executive Summary

At one time, the City of Oak Park was named the “fastest growing city” in the United States. Swiftly developed in the 1950s, Oak Park became an optimally located municipality in southeastern Oakland County with easy access to several major highways and freeways. Though it has seen its various economic ups and downs, unforeseen demographic shifts, and fair share of political obstacles, Oak Park is ready for redevelopment and revitalization.

Nowadays, there is certainly a lot going on in Oak Park when it comes to redevelopment and revitalization, but there are still several areas that Oak Park must work harder on, including transportation. With amazing transportation-related projects already being planned or in the pipeline in Oak Park, such as the Nine Mile Redesign and a regional bike share system, the City has already begun its transportation transformation, setting the stage for many more initiatives to come. But, let it be known that there is still a long way to go to make sure that non-motorized transportation users are fully accommodated in Oak Park and that the City has a fully-developed non-motorized transportation network.

Originally built as a commuter community that catered to the automobile, Oak Park has an extensive network of roads that make it easy for residents and visitors to go to and from the City. Still, in this rapidly changing society, Oak Park must do a lot more to get with the trends and move into the 21st century as it relates to transportation. This means developing streets that accommodate all users of the road equally, specifically pedestrians and cyclists, and improving overall transportation outcomes for those travelling through the City.

Oak Park is fortunate to be a municipality that is situated within a large metropolitan area. It already has the foundation necessary to create Complete Streets and a more contemporary transportation system. It has an extensive network of streets, an even more extensive network of sidewalks, over 60 bus stops, and much more. Oak Park is also lucky to be near to some outstanding neighboring communities like Ferndale and Royal Oak that have led the charge towards developing Complete Streets and non-motorized transportation facilities. Oak Park can look to these communities for guidance and support in developing its own future non-motorized transportation plans. Further, Oak Park is ripe for these kinds of improvements in that it is home to and close to some exceptional local and regional destinations, healthy and growing residential neighborhoods, and vibrant business corridors.

In an effort to begin thinking more long-term about Complete Streets and non-motorized transportation in Oak Park, City staff first started with gathering public input. It was a major goal of this plan to hear from residents – both their

suggestions and their concerns. What was found through various public input channels was that there was an overwhelming amount of support among residents for making non-motorized transportation improvements in the City. This information helped the developers of this plan determine the priorities and goals for non-motorized transportation going forward.

Top priority routes for developing Complete Streets and constructing non-motorized facilities are the main thoroughfares in the City, including Nine Mile Road and Coolidge Highway. These roads are simply the most ideal for making these transportation improvements. In terms of determining the goals of this plan, public input, best practices, and carefully-considered design guidelines were all very prudently weighed. In short, the overarching goals of this document are to develop a non-motorized transportation network, improve the health and safety of transportation users, stimulate the local economy through these efforts, educate users and stakeholders on these initiatives, and lastly, analyze the results. To bring it all together and develop a cohesive and regionally-connected non-motorized transportation system in Oak Park, it will take a great amount of coordination, cooperation, and funding from a variety of players and stakeholders.

Lastly, the purpose of this plan is to provide a general background on the issues of non-motorized transportation and Complete Streets, as well as to present ideas and guidance on how to address these issues through policies, programs, and design guidelines for facility improvements. This plan is intended to be a supplement of, not a replacement for, relevant local, state, and federal documents.

It is the hope of the developers of this plan that this document will be referenced by staff members and elected officials at the City of Oak Park for decades to come when considering and planning for major transportation improvements.

Respectfully,

City of Oak Park Complete Streets Plan Contributors

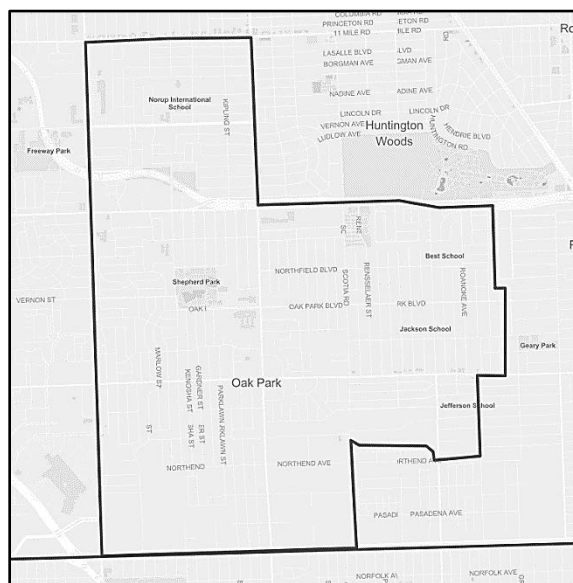
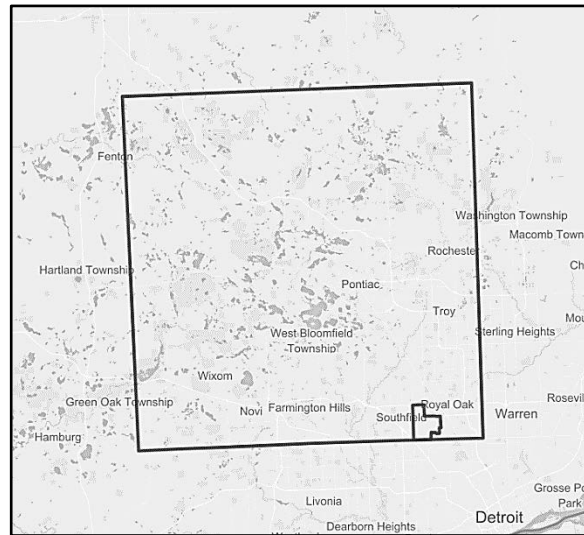
Community Profile

Regional Setting

The City of Oak Park was named the “fastest growing city” in the country in the late 1950s. It is optimally located in southeastern Oakland County, with easy access to several major highways and freeways. Its northernmost border is the City of Berkley. Across its western border is the City of Southfield, and across its eastern borders are the municipalities of Huntington Woods, Pleasant Ridge, Ferndale, and Royal Oak Township.

The Basics

State: Michigan
County: Oakland
Zip Code: 48237



Population Characteristics

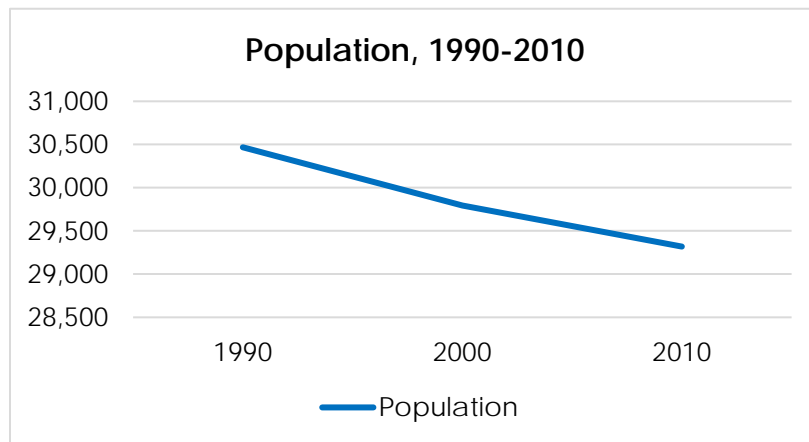
The following population characteristics help paint a portrait of the City by using a variety of information from the both the United States Census Bureau and the Southeast Michigan Council of Governments (SEMCOG).

The Basics

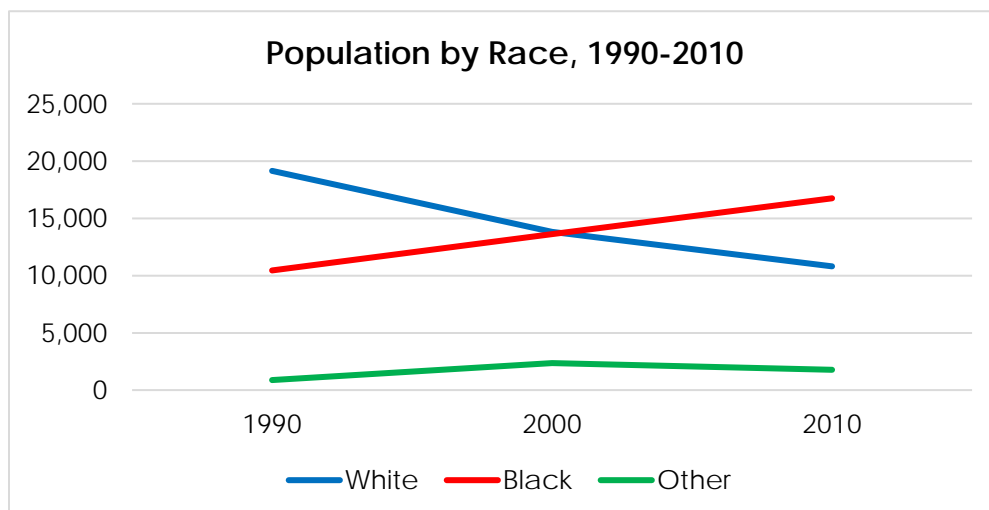
Population: 29,645 residents (2018 Estimate)

Population Density: 5,745 residents per square mile (2018 Estimate)

Since the rapid growth of the 1940s and 1950s, the City of Oak Park, and Metro Detroit as a whole, has experienced a steady decline in population. This is due to the relentless deterioration of the region's once-strong manufacturing sector. This trend can be seen in the graph below.

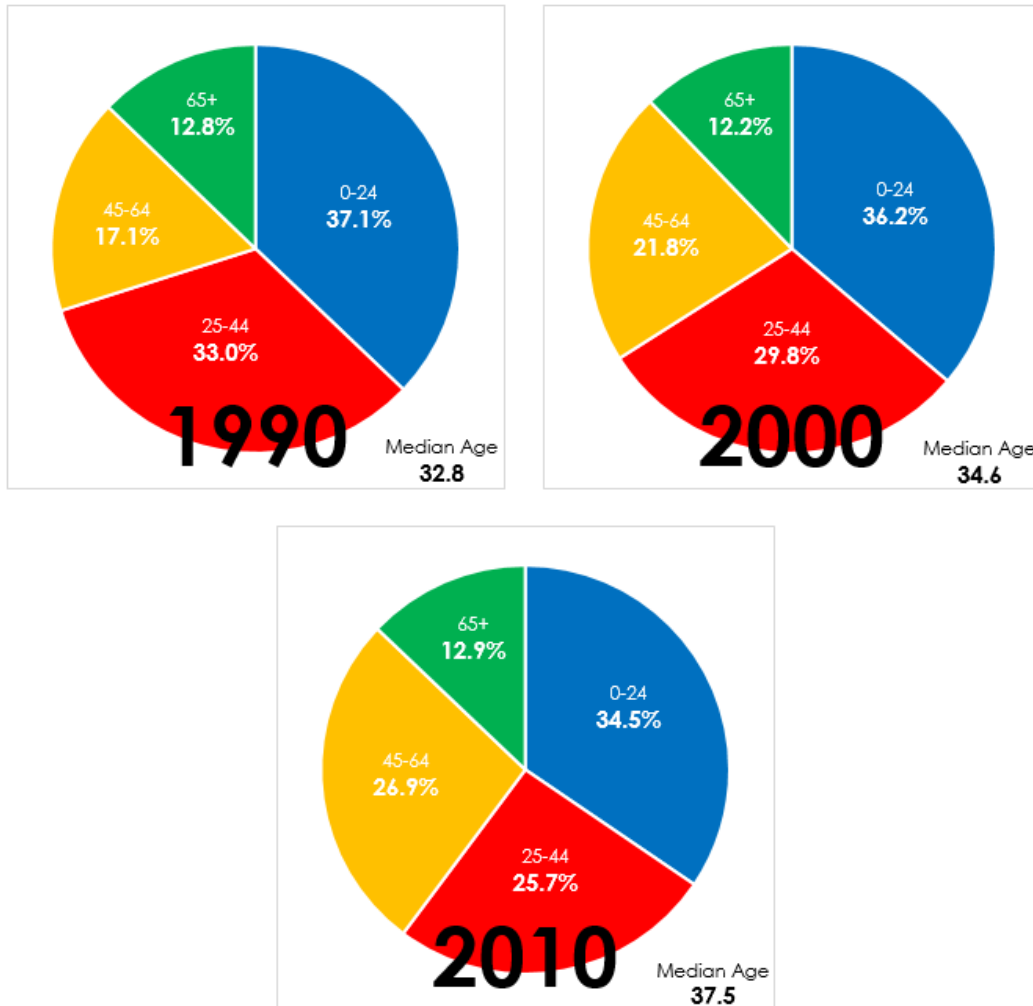


Further, the racial composition of the City has shifted drastically over the past few decades. This diversity, which has always been an important aspect of Oak Park's identity, is illustrated below.



From 1990 to 2010, the age composition of the City has also changed. The trends seen below are in line with trends being seen all across the country. That is, as Baby Boomers continue to age and Millennials have fewer kids than previous generations, the general makeup of the City gets older.

Age Composition, 1990-2010



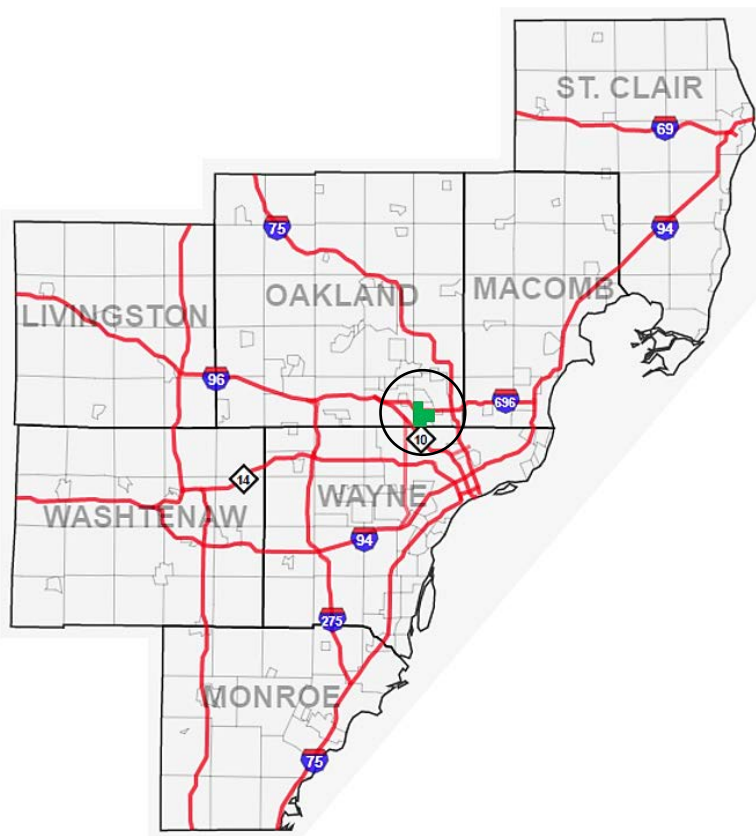
Further, it can be seen that as these population trends take hold, average household size is declining.

Average Household Size, 1990-2010



Commuting

As can be seen in the map below, the City of Oak Park is centrally located within the three core counties – Wayne, Macomb, and Oakland – that make up Metro Detroit. Further, it has an abundance of major thoroughfares running in close proximity to it. For instance, I-696 runs east to west right through the City, and major roadways like M-1, M-10, and I-75 are all within very close range to the City’s neighborhoods. Its close proximity these major roadways as well as to the City of Detroit is what makes it so easy to get around Metro Detroit from, which in turn is what helped propel its rapid population growth in the past.



In terms of the commuters themselves, information from SEMCOG says that there are many more Oak Park residents that commute to other municipalities than the other way around. This is typical of suburb communities. Most remarkable about these numbers, though, is the fact that a great portion of commuters travel just within a 5-mile radius or so of the City, signifying that there may be great potential for short-distance non-motorized transportation improvements.

The Basics

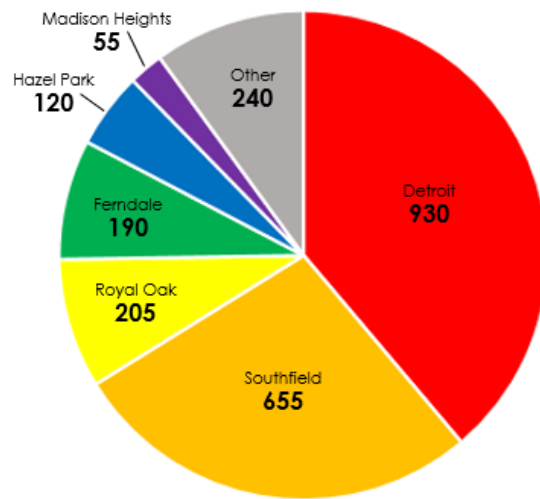
Commuters to Oak Park: 7,070 (2010)

Commuters from Oak Park: 11,318 (2010)

People Who Live and Work in Oak Park: 1,226 (2010)

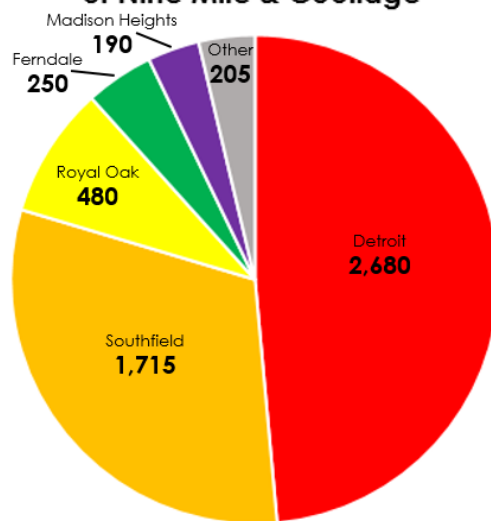
According to the United States Census, there were approximately 7,070 people who commuted into Oak Park in 2010. Of those 7,070 people, about 33.9% commuted from municipalities that were within a 5-mile radius of Oak Park’s city center at Nine Mile Road and Coolidge Highway.

Commuters into Oak Park from Municipalities Within a 5-Mile Radius of Nine Mile & Coolidge



In addition, there were approximately 11,318 people who commuted out of Oak Park in 2010. Of those 11,318 people, about 48.8% commuted to municipalities that were within a 5-mile radius of Oak Park’s city center at Nine Mile Road and Coolidge Highway.

Commuters out of Oak Park to Municipalities Within a 5-Mile Radius of Nine Mile & Coolidge



Existing Conditions

Inventories

Road Inventory

Roads for motor vehicles are the glue that keeps transportation systems together. It is crucial to the health and well-being of an entire transportation system that its roads are well-kept, and also that they employ modern technologies and trends in this era of transportation transformation.

Oak Park, being that it was built as a commuter community, has an extensive network of roads that make it easy for residents and visitors to go to and from the City. The major Mile Roads that run through the City, such as Nine Mile Road and Eleven Mile Road, make it easy to go east to west, while Greenfield Road, Coolidge Highway, and others offer routes from north to south. Further, several regional freeways run through or are in close proximity to Oak Park, such as I-696, I-75, and M-10. These major thoroughfares, coupled with the fact that Oak Park is situated right in the middle of Metro Detroit, make it a great place to live, work, and play in.

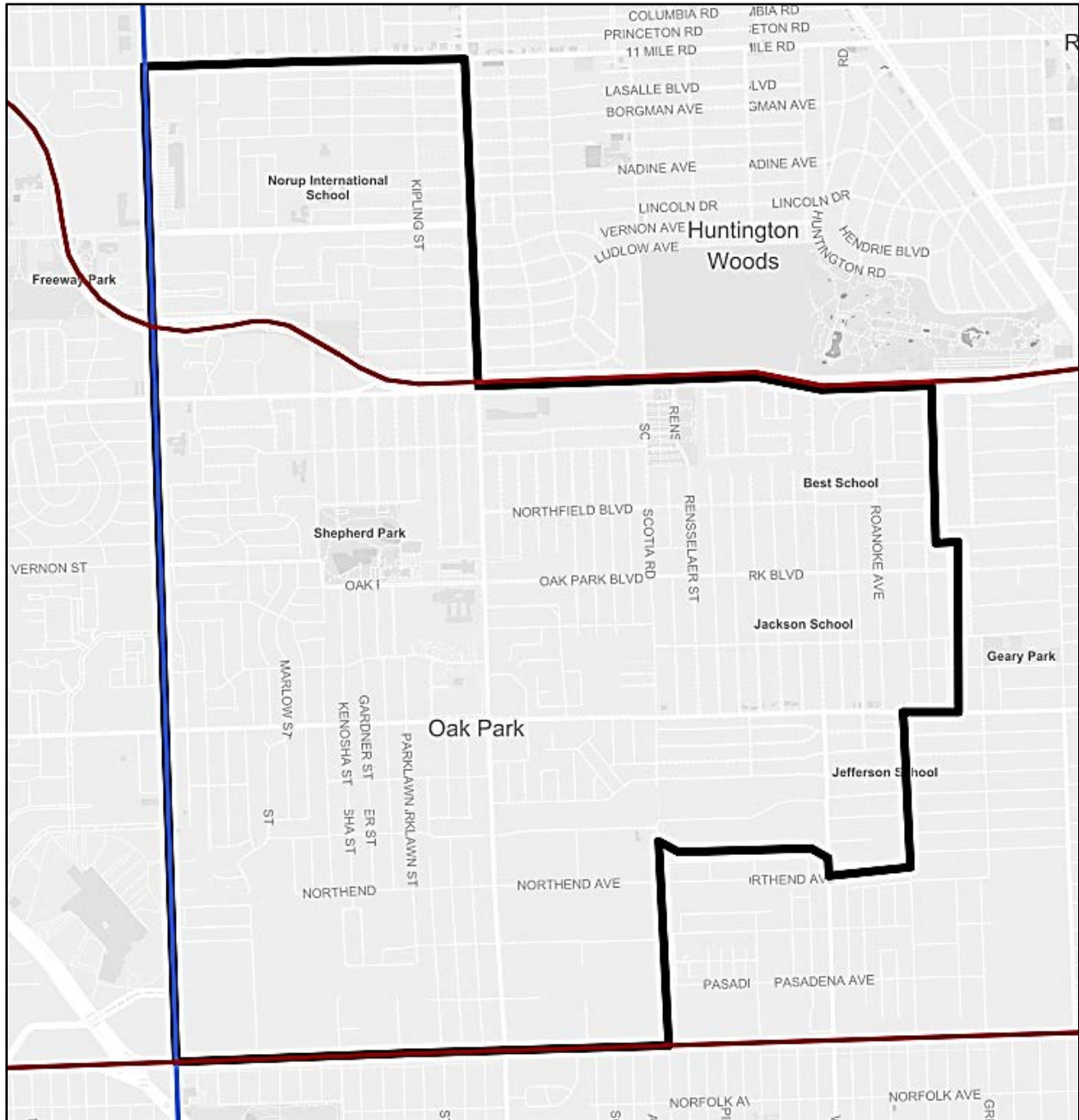
As in all cities in Michigan, all roads in Oak Park fall into one of three categories of road designation:

1. *State Highway or Freeway* – Maintained by the Michigan Department of Transportation (MDOT)
2. *County Road* – Maintained by the Road Commission for Oakland County (RCOC)
3. *Local Street* – Maintained by the City of Oak Park

These various road jurisdictions mean that a strong partnership between various government agencies is necessary to maintaining a healthy and integrated road system.

On the next page is a map that details all roads in the City of Oak Park, outlining which designation each road has.

Map of All Roads in Oak Park



Key

- State Highway
- County Road
- Local Street

Traffic Counts of Major Roads

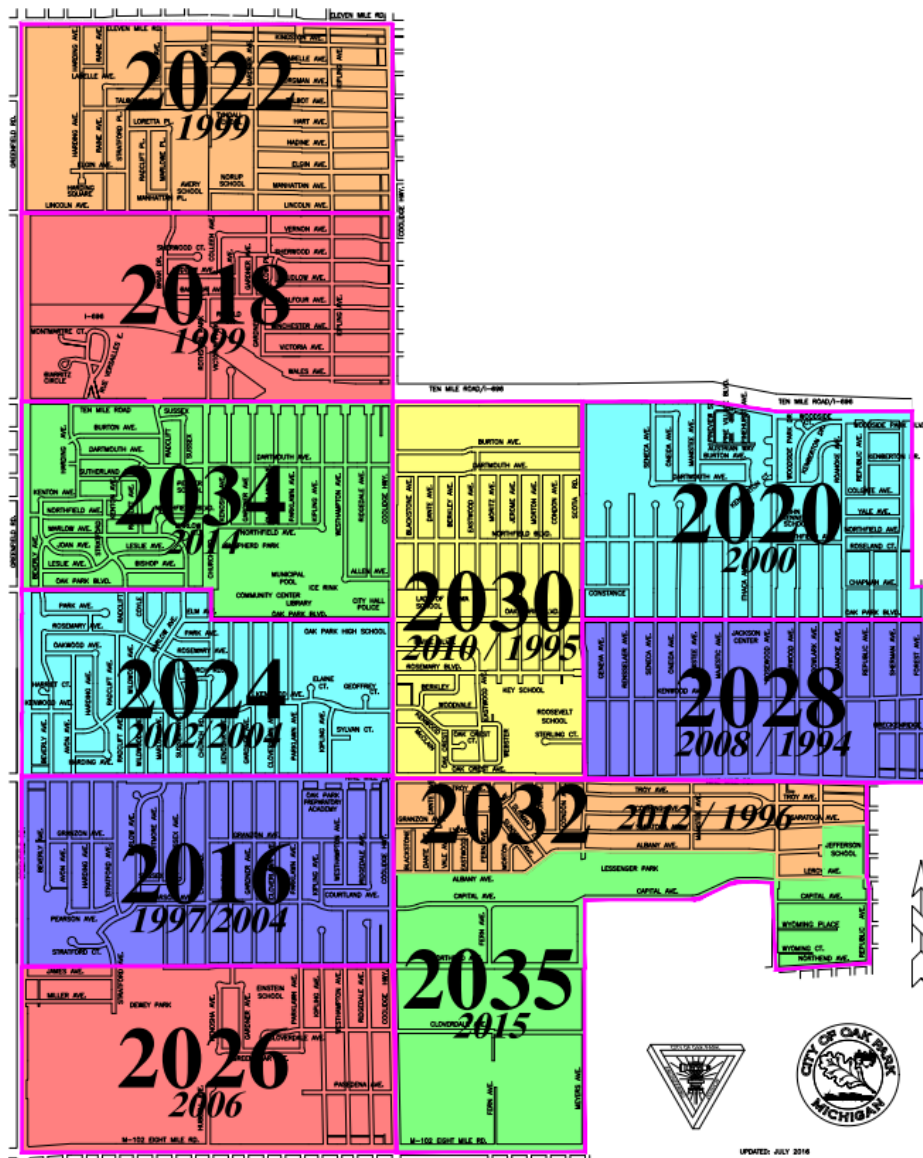
It is important to have an idea of how heavily a certain road is used by motor vehicles. Traffic counts help us determine this. If a road is too heavily-trafficked, it might not be a good idea to implement a new Complete Streets initiative such as a road diet. On the other hand, if a road is too sparsely-trafficked, such as a residential street, it might not make sense to spend resources on Complete Streets initiatives there. The chart below outlines SEMCOG's traffic counts for several major roads in Oak Park, as measured by annual average daily traffic (AADT).

Road Name	Location	Direction	AADT	Year
Eight Mile	E of Greenfield	WB	33,930	2004
Nine Mile	E of Greenfield	WB	7,840	2016
Nine Mile	E of Coolidge	EB	7,577	2016
Nine Mile	E of Coolidge	WB	15,178	2016
Ten Mile	E of Greenfield	WB	6,830	2012
Ten Mile	Greenfield to I-696	WB	6,580	2012
Ten Mile	W of Coolidge	EB	6,330	2014
Ten Mile	Coolidge to I-696	EB	6,500	2012
Ten Mile	Coolidge to I-696	WB	6,230	2012
Ten Mile	Coolidge to Scotia	EB	6,660	2012
Eleven Mile	E of Greenfield	WB	5,850	2016
Oak Park Blvd	E of Scotia	EB	1,096	2015
Oak Park Blvd	E of Scotia	WB	1,101	2015
Greenfield	N of Eight Mile	SB	17,010	2012
Greenfield	N of Miller	SB	18,350	2010
Greenfield	N of J L Hudson	SB	16,850	2010
Greenfield	N of Providence	SB	18,310	2010
Greenfield	N of Oak Park Blvd	SB	15,010	2016
Greenfield	N of Northfield	SB	17,820	2010
Greenfield	S of Eleven Mile	NB	13,920	2010
Greenfield	S of Lincoln	NB	17,140	2016
Greenfield	S of Oak Park Blvd	NB	19,310	2011
Greenfield	Eight Mile to Nine Mile	NB	15,130	2012
Greenfield	Eight Mile to Nine Mile	SB	15,130	2012
Greenfield	Nine Mile to Ten Mile	NB	16,900	2012
Greenfield	Ten Mile to Eleven Mile	NB	20,210	2012
Coolidge	N of Eight Mile	NB	6,833	1999
Coolidge	N of Eight Mile	SB	5,276	1999
Coolidge	Eight Mile to Nine Mile	NB	10,430	2015
Coolidge	Eight Mile to Nine Mile	SB	10,990	2015
Coolidge	S of Ten Mile	NB	11,870	2014
Scotia	S of Ten Mile	NB	2,150	2016

Sidewalks

Sidewalks are the most important part of the transportation system for pedestrians. Oak Park is proud to have an outstanding sidewalk system, in which every residential street and business district, including the light industrial districts, have them.

Maintaining safe and secure sidewalks is imperative to having a complete non-motorized transportation system. This means that sidewalks and other pedestrian paths should be free from cracks and bumps, and well-lit when possible. The City prides itself on its proactive Sidewalk Replacement Program, which helps maintain sidewalks so that residents and visitors can safely and easily use them. The map below details this program, pointing out the years that certain neighborhoods can expect their distressed sidewalk sections to be replaced in.



Bus Stop Inventory

In order to fully accommodate commuters who use public transit, it is imperative that the City keep in mind its bus stops. Both the Suburban Mobility Authority for Regional Transportation (SMART) and the Detroit Department of Transportation (DDOT) have routes that run through Oak Park. The following charts provide inventories for both systems' bus stops.

SMART Bus Stops in Oak Park

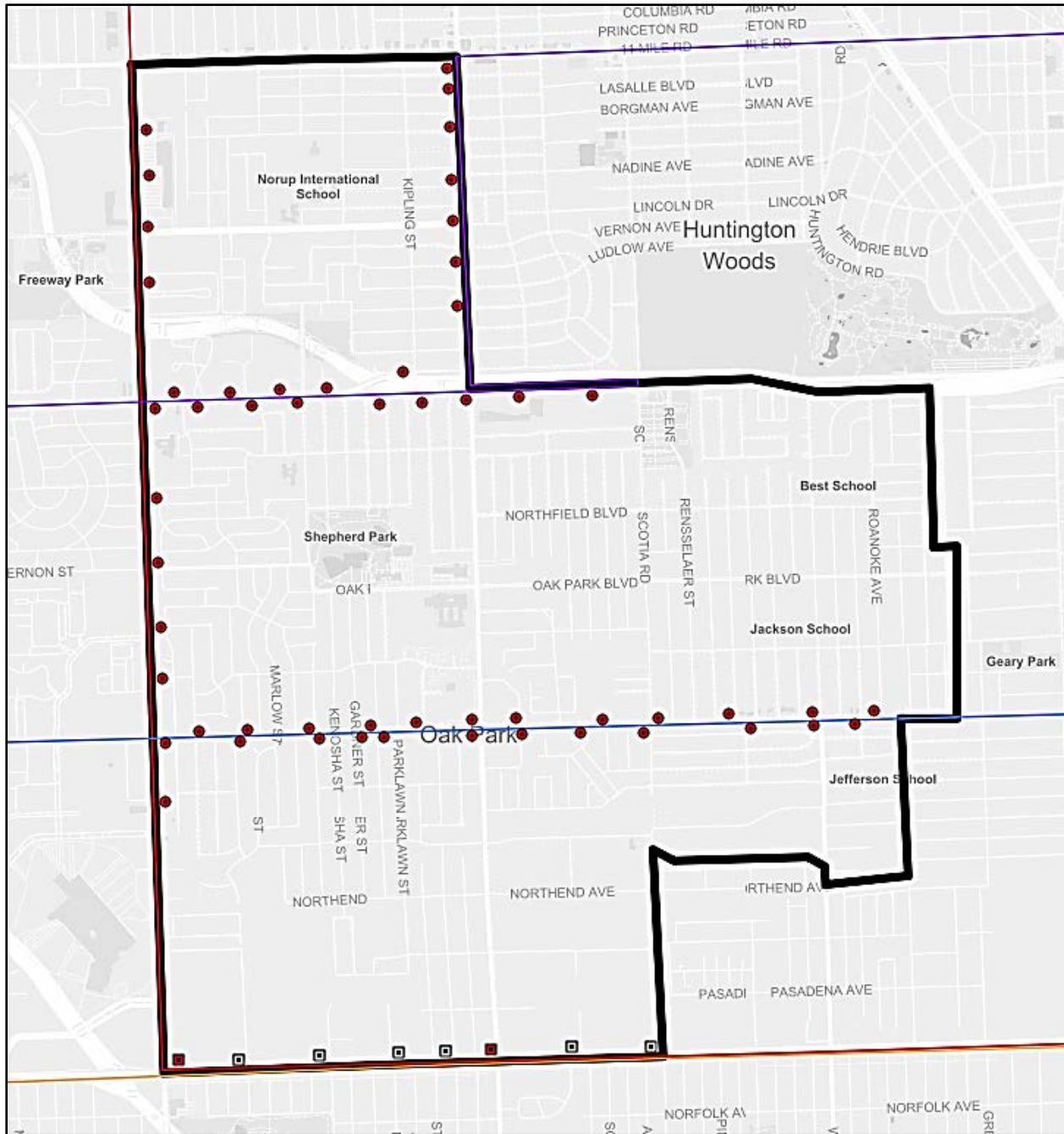
Name	Number	Route	Direction
Eight Mile Rd & Coolidge	625	415	NB
Eight Mile Rd & Greenfield NS	10377	415	NB
Greenfield @ Foster Winter	19868	415	NB
Greenfield & Nine Mile	653	415	NB
Greenfield & Kerwood	23402	415	NB
Greenfield & Providence DR	19871	415	NB
Greenfield @ Oak Park Blvd	19872	415	NB
Greenfield @ Northfield Ave	19873	415	NB
Greenfield & Ten Mile Rd NE	654	415	NB
Greenfield @ Providence Green Apts	19875	415	NB
Greenfield @ Lincoln Dr	19876	415	NB
Greenfield @ Kmart	19877	415	NB
Greenfield @ Meadowood	19878	415	NB
Coolidge & Balfour	18857	730	WB
Coolidge @ Sherwood	19856	730	WB
Coolidge @ Lincoln	19855	730	WB
Coolidge @ NS Elgin	19854	730	WB
Coolidge @ Talbot	19853	730	WB
Coolidge @ Labelle	22936	730	WB
Coolidge @ Eleven Mile	1131	730	WB
Nine Mile Rd & Greenfield	1092	710	EB
Nine Mile Rd @ Stafford	19884	710	EB
Nine Mile Rd @ Church	19829	710	EB
Nine Mile Rd @ Gardner	19830	710	EB
Nine Mile Rd @ Cloverlawn SE	23434	710	EB
Nine Mile Rd @ Coolidge	19825	710	EB
Nine Mile Rd @ Dante	19831	710	EB
Nine Mile Rd @ Jerome	19832	710	EB
Nine Mile Rd @ Scotia	1093	710	EB
Nine Mile Rd @ Maristee	11583	710	EB
Nine Mile Rd @ Rosewood	19834	710	EB
Nine Mile Rd @ Meadowlark	19835	710	EB
Nine Mile Rd @ Avon NS	11585	710	WB
Nine Mile Rd @ Radcliff	19847	710	WB
Nine Mile Rd @ Church	19887	710	WB
Nine Mile Rd @ Cloverlawn	19845	710	WB
Nine Mile Rd @ Kipling	19844	710	WB

Nine Mile Rd @ Coolidge	19886	710	WB
Nine Mile Rd @ McClain	19843	710	WB
Nine Mile Rd & Morton	23395	710	WB
Nine Mile Rd & Scofia	11112	710	WB
Nine Mile Rd & Oneida	19841	710	WB
Nine Mile Rd & Rosewood	19839	710	WB
Nine Mile Rd & Roanoke	19838	710	WB
Ten Mile Rd & Greenfield SE	1138	730	EB
Ten Mile Rd @ Rue Versailles	19848	730	EB
Ten Mile Rd @ Radcliff	19849	730	EB
Ten Mile Rd @ Church	19850	730	EB
Ten Mile Rd @ Parklawn	23177	730	EB
Ten Mile Rd @ Westhampton	11586	730	EB
Ten Mile Rd & Coolidge SE	1088	730	EB
Ten Mile Rd @ Parkwood Plaza	19860	730	EB
Ten Mile Rd @ Residential Stop	22385	730	EB
Ten Mile Rd @ Greenfield NE	20397	730	WB
Ten Mile Rd @ Rue Versailles	19863	730	WB
Ten Mile Rd @ Radcliff	10378	730	WB
Ten Mile Rd @ Church	19862	730	WB
Ten Mile Rd @ Kipling	19861	730	WB

DDOT Bus Stops in Oak Park

Name	Number	Route	Direction
Eight Mile Rd & Meyers	9569	17	WB
Eight Mile Rd & Fem	8665	17	WB
Eight Mile Rd & Coolidge	251	17	WB
Eight Mile Rd & Westhampton	8667	17	WB
Eight Mile Rd & Ardmore	8668	17	WB
Eight Mile Rd & Hubbell	8670	17	WB
Eight Mile Rd & Oxley	3541	17	WB

Map of All Bus Routes and Bus Stops in Oak Park

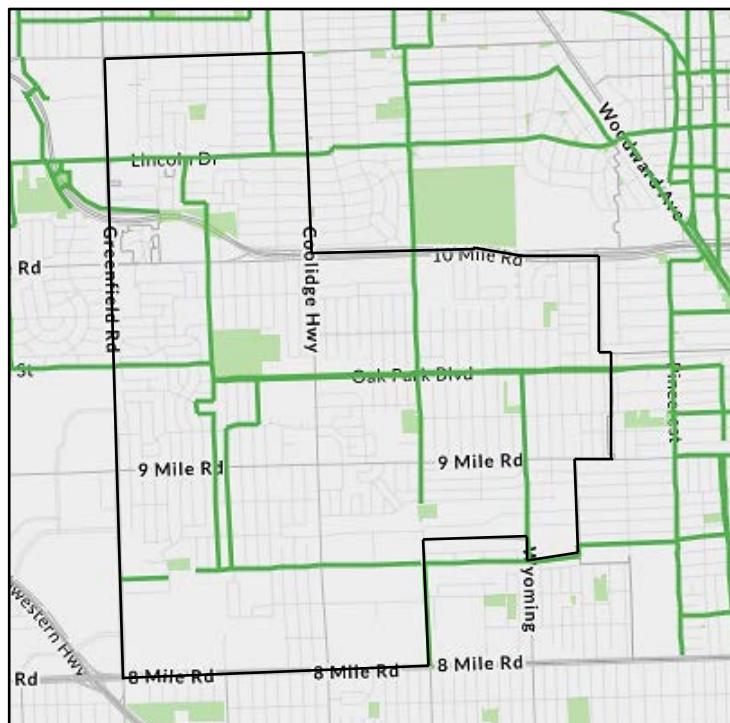
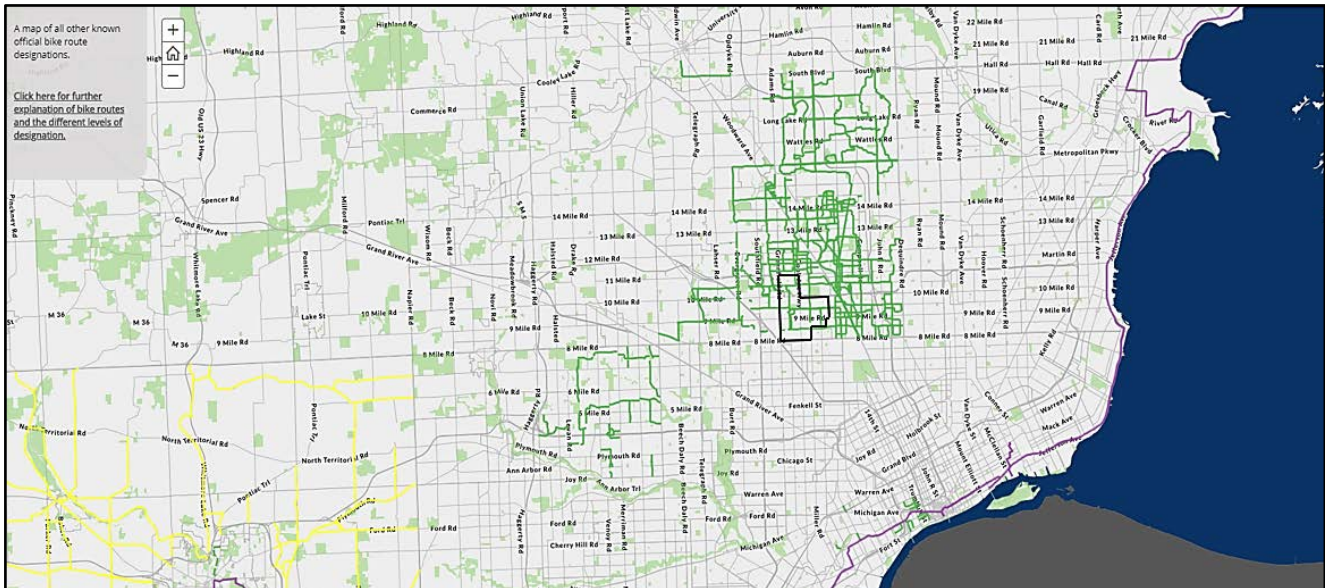


Key	
— SMART Route 415	● SMART Bus Stop
— SMART Route 710	 DDOT Bus Stop
— SMART Route 730	 Shared Bus Stop
— DDOT Route 17	

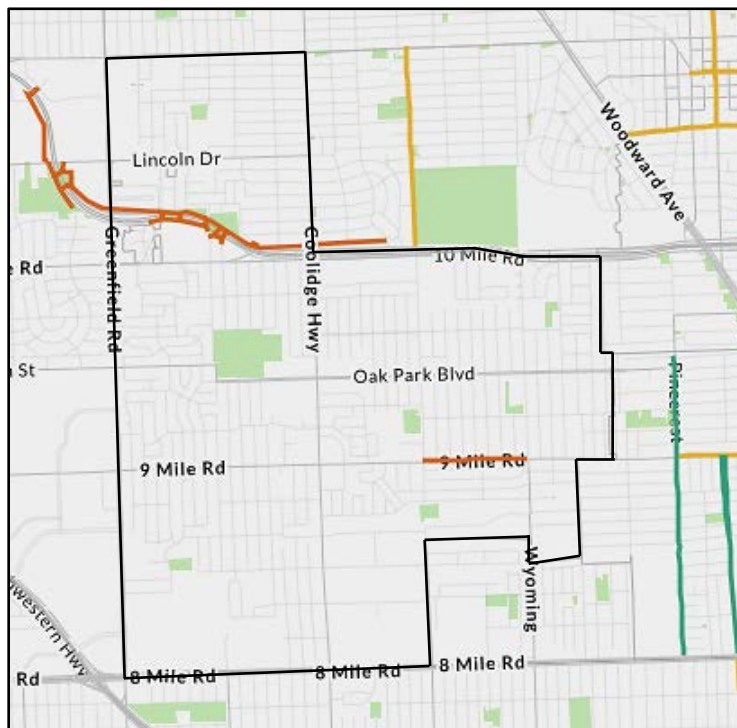
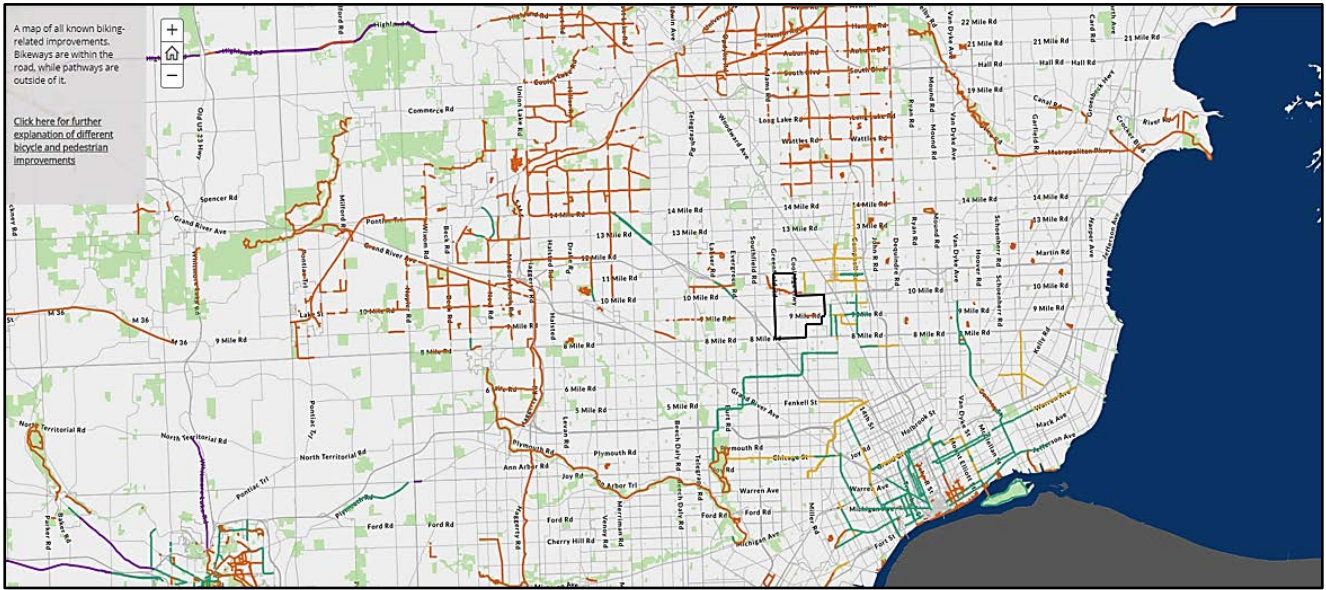
Bicycle Networks

Communities across Southeast Michigan have been making bicycling-related improvements and designations to their roadways and parks that have begun to create a cohesive bicycling network for a safer and more enjoyable biking experience. The following maps outline the initiatives that have been pursued by municipalities in the region as it pertains to improving bicycle routes and facilities.

State and Local Routes



Bikeways and Pathways



Other Facilities

Other existing conditions include things such as bridge decks, green belts, and walking trails. These facilities have great possibilities beyond the state of their current use, and can potentially become a major part of Oak Park's Complete Streets network.

Bridge Decks

The bridge decks seen over I-696 that house Victoria Park and Rothstein Park have potential to become major thoroughfares for non-motorized transportation users.



Bridge Decks over I-696

Green Belts

Oak Park has a few green belts that buffer residential areas of town with other zones. They are underdeveloped areas of grass and greenery, and therefore offer a great opportunity for non-motorized transportation facility developments.

Walking Trails

There are well-defined pedestrian walking trails at both Shepherd Park and Rothstein Park. These trails set the groundwork for further developments in pedestrian travel.

Destinations

There are various destinations within and outside of the City of Oak Park that would be ideal for non-motorized travel and which would be made easier to get to with Complete Streets. Spotlighting some distinguished and important destinations and attractions in the area should help guide future Complete Streets initiatives. Further, for residents, visitors, and business owners who might view this document, it will help highlight some great nearby community gems that can be reached on foot or by bicycle.

Inside Oak Park

City of Oak Park Campus

Included in the City of Oak Park Campus is City Hall, the Municipal Services Building, the Library, and various recreation facilities.



City Hall



Library



Municipal Services Building



Pool



Ice Arena



Shepherd Park

Schools

There are three public school districts that serve the residents of Oak Park: Oak Park Public Schools, Berkley School District, and Ferndale Public Schools. There are a total of 12 public schools within Oak Park, and a total of 26 schools in those districts overall. Further, there are approximately eight private education institutions within the City.



Oak Park High School



Einstein Elementary School

Residence Complexes

There are a wide variety of large residence complexes in the City of Oak Park, many of which whose residents would benefit greatly from improved non-motorized transportation facilities.



The Loop on Greenfield

Public Parks

Including Shepherd Park at the City of Oak Park Campus, the City has a total of 10 public parks.



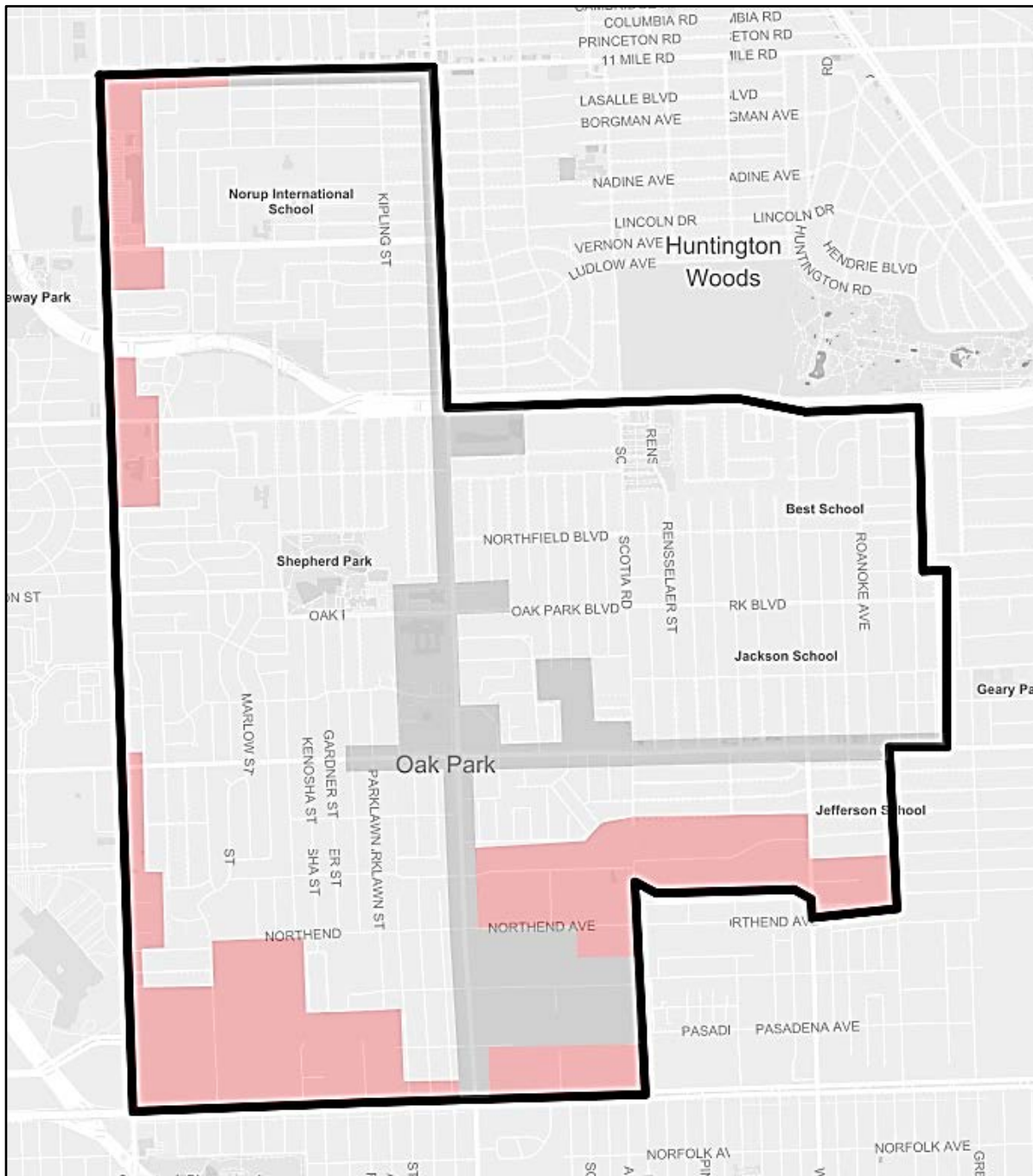
Victoria Park



Rothstein Park

Business Districts

The bulk of Oak Park's businesses are on three main corridors: Coolidge Highway, Nine Mile Road, and Eleven Mile Road. Together, these three corridors make up the Corridor Improvement Authority (CIA) District. Further, the City has a substantial amount of land zoned (Appendix A) for business and industrial uses that fall outside of the CIA District. Together, these areas supply the vast majority of jobs in Oak Park, making them highly-trafficked areas ripe for transportation improvements. These zones are mapped below, with the grey area being the CIA district, and the red areas being business and industrial districts that fall outside of the CIA district.



Large Employers

Oak Park boasts a wide variety of large employers, many of which who have employees that live in Oak Park or very close by.

As of 2016, these are the top 10 largest employers in Oak Park:

- Barton Malow (795)
- Oak Park Public Schools (592)
- EJS USA, Inc. (500)
- Easter Seals of Michigan (400)
- Home Depot Measurement Service (375)
- City of Oak Park (249)
- Berkley School District (201)
- Hewson Van Hellemont PC (130)
- Ringside Creative LLC (111)
- PCI, Inc. (83)



Outside Oak Park

Nearby Cities

The City of Oak Park is fortunate to have several nearby and neighboring cities that have bustling commercial corridors. These cities can be seen as partners on regional transportation improvement initiatives moving forward.



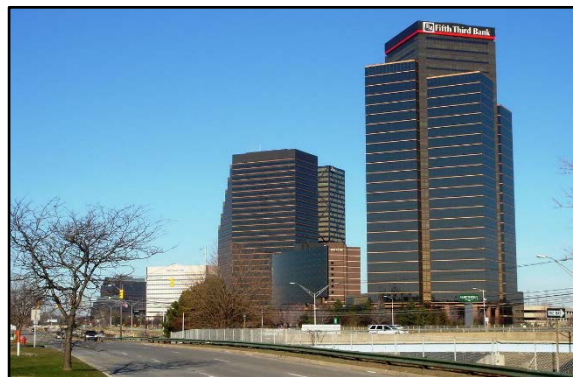
Berkley



Ferndale



Royal Oak



Southfield

Nearby Regional Institutions

There are several major institutions in close proximity to Oak Park that have regional influence.



Providence Hospital



Detroit Zoo



Lawrence Technological University

Current Policies and Programs

Michigan Public Act 135 of 2010

In 2010, Michigan became the 14th state to pass legislation that requires state and local governments to plan for the safety and convenience of bike and foot traffic when building roads. The legislation defines Complete Streets as “roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle” (Appendix B).

Oak Park Complete Streets Resolution

In February of 2018, the City of Oak Park passed a resolution in support of Complete Streets (Appendix C). The resolution outlines the City’s own definition for Complete Streets, as well as the endorsement and encouragement of such policies and programs.

Relevant Pedestrian Ordinances

There are many ordinances within the City of Oak Park that are related to pedestrian travel. They are designed to protect both the pedestrian and users of other modes of transportation. Most are found in Chapter 74 (Traffic and Vehicles), Article XII (Pedestrians) of the general code, while there are others that reference the pedestrian that can be found in various other areas of the general code.

Relevant Bicycle Ordinances

Further, there are several bicycle-related ordinances within the City of Oak Park that have to do with bicyclist safety, motor vehicle safety, and operation standards. They were put in place in an effort to affect how bicyclists interact with other modes of transportation and the environments around them. Most are found in Chapter 74 (Traffic and Vehicles), Article XIII (Motorcycles, Mopeds, and Bicycles) of the general code, while others can be found in various other sections of the general code.

Bicycle Parking Requirements

A vital part of ensuring that bicyclists are fully accommodated on roadways and pathways is to make sure that there are ample opportunities for them to park and lock up their bicycles. To guarantee that such accommodations will be met, the City of Oak Park recently adopted a set of bicycle parking standards for various zoning uses. Those bicycle parking standards can be seen below.

Sec. 1726 – Off-street parking and loading.

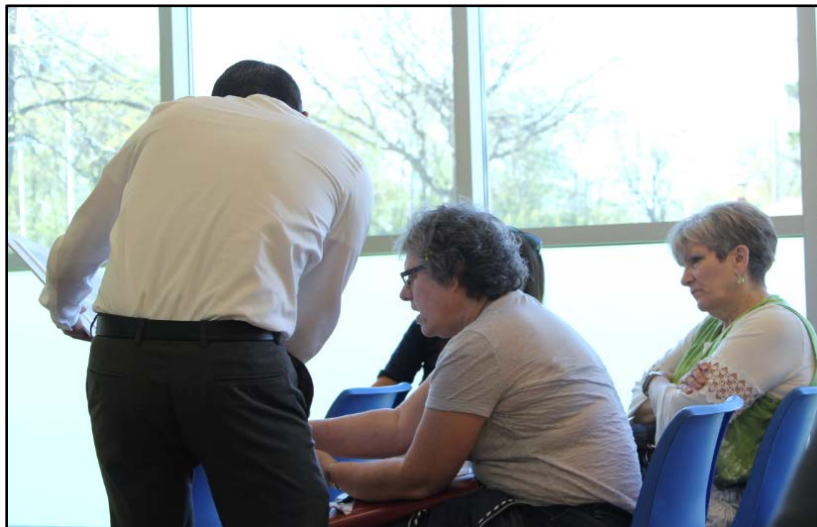
The amount of provided bicycle parking shall be determined in accordance with the following table:

Use	Minimum Number of Bicycle Parking Spaces or Bicycle Facilities per Indicated Area or Unit of Measure
Multiple-Family Residential Uses	One space for each 5 units.
Commercial Uses	One space for each 2,000 square feet of gross floor area For shopping centers, one space for each 10,000 square feet of gross floor area
Office Uses	One space for each 4,000 square feet of gross floor area
Industrial Uses	One space for each 10,000 square feet of gross floor area

Public Input

In order to understand the wants and needs of Oak Park residents as it pertains to Complete Streets and non-motorized transportation, the Department of Economic Development and Communications conducted what it called its Complete Streets Survey (Appendix D). The survey consisted of 10 simple questions related to demographics, current transportation uses, and future transportation wants and needs. It was administered from Tuesday, May 1st to Friday, May 18th, 2018.

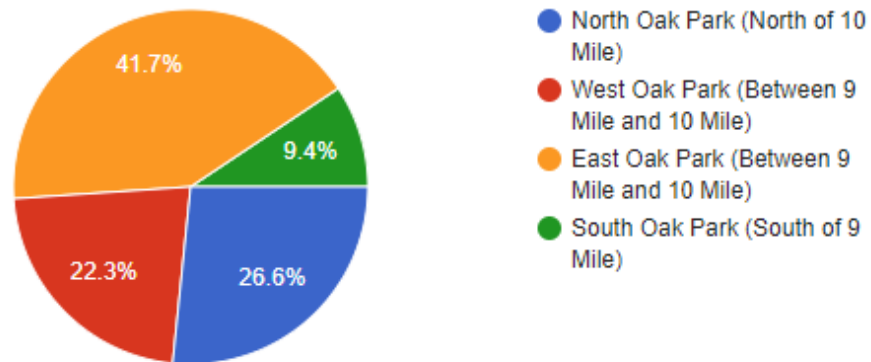
A hard copy of the survey was distributed in a variety of ways. First, it was mailed to all City of Oak Park Board and Commission members. Board and Commission members represent their community in a variety of advisory capacities, and are often looked at as a sample of the City as a whole. Next, hard copies of the survey were left at information kiosks at City Hall, the Library, the Economic Development and Communications Department, and the Recreation Department. Residents and business owners had the option of filling out the survey there and handing it right back in, or taking it home and returning it at a later date. And lastly, an online version of the survey was created and posted on two of the City's Facebook pages: the "City of Oak Park" main page and the "Oak Park's 9 Mile Redesign" page. It is via the online channels that the City received the most survey submissions. Further, the Department of Economic Development and Communications held an informational open house event that was open to the public to receive information and ask questions about Complete Streets.



In all, there were 139 survey responses. The results of the survey were mostly encouraging, as residents seemed to generally have a desire for more non-motorized transportation initiatives and facilities. The full results of the survey can be found on the next few pages.

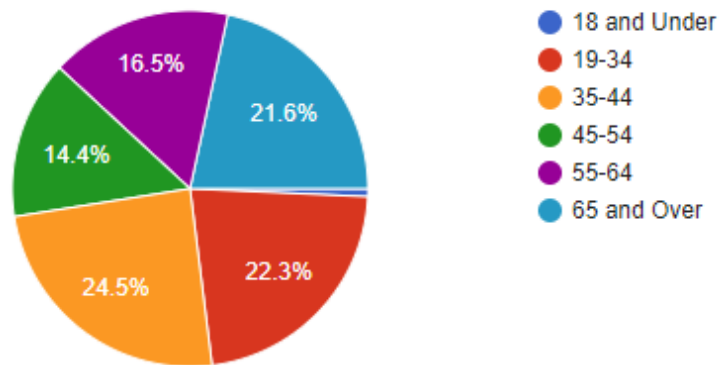
For demographic purposes, what general area of Oak Park do you live in?

139 responses



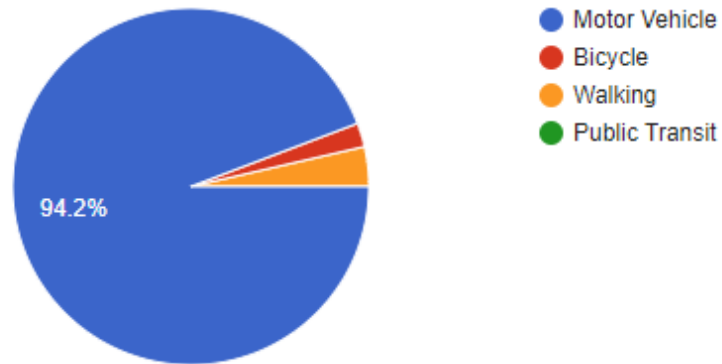
For demographic purposes, what is your age category?

139 responses



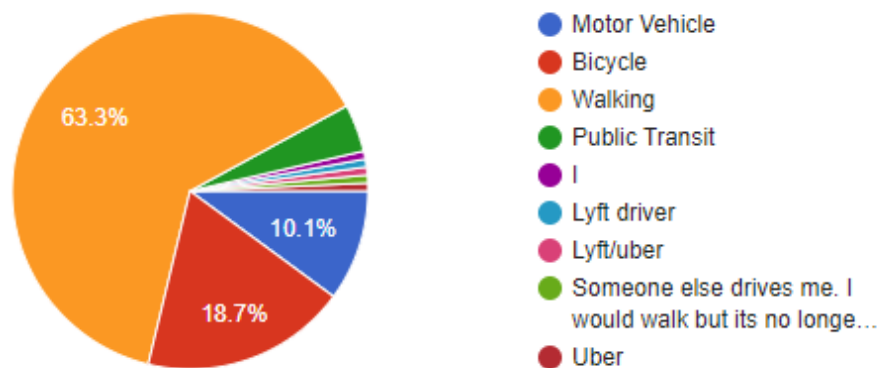
What is your most common mode of transportation?

139 responses



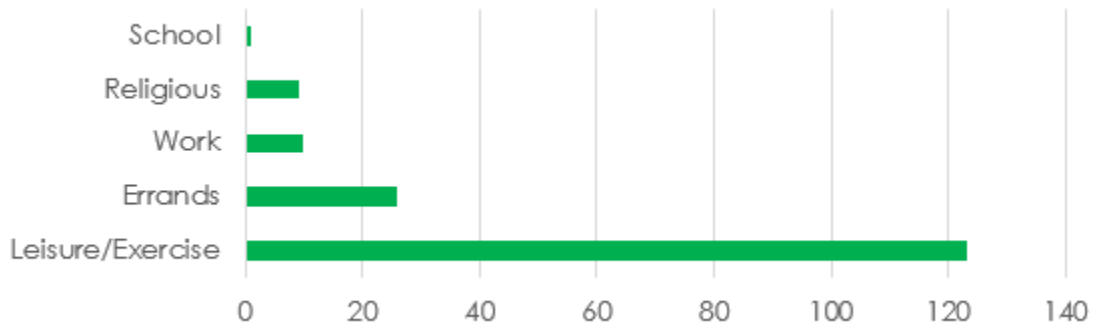
What is your second most common mode of transportation?

139 responses



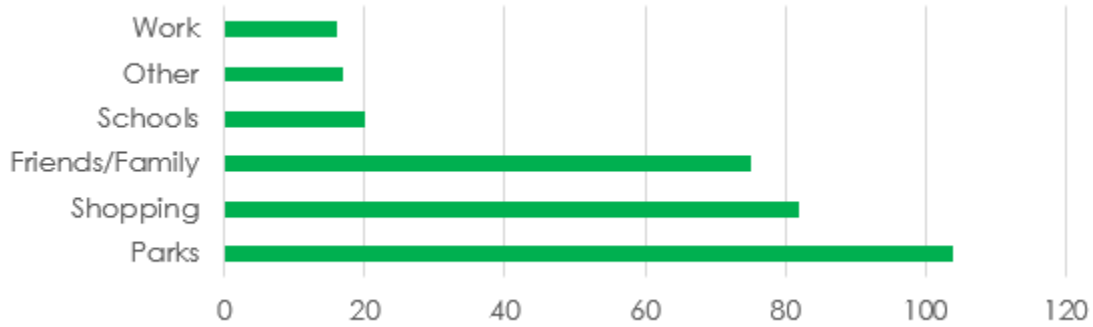
Typically, what is the nature of your non-motorized travel?

139 responses



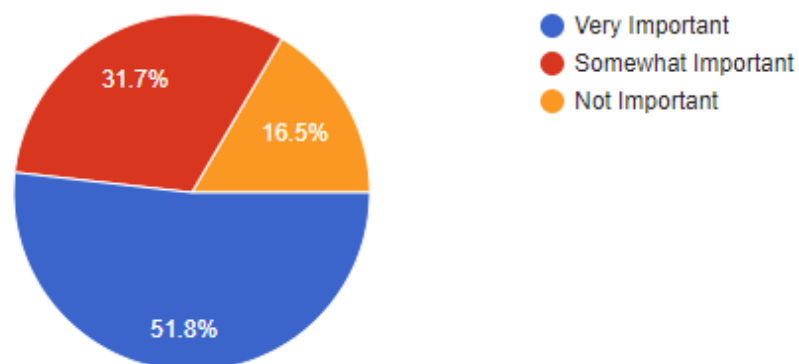
What kinds of destinations would you like to use non-motorized transportation to get to?

139 responses



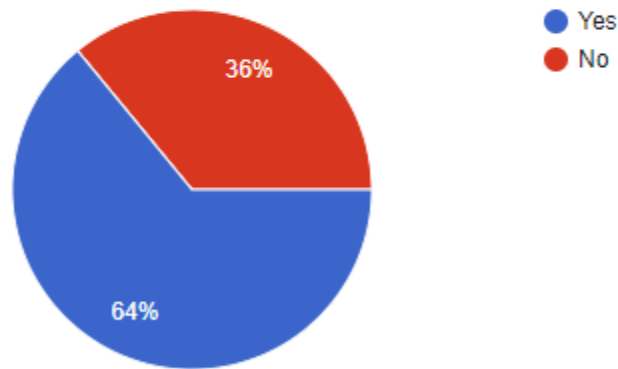
How important is it to you that the City modernize its transportation infrastructure?

139 responses



Would you bicycle more often if the City had better bicycling facilities such as bicycle lanes, bicycle parking, and bicycle repair stations?

139 responses



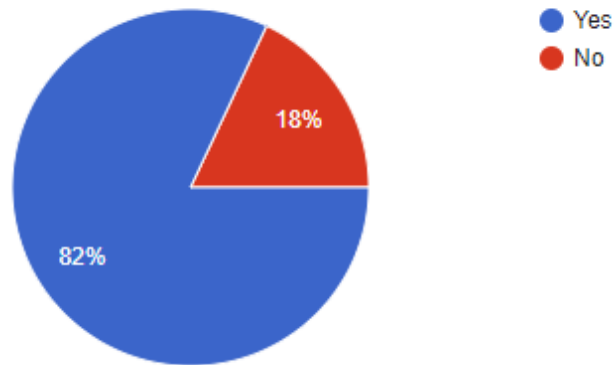
What suggestions do you have for the improvement of bicycling facilities?

53 responses



Would you walk more often if the City had better pedestrian facilities such as well-lit walkways, benches, and public art displays?

139 responses



What suggestions do you have for the improvement of pedestrian facilities?

49 responses



Determining Priorities

In order to ensure that the City moves forward with its non-motorized transportation initiatives in the most efficient and effective way, it is helpful to lay out what the City's priorities should be going forward. Conventional wisdom tells us that doing so will help such projects and initiatives come to fruition. Further, it will be easier in the future for City officials to view and understand what certain priorities should be and to use this document as a guide.

With this document and the City's desire to bring Complete Streets and non-motorized facilities to the community, the City hopes to get with the trends as well as build upon the current transportation system in Oak Park so that residents and visitors of the City have facilities available to them that specifically cater to their wants and needs. In determining and defining these non-motorized transportation priorities, a clear vision for the future is aimed to be outlined.

The City hopes that the transportation network that it builds will have a balance between motorized routes and facilities and non-motorized routes and facilities. There is a certain equilibrium that should be met among all transportation users within the type of transportation network the City hopes to build. Still, the function of this plan and the function of many transportation initiatives going forward will be specifically geared towards ensuring that pedestrians and cyclists can more easily and safely share the road with motorists.

Priorities

In terms of specific non-motorized transportation routes, this plan encourages facilities along main corridors in the City. The City hopes to turn these corridors into vibrant thoroughfares for all types of transportation users. We also hope that building out these main corridors will spur transportation development along secondary corridors in the City like Lincoln Street and Scotia Road. And lastly, we hope that the development of Complete Streets and a non-motorized transportation network in Oak Park will help spur comparable initiatives in neighboring communities so that our communities can be better connected, users can more easily go from one city to the next, and we can all have a more cohesive transportation system overall.

The top priority corridors for non-motorized transportation improvements are Nine Mile Road, Eleven Mile Road, Greenfield Road, and Coolidge Highway. All four of these roads have a substantial amount of commercial zoning adjacent to them and serve as main thoroughfares for residents, visitors, and people commuting through Oak Park. They make for highly desirable routes for non-motorized transit users because they are wide, highly trafficked, and serve as main routes for getting around town.

Lastly, instituting a regional bike share program in Oak Park that connects users to neighboring and nearby cities is a top priority as well. A bike share program, like that of MoGo in Detroit, can offer its users a new alternative for getting around town and can further the regional cohesiveness and connectivity of the transportation system.

1) Nine Mile Road

The number one priority location in Oak Park for Complete Streets development and non-motorized transportation facilities is Nine Mile Road. The main reasons for this are that it cuts right through the center of the City from east to west, and it connects Oak Park to the City to Southfield (to the west) and the City of Ferndale (to the east). Luckily for Oak Park, Nine Mile Road has already served as a catalyst for Complete Streets development. First, just to the east, Ferndale has implemented Complete Streets initiatives with on-road bike lanes, bike routes, better crosswalks, and accompanying signage. Their efforts have served as a guide and facilitator for such initiatives in Oak Park. Now, in the summer of 2018, Oak Park is slated to begin its own Complete Streets initiative on Nine Mile Road in an effort to connect to Ferndale's facilities. This project has been dubbed the Nine Mile Redesign, and it is one of historic proportions for Oak Park.

The Nine Mile Redesign is to be done in three phases, the first of which is the one being done in the summer of 2018. This grant-funded project will bring some amazing new facilities and amenities to the eastside of the City, including dedicated bike lanes, back-in angle vehicle parking, a trailhead, better crosswalks, and accompanying pocket parks. This huge project for the City is expected to transform and revitalize the Nine Mile corridor.

Map of Nine Mile Redesign Phase One



Since phase one of this project is already scheduled to take place, the priority along Nine Mile Road is to ensure that phase two, which covers the intersection at Nine Mile Road and Coolidge Highway, and phase three, which covers the rest of Nine Mile Road heading west to the border of Southfield, actually happen so that the immense amount of progress on Nine Mile can be continued and fully realized.

2) Eleven Mile Road

Almost equally as important as having non-motorized facilities on Nine Mile Road is doing the same thing on Eleven Mile Road. Eleven Mile serves as another important connector for the City, running east to west, with it also serving as a border with the City of Berkley just to the north. The stretch of Eleven Mile that is within the City of Oak Park is small, but significant, as it holds a great amount of commercial and light industrial space. It is home to businesses young and old, and to buildings big and small.

What also makes Eleven Mile unique and ripe for Complete Streets development is the fact that a substantial portion of it was recently rezoned into a mixed-use zone – the first of its kind in Oak Park. This was done in hope of and in preparation for a revitalization of that corridor from being a bland light industrial area to one that is vibrant and full of unique retail businesses and restaurants with the potential of residential uses on above-ground levels. It is the hope of City officials that with these expected transformations, the corridor will become a place that is newly attractive to the types of younger Americans that are more likely to utilize non-motorized transportation.

3) Greenfield Road

Greenfield Road has also been identified as an ideal location for Complete Streets development. With Greenfield Road running north to south along the western-most part of the City, it borders the City of Southfield and has direct linkages to some significant regional institutions, such as Providence Hospital in Southfield and Oakland Community College's Southfield Campus. This means that bike routes and facilities like a bike share program would likely get a considerable amount of usage along this corridor.

One particular challenge to implementing Complete Streets initiatives on Greenfield Road is that it is under the jurisdiction of the Oakland County Road Commission (RCOC). Because it is under county jurisdiction, it is the county government that would have to be the main facilitator of any such initiatives. This can certainly stall or halt any progress on Greenfield Road, which is currently in pretty bad shape, but it also can serve as an opportunity for the cities of Oak Park and Southfield to work with county officials to come up with solutions for improving Greenfield.

4) Coolidge Highway

Last but not least for identified major routes is Coolidge Highway. Coolidge Highway is the most notable north-south thoroughfare of Oak Park, as it runs right through the middle of the City. It serves as a highly-trafficked commuter road for both those going to work and those going to school. It also holds a substantial amount of commercial zoning and boasts a great number of small, local, and unique businesses. Further, it serves as a border to the City of Huntington Woods along its northern third.

For the reasons listed above, Coolidge Highway could very effectively be used as a non-motorized transportation route, complete with bike routes and accompanying facilities. It is a wide enough road to be transformed into a thoroughfare with on-road bike lanes, and it already offers residents and visitors a great amount of destinations for eating, recreation, and shopping.

The role Coolidge Highway has in the Nine Mile Redesign is worth mentioning as well. As noted, phase two includes implementing non-motorized facilities and beautifying the very important and very popular intersection at Nine Mile and Coolidge, which is often referred to as the City's center. After phase two and the rest of the Nine Mile Redesign are complete, it would be almost natural that further improvements on Coolidge would be next.

5) Bike Share System

Lastly, as mentioned, a regional bike share system in Oak Park that connects users to Detroit and to other nearby municipalities is also a main priority of the City as it relates to improving the community's transportation system.

MoGo, the bike share system currently being utilized in the City of Detroit, has had great success since first launching in May of 2017. Designed for quick trips around town, MoGo is a fun, flexible, and convenient way for users to get around. With 430 bikes at 43 stations across 10 Detroit neighborhoods, MoGo has exceeded expectations and is already looking to expand. It is believed that a system similar to this one in Oak Park and neighboring communities would find similar success, being that there are countless nearby regional destinations.



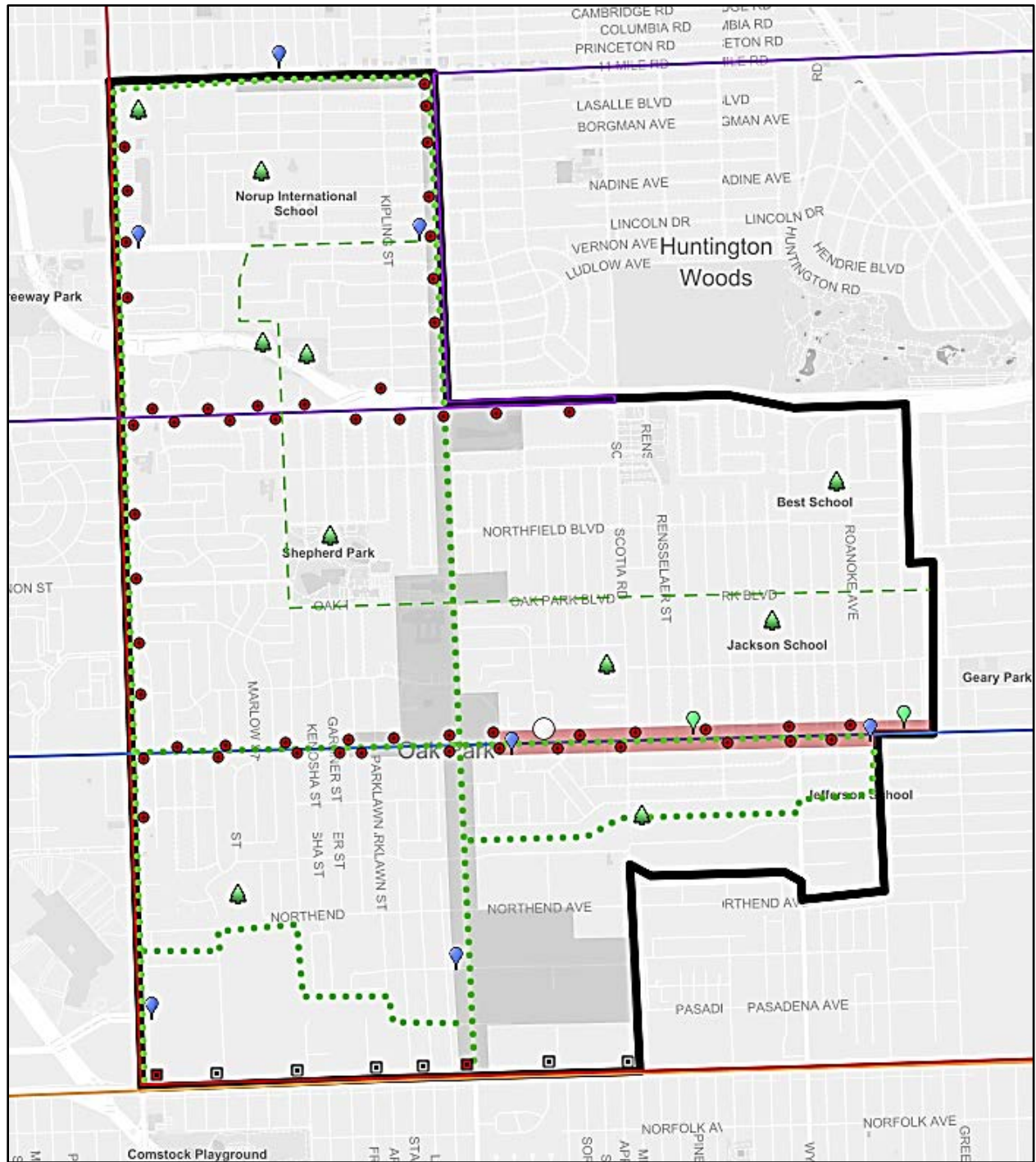
Seeing the success of MoGo and realizing the necessity to expand bike share into the suburbs, Oak Park and other local partners hope to follow in Detroit's footsteps and soon implement such a program. In fact, Oak Park and 4 other nearby municipalities are currently in the preliminary stages of a process to bring a bike share system to the area. Cities like Ferndale and Royal Oak are part of the joint effort to attain and utilize grant funding to cover the upfront costs of such a project. If this project were to come to fruition, it would be a tremendous catalyst for other non-motorized transportation improvements in the region.

In planning and designing what this sort of program would look like in Oak Park, a map outlining ideal locations for bike share stations was drafted:

Map of Proposed Bike Share Stations



Non-Motorized Transportation System Framework Map



Key

SMART Route 415	SMART Bus Stop	Nine Mile Redesign (Phase 1)
SMART Route 710	DDOT Bus Stop	Trailhead
SMART Route 730	Shared Bus Stop	Public Parks
DDOT Route 17	Current Bike Routes	New Pocket Parks
CIA District	Proposed Bike Routes	Proposed MoGo Stations

Regional Connectivity

The City of Oak Park plays an important role in the regional transportation system of Metropolitan Detroit. It is a significant piece of the puzzle because it is in very close proximity to several major thoroughfares, such as I-696 and I-75, and it is largely regarded as being smack dab in the middle of the metropolitan area. Over the past decade or more, Oak Park had fallen behind some of its neighbors when it came to getting on board with modern transportation trends. Nearby cities such as Royal Oak and Ferndale had been taking the lead on such improvements to the transportation system, specifically as it relates to Complete Streets and non-motorized facilities. But now, Oak Park is ready to join that small group of cities in working toward greater transportation routes and better overall connectivity within the system.

Regional connectivity is important because without it, the vast array of routes and facilities that make up the entire network can be seen as incomplete. This is the current state of the Metro Detroit transportation system – incomplete. There is a hodgepodge of non-motorized transportation routes and facilities in this city and that city, but much more often than not, they fail to adequately connect together. This means that someone commuting to work via their bicycle through Royal Oak gets to Madison Heights or Berkley, and is suddenly faced with a road or other type of thoroughfare that does not adequately accommodate them. Regional connectivity within the transportation system is about connecting people and making sure that they are accommodated wherever they go on whatever mode of transportation they're using. Further, when there are more routes and facilities and the system is more connected, that will encourage more users to utilize non-motorized transportation methods.

Some ways that transportation agencies and officials can increase regional connectivity within their transportation systems include the following:

- Integrating transportation and land use planning to locate major commercial and institutional activity centers in highly accessible areas, such as public transportation hubs and central business districts
- Reducing distances between key destinations required to satisfy daily needs so that walking or bicycling are attractive and practical options for frequent trips that take place close to home
- Improving local pedestrian and bicycle infrastructure and parking, particularly at key access points to neighborhood destinations. This might include pedestrian crossings on busy main roads, public transportation stops and stations, sidewalks throughout shopping centers, and paths that provide safe access to schools
- Managing the transportation system to reduce travel times to destinations through measures such as improved incident response, public transportation signal prioritization, and congestion management

Through Oak Park's efforts, it is hoped that other municipalities will begin to implement their own non-motorized transportation initiatives. From this, it is hoped that eventually, likely decades down the line, that a fully connected transportation system that accommodates all types of users will be realized in the Metro Detroit region.

Certainly, connecting Oak Park and Ferndale on Nine Mile Road via the Nine Mile Redesign project is a great start, as well as the potential for a new regional bike share program. Still, there is much more that can be done to further the effort for regional connectivity. For one, since a well-connected non-motorized transportation network will transcend multiple disciplines, agencies, and jurisdictions, it is vital for partnerships and collaborations to be developed so that they are ready to be utilized when the times comes. Whether it is a single community, or the entire Southeast Michigan region, the network will require cooperation and participation by a cross-section of actors. Partnerships make sense on much more than just the construction phase of the process, too. Such other activities include data analysis, planning, funding, education, and user encouragement. Partnerships on these sorts of things can benefit everyone involved, including the transit users themselves. Other than municipal government agencies, potential partners for initiating regional connectivity include road commissions, non-profit organizations, Downtown Development Authorities, Corridor Improvement Authorities, and stakeholders in the private sector.

Goals & Objectives

Goals

A crucial step towards instituting a successful transportation system that utilizes Complete Streets concepts and non-motorized facilities is outlining concrete goals and objectives for that system. The creation of the overarching goals was done internally by the Complete Streets Plan contributors, listed in the Acknowledgements section. This was done in accordance to standard goals seen in similar transportation plans, while keeping in mind various Complete Streets best practices. The corresponding objectives were generated mainly by the various channels of public input that were used to formulate this document, as well as by previous channels of public input such as that of the Master Plan and the Strategic Economic Development Plan. These goals and objectives should provide concrete guidance to present and future City officials as it pertains to developing a comprehensive transportation network.



Objectives

Goal 1: Develop a Comprehensive Transportation Network

This goal is the core tenet of the Complete Streets movement, just as it is the core tenet of this document. The long-term goal for the City of Oak Park, as well as for Southeast Michigan as a whole, should be to develop a transportation network that is comprehensive, well-connected, and accommodates pedestrians, cyclists, and other travelers just as much as motorists.

Objective 1.1: Consider Complete Streets concepts in all future planning and designing of transportation infrastructure policies, programs, and initiatives.

- Identify changes that can be made to City planning processes and policies that will further Complete Streets and non-motorized transportation.
- Encourage and provide a framework for coordination between the City of Oak Park, other municipalities, and various other stakeholders.
- Keep in mind the need for improved transportation facilities for religious reasons (i.e. the Orthodox Jewish community walking to synagogue).

Objective 1.2: Integrate Complete Streets concepts and non-motorized transportation facilities into existing transportation infrastructure.

- Work to modify current transportation routes and facilities into more comprehensive routes and facilities while keeping efforts and costs low.

Objective 1.3: Construct pedestrian transportation facilities throughout the City.

- Safety and security facilities such as lighting and signage.
- Leisure facilities such as benches, shelters, and drinking fountains.

Objective 1.4: Construct cyclist transportation facilities throughout the City.

- Safety and security facilities such as bike lanes, bike parking, and signage.
- Supplementary facilities such as repair stations and recreational paths.

Objective 1.5: Support public transportation systems like SMART and DDOT.

- Work with such agencies as to make sure that all facilities are complimentary to each other.
- Encourage higher quality public transit facilities.

Objective 1.6 Support regional connectivity among various transportation improvement initiatives.

- Provide non-motorized transportation connections between destinations in every part the community and region, including to neighboring cities.

Did you know?

The Complete Streets movement supports not only changes to community streets, but also a shift in decision-making processes and policies.

Goal 2: Improve Health and Safety for Residents and Users

Another goal of this document and of Complete Streets concepts overall is to increase safety and security for users of the transportation system, as well as to boost the health and well-being of the residents of the community as a whole. After all, what is an updated and modernized transportation system if it is not safer and more secure for those who use it?

Objective 2.1: Make current transportation routes safer.

- Work with other agencies to fix and maintain all roadways in the City.
- Consider putting up additional signage along routes that make pedestrians and cyclists feel safer, such as “Share the Road” or “Bike Route”.
- Consider updating the lighting of highly-trafficked transportation routes.

Objective 2.2: Improve the safety and security of transportation users who are most likely to use non-motorized modes of travel, such as children and seniors.

- Consider the wants and needs of children and their parents when designing streets and pedestrian pathways.
- Consider the wants and needs of senior citizens and those who use wheelchairs when designing streets and pedestrian pathways.

Objective 2.3: Reduce the number of motor vehicle accidents and crashes.

- Reduce the amount of motor vehicle travel by offering alternative modes of transportation with Complete Streets.
- Create transportation routes that better accommodate all users, thus making all users safer.

Objective 2.4: Use Complete Streets and non-motorized facilities as a means to encourage healthier lifestyles.

- Encourage pedestrian and bicycle travel not only as a cost-saving measure, but also as a means of getting exercise.

Objective 2.5: Reduce local air, water, and noise pollution from automobile use.

- Reduce dependence on fossil fuels by decreasing the amount of overall automobile use.

Objective 2.6: Help create a stronger social fabric by fostering the social interaction that naturally takes place when people bike and walk instead of drives their cars.

Did you know?

Studies have shown that bicyclist injuries and collisions with automobiles can be reduced by up to 50% by the creation of marked, on-road bike lanes.

Goal 3: Stimulate the Local Economy

Making it easier for residents and visitors to take public transit, walk, or bike to their destinations can help stimulate the local economy. Not only do people save money when using those modes of transportation, thus freeing up more disposable income, but they are also simply more likely to shop in areas that are safe and easily walkable.

Objective 3.1: Make Oak Park's Corridor Improvement Authority District an attractive, vibrant, and easy place to visit and do business in.

- Use non-motorized transportation facilities as a means to increase business activity.
- Couple Complete Streets projects with beautification projects.

Objective 3.2: Find local business partners to help with the planning, designing, and implementation of Complete Streets initiatives.

- Work with local bike shops in the planning and designing of bicycle facilities.
- Work with local businesses to encourage employees to walk or ride their bikes to work.

Objective 3.3: Use Complete Streets initiatives as a catalyst for spurring more retail shopping activity.

- Encourage bikers and pedestrians to stop and shop instead of just travelling right through the City.

Objective 3.4: Use the City's Complete Streets initiatives as a catalyst for private investment and business growth.

- Help business community and developers realize the economic benefits of Complete Streets.
- Encourage current business owners in the community to be champions of the transportation changes.

Objective 3.5: Increase workers' access to job sites and increase the size of the local employment pool.

- Connect major transportation routes to the Corridor Improvement Authority District and the Industrial District.
- Keep in mind the last mile needs of commuters.

Objective 3.6: Work towards sustaining and increasing property values.

- Partner Complete Streets initiatives with public parks and recreation initiatives near residential neighborhoods.

Did you know?

The investment that communities make in implementing Complete Streets policies can stimulate far greater private investment, especially in retail districts and downtowns.

Goal 4: Educate Users and Stakeholders

It is imperative that the City educate residents, business owners, and other community stakeholders of any and all proposed changes to the transportation system if those changes are to be successful.

Objective 4.1: Educate the general public, local schools, business owners, developers, and other stakeholders on the benefits of non-motorized travel.

- Encourage non-motorized travel as an alternative form of transportation that will save users money, promote community health, and help reduce automobile traffic and related safety concerns.

Objective 4.2: Educate the general public, local schools, business owners, developers, and other stakeholders on current non-motorized facilities within and immediately outside of the City.

- Offer resources that map out current local and regional routes and facilities.

Objective 4.3: Educate the general public, local schools, business owners, developers, and other stakeholders on any and all future Complete Streets or non-motorized transportation initiatives.

- Disperse information via regular outreach channels.
- Hold informational meetings or events when necessary.

Objective 4.4: Develop strategies to educate all transportation users (motorists, cyclists, pedestrians, etc.) on key safety issues related to integrating walking, bicycling, and motor vehicle travel to create an atmosphere of respect among all travelers.

- Provide information for new cyclists to help them identify where bike routes are and the ideal routes for them.
- Educate cyclists and motor vehicle drivers on bicycle traffic laws through enforcement, information packets, and awareness activities.

Objective 4.5: Utilize local and regional partners in education efforts.

- Partner with neighboring communities like Ferndale and Royal Oak who are a couple steps ahead of Oak Park on non-motorized transportation for educational and recreational events.
- Utilize organizations with knowledge and experience with Complete Streets initiatives like SEMCOG.
- Encourage Council Members and community leaders to champion Complete Streets initiatives and educate their peers.

Did you know?

A major component of implementing Complete Streets is educating the public about current and future changes to their transportation routes.

Goal 5: Analyze the Results of the Initiatives

In order to determine whether any Complete Streets or non-motorized transportation initiatives have been successful, the City will have to analyze their results. These results can be used to help the City plan for future programs and projects, or determine that certain initiatives are not worth continuing.

Objective 5.1: Analyze the impact that Complete Streets initiatives have had on the overall safety of the transportation system.

- Measure motor vehicle accidents and crashes before and after such initiatives to determine if there has been any change.
- Measure crime statistics before and after such initiatives.
- Conduct traffic counts before and after Complete Streets initiatives, especially with bike lanes and other bike-related facilities.

Objective 5.2: Measure the use of new non-motorized transportation routes and facilities.

- Track the behavior of the users of the non-motorized facilities (i.e. number of people walking and number of people biking).
- Count the number of new and repaired non-motorized facilities each year.
- Conduct project before and after studies.

Objective 5.3: Study secondary measurements to determine the impacts that such initiatives have had on other matters.

- Determine if Complete Streets initiatives have had an impact on business growth, economic development, or retail shopping patterns.
- Determine if Complete Streets initiatives have caused increases in property values.

Objective 5.4: Utilize organizations like SEMCOG for data collection and analyzation purposes.

Objective 5.5: Share results with partners, stakeholders, residents, and neighboring communities.

- Support efforts by neighboring communities to become more pedestrian-friendly and bike-friendly by sharing expertise and lesson learned, and facilitating joint projects.

Did you know?

Analyzing and studying the results of Complete Streets initiatives can help both the original city out as well as any other cities who wish to implement such programs.

Design Guidelines & Facility Options

It is important to have a set of design guidelines when considering modernizing a transportation system to include Complete Streets elements. Further, it is important to know and understand the vast array of facility options for pedestrians, cyclists, and others that can be integrated into such a Complete Streets system. This section outlines such guidelines and facilities in an effort to provide guidance and direction to current and future City officials who might be involved in the planning, designing, and implementation of Complete Streets initiatives.

Worth noting is that just because certain design guidelines or facility options are mentioned or displayed in this document, that does not necessarily mean that they are currently being considered for adoption. This section aims to simply display a portion of the design guidelines and facility options that are relevant to Oak Park and could be utilized in the effort to modernize the City's transportation infrastructure. This is a non-exhaustive portrayal of Complete Streets design guidelines and facility options that should be used as a reference, not as a mandate.

Also worth noting is that one might find that there is quite a bit of overlap and redundancy between the wants, needs, and key factors of pedestrians and bicyclists. This is a well-documented notion, as those two groups of travelers tend to naturally utilize similar routes and facilities.

Design Guidelines

Planning and designing Complete Streets and comprehensive non-motorized transportation systems requires a fundamentally different design approach than conventional, automobile-centered transportation systems. It requires both an understanding of existing land uses and transportation patterns, and an understanding of how different design treatments influence peoples' choices regarding how and where they travel. It is vital to the health and well-being of a transportation network that it continually get upgraded and modernized as to keep in mind the context of new transformation trends, yet also it is important to keep in mind the history of transportation and the many societal and economic constraints that hinder its improvements. This context-based approach recognizes that Complete Streets are not "one size fits all", and ensures the most efficient and inclusive application of Complete Streets designs that are relevant to the community they are to be situated in.



Considerations

When a Complete Streets system is being developed and designed, there are many factors that should be considered in order to make sure that the City puts together the most comprehensive system possible.

1. *State and Local Laws:* Prior to officially implementing any Complete Streets initiatives, it is always a best practice to check state and local laws to ensure that the execution of such initiatives is consistent and complimentary to them.
2. *Motor Vehicle Transportation:* Always keep in mind that despite any efforts to alter or modernize a transportation system, one must still remember that the vast majority of people still use motor vehicles for the vast majority of their travel. This means that designing and planning Complete Streets initiatives should keep in mind the space that motor vehicles need, as well as the traffic volume they create and the speeds they use.
3. *Skill Levels of Non-Motorized Transportation Users:* It is helpful to identify the skill levels of expected users of non-motorized transportation facilities. In a community like Oak Park, things like biking on the road via a bike lane would be a very new practice to many citizens, and therefore it can likely be assumed that the skill level of most non-motorized users would be low. This can help the City identify what types of designs and facilities it should deploy.
4. *Accessibility:* Accessibility is among the most important factors of a Complete Streets system. It is crucial to keep in mind the accessibility needs of both non-motorized transportation users and motor vehicles alike, especially emergency and service vehicles.

5. *Directness*: Complete Streets routes and facilities should connect traffic generators to each other and should be located along major thoroughfares in order to make travelling along those routes as efficient as possible for those users.

6. *Personal Safety and Security*: The safety of all transportation users, especially pedestrians and cyclists, is a core principle of Complete Streets. It is paramount to consider how a harmonious transportation system can be created where all users can be safe and secure while traveling together on the same routes.

7. *Conflicts*: Consider where conflicts might happen between the different types of transportation users, such as at busy intersections, and work towards minimizing those conflict points.

8. *Costs and Funding*: As in all projects, costs and funding must be considered in very high regard. After all, the cost-prohibitive nature of large infrastructure projects is the biggest obstacle towards implementing them. The City must work towards making large alterations to its transportation infrastructure, while at the same time being realistic about what it can achieve with the resources it has and being efficient with the dollars it spends.

9. *Maintenance*: It is crucial to keep in mind the money and effort that will have to be spent to maintain and repair each Complete Streets facility, and to develop a maintenance program for them when they are implemented.

10. *Aesthetics*: The overall aesthetics of the City and its main transportation routes must be maintained or improved with the implementation of Complete Streets initiatives.

The U.S. Department of Transportation (DOT) recognizes that safe and convenient walking and bicycling facilities may look different depending on the context. Appropriate facilities in a rural community may be different from a dense, urban area. However, regardless of regional, climate, and population density differences, it is important that pedestrian and bicycle facilities be integrated into transportation systems.

While the DOT leads the effort to provide safe and convenient accommodations for pedestrians and bicyclists, success will ultimately depend on transportation agencies across the country embracing and implementing these policies.

Ray LaHood
Former U.S. Secretary of Transportation

Context

The design of a practical, functioning street depends on a clear understanding of the application of the context-based approach in designing Complete Streets in a particular setting. Once the context for an area is analyzed and understood, the function of each street can be established and design parameters can be selected to achieve a balance between land use, street design, and various types of transportation facilities. The relationship between these three factors deeply affects the character of the street. Character is reflected not only in the travel lanes but also in the overall dimensions and design treatments from building face to building face along the street. The manner in which certain elements are applied to streets creates its formal character and consists of qualities such as shapes, materials, colors, textures, patterns, and the overall compilation of the street's elements.

Land Use Context

In defining the context of a Complete Street, an initial step is to identify the existing and future land use contexts where the street is located. Elements of land use context include the pattern, use, and density of development, both current and future. Complete Streets designs should be based on a collaborative discussion about local needs and the role of the street in the region's transportation network. The network should be planned to support the transportation needs generated by the planned or anticipated land uses while being compatible with characteristics of the surrounding neighborhoods and communities. The structure of the network, the ability of the streets to serve traffic and provide mobility for non-motorized travelers, the spatial relationship of the street elements, and other elements of the right-of-way should encourage and support the development pattern, land use, and development intensity in accordance with the community's vision. The total street network should improve the integration of land use and transportation by avoiding mismatches between land uses and streets, and by creating the right combination of land uses and streets to facilitate the anticipated growth.

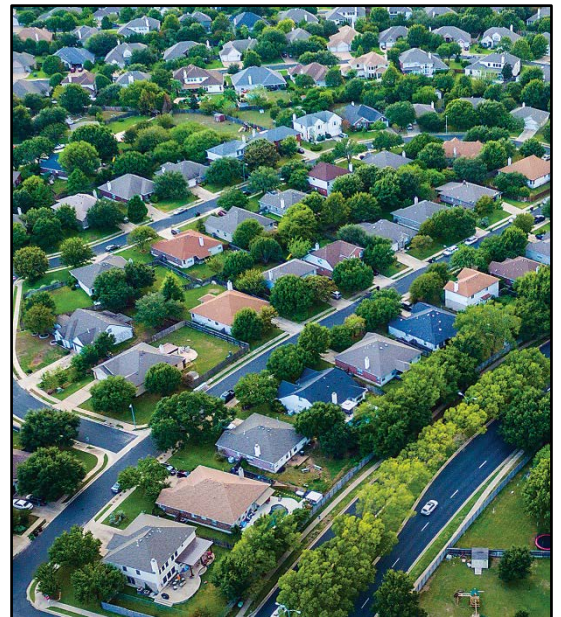
Area Type Context

Within a state or region, there are three broad categories of area type that exist: Urban, suburban, and rural. In the development of a non-motorized transportation network, one should always keep in mind what type of area the routes or facilities are to be situated in. A Complete Street in rural western Michigan will look and feel much different than a Complete Street in downtown Detroit. The City of Oak Park, being that it is a bordering, inner-ring suburb of Detroit, blends elements of both urban and suburban areas types.

Urban areas usually represent a heavy mix of commercial, residential, and civic activity for a region. The urban area most relevant to Oak Park is the City of Detroit. In urban areas, development is typically most intense in terms of the density, height, and mix of uses. Within urban areas, the intensity of land use often decreases with the distance from the urban core. Open areas exist but are generally limited to parks, school playgrounds, or large lawns or wooded areas associated with institutional sites. Common elements include a high level of pedestrian interaction, as many buildings front directly onto a sidewalk. There is transit availability, bicycle activity, and grid or modified grid street patterns.



Suburban areas are usually found at the periphery of an urbanized area, as seen with the City of Oak Park, and are characterized by pockets of development that are sometimes disconnected and contain structures that are generally consistent in height and aesthetics. Suburban areas can vary widely in character, appearing more rural in areas further removed from the metropolitan core and more urban in areas with denser populations and development. Suburban areas offer different challenges than urban areas, but still present great necessity and opportunity for providing more non-motorized facilities and Complete Streets designs, such as within their commercial corridors.



Because of Oak Park’s unique blend of urban and suburban, and the former development patterns seen within the City, it does not currently have an easily identifiable downtown. Rather, it has commercial corridors. These differ from downtowns because they are more sprawling, typically have faster traffic, and do not have the same sort of intimacy that a downtown can offer. Further, the Complete Streets facilities able to be used in a commercial corridor like that of 9 Mile Road or Coolidge Highway are very different than what you might use in a compact, urban downtown. This fact by itself is a huge contributing factor in determining the types of Complete Streets designs and facilities that should be utilized by the City.

Choosing Streets

Deciding which streets should be used to develop Complete Streets and accommodate non-motorized transportation users can be a very tedious task, but is incredibly important to the longevity of the plan. By defining and implementing Complete Streets designs that meet the intent of different street types and a variety of land use contexts, the City of Oak Park can better accommodate the different users of its streets.

Functional Classification

There are many different types of roads, streets, and highways that make up a transportation network. They all have very different rules, uses, and facilities, and are maintained by different units of government. It is important to understand that there are stark differences between certain streets, and that those differences can help determine the relevance of Complete Streets initiatives on that street, as well as the types of facilities that might be used. For instance, the necessity for non-motorized transportation facilities and the types chosen will differ drastically between a major commercial corridor and a residential street.



Commercial Corridor



Residential Street

Once the appropriate streets and street types are identified for Complete Streets development, those involved in the projects can refer to the three functional criteria of streets to begin to further plan and design the project. The three functional criteria include target speed, traffic volume, and access density, defined below:

1. *Target Speed*: Target speed refers to the preferred travel speed on the street. Speed is a critical component in improving motorist, bicyclist, and pedestrian safety on a street, and the target speeds for Complete Streets are typically lower than streets without non-motorized transportation facilities.

2. *Traffic Volume*: Traffic volume represents the amount of motor vehicle traffic on a street, with ranges for low, moderate, and high. These ranges for traffic volume overlap to allow flexibility in the number of lanes required based on area type, land use, and street type. The general range for application is:

- Low: Less than 8,000 vehicles per day
- Moderate: Between 6,000 and 24,000 vehicles per day
- High: More than 20,000 vehicles per day

3. *Access Density*: Access density provides a relative measure of the amount of development and interaction along a street. Generally, more dense spacing of access is a reflection of the need for lower speeds in a corridor. However, there can be exceptions on roads with heavy access management. Denser access spacing also generally provides more network flexibility for pedestrians, bicyclists, transit users, and motorists.

Pedestrian Facility Options

Approximately one third of the population of the United States does not hold a driver's license. Statistically speaking, these people are most likely to walk as a mode of transportation. Further, there are sectors of the population that are highly likely to use their feet to get around simply due to their age – that is children under the age of 16 and senior citizens who don't have the ability to drive anymore. Clearly, there is a substantial need for units of government of all sizes all over the country to pay attention to the wants and needs of pedestrian travelers.

There is a vast array of facilities that could be implemented within the City of Oak Park that would make pedestrian transportation better and more efficient. Some are expensive, while others are not. Some can be seen as a safety measure, while others are more for leisure. Under careful review, officials from the City should be able to determine which facilities are appropriate for which locations, or if they make sense to implement at all.

Understanding Pedestrian Travel

To understand pedestrian travel and the importance of it, one must understand the three types of pedestrians. (These three types also apply to cyclists.) First are the "utilitarian pedestrians", who are using their feet as a means to get around out of necessity or practicality. They typically are travelling to work, running errands, or performing some other essential activity. Next are the "recreational pedestrians" who are walking for fun. They are walking their dogs, walking to the park, or walking to get some fresh air. They typically do not travel far from their homes. Last are the "athletic pedestrians" who are likely jogging or running as a means of exercise or training. Though there are many similarities between these three types of pedestrians, there are also stark differences between them, and those differences must be studied and considered.

Key Factors

Time of travel, effort of travel, and continuity of travel paths are key factors that influence the likelihood of a person attempting a trip of foot, versus in a car, via public transit, or on a bike. In efforts to modernize and upgrade pedestrian travel, the City should always work to decrease travel time for pedestrians, alleviate some of the effort associated with walking, and make sure that highly-trafficked walkways and pathways are connected with each other. Further, safety is always a number one concern for pedestrians and those who are involved in implementing and maintaining pedestrian facilities. When deciding on facility enhancements, all of these factors should be considered.

Benches

Benches can offer passers-by a place to sit and rest during their journey. They can be placed in parks, along pedestrian paths, or in shopping or business districts.

Implemented correctly, they can complement the aesthetic of a neighborhood or district very well, while using space efficiently and being fairly low-cost.



Drinking Fountains

There are various types of public drinking fountains that the City could operate – ones that cater to adults, to children, to pets, or even to all of the above.

The advantages of having public drinking fountains for pedestrians to utilize are great. They encourage walking as a means of transportation, and are seen as an inclusive and accessible public good for all residents to benefit from.



Lighting

Well-lit walkways, sidewalks, pathways, and pedestrian crossings are essential to a non-motorized transportation network. This is because the lighting of such facilities is crucial to creating a safe and secure environment for pedestrians to use.

Lighting can be plain and simple, or decorative and artsy to help build out the aesthetic of an area.



Shelters and Shaded Areas

Shelters and shaded areas offer pedestrians another place to sit, rest, and enjoy their surroundings. The main difference between benches and these facilities, though, is that they also can offer shelter from the rain as well. They are typically furnished with seating and sometimes tables.

If large enough, they can potentially be utilized as recreational activity areas for events and such.



Separation Walls and Borders

Creating an easily distinguishable separation between pedestrian pathways and roads for motorized transportation can drastically increase safety and security for all parties involved.

These separations and borders can be done in a wide variety of ways.



Sidewalks

Sidewalks are the keystone of a quality pedestrian transportation system. The City should try to implement sidewalks everywhere possible, including determining where decorative sidewalks might be useful.

More than simply having them, though, the City should continue to do its best to make sure that they are clean, well-maintained, and free from trip hazards.



Recreational Walking Paths

Recreational walking paths through parks and greenspace can take pedestrians off of busy roadways to offer them a safer and quieter place to walk.



Crosswalks

Crosswalks can connect commercial districts to other commercial districts, neighborhoods to other neighborhoods, and cities to other cities. It is imperative that they be safe and be designed with the pedestrian in the forefront.

Crosswalks can potentially be decorative, and can utilize an array of technology and signage.



Well-Maintained Concrete

Well-maintained concrete throughout all avenues where a pedestrian might walk is crucial to the health and well-being of a transportation network. This involves a partnership between public and private entities to make sure that all sidewalks and pathways are taken care of.



Signage

Signage is important for both the safety and practicality of use for pedestrian pathways. Signage can let motorists know that a certain area is frequented by pedestrians, or it can serve as a wayfinding mechanism for those who are walking to their destinations.



Cyclist Facility Options

Bicycle travel is one of the most controversial topics in the vast realm of transportation. Should cyclists travel on the road or off of the road? Should they behave as regular members of traffic, or be subject to a different set of rules? These are important questions that will have different answers depending on the environment of potential cyclist initiatives, the City where the facilities will be located, and the expected skill levels of users. Regardless of these variables, the fact is that bicycle travel is increasing all over the country, and cities need to start planning for and accommodating cyclists in their transportation infrastructure improvement initiatives.

In the City of Oak Park, there is a vast assortment of facility options available that could be implemented that would make bicycle transportation better and more efficient. Some are expensive, while others are not. Some can be seen as a safety or security measure, while others are more for leisure. Under careful review, City officials should be able to determine which cyclist facilities are appropriate for which routes, or if they make sense to implement at all.

Understanding Cyclist Travel

To understand cyclist travel and the importance of it, one must understand the three types of cyclists. (These three types also apply to pedestrians.) First are the “utilitarian cyclists”, who are using their bicycles as a means to get around out of necessity or practicality. They typically are biking to work, running up to the grocery store, or performing some other essential activity. Next are the “recreational cyclists” who are biking for fun. They are biking with their friends, biking to the park, or biking to get some fresh air. They typically do not travel too far from their homes. Last are the “athletic cyclists” who are likely biking as a means of exercise or training. Though there are many similarities between these three types of cyclists, there are also stark differences between them, and those differences must be studied and considered.

Key Factors

Similar to pedestrians, cyclists find that time of travel, effort of travel, and continuity of travel paths are key factors that influence the likelihood of them choosing to use their bicycle or hop in the car. In efforts to modernize and upgrade cyclist travel, the City should always work to decrease travel time for cyclists, alleviate some of the effort associated with biking, and make sure that highly-trafficked bike paths and bike routes are connected with each other. Further, safety is always a number one concern for cyclists and those who are involved in implementing and maintaining cyclist facilities. When deciding on facility enhancements, all of these factors should be considered.

Bicycle Repair Stations

These repair stations can help cyclists fill up their tires, fix their chains, and tighten up any loose nuts and bolts. The stations are designed to handle all types of bicycles and benefit all types of riders.

They are ideal for highly trafficked cycling areas like commercial corridors, main roads, and any streets with bike lanes.



Bicycle Parking

Bicycle parking is essential for cyclists. They need somewhere to park and lock up their bicycles when they're permanently or temporarily done using them.

Outside of businesses, they can promote cyclists stopping by and shopping there, thus creating more economic activity.



On-Road Lanes

On-road bicycle lanes give cyclists a path to stay in when riding on main roads. They keep cyclists on the road, thus making them a participant of regular street traffic.

There are differences between buffered bike lanes that provide cyclists a separated lane from motorists, and shared bike lanes that make cyclists share the road with motorists. Both have great benefits for cyclists.



Bollards

Separation bollards can be complimentary to various bicycle facilities, especially on-road bike lanes. They can further distinguish space to be used for cyclists from space to be used for motorists.



Conflict Point Paint

Conflict point paint, typically green for bike lanes, is another way that the City can distinguish cyclist space from motorist space. They make it very easy for motorists to see where cyclists are riding, which can increase safety and security for all.



Bicycle Tracks

Bicycle tracks are similar, yet very different from on-road bicycle lanes. They share road space with regular motor vehicle roads, yet function as a completely separate thoroughfare for cyclists, with both directions being joined together on one side of the motor vehicle road. They typically utilize bollards to be further separated from the motor vehicle road and to increase safety.



Off-Road Paths

Off-road bicycle paths, be them pavement, dirt, or gravel, can offer cyclists an alternative route so that they can get off of the regular motor vehicle roads. They are often used for leisure and exercise, and can be integrated into parks and greenspace.



Bike Share Programs

A bike share program is a system of bicycles and bicycle stations that make those bicycles available for rent to the public. They are typically used for short rides, either for commute or for leisure. When implemented, they can offer transportation alternatives to the public and greatly increase bike ridership.



Well-Maintained Concrete

Well-maintained concrete throughout all roadways and bicyclist pathways is crucial to the health and well-being of a transportation network. This involves a partnership between public and private entities to make sure that all roadways and pathways are taken care of.



Signage

Signage is important for both the safety and practicality of use for cyclist pathways. Signage can let motorists know that a certain area is frequented by cyclists, or it can serve as a wayfinding mechanism for those who are biking to their destinations.



Other Facility Considerations

There are certain facility considerations that should always be thought of that benefit much more than just pedestrians or bicyclists. These are facilities that make sure that all transportation users are able to safely enjoy their travel, regardless of mode, skill level, or destination. Some of those facility considerations are listed on the subsequent pages.

Further, there are other travelers that need to be accounted for when planning and designing a comprehensive transportation network. These other travelers include anything from semi-truck drivers, public transit drivers and users, roller skaters, wheelchair users, and blind persons who need special facilities to navigate around town. A high-quality and well thought out transportation system that utilizes Complete Streets ideas will always make sure to include these travelers as well. Some of the facility considerations that would specifically benefit these unique travelers are also listed in this section.

Storm Water Management

A strong and diverse storm water management system that utilizes green infrastructure can ensure that motor vehicle roadways and pedestrian and cyclist pathways are clean and clear from water and debris, and can even add some aesthetic value to the transportation system as a whole.



Public Parks

Public parks offer residents and visitors alike a destination in the City to get to with non-motorized transportation. Public parks and non-motorized transportation networks should complement each other.



Public Art and Landscaping

Public art and decorative landscaping along roadways and pathways can greatly increase the use of those routes by offering a more pleasant atmosphere to drive, ride, or walk in.

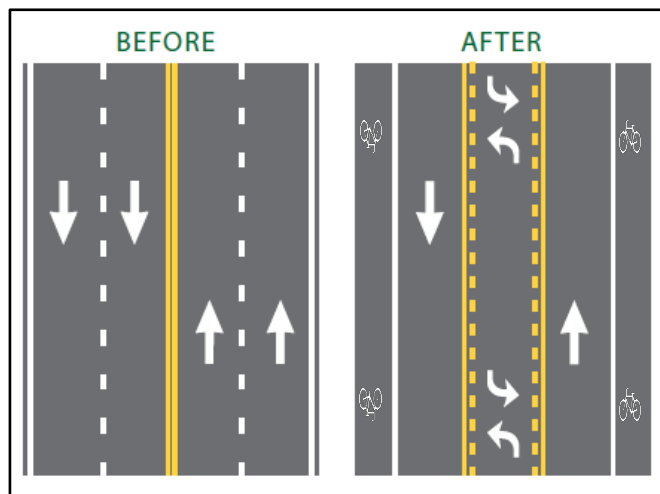
These types of beautification initiatives should be included in all Complete Streets plans and designs.



Road Diets

Road diets are often a major part of modernizing transportation infrastructure and instituting Complete Streets programs.

A road diet includes decreasing the amount of motor vehicle traffic lanes to make way for on-road bike lanes and sometimes parking as well.



Bus Stops and Shelters

Simple bus stops designated by a sign or more prominent covered bus shelters can help public transit riders identify where they should be to catch the bus and where the bus routes are. They can be decorative and artsy, or plain and simple in design. Either way, they should be considered when planning and designing Complete Streets.



Bus Pads

Bus pads denote where the public transit busses should stop to pick up and drop off riders. The designation, often done with red paint, helps other motorists know that they should not park, stop, or stand in this area, thus reducing blockages and keeping traffic flow moving.



Bus Lanes

Bus lanes ensure that public transit busses have their own lane on a larger roadway, so that those lanes can remain clear from obstructions like other motorists. This will then make the public transit system faster and more reliable for its users.



Roundabouts

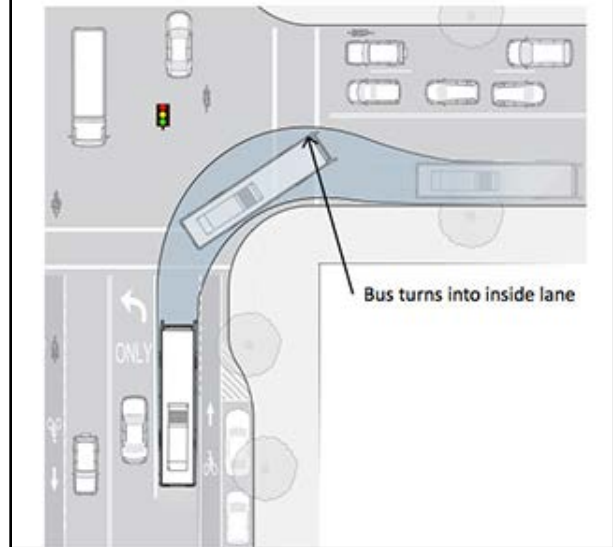
Roundabouts, or traffic circles, are circular intersections that are known for keeping traffic flow moving while increasing safety for motorists. These should be considered in transportation infrastructure improvement initiatives, as they can bring about both modernization, beautification, and integration among motorists and other forms of transportation.



Wide Intersection Curbs

Cutting curbs in a wide manner at intersections can help busses and semi-trucks navigate their turns, thus reducing crashes and accidents.

4-lane Signalized Intersection



ADA-Compliant Facilities

It is vital that City officials always keep in mind the needs of those with physical disabilities. ADA-compliant facilities, such as bumpy sidewalk approaches, can make disabled residents feel safe and secure in a built environment that can often feel daunting to them.



Implementation & Funding

The challenge that begins following the adoption of Complete Streets principles and ideas is the implementation of such related initiatives. While the majority of this document offers more general direction and guidance, this section outlines specific information and advice to help make Complete Streets a reality in Oak Park.

The effort to implement Complete Streets initiatives and work towards building a cohesive non-motorized transportation network in Oak Park and Southeast Michigan as a whole will take many years, even decades, to complete. It will take a great amount of **coordination, cooperation, and funding** from many stakeholders, organizations, and agencies to fully accomplish. For these reasons, the implementation stage of these various principles and ideas will be the most difficult part.

Coordination

Various entities internal to the City of Oak Park will have to work together to plan, design, and budget for Complete Streets initiatives.

Staff

Management – Members of the management team of the City, including the City Manager, the Assistant City Manager, and the Director of Strategic Planning and Special Projects, act as leaders in developing plans for major initiatives within the City. This is often where broad ideas and planning considerations take place. It is also where direction is given from the top of the hierarchical structure of the City down to the various departments.

Economic Development and Communications Department – The Department of Economic Development and Communications is responsible for receiving input from residents, business owners, and other stakeholders of the City of Oak Park, and then taking that input, utilizing various economic development tools, and ultimately helping to make the City of Oak Park a more vibrant and livable community. This department has spearheaded many Complete Streets and other transportation initiatives.

Technical and Planning Department – This department helps develop and maintain the City's comprehensive master plans, and serves to facilitate the linkage between land use and non-motorized planning. The engineers within this department design, administer, and supervise infrastructure improvement projects within the City.

Code Enforcement Division – The staff members within this division monitor overall maintenance and conditions of transportation facilities and enforce snow removal by private property owners along transportation routes. The City has adopted regulations governing the terms of private maintenance, and the code enforcement officers assure that all pathways and thoroughfares are maintained to city standards.

Recreation Department – The Recreation staff oversees all City parks, like those that would be directly tied to the non-motorized transportation network, such as the proposed pocket parks along the Nine Mile Redesign. They also program community events and activities at these parks.

Community Engagement and Public Information Department – This department assists other departments by ensuring that the community at large is informed and involved in plan development and project activities. Additionally, this department is crucial for educating residents, visitors, and business owners about how to use new non-motorized transportation routes and facilities.

City Council

Members of the Oak Park City Council, including the Mayor, are a hugely important part of furthering Complete Streets initiatives. They must take the lead on such initiatives in order for them to be successful, especially if they have anything to do with major transportation infrastructure improvements.

Boards and Commissions

Various advisory boards and commissions, made up of Oak Park residents and business owners, can play a role in implementing Complete Streets. Members can help advise City Council and City staff when making decisions, as well as actively take part in planning and designing conversations. Further, depending on the board or commission, members may play a role in the maintenance and longevity of non-motorized transportation improvements. Boards and commissions that are relevant to Complete Streets initiatives are listed below:

- Planning Commission
- Corridor Improvement Authority Board
- Economic Development Corporation
- Beautification Advisory Commission
- Parks and Recreation Commission

Cooperation

The City of Oak Park and its agents will have to work alongside various other organizations and work within an array of boundaries and constraints to build an efficient and effective non-motorized transportation system.

Local

It will be crucial for the City of Oak Park to get support and buy-in from its neighboring communities if it hopes to develop a cohesive non-motorized transportation network. These communities can help with the planning, designing, and implementation of connected transportation routes.

Ferndale – The City of Ferndale has been a leader on non-motorized transportation and has served as a reference point for many of the initiatives that Oak Park hopes to take on. Not only does Ferndale border Oak Park, but also their leadership and staff have conveyed a willingness and eagerness to work together to further Complete Streets principles, such as with the Nine Mile Redesign. Ferndale should be seen as a major partner going forward.

Southfield – The City of Southfield has also made a fair share of transportation improvements over the last decade or so. From instituting their own bike share program to working towards revitalizing some of their main commercial corridors, Southfield can also be seen as a potential major partner in furthering a cohesive non-motorized transportation network.

Detroit – With Detroit being the largest municipality in Southeast Michigan and serving as a regional leader on non-motorized transportation improvements, they should be looked at as a massive partner going forward. From the rapid growth of on-road bike lanes, to the recent installation of their bike share program, MoGo, Detroit has already accomplished a great deal to improve transportation outcomes for its residents and visitors.

Others – There are various other neighboring and nearby municipalities, such as Berkley, Royal Oak, and Huntington Woods, that Oak Park should hope to partner and cooperate with in order to build a cohesive transportation network.

State

The City will have to work with agencies and partners within the jurisdiction of the State of Michigan to make sure that any and all infrastructure plans meet state guidelines and are complementary to initiatives that the state wishes to take on.

Michigan Department of Transportation – The Michigan Department of Transportation (MDOT) is responsible for Michigan's 9,669-mile state highway system, comprised of all M, I, and US routes. They also administer other state and federal transportation programs for intercity passenger services, local public transit services, the Transportation Economic Development Fund (TEDF), and more. A strong partnership with MDOT on future non-motorized transportation infrastructure improvements would be crucial for ensuring that the City is following state protocol.

Other

Other external partners that could play a role in the implementation and success of new non-motorized transportation improvements are members of the business community, members of the non-profit and philanthropy communities, local elected representatives both at the county and state levels, and prominent community members. Getting buy-in from these stakeholders could help with funding, planning, and education efforts as it relates to such initiatives.

Funding

In order to implement Complete Streets projects, they have to be adequately funded. Since many non-motorized facilities can be expensive, this will require contributions from a variety of sources. Funding contributions can come from the city or cities in which the project will be constructed, crowdfunding campaigns, and various types of grants.

City Funds

It will be crucial for the City to self-fund projects in order to make sure that they come to fruition. City funds can be used to entirely fund small projects, and can be used to partially fund larger projects. Further, it is important that Oak Park enlist funding help from neighboring cities if those cities are to benefit from the project.

General Fund – A community’s general fund dollars have no restriction placed on them preventing them from being used for non-motorized improvements. The improvements do, however, need to be approved by a community’s governing body, such as the City Council.

Millage – A millage is a tax on property owners based on the value of their home. Millages are use-specific and approved by a vote of the residents. They can potentially be used to raise funds for large, long-term infrastructure improvements.

Special Assessment – A special assessment is a special kind of tax on a subset of a community. Special assessments, such as for fence or sidewalk repairs, are placed on those adjacent land owners who will receive the greatest benefit from a project to be funded using a special assessment. These can potentially be used when making some transportation infrastructure improvements.

Crowdfunding

Crowdfunding campaigns can potentially be initiated by the City itself or even by residents or community groups within the City. Websites such as Kickstarter.com and Patronicity.com can offer unique and efficient alternatives for raising money for City projects.

Grants

Grants can be a huge help when trying to fund any type of project. There are seemingly countless grants available in the United States, and they can be large or small. City leaders need to make sure that they consider grant funding when planning infrastructure projects, so therefore they need to ensure that one or more staff members keeps an eye on all grant opportunities.

Moving Ahead for Progress in the 21st Century Act – This federal law, signed in 2012, is the most recent federal transportation funding law. It consolidates transportation funding programs that were available under the previous funding law including the Transportation Enhancement program, the Safe Routes to School program, and the Recreation Trails program into a program called Transportation Alternatives Program (TAP). TAP activities are projects that “expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure.” Since this legislation, Transportation Enhancement and Safe Routes to School funds are now distributed through a partnership between the Southeast Michigan Council of Governments (SEMCOG) and the Michigan Department of Transportation (MDOT). Each project is jointly evaluated by SEMCOG and MDOT staff to determine eligibility and consistency with TAP program requirements.

Michigan Natural Resources Trust Fund – State grants are available to local units of government for acquisition and development of land and facilities for outdoor recreation such as shared-use paths. Recent priorities have been trails, natural corridors, and projects located within urban areas. The Michigan Natural Resources Trust Fund (MNRTF) provides funding for the purchase and development of land for natural resource based preservation and recreation. Goals of the program are to protect natural resources, improve recreation opportunities for Michiganders, and stimulate Michigan’s economy through recreation. With non-motorized transportation and recreation being so closely linked, grant opportunities through the MNRTF should be seriously considered for future Complete Streets projects.

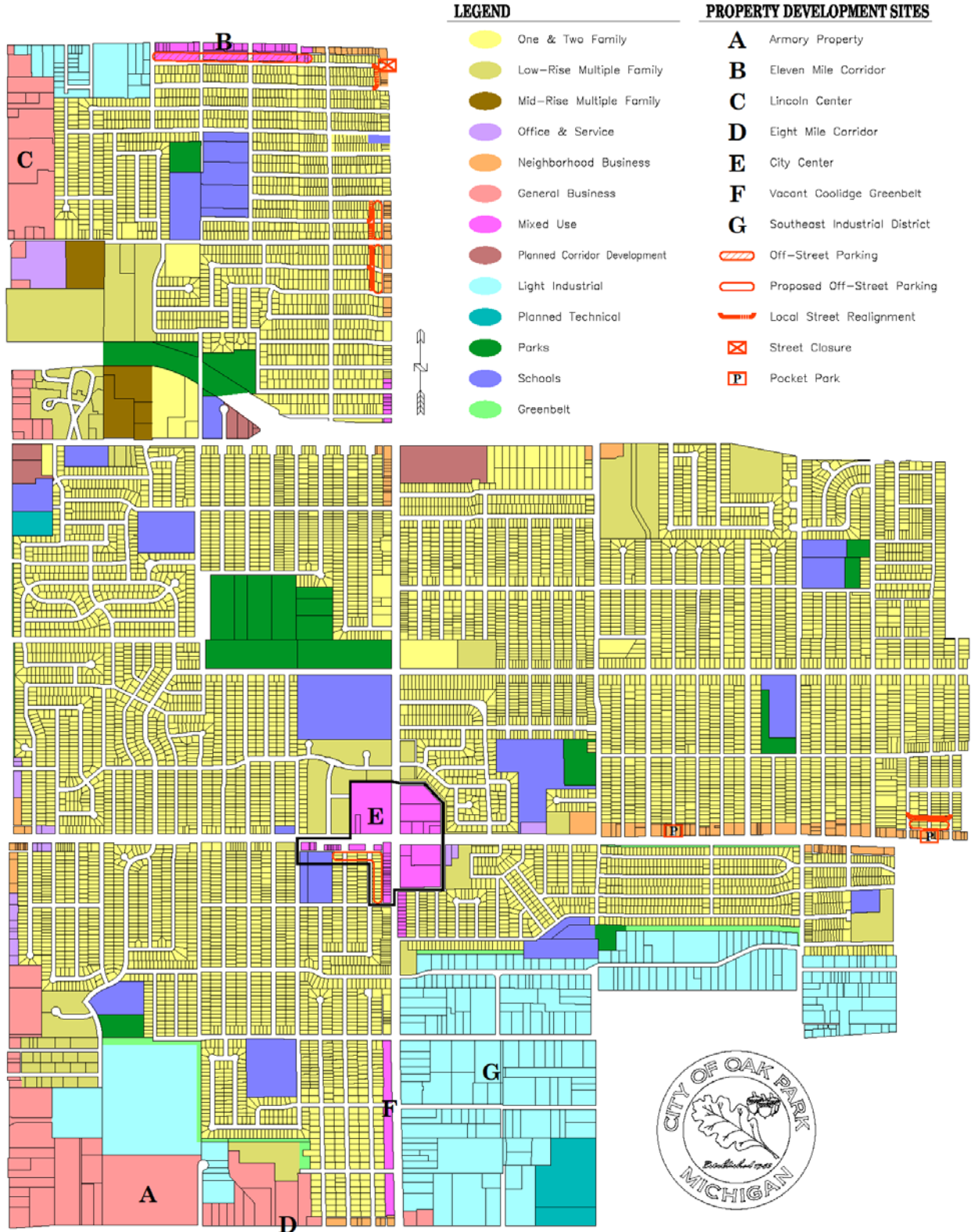
Other Grants – Lastly, there are countless other grants, both large and small, which are available for the City of Oak Park to apply to that may help the City fund non-motorized transportation improvements. Websites such as GrantFinder.com can aid in finding such grants.

Appendices

Appendix A. Oak Park Future Land Use Plan	ii
Appendix B. Michigan Public Act 135 of 2010	iv
Appendix C. Oak Park Complete Streets Resolution	ix
Appendix D. Oak Park Complete Streets Survey	xi

APPENDIX A.
Oak Park Future Land Use Plan

CITY OF OAK PARK FUTURE LAND USE PLAN



APPENDIX B.
Michigan Public Act 135 of 2010

Act No. 135
Public Acts of 2010
Approved by the Governor
August 1, 2010
Filed with the Secretary of State
August 2, 2010
EFFECTIVE DATE: August 2, 2010

**STATE OF MICHIGAN
95TH LEGISLATURE
REGULAR SESSION OF 2010**

Introduced by Reps. Switalski, Byrnes, Leland, Liss, Bledsoe, Wayne Schmidt, Donigan, Lisa Brown, Tlaib, Gonzales, Young, Robert Jones and Roberts

ENROLLED HOUSE BILL No. 6151

AN ACT to amend 1951 PA 51, entitled "An act to provide for the classification of all public roads, streets, and highways in this state, and for the revision of that classification and for additions to and deletions from each classification; to set up and establish the Michigan transportation fund; to provide for the deposits in the Michigan transportation fund of specific taxes on motor vehicles and motor vehicle fuels; to provide for the allocation of funds from the Michigan transportation fund and the use and administration of the fund for transportation purposes; to set up and establish the truck safety fund; to provide for the allocation of funds from the truck safety fund and administration of the fund for truck safety purposes; to set up and establish the Michigan truck safety commission; to establish certain standards for road contracts for certain businesses; to provide for the continuing review of transportation needs within the state; to authorize the state transportation commission, counties, cities, and villages to borrow money, issue bonds, and make pledges of funds for transportation purposes; to authorize counties to advance funds for the payment of deficiencies necessary for the payment of bonds issued under this act; to provide for the limitations, payment, retirement, and security of the bonds and pledges; to provide for appropriations and tax levies by counties and townships for county roads; to authorize contributions by townships for county roads; to provide for the establishment and administration of the state trunk line fund, local bridge fund, comprehensive transportation fund, and certain other funds; to provide for the deposits in the state trunk line fund, critical bridge fund, comprehensive transportation fund, and certain other funds of money raised by specific taxes and fees; to provide for definitions of public transportation functions and criteria; to define the purposes for which Michigan transportation funds may be allocated; to provide for Michigan transportation fund grants; to provide for review and approval of transportation programs; to provide for submission of annual legislative requests and reports; to provide for the establishment and functions of certain advisory entities; to provide for conditions for grants; to provide for the issuance of bonds and notes for transportation purposes; to provide for the powers and duties of certain state and local agencies and officials; to provide for the making of loans for transportation purposes by the state transportation department and for the receipt and repayment by local units and agencies of those loans from certain specified sources; and to repeal acts and parts of acts," by amending the title and section 10k (MCL 247.660k), the title as amended by 2004 PA 384 and section 10k as amended by 2006 PA 82, and by adding section 10p.

The People of the State of Michigan enact:

TITLE

An act to provide for the classification of all public roads, streets, and highways in this state, and for the revision of that classification and for additions to and deletions from each classification; to set up and establish the Michigan transportation fund; to provide for the deposits in the Michigan transportation fund of specific taxes on motor vehicles and motor vehicle fuels; to provide for the allocation of funds from the Michigan transportation fund and the use and administration of the fund for transportation purposes; to promote safe and efficient travel for motor vehicle drivers, bicyclists, pedestrians, and other legal users of roads, streets, and highways; to set up and establish the truck safety

(79)

fund; to provide for the allocation of funds from the truck safety fund and administration of the fund for truck safety purposes; to set up and establish the Michigan truck safety commission; to establish certain standards for road contracts for certain businesses; to provide for the continuing review of transportation needs within the state; to authorize the state transportation commission, counties, cities, and villages to borrow money, issue bonds, and make pledges of funds for transportation purposes; to authorize counties to advance funds for the payment of deficiencies necessary for the payment of bonds issued under this act; to provide for the limitations, payment, retirement, and security of the bonds and pledges; to provide for appropriations and tax levies by counties and townships for county roads; to authorize contributions by townships for county roads; to provide for the establishment and administration of the state trunk line fund, local bridge fund, comprehensive transportation fund, and certain other funds; to provide for the deposits in the state trunk line fund, critical bridge fund, comprehensive transportation fund, and certain other funds of money raised by specific taxes and fees; to provide for definitions of public transportation functions and criteria; to define the purposes for which Michigan transportation funds may be allocated; to provide for Michigan transportation fund grants; to provide for review and approval of transportation programs; to provide for submission of annual legislative requests and reports; to provide for the establishment and functions of certain advisory entities; to provide for conditions for grants; to provide for the issuance of bonds and notes for transportation purposes; to provide for the powers and duties of certain state and local agencies and officials; to provide for the making of loans for transportation purposes by the state transportation department and for the receipt and repayment by local units and agencies of those loans from certain specified sources; and to repeal acts and parts of acts.

Sec. 10k. (1) Transportation purposes as provided in this act include provisions for facilities and services for nonmotorized transportation.

(2) Of the funds allocated from the Michigan transportation fund to the state trunk line fund and to the counties, cities, and villages, a reasonable amount, but not less than 1% of those funds shall be expended for construction or improvement of nonmotorized transportation services and facilities.

(3) An improvement in a road, street, or highway that meets accepted practices or established best practices and facilitates nonmotorized transportation such as the paving of unpaved road shoulders, the widening of lanes, the addition or improvement of a sidewalk in a city or village, or any other appropriate measure shall be considered to be a qualified nonmotorized facility for the purposes of this section.

(4) Units of government need not meet the provisions of this section annually, if the requirements are met as an average over a reasonable period of years, not to exceed 10.

(5) The state transportation department or a county, city, or village receiving money from the Michigan transportation fund annually shall prepare a 5-year program for the improvement of qualified nonmotorized facilities which when implemented would result in the expenditure of an amount equal to at least 1% of the amount distributed to the state transportation department or the county, city, or village, whichever is appropriate, from the Michigan transportation fund in the previous calendar year, multiplied by 10, less the accumulated total expenditures by the state transportation department or the county, city, or village for qualified nonmotorized facilities in the immediately preceding 5 calendar years. A county shall notify the state transportation department and each municipality in the county when the county completes preparation of its 5-year program under this subsection. A city or village shall notify the state transportation department and the county where the city or village is located when the city or village completes preparation of its 5-year program under this subsection. The department shall notify each affected county, city, or village when the department completes preparation of its 5-year program. A city or village receiving money from the Michigan transportation fund shall consult with the state transportation department or county in the city's or village's preparation of the 5-year program under this subsection when planning a nonmotorized project affecting a facility under the jurisdiction of the state transportation department or county. A county receiving money from the Michigan transportation fund shall consult with the state transportation department or a city or village when planning a nonmotorized project affecting a transportation facility under the jurisdiction of the state transportation department or the city or village. The department shall consult with a county, city, or village when planning a nonmotorized project affecting a transportation facility within the county, city, or village.

(6) Facilities for nonmotorized transportation including those that contribute to complete streets as defined in section 10p may be established in conjunction with or separate from already existing highways, roads, and streets and shall be established when a highway, road, or street is being constructed, reconstructed, or relocated, unless:

- (a) The cost of establishing the facilities would be disproportionate to the need or probable use.
- (b) The establishment of the facilities would be contrary to public safety or state or federal law.
- (c) Adequate facilities for nonmotorized transportation already exist in the area.

(d) The previous expenditures and projected expenditures for nonmotorized transportation facilities for the fiscal year exceed 1% of that unit's share of the Michigan transportation fund, in which case additional expenditures shall be discretionary.

(7) The state transportation department may provide information and assistance to county road commissions, cities, and villages on the planning, design, and construction of nonmotorized transportation facilities and services.

Sec. 10p. (1) As used in this section:

(a) "Complete streets" means roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle.

(b) "Complete streets policy" means a document that provides guidance for the planning, design, and construction of roadways or an interconnected network of transportation facilities being constructed or reconstructed and designated for a transportation purpose that promotes complete streets and meets all of the following requirements:

(i) Is sensitive to the local context and recognizes that needs vary according to urban, suburban, and rural settings.

(ii) Considers the functional class of the roadway and project costs and allows for appropriate exemptions.

(iii) Considers the varying mobility needs of all legal users of the roadway, of all ages and abilities.

(c) "Department" means the state transportation department.

(d) "Local road agency" means that term as defined in section 9a.

(e) "Municipality" means a city, village, or township.

(2) The state transportation commission shall do both of the following by not later than 2 years after the effective date of the amendatory act that added this section:

(a) Adopt a complete streets policy for the department.

(b) Develop a model complete streets policy or policies to be made available for use by municipalities and counties.

(3) Before a municipality approves any project in its multiyear capital program that affects a roadway or transportation facility under the jurisdiction of the state transportation department or within or under the jurisdiction of a county or another municipality, it shall consult with the affected agency and agree on how to address the respective complete streets policies, subject to each agency's powers and duties. Before the department submits its multiyear capital plan to the commission or a county road agency approves its multiyear capital plan, for any project that affects a roadway or transportation facility within or under the jurisdiction of a municipality, the department or county road agency shall consult with the municipality and agree on how to address the respective complete streets policies, subject to each agency's powers and duties. Failure to come to an agreement shall not prevent the department from submitting its multiyear capital plan to the commission. This subsection does not apply under any of the following circumstances:

(a) If neither the agency proposing the project nor the affected agency has a complete streets policy.

(b) If the project was included in a municipality's multiyear capital program or the department's or a county's multiyear capital plan on July 1, 2010.

(4) The department may provide assistance to and coordinate with local agencies in developing and implementing complete streets policies. The department shall share expertise in nonmotorized and multimodal transportation planning in the development of trunk line projects within municipal boundaries.

(5) The department, local road agencies, and municipalities may enter into agreements with each other providing for maintenance of transportation facilities constructed to implement a complete streets policy.

(6) A complete streets advisory council is created within the department. The advisory council shall consist of the following members appointed by the governor:

(a) The director of the state transportation department or his or her designee.

(b) The director of the department of community health or his or her designee.

(c) The director of the department of state police or his or her designee.

(d) One individual representing the state transportation commission.

(e) One individual representing environmental organizations.

(f) One individual representing planning organizations.

(g) One individual representing organizations of disabled persons.

(h) One individual representing road commission organizations.

(i) One individual representing public transit users organizations.

(j) One licensed professional engineer or traffic engineer.

(k) One individual representing the Michigan municipal league.

(l) One individual representing the AARP.

(m) One individual representing the league of Michigan bicyclists.

(n) One individual representing a pedestrian organization.

(o) One individual representing the Michigan public transit association.

(p) One individual representing the Michigan townships association.

(q) As nonvoting members, the director of the department of natural resources and environment or his or her designee, the executive director of the Michigan state housing development authority or his or her designee, and the heads of such other state departments and agencies, as the governor considers appropriate, or their designees.

(7) The members first appointed to the advisory council shall be appointed within 60 days after the effective date of this section. Members of the advisory council shall serve for terms of 3 years or until a successor is appointed, whichever is later, except that of the members first appointed 3 shall serve for 1 year, 3 shall serve for 2 years, and 3 shall serve for 3 years. If a vacancy occurs on the advisory council, the governor shall make an appointment for the unexpired term in the same manner as the original appointment. The governor may remove a member of the advisory council for incompetency, dereliction of duty, malfeasance, misfeasance, or nonfeasance in office, or any other good cause.

(8) The first meeting of the advisory council shall be called by the director of the state transportation department. At the first meeting, the advisory council shall elect from among its members a chairperson, vice-chairperson, secretary, and other officers as it considers necessary or appropriate. After the first meeting and before 2018, the advisory council shall meet at least quarterly, or more frequently at the call of the chairperson or if requested by 3 or more members. A majority of the members of the advisory council constitute a quorum for the transaction of business at a meeting of the advisory council. The affirmative vote of a majority of the members are required for official action of the advisory council.

(9) The business that the advisory council may perform shall be conducted at a public meeting of the advisory council held in compliance with the open meetings act, 1976 PA 267, MCL 15.261 to 15.275. A writing prepared, owned, used, in the possession of, or retained by the advisory council in the performance of an official function is subject to the freedom of information act, 1976 PA 442, MCL 15.231 to 15.246.

(10) Members of the advisory council shall serve without compensation. However, members of the advisory council may be reimbursed for their actual and necessary expenses incurred in the performance of their official duties as members of the advisory council.

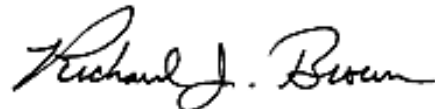
(11) The advisory council shall do all of the following:

(a) Provide education and advice to the state transportation commission, county road commissions, municipalities, interest groups, and the public on the development, implementation, and coordination of complete streets policies.

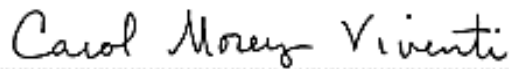
(b) By December 30, 2011, and each calendar year thereafter, report to the governor, the state transportation commission, and the legislature on the status of complete streets policies in this state. The report shall contain a summary of the advisory council's proceedings, a statement of instances in which the department and a municipality were unable to agree under subsection (3) on a department project affecting a roadway or transportation facility within or under the jurisdiction of the municipality, and any other necessary or useful information and any additional information that may be requested by the governor.

(c) Advise the state transportation commission on the adoption of model policies under subsection (2).

This act is ordered to take immediate effect.



.....
Clerk of the House of Representatives



.....
Secretary of the Senate

Approved

.....
Governor

APPENDIX C.
Oak Park Complete Streets Resolution

**CM-02-049-18 (AGENDA ITEM #151) RESOLUTIONS SUPPORTING
“COMPLETE STREETS” POLICIES – APPROVED**

Motion by Weiss, seconded by Burns, CARRIED, to adopt the following resolution supporting “Complete Streets” policies:

**CITY OF OAK PARK
OAKLAND COUNTY, MICHIGAN**

RESOLUTION IN SUPPORT OF A COMPLETE STREETS POLICY IN OAK PARK

WHEREAS, “Complete Streets” are defined as streets that safely accommodate all legal users of the right-of-way, including pedestrians, people requiring mobility aids, bicyclists, and drivers and passengers of transit vehicles, trucks, automobiles, and motorcycles; and

WHEREAS, such “Complete Streets” increase active transportation, improve public health, promote economic development, create a cleaner environment, enhance community connections, and generally improve City residents’ standard of living; and

WHEREAS, such “Complete Streets” are achieved when all public street projects in the City are designed and developed to safely accommodate all legal users of the right-of-way; and

WHEREAS, the design and development of such “Complete Streets” offer long-term cost savings and opportunities to create safe and convenient non-motorized transportation travel; and The City of Oak Park supports the acceptance of a grant from Oakland County with partial funding of the project; and

WHEREAS, all public street projects are developed in cooperation with the Michigan Legislature’s “Complete Streets” legislation, as seen in Public Acts 134 and 134, that requires the Michigan Department of Transportation to consider all users in transportation-related projects and to work with local units of government to include planning for “Complete Streets” in their transportation programming;

NOW, THEREFORE, BE IT RESOLVED, the Council of the City of Oak Park hereby declares its support of “Complete Streets” policies.

Roll Call Vote:	Yes:	McClellan, Radner, Burns, Weiss
	No:	Rich
	Absent:	None

APPENDIX D.
Oak Park Complete Streets Survey

Our Vision:

The City of Oak Park will lead the region as the most dynamic city in Metropolitan Detroit, serving as a destination for vibrant, cutting-edge community life.

Our Mission:

In the City of Oak Park, we strive to provide the highest quality of life for our residents in everything we do. We pride ourselves on the richness of our cultural diversity and our safe and secure neighborhoods. We actively encourage residential and business growth. We are business-minded and family-centered.

Our Values:

As City Council and Administration for the City of Oak Park, we are committed to the following:

- Prioritizing our public's well-being first
- Operating with integrity and maintaining the trust of our residents
- Providing the highest quality programs and services
- Serving as good stewards of our financial and physical resources
- Delivering honest, responsive government
- Attracting innovation, community development, and business enterprise

Complete Streets Plan Survey

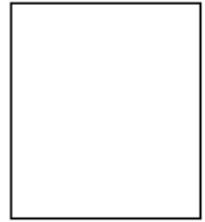


Type Here



Community, Culture, Commerce

City of Oak Park
Economic Development and Communications
14300 Oak Park Blvd
Oak Park, MI 48237



As the City of Oak Park makes necessary improvements to its transportation infrastructure, it must take into consideration the needs of all transportation users.

The idea behind modernizing the City's transportation infrastructure is to have "Complete Streets", or streets that provide for all transportation users equally – motorists, bicyclists, and pedestrians alike.

Please help the City of Oak Park determine its future transportation needs by filling out this survey. After filling it out, please drop it off or mail it to the Department of Economic Development and Communications at 14300 Oak Park Blvd, Oak Park, MI 48237 by 05/18/2018. Thank you for your participation.

1. For demographic purposes, what general area of Oak Park do you live in?
- North Oak Park (North of 10 Mile)
 - West Oak Park (West of Coolidge, between 9 Mile and 10 Mile)
 - East Oak Park (East of Coolidge, between 9 Mile and 10 Mile)
 - South Oak Park (South of 9 Mile)

2. For demographic purposes, what is your age category?
- 18 and Under
 - 19-34
 - 35-44
 - 45-54
 - 55-64
 - 65 and Over

3. What is your most common mode of transportation?
- Motor Vehicle
 - Bicycle
 - Walking
 - Public Transit
 - Other _____

4. What is your second most common mode of transportation?
- Motor Vehicle
 - Bicycle
 - Walking
 - Public Transit
 - Other _____

5. Typically, what is the nature of your non-motorized travel?
- Leisure/Exercise
 - Work
 - School
 - Errands
 - Other _____

6. What kinds of destinations would you like to use non-motorized transportation to get to?
- Schools
 - Parks
 - Shopping
 - Work
 - Friends/Family
 - Other _____

7. How important is it to you that the City modernize its transportation infrastructure?
- Very Important
 - Somewhat Important
 - Not Important

8. Would you bicycle more often if the City had better bicycling facilities such as bicycle lanes, bicycle parking, and bicycle repair stations?
- Yes
 - No

8.a. What suggestions do you have for the improvement of bicycling facilities?

9. Would you walk more often if the City had better pedestrian facilities such as well-lit walkways, benches, and public art displays?
- Yes
 - No

9.a. What suggestions do you have for the improvement of pedestrian facilities?

10. Additional comments:

Please fold, tape, and return to the Department of Economic Development and Communications at 14300 Oak Park Blvd, Oak Park, MI 48237 by 05/18/2018.

