

MEMO

VIA EMAIL JGray@jonesville.org

To: Jeffery M Gray
City Manager
City of Jonesville

From: Fleis & VandenBrink

Date: November 1, 2023

Re: Public Hearing Comments 10/30/2023
Chicago Street (US-12), Road Diet Study
City of Jonesville, Michigan

The City of Jonesville Downtown Development Authority held a public hearing and open house on Monday, October 30, 2023, at the Jonesville Police Department located at 116 West Chicago Street, Jonesville, MI 49250. The public hearing was held as part of the consideration of the Road Diet for US-12/Chicago Street in the City of Jonesville.

Comments were provided at the public hearing on October 30, 2023. Additionally, information discussed at the public hearing was also provided on the City website, and comments were provided via e-mail to the City. The summary of the comments and the e-mail correspondence received are attached.

A. PLAN SHEET COMMENTS

INTERSECTION: CHICAGO STREET/ WALNUT STREET/OLDS STREET (M-99)

1. Cost for changes, who bears the costs?
2. What additional traffic slowing mechanisms would there be?
3. Merge lanes on both ends of town – eliminated 😊
4. Has increased commercial traffic been accounted for with Meijer opening new location 2 miles south?
5. Will need to improve “level of service” in morning and afternoon.
6. What if citizenry prefers no change – does MDOT preferences trump local preferences?
 - a. This is a horrible idea all the way around. The traffic in town is far more than the “fifteen minutes” a few times a day. I frequently am on call for my work 24/7 so I see what the traffic is like at totally random times of the day quite regularly. While the numbers may give Black & White Data, the numbers never give the whole story. The whole story resides in between the Black & White. With the opening of Meijer we are guaranteed to see even a route through town. I could go on a lot more, but I won't. I will just say that this is perhaps the most idiotic proposal I have seen in the town, and anyone who backs this needs to travel a little more. Good lord. More traffic. Something doubt the “experts” took into consideration.

27725 Stansbury Boulevard, Suite 195
Farmington Hills, MI 48334
P: 248.536.0080
F: 248.536.0079
www.fveng.com

- b. Both Quincy and Tecumseh have been cited as examples of recent “Road Diets”, yet neither of these towns have two highways through them. Let alone sharing.

SHEET #1: TRAIL CROSSING, UDDER SIDE

1. Please – No.
2. Putting Ped crossing in here is a great thing.
3. Pedestrian right of way. Will traffic be required to stop?

SHEET #2: POLICE STATION, MCDONALDS

1. Trucks/trailers turning left could be impacted with lane reduction and proximity to light.
2. We, all manage, to drive through Quincy and Coldwater without any problems. I like the bike lane. Change is good.
3. There would be nowhere to pass between Clinton and Coldwater.
4. What data was used regarding bicycle traffic? Enough traffic to support the need for bike lanes.
5. Wouldn't there be more likelihood for traffic backing up for longer periods.
6. Can there be grant money found to assist businesses to improve their back door access so back parking lot is a preferred option?
7. Pedestrian Crossings – to be more than just at traffic lights?

SHEET #3: WEST TO MAUMEE/EVANS

1. Take out the center lane. Stay the 4 lane traffic
2. Could curbs be redone to move parking closer to buildings. Reduce sidewalk width?
3. Right turn lanes at Maumee/Evans
4. Get rid of curb bump-out on Maumee Street.
5. Dedicated right turn lanes.
6. Remove curb, add righthand turn lane
7. Remove curb, add righthand turn
8. Traffic is backed thru town now with 2 lanes
9. By increasing light time going east to west would cause locals to wait longer to get onto US-12.
10. You will have traffic backed up because of the semi's that can't get up to speed in rush hour in the morning.
11. Change is good. Open minds to the possibilities. Slow traffic down just a “little” bit for the masses!
12. In the afternoon with school busses and the semi's you are going to have one big traffic jam.
13. What impact will the increase of Meijer traffic have the 99 & US-12 intersection.
14. Communicate the actual car accidents from open doors US-12.
15. Communicate number of bicyclists to justify the lane.
16. Dedicate right turn lane East & Westbound US-12.

SHEET #4: MAUMEE/EVANS TO WRIGHT

1. Add traffic light
2. Adding turn lane at each intersection Wright Street, Maumee Street, Evans Street, East Street, etc.
3. Add traffic light

SHEET #5: WRIGHT/EAST TO MIDDLE SCHOOL

1. Driveway added to East Street, not grass.

B. COMMENT CARD COMMENTS

COMMENT CARDS

1. For the most part it all looks great. I am a bike rider and like the bike lanes. Change is good.
–Dave Bauer
2. Consider “speed limit” flashing signs near city entrances/schools.
3. Consider right turn lanes on all Northbound side streets. ESP Maumee, Fast St
4. Wonderful “problem” to have.
5. It is a good idea, for the most part. Thank you for all your hard work! –Max Null
6. This is great. Hope it happens. –David Windle
7. Concerns about people who are handicapped get up to the curb and get to the business (two steps with handrail-mid street). Please look at.
8. I strong suggest that solar powered speed check signs be placed on East Street now that it has/is designated a bus route to high school. The amount of speeding has drastically increased over the past 3 years. It would also keep traffic at all times under control. With it being a straight shot from high school to middle school or school admin building will control those speeding without put the burden on our limited police force. If the police force needs funds they could earn a lot from speeding tickets.

C. E-MAIL COMMENTS

E-MAILS

1. Jonesville Road Diet

My wife and I have been residents of Jonesville for 5 yrs and have enjoyed the downtown section this entire time. After hearing this idea we have become deeply concerned. The idea of shortening US-12 will create more traffic issues and congestion. The effect of more congestion will create more wrecks and pedestrian injuries. It also limit the amount of vehicles stopping at the stores in the downtown district, due to less traffic flow. Also the time we have lived here we don't see very many people biking so the use of a bike lane is a waste of taxpayer money. Grants from the state is still taxpayer money. I also here a large problem with this and the oversized loads that come through the downtown area. Currently they can travel safely without the need to take up both lanes because the road is wide enough. With this proposed idea this will put the loads into the biking and turning lanes creating a risk for personal injury and vehicle wrecks. For example Ritzcraft brings the houses through Jonesville all the time these house sections on average are between 14 to 18 feet wide and up to 72 feet long. As an employee there I know the dimensions of these. But they are not the only ones either, Avera homes also go through the downtown district and theirs are completed trailer homes and are on average wider than the Ritzcraft homes.

I believe if we can get the community together we can create a better Jonesville experience for those that live here and visit here. If we can create better parks for our children and strive to grow more smaller business with vendor style events and more community events with the downtown businesses we can create a better Jonesville and create a path for the growth of Jonesville.

Thank You

Fishy Fishaay

2. City of Jonesville Re-imagination

Hello City of Jonesville leadership team,

My name is Pablo. I used to live in Jonesville and graduated from JHS but now am in the US Air Force and have lived in Europe for over 4 years. I was just back in Jonesville visiting friends and speaking with kids at JMS and JHS about pathways to become aviators back in May and make it back every few years.

Living in Europe, I have witnessed and experienced their way of life, specifically their infrastructure. Cities are very walkable, pedestrian and cycle friendly. There are far less parking lots littering the cities which make the cities more walkable and therefore safer. Public transportation is highly regarded and widely accepted. Roundabouts are used at nearly every intersection which increase traffic flow and prevent head-on collisions. Roads are not widened for more vehicles but instead are either removed or narrowed to prevent speeding and to create new bike lanes. Sidewalks are everywhere and are well connected to businesses and homes. People are always out in their downtown areas walking, shopping and socializing with others. There is a big sense of community.

Coming back to Jonesville I see almost the complete opposite. It is a city full of roads, parking lots, spread out with the car being the center of attention and businesses being far from each other. Unfortunately, it also feels like it has almost sense of community. I'm sharing my opinion not because I want to lambast the city but because Jackson has the potential and ability to be so much more. SHello City of Jackson leadership team,

I believe Jonesville can become a more attractive city. The downtown has made some progress but its potential is far from being met.

I have attached 2 YouTube videos that I highly encourage you to watch. Both are US cities that are transforming the way they conduct their cities. I personally think it's a step in the right direction and I hope you all also agree.

Fayetteville, AR:

<https://youtu.be/vUhOFUQDLQk>

Carmel, IN:

<https://youtu.be/SAqu5cBetkQ>

Thank you for your time,

Pablo Frias

3. Jonesville bike lanes

Me again,

I commend the city in wanting to improve access for bikers very much. The proposed design makes it dangerous for bikers as they're squeezed between cars. Having to ride a bike between a car parked and flowing traffic is flat out dangerous and will not encourage many to ride therefore be a waste of resources. Would you want to ride a bikes with your kids through the proposed bike lanes?.... probably not.

Please take the time to watch another amazing video that showcases different types of bike lanes already implemented in the US with inspiration from European ones.

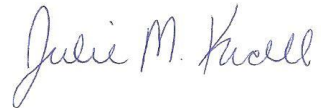
<https://youtu.be/p36skNda3KE?si=ethLkJvtVGbN05Vd>

Pablo Frias

If you have any questions or need anything else, please do not hesitate to contact us.

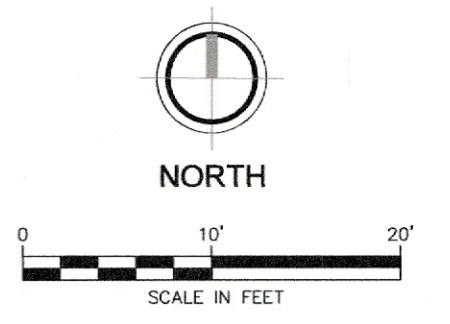
Sincerely,

FLEIS & VANDENBRINK



Julie M. Kroll, PE, PTOE
Traffic Engineering | Group Manager, Associate

Attachments: Plan Sheets
Comment Cards
E-Mails



LEGEND

-  PROPOSED LED LIGHT RETROFIT - PARTICIPATING
-  PROPOSED STREET TREE W/FLUSH CURB AND PIP SURFACING - PARTICIPATING
-  PROPOSED BICYCLE LANE - PARTICIPATING
-  PROPOSED BUFFER ZONE - PARTICIPATING
-  PROPOSED CROSSWALK - PARTICIPATING
-  PROPOSED BARRIER FREE PARKING - NON- PARTICIPATING
-  PROPOSED STOP BAR - PARTICIPATING
-  PROPOSED DETECTABLE WARNING PLATE - PARTICIPATING
-  PROPOSED QWICK CURB
-  PROPOSED SOLAR BEACON CROSSING SIGNAL
-  PROPOSED ADVISORY PEDESTRIAN CROSSING SIGN

- Look for change like how cars?

- What address traffic along Walnut Street?

Has increased commercial traffic for with newer opening new location 2 miles south?

Merge lanes on both ends of town - eliminated!

Will need a level of service? Will need a level of service?

- What of emergency prep? No change - does not prepare ramp level preference?

A. THIS IS A HORRIBLE IDEA! THE WAY AROUND THE TRAFFIC IN TOWN IS FOR MORE THAN THE "GREEN MINUTES" A FEW TIMES A DAY. I RECOMMEND AN ON CALL FOR MY WORK 24/7 SO I CAN SEE WHAT THE TRAFFIC IS LIKE AT ANY GIVEN TIME.

AT TOWN MEETINGS, I HEARD THAT THE TRAFFIC IN TOWN IS FOR MORE THAN THE "GREEN MINUTES" A FEW TIMES A DAY. I RECOMMEND AN ON CALL FOR MY WORK 24/7 SO I CAN SEE WHAT THE TRAFFIC IS LIKE AT ANY GIVEN TIME.

A ROUTE THROUGH TOWN (#3) I COULD GO ON A LOT MORE, BUT I WON'T. I WILL JUST SAY THAT THIS IS TERRIBLE! THE MOST I CAN DO IS TO HAVE SOMEONE WHO KNOWS THE TOWN AND TRAVEL ALTHOUGH MORE GOOD LUCK.


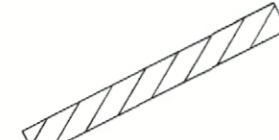
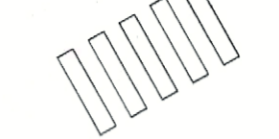






3. BOTH QUINCY AND TRENTON HAVE BEEN CRIB AS EXAMINERS OF RECENT ROAD DETERIORATION OF THESE TOWNS. LET'S HAVE THEM. LET'S HAVE THEM.

**CHICAGO STREET
WALNUT STREET/
OLDS STREET (M-99)**
JONESVILLE, MI HILLSDALE COUNTY

CONCEPTUAL
INTERSECTION PLAN



LEGEND

-  PROPOSED LED LIGHT RETROFIT - PARTICIPATING
-  PROPOSED STREET TREE W/ FLUSH CURB AND PIP SURFACING - PARTICIPATING
-  PROPOSED BICYCLE LANE - PARTICIPATING
-  PROPOSED BUFFER ZONE - PARTICIPATING
-  PROPOSED CROSSWALK - PARTICIPATING
-  PROPOSED BARRIER FREE PARKING - NON-PARTICIPATING
-  PROPOSED STOP BAR - PARTICIPATING
-  PROPOSED DETECTABLE WARNING PLATE - PARTICIPATING
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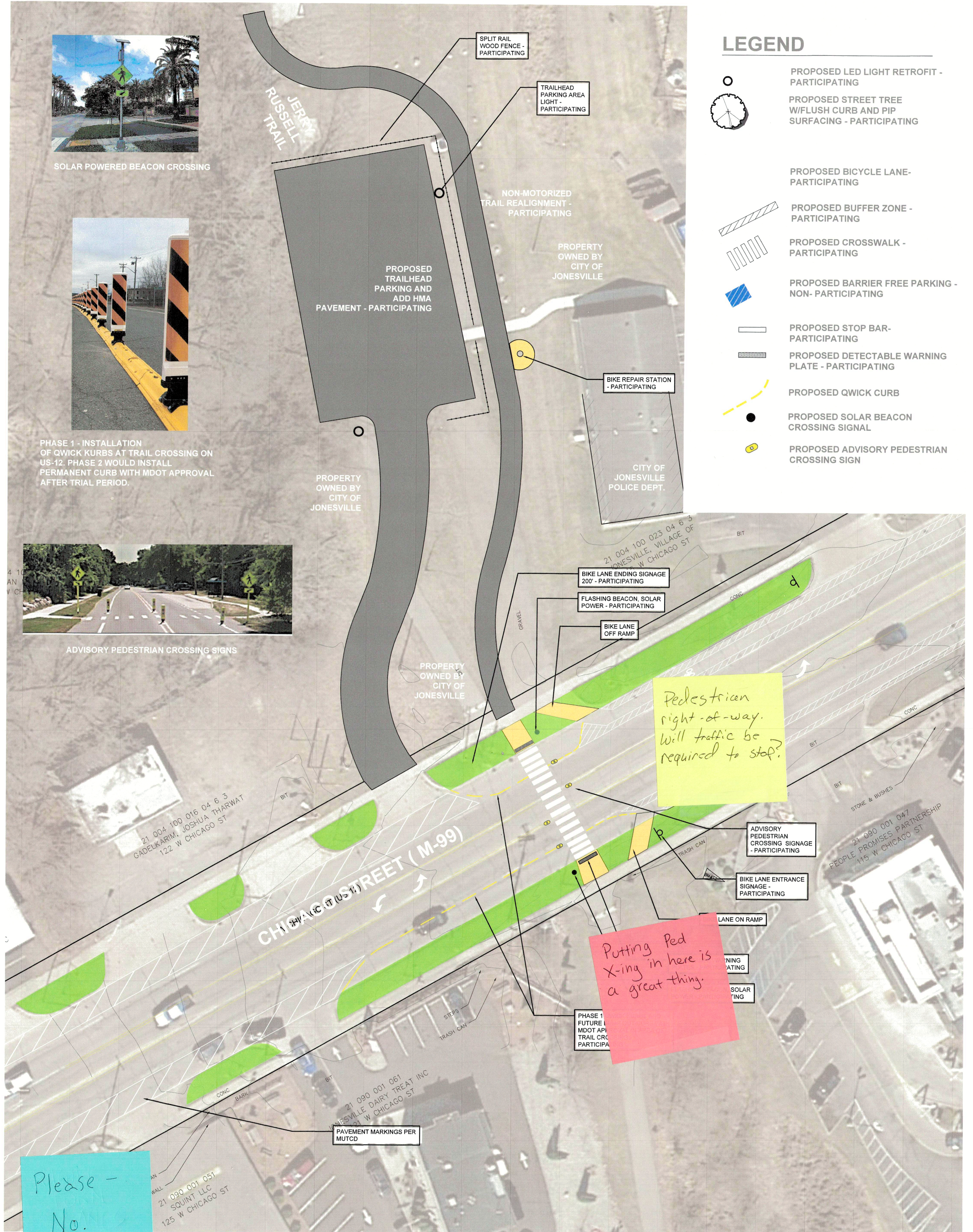
SOLAR POWERED BEACON CROSSING



PHASE 1 - INSTALLATION OF QWICK KURBS AT TRAIL CROSSING ON US-12. PHASE 2 WOULD INSTALL PERMANENT CURB WITH MDOT APPROVAL AFTER TRIAL PERIOD.



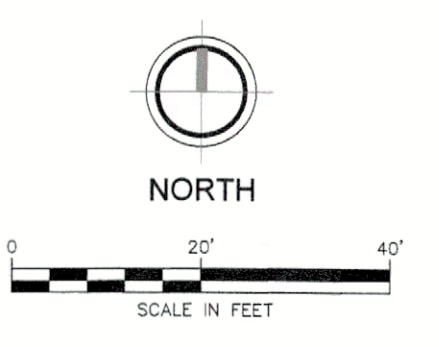
ADVISORY PEDESTRIAN CROSSING SIGNS

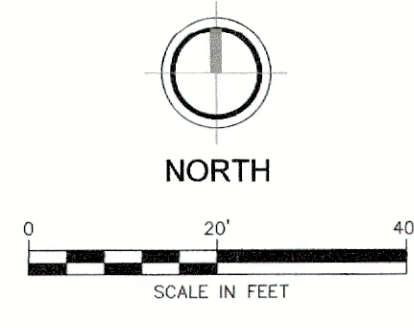


Pedestrian right-of-way. Will traffic be required to stop?

Putting Red X-ing in here is a great thing.

Please - No.





What data was
re brought traffic?
- enough traffic
to support road
for future lanes?

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- enough traffic
to support road
for future lanes?

considering
how to move
the more than
just at traffic
lights?

Can there be
grant money to
assist
businesses to
improve their
back door access
so back parking lot
is a preferred option?

There would be
nowhere to pass
between Clinton
and Colquhoun.

We all manage, to
drive thru Quincy +
Colquhoun without any
problems. I like the
bike lane. Changes is
GOOD.

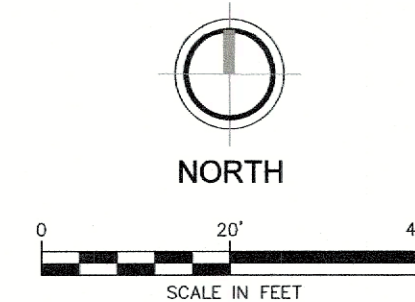
Trucks/trailers
turning left
could be impact
ed with lane +
reduction to
right



LEGEND

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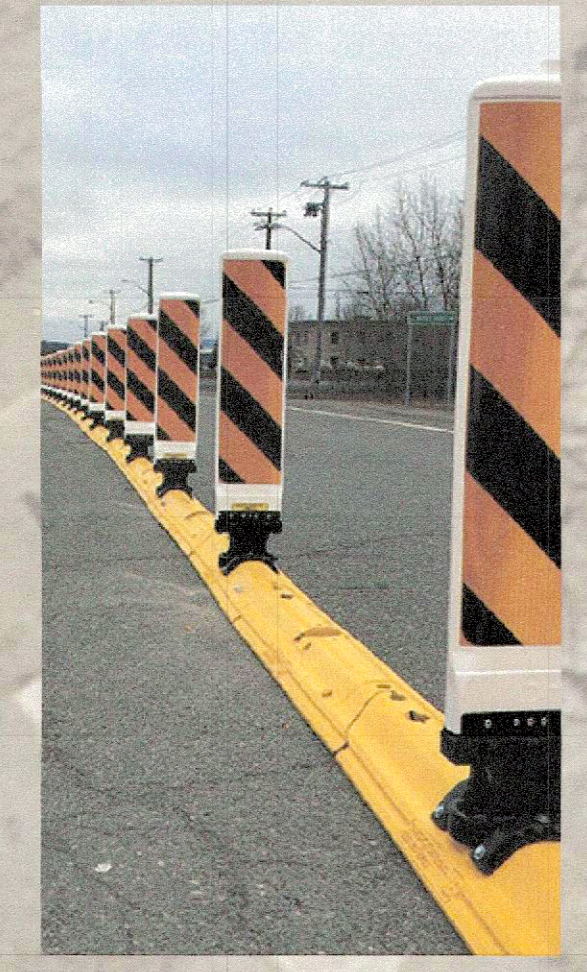




SOLAR POWERED BEACON CROSSING



ADVISORY PEDESTRIAN CROSSING SIGNS



PHASE 1 - INSTALLATION OF QUICK CURBS AT MIDDLE SCHOOL NORTH SIDE CROSSING ON US-12. PHASE 2 WOULD INSTALL PERMANENT CURB WITH MDT APPROVAL AFTER TRIAL PERIOD.



SIDEWALK, CONC. 4 INCH, INTEGRAL COLOR - PARTICIPATING

DETECTABLE WARNING PLATES - PARTICIPATING

ADVISORY PEDESTRIAN CROSSING SIGNAGE - PARTICIPATING

PROPOSED QWICK CURB

Add traffic light

Add Traffic light

FLASHING BEACON, SOLAR POWER - PARTICIPATING

ADVISORY PEDESTRIAN CROSSING SIGNAGE - PARTICIPATING

Add Turning lane at ea. intersection Wright st, Mauno St, Evans St, East St.

FLASHING BEACON, SOLAR POWER - PARTICIPATING

PROPOSED BUMP OUTS

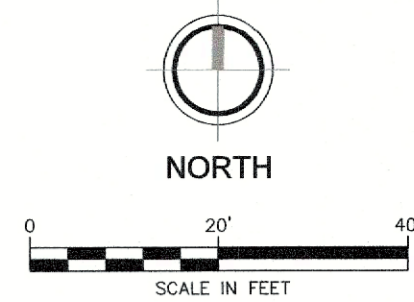
21 060 001 123 JONESVILLE, VILLAGE OF 198 EVANS ST

21 060 001 135 PRESBYTERIAN CHURCH 300 E CHICAGO ST

LEGEND

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SOLAR POWERED BEACON CROSSING



PHASE 1 - INSTALLATION OF QWICK KURBS AT MIDDLE SCHOOL NORTH SIDE CROSSING ON US-12. PHASE 2 WOULD INSTALL PERMANENT CURB WITH MDOT APPROVAL AFTER TRIAL PERIOD.



ADVISORY PEDESTRIAN CROSSING SIGNS

BIKE LANE ENTRANCE SIGNAGE

BIKE LANE ENDING SIGNAGE 100'

LEGEND

- PROPOSED LED LIGHT RETROFIT PARTICIPATING
- PROPOSED STREET TREE W/FLUSH CURB AND PIP SURFACING - PARTICIPATING
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PHASE 1 QWICK KURBS AND FUTURE BUMP OUT CURB WITH MDOT APPROVAL IN AREA OF SCHOOL DROP OFF - PARTICIPATING

FLASHING BEACON, SOLAR POWER - PARTICIPATING

DETECTABLE WARNING PLATES - PARTICIPATING

PROPOSED QWICK KURBS

PROPOSED QWICK KURBS

CHICAGO STREET (M-99)

PROPOSED BUMP OUTS

SIDEWALK, CONC, 4 INCH, INTEGRAL COLOR PARTICIPATING

PROPOSED BUMP OUT

EAST ST.
WRIGHT STREET

DRIVEWAY
ACCESS TO
EAST ST.
NOT GRASS



① Consider "speed limit" flashing sign near city entrance schools.

② Consider right turn lanes on all NORTHBOUND side streets. ESP MAUMEE, EAST ST

③ WONDERFUL "PROBLEM" TO HAVE
Jim B

It is a good idea, for the most part. Thank you for all your hard work!

Max + Claire Hull

CONCERNS ABOUT PEOPLE WHO ARE HANDICAPPED GET UP TO THE CURB + GET TO THE BUSSINESS (TWO STEPS WITH HANDRAIL MID STREET) ???
???

PLEASE LOOK AT THIS THANKS

For the most part it all looks great. I am a bike rider and like the bike lanes. Change is good

Dave Sawyer

This is A GREAT project!!

HOPES IT HAPPENS.

David Winkler

I strongly suggest that ^{solar} powered speed check signs be placed on East St now that it has/is designated as a bus route to high school. The amount of speeding has drastically increased over the past 3 years. It would also keep traffic at all times

under control. With it being a straight shot from high school to middle school or school admin building with control those speeding without put the burden on our limited police force. If the police force needs funds they could earn a lot ~~from~~ ^{from} speeding tickets.

From: [Fishy Fishaay](#)
To: [Jeff Gray](#)
Subject: Jonesville road diet
Date: Wednesday, October 25, 2023 4:56:41 AM

My wife and I have been residents of Jonesville for 5 yrs and have enjoyed the downtown section this entire time. After hearing this idea we have become deeply concerned. The idea of shortening US-12 will create more traffic issues and congestion. The effect of more congestion will create more wrecks and pedestrian injuries. It also limits the amount of vehicles stopping at the stores in the downtown district, due to less traffic flow. Also the time we have lived here we don't see very many people biking so the use of a bike lane is a waste of taxpayer money. Grants from the state are still taxpayer money. I also have a large problem with this and the oversized loads that come through the downtown area. Currently they can travel safely without the need to take up both lanes because the road is wide enough. With this proposed idea this will put the loads into the biking and turning lanes creating a risk for personal injury and vehicle wrecks. For example Ritzcraft brings the houses through Jonesville all the time these house sections on average are between 14 to 18 feet wide and up to 72 feet long. As an employee there I know the dimensions of these. But they are not the only ones either, Ava homes also go through the downtown district and theirs are completed trailer homes and are on average wider than the Ritzcraft homes.

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Thank You

From: [Pablo Frias](#)
To: [Jeff Gray](#)
Subject: City of Jonesville Re-imagination
Date: Sunday, October 22, 2023 12:44:29 PM

Hello City of Jonesville leadership team,

My name is Pablo. I used to live in Jonesville and graduated from JHS but now am in the US Air Force and have lived in Europe for over 4 years. I was just back in Jonesville visiting friends and speaking with kids at JMS and JHS about pathways to become aviators back in May and make it back every few years.

Living in Europe, I have witnessed and experienced their way of life, specifically their infrastructure. Cities are very walkable, pedestrian and cycle friendly. There are far less parking lots littering the cities which make the cities more walkable and therefore safer. Public transportation is highly regarded and widely accepted. Roundabouts are used at nearly every intersection which increase traffic flow and prevent head-on collisions. Roads are not widened for more vehicles but instead are either removed or narrowed to prevent speeding and to create new bike lanes. Sidewalks are everywhere and are well connected to businesses and homes. People are always out in their downtown areas walking, shopping and socializing with others. There is a big sense of community.

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<https://youtu.be/vUhOFUQDLQk>

Carmel, IN:
<https://youtu.be/SAqu5cBetkQ>

Thank you for your time,

Pablo

From: [Pablo Frias](#)
To: [Jeff Gray](#)
Subject: Jonesville bike lanes
Date: Sunday, October 22, 2023 1:05:42 PM

Me again,

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Pablo