



Plymouth Downtown Development Authority

Meeting Agenda

March 9, 2020 7 p.m.

Plymouth City Hall Commission Chambers

201 S. Main Street, Plymouth, MI 48170

Plymouth Downtown Development Authority
831 Penniman
Plymouth, Michigan 48170

www.downtownplymouth.org
Phone 734-455-1453
Fax 734-459-5792

1) CALL TO ORDER

Adam Covington, Chairperson
Kerri Pollard, Vice Chair
Oliver Wolcott, Mayor
Ellen Elliott
Daniel Farmer
Scott Foess
Maura Hynes
Dan Johnson
Patrick O'Neill
Brent Rieli

2) CITIZENS COMMENTS

3) APPROVAL OF THE AGENDA

4) APPROVAL OF MINUTES 2-10-2020

5) BOARD COMMENTS

6) OLD BUSINESS

- A. Strategic Plan Update
- B. DDA Master Plan
 - 1. Road diet
 - 2. Main St. boulevard
 - 3. Bike lanes
 - 4. Mid-block crosswalk

7) NEW BUSINESS-None

8) REPORTS AND CORRESPONDENCE

- A. Saxton's Expenditure Report

9) ADJOURNMENT

Citizen Comments - This section of the agenda allows up to 3 minutes to present information or raise issues regarding items not on the agenda. Upon arising to address the Board, speakers should first identify themselves by clearly stating their name and address. Comments must be limited to the subject of the item.

Persons with disabilities needing assistance with this should contact the City Clerk's office at 734-453-1234 Monday through Friday from 8:00 a.m. -4:30 p.m., at least 24 hours prior to the meeting. An attempt will be made to make reasonable accommodations.

City of Plymouth Strategic Plan 2017-2022

GOAL I - QUALITY OF LIFE

OBJECTIVES

1. Support the neighborhoods with high-quality customer service
2. Engage in collaboration with private entities and surrounding municipalities to implement the [Joint Recreation Master Plan](#)
3. Improve communication with the public across multiple platforms
4. Maintain a high level of cleanliness throughout the City
5. Support and host a diverse variety of events that foster community and placemaking

ONE YEAR TASKS 2019-2020

- Restore operations for recreation programs after Hines Park bridge repairs are completed
- Explore funding and partnership opportunities to increase and enhance pedestrian crossings
- Finalize [City website](#) update
- Develop and adopt a Master Plan for Kellogg Park, including the fountain
- Develop and implement strategy to market sponsorship opportunities to improve publicly owned assets
- Draft and approve amendments to [Tree Ordinance](#) to clarify implementation, enforcement, and scope

GOAL II - FINANCIAL STABILITY

OBJECTIVES

1. Approve balanced budgets that maintain fiscal responsibility
2. Advocate for increased revenue sharing with the State of Michigan
3. Encourage and engage in partnerships, both public and private, to share costs of services and equipment
4. Address the issue of legacy costs
5. Seek out and implement efficient and effective inter-departmental collaboration
6. Market our successes to attract new economic and investment opportunities

ONE YEAR TASKS 2019-2020

- Continue to support [Michigan Municipal League \(MML\)](#) efforts to [coordinate state initiatives](#) related to revenue sharing with municipalities
- Increase awareness of and support the [MML Save MI City campaign](#)
- Target revenue enhancements that support large capital projects, including grants and millages
- Explore internal and external potential for supplemental funding of legacy costs
- Develop a plan for capital improvement funding projects and purchases
- Explore enhanced investment opportunities

GOAL III - ECONOMIC VITALITY

OBJECTIVES

1. Continue to support and improve active, vibrant downtown branding
2. Support community and economic development projects and initiatives
3. Support a mix of industrial, commercial and residential development
4. Reference the [Master Plan](#) in economic decision-making

ONE YEAR TASKS 2019-2020

- Complete and approve the [DDA Master Plan](#)
- Address and implement recommendations in the [Redevelopment Ready Communities baseline report](#)
- Develop and approve city-wide economic development strategies (Saxton's property, parking system, connections between Old Village and the DDA, Bathey property remediation and development, 240 N. Main, Lumber Mart site)
- Identify other properties of significance to the economic development strategy
- Complete a community survey
- Increase collaborations with partners in the community
- Administer the City's [Master Plan](#) using implementation matrix ([Appendix Table 5](#))

GOAL IV - SERVICE AND INFRASTRUCTURE

OBJECTIVES

1. Support administration and staff by providing professional development opportunities, supplying resources, and maintaining a commitment to recruitment, retention and succession planning
2. Support and deliver safe and responsive emergency services
3. Maintain a sophisticated and responsive technology to communicate and manage data
4. Continually record, maintain, update, and improve City infrastructure

ONE YEAR TASKS 2019-2020

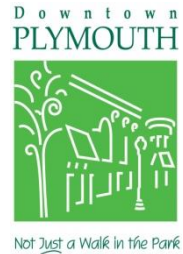
- Begin implementation of parking recommendations for City parking system
- Develop and utilize consistent message and branding across all platforms
- Develop and approve of plan for future delivery of emergency services
- Implement infrastructure asset management plan
- Approve agreement on sanitary sewer with [Western Township Utilities Authority \(WTUA\)](#)

Monday, February 10, 2020 Regular Meeting Minutes DRAFT



**CITY OF PLYMOUTH
DOWNTOWN DEVELOPMENT AUTHORITY
REGULAR MEETING MINUTES**

831 Penniman, Plymouth, MI 48170
Ph (734) 455-1453 Fax (734) 459-5792
<http://www.downtownplymouth.org>



CITY OF PLYMOUTH DOWNTOWN DEVELOPMENT AUTHORITY

Monday, February 10, 2020
Plymouth City Hall Commission Chambers
201 S. Main Plymouth, MI 48170
Regular Meeting Minutes

Meeting called to order at 7:01 p.m. by Chairperson Adam Covington.

1. ROLL CALL

MEMBERS PRESENT:

Adam Covington, Chairperson
Kerri Pollard, Vice Chairperson
Oliver Wolcott, Mayor
Ellen Elliott
Daniel Farmer (*left prior to 6. Old Business*)
Patrick O'Neill
Brent Rieli

MEMBERS ABSENT:

Scott Foess
Maura Hynes
Dan Johnson

OTHERS PRESENT:

Suzi Deal, City Commissioner
Ed Krol, City Commissioner
Paul Sincock, City Manager
Karen Sisolak, Planning Commission Chair
Tony Bruscato, DDA Executive Director
Sam Plymale, DDA Coordinator
Scot Lautzenheiser, Wade Trim

Monday, February 10, 2020 Regular Meeting Minutes DRAFT

2. CITIZEN COMMENTS:

Resident Dave Rucinski spoke about the Kellogg Park survey conducted by EMU. Rucinski said that his FOIA request raised questions about the relationship between the City administration, the City Commission and citizens that comprise other City Boards. Rucinski asked for comment on the topic from DDA Board Members and the City Manager to maintain transparency.

Resident Denise Burrows supported resident Rucinski's comments and said transparency is important.

3. APPROVAL OF THE AGENDA:

A motion was made by Director Elliott and seconded by Director Farmer to approve the 2-10-2020 Regular Meeting Agenda.

MOTION PASSED 6-0.

4. APPROVAL OF MEETING MINUTES:

Director Elliott offered an amendment to the 1-13-2020 Regular Meeting Minutes to include a transcript of Chairman Covington's Board Comment.

A motion was made by Director Elliott and seconded by Vice Chair Pollard to approve the amended 1-13-2020 Regular Meeting Minutes.

MOTION PASSED 6-0.

5. BOARD COMMENTS:

Mayor Wolcott apologized for missing the opportunity to make clarifying comments to the DDA Board about the Kellogg Park survey.

Elliott said the DDA Board isn't always taken seriously and decisions are being made without DDA Board input. Elliott said the DDA Board needs to look at how to work together with administration to avoid missteps.

Director Rieli said he feels there are many items he feels the DDA Board is being misled and hoped to get agendas earlier.

Chairman Covington asked City Manager Sincock to address the Board.

Monday, February 10, 2020 Regular Meeting Minutes DRAFT

Sincock explained the process of the development of EMU Kellogg Park survey and apologized for not discussing the incidental costs of the survey at earlier meetings.

Director Elliott said that the issue was not the cost, but that City Manager Sincock said the City had no involvement in developing the Kellogg Park survey and that she feels she was lied to.

City Manager Sincock said he did not know the questions on the survey until the results were submitted by EMU. Sincock apologized for any miscommunication to the DDA Board and any misunderstandings or misstatements regarding the City's involvement with Kellogg Park survey.

Chairman Covington said that he is working to take steps to improve transparency between City Administration and the DDA Board.

Director O'Neill said he is glad to join the DDA Board and hopes to be a driving force in helping the DDA Board do great things.

6. OLD BUSINESS

A. DDA Master Plan/Kellogg Park Master Plan Updates

Wade Trim representative Scot Lautzenheiser updated the DDA Board on the status of the DDA Infrastructure and Kellogg Park Master Plans.

Mayor Wolcott asked for input on the potential road diet on Main Street between Ann Arbor Road and Old Village.

Director Rieli said his main concern about a road diet would be the impact on pedestrians, especially at intersections.

Director O'Neill said he is concerned that a road diet on Main could cause a bottle neck and force traffic onto residential roads.

Director Elliott said she has concerns about how a road diet on Main would impact deliveries. Director Elliott asked for more information on Wade Trim traffic studies.

Lautzenheiser said he will take concerns back to the Wade Trim team to look at these potential impacts.

City Manager Sincock said the City Commission is looking for an intermodal plan for bike

Monday, February 10, 2020 Regular Meeting Minutes DRAFT

lanes that includes downtown and also the broader community. Sincock said a decision needs to be made on whether to make Main Street three lanes.

Director Elliott said the DDA needs to engage the Planning Commission to make sure their Master Plan is taken into consideration.

Planning Commission Chair Karen Sisolak said the Master Plan has ideas about intermodal transportation, but not implementation strategies. Sisolak said she hopes that the bike lane plan will be practical and have connections that make sense.

Sincock said the recent Recreation Master Plan also has broader ideas related to the intermodal transportation plan.

Chairman Covington said this is the DDA Board's opportunity to give input on the road diet and bike lane plans.

Director Pollard said she hasn't noticed any back ups on Main during the recent construction that has Main down to one lane.

Mayor Wolcott says he is engaged in discussions with Plymouth Township about an interconnected bike lane system.

Resident Denise Burrows said she is concerned about too much emphasis on bike lanes in the heart of downtown.

Chairman Covington said the broader picture of bike lanes will be discussed at future meetings. Chairman Covington said short term decisions on Main Street is the focus today.

Resident Jim Burrows said he is concerned about bicycle riders on sidewalks.

Director Elliott asked about the timing needed for the decision on Main Street.

City Manager Sincock said there would likely be alternatives in the bid specifications, but a decision on direction would be needed soon. Sincock said a joint meeting with the DDA Board and City Commission would be an option.

B. Strategic Plan Update

Executive Director Bruscato gave an update on items on the DDA Strategic Plan.

7. NEW BUSINESS

A. Kellogg Park Fountain Contract Resolution

RESOLUTION

The following Resolution was offered by Director Elliott and seconded by Director Rieli.

WHEREAS The City of Plymouth and the Downtown Development Authority would like to upgrade the current 50-year-old fountain in Kellogg Park, and

WHEREAS The Wilcox Foundation has agreed to fund the project with a grant totaling \$1,021,449 with the fountain to be known as the Wilcox Fountain, and

WHEREAS The City of Plymouth will contribute \$30,000 to the construction of the new fountain, and

WHEREAS The Downtown Development will contribute \$20,000 toward completion of the project

NOW THEREFORE BE IT RESOLVED THAT the DDA Board recommends to the City Commission it enter into a binding agreement with the Wilcox Foundation to construct a new fountain in Kellogg Park, and

BE IT FURTHER RESOLVED THAT the DDA Board agrees to contribute \$20,000 from the Reserve for Contingency Fund 248.290.262.000 which has \$105,015 as of February 6, 2020.

MOTION CARRIES 6-0

Monday, February 10, 2020 Regular Meeting Minutes DRAFT

Mayor Wolcott said he hoped to get City Commission approval at the next City Commission meeting. Mayor Wolcott said the Wilcox Foundation and City are very close to finalizing the contract. Mayor Wolcott said that if all upcoming approvals are met, fountain construction would begin after Art in the Park in July of 2020 and expected completion would be in November of 2020.

B. Kellogg Park Configuration During Construction

Executive Director Bruscato explained three options of consideration for the band shell and stage during summer events.

Director Elliott said the best option seems to be the Penniman option.

Director Rieli said he thinks the Penniman option is the best option.

There was a consensus of the board that the Penniman option was the best option.

8. REPORTS AND CORRESPONDENCE

A. Saxton's Expenditure Report

Executive Director Bruscato gave an update on expenditures at the Saxton's property.

B. DIA Public Art/Kellogg Park

Executive Director Bruscato gave an update on the proposed DIA public art project.

C. City Commission Strategic Plan

Executive Director Bruscato provided the updated City Strategic Plan approved by the City Commission.

9. ADJOURNMENT

Director Rieli made a motion seconded by Mayor Wolcott to adjourn the DDA Regular Meeting.

MOTION PASSED 5-0

Meeting adjourned at 8:40 p.m.

DDA 2018 Five Year Strategic Plan

City of Plymouth

Goal	Task	Responsible Party	Timeframe	Funding Source	Status Update as of 3/5/2020
Identify Alternative Funding Sources	Develop a vision/plan to explore and identify alternative funding mechanisms for capital improvement projects. Plan should include "Action Plan" that identifies steps for obtaining funding via each funding source.	DDA Board	Short Term	DDA Funding/ Grants/Public-Private Partnerships	The Finance Committee consisting of DDA Board directors Maura Hynes, Scott Foess and Ellen Elliott held its first meeting on January 13, 2020. The assignment for each member is to bring two suggestions for potential funding sources at the April 13, 2020 meeting.
	Establish a DDA Finance Committee.	DDA Board	Short Term	No Cost	Next meeting on 4-13-2020
Increase Parking Inventory	Create Comprehensive Parking Plan that determines existing and future parking needs, and 1-5 year vision for parking facilities, including reconstruction of parking deck. Plan should also identify, evaluate and prioritize funding and revenue sources (paid parking, assessments, private/public partnerships, advertising, etc.).	DDA Board/Parking Sub-Committee	Short Term	Paid Parking, Assessments, Public-Private Partnerships	DDA Staff is analyzing kiosks and quotes from two vendors to give a recommendation to the project team at the next meeting. City Manager Paul Sincok is hopeful of having a plan to present to the City Commission in the second quarter of 2020.
	Assist in moving Saxton's development project forward by hosting/participating in joint planning meeting to discuss site plan features with the City Commission and Planning Commission.	City Administration/ DDA Staff/ Planning Commission	Short Term	No Cost	The Historic District Commission gave additional approvals to F5 on 3/4. F5 will have a working session with the Planning Commission on 3/11 to iron out final details as the project works toward PUD approval. F5 presented a contract for a 5-year lease on the upper floor of the Jewell & Blaich building to get started on renovations. City attorney looking at the lease.
Make Downtown More Pedestrian Friendly	Repair/replace tree grates; maintain existing and install where needed. Investigate tree grates made of more flexible material to avoid heaving.	DDA Staff	Short Term	DDA Funding/Public-Private partnerships	DDA Board approved DDA Infrastructure Master Plan proposal at March 2019 Board Meeting. Wade Trim currently working on plan. Expected completion in March 2020
	Create a sense of arrival/entryway into downtown by improving pedestrian crossings identified in 2017 goals (Main/Church, Harvey/Penniman, Harvey/Wing and Main/Wing)	DDA Staff	Medium Term	DDA Budget/City Budget/Grants	The passage of the street bond proposal on the 11-5-2019 ballot could have money for improvement of streets and pedestrian crossing signals downtown. This year's plan for re-striping downtown parking spaces also includes additional striping at the crosswalks with reflective paint to make them more distinctive for both pedestrians and vehicular traffic. Work is expected to be completed this fall.
	Create tree lighting plan to provide full LED display on all trees within desired boundary (purchase, installation and maintenance)	DDA Staff	Short Term	DDA Budget/Partnerships with Property and Business Owners	Contractor completed Ann Arbor Tr. and Penniman lighting upgrades in summer of 2019.
	Increase lighting, especially in alleys	DDA Staff	Short Term	DDA Budget	New lights have been added in the Central Parking Deck walkway between Park Place Gastro Pub and The Sardine Room on 2-5-20.
Kellogg Park	Develop and implement Kellogg Park improvements (turf, preserve tree canopy, more permanent solution for bandstand) by creating a fundraising campaign (brick pavers, corporate sponsorship, donations).	City Commission/ DDA Board	Medium Term	Fundraising/Grants	City engineer Wade Trim is expected to give the final Kellogg Park Master Plan report at the April DDA Board meeting.
	Fountain Completion	City Commission	Short Term	Wilcox Foundation	The City Commission on 3/2 approved the contract with The Wilcox Foundation to fund the Kellogg Park fountain...with a \$20,000 contribution from the DDA (previously approved by the DDA Board) and \$30,000 from the City. City administration will be working with Shaw Construction and fountain designer Outside the Lines to begin work on July 13.
Support Businesses	Support business mix by creating a clearinghouse of all requirements (i.e. site development, marketing properties to decrease vacancies, façade improvement program, Redevelopment Ready Communities (RRC) Program)	DDA Staff/ City Administration/ City Commission	Short Term	No Cost	DDA Staff continues contact with Property Owners to promote available space. Community Dev. Dept. working toward RRC status.
New Items	Develop plan for DDA future street lighting upgrade and phased implementation	DDA Staff	Long Term	No Cost	Wade Trim is expected to have the DDA Master Plan presented at the April meeting.
	Complete a study of infrastructure in the DDA including electricity, plumbing, water, sidewalks, and trees	DDA Staff/City Administration	Short Term	DDA Budget	Completed by Wade Trim as part of the DDA Master Plan.



Information Only

To: DDA Board
From: DDA Staff
CC: S:\DDA\Shared Files\DDA Board\DDA Agendas\DDA Agendas 2020\March2020
Date: 3/09/2020
Re: Strategic Plan update

Here is an update on the where the DDA stands with the Strategic Plan:

Identify Alternative Funding Sources: The Finance Committee consisting of DDA Board chair Adam Covington and directors Maura Hynes, Scott Foess and Ellen Elliott held its first meeting on January 13, 2020. The committee was formed by Chairman Covington to identify potential alternative funding sources for various DDA projects and identify steps in obtaining potential funding. The committee is proposed to meet in the first month of each calendar quarter, prior to the DDA Board meeting. The assignment for each member is to bring two suggestions for potential funding sources at the April 13, 2020 meeting,

Create a Comprehensive Parking Plan: DDA Staff is analyzing kiosks and quotes from two vendors to give a recommendation to the project team at the next meeting. City Manager Paul Sincock is hopeful of having a plan to present to the City Commission in the second quarter of 2020.

Assist in Moving Saxton's Development Project Forward: The Historic District Commission gave additional approvals to F5 on 3/4. F5 will have a working session with the Planning Commission on 3/11 to iron out final details as the project works toward PUD approval.

Repair Tree Grates: DDA Board approved DDA Infrastructure Master Plan proposal at March 2019 Board Meeting. Wade Trim currently working on plan. Expected completion in March 2020

Improve Pedestrian Crossings: The passage of the street bond proposal on the 11-5-2019 ballot could have money for improvement of streets and pedestrian crossing signals downtown. This year's plan for re-striping downtown parking spaces also includes additional striping at the crosswalks with reflective paint to make them more distinctive for both pedestrians and vehicular traffic.

Increasing Lighting, Especially in Alleys: New lights have been added at walkways near parking deck as of Aug 2018. BC Ten Air checked/repaired all lighting around Central Parking Deck as of 10/12/2018. The electrician repaired lights in the Central Parking Deck walkway between Park Place Gastro Pub and The Sardine Room on 2-5-20.

Kellogg Park Improvements: Kellogg Park Master Plan expected at the April 2020 DDA Board meeting.

Kellogg Park Fountain: The City Commission on 3/2 approved the contract with The Wilcox Foundation to fund the Kellogg Park fountain...with a \$20,000 contribution from the DDA (previously approved by the DDA Board) and \$30,000 from the City. City administration will be working with Shaw Construction and fountain designer Outside the Lines to begin work on July 13.

Support Business: DDA Staff continues contact with Property Owners to promote available space. Community Dev. Dept. working toward RRC status.

Develop a Plan for DDA Future: Wade Trim is expected to have the DDA Master Plan presented at the April meeting.

Complete Study of Infrastructure: Completed by Wade Trim as part of the DDA Master Plan.



Information Only

To: DDA Board
From: DDA Staff
CC: S:\DDA\Shared Files\DDA Board\DDA Agendas\DDA Agendas2020\March2020
Date: 3/5/2020
Re: DDA Master Plan-Road Diet, Crosswalk, Bike Lanes

Engineering firm Wade Trim, in its preliminary report detailing some potential aspects of a proposed DDA Master Plan, presented renderings of Main St. between Ann Arbor Trail and Wing St. with a road diet and bike paths.

The renderings show Main St. in that block going from two lanes northbound and two lanes southbound to one lane in each direction with a center turn lane. There has also been some discussion on the future of the boulevard on Main St. between Penniman and Ann Arbor Trail if the road diet were to continue in that block, as well.

There have also been preliminary discussions on adding bike paths on Main St., particularly between Ann Arbor Trail and Wing St., part of an overall plan for bike paths throughout downtown and the city.

And, there has been mention of a mid-block crosswalk on Main St. between Ann Arbor Trail and Wing St.

While the DDA Board is awaiting the final report for the DDA Master Plan, which is expected at the April 2020 meeting, City administration is moving ahead with this year's street re-paving project on Main St. between Church St. and Wing St. City Manager Paul Sincock has said at previous DDA board meetings he would like to receive input from the DDA Board on the above topics to determine the scope of the repaving and striping on Main St.

Board members should come prepared to the March 9 meeting to give thoughts, opinions and potentially a consensus and recommendation on the issues outlined; which DDA staff, Mayor Wolcott and City Commission DDA liaison, Suzi Deal, can take back to the city administration as the City and Commission move forward with the 2020 infrastructure program.

Attached for your information is a rendering of the road diet, bike paths and woonerf on Penniman, which was displayed at the DDA office, City Hall, Cultural Center, Plymouth Chamber, as well as on social media.

Also attached are the public's comments made to the DDA on the topics.



Downtown
PLYMOUTH



Not Just a Walk in the Park



The City of Plymouth and the Downtown Development Authority are considering several downtown street projects.

The top two renderings illustrates a “woonerf”, designing the street to be more people and event friendly by eliminating curbs; with back-in, angle parking.



The bottom rendering illustrates a “road diet” in which Main St. from Ann Arbor Trail to Wing would be reduced to two traffic lanes and a center turn lane, plus bike lanes.

What do you think? Email dda@plymouthmi.gov



9-11'	4'	6'	11'	11'	11'	6'	3'	9-11'
MAIN PEDESTRIAN WALKWAY	PAVER BUFFER/CURB	BIKE LANE	TRAVEL LANE	TURN LANE	TRAVEL LANE	BIKE LANE	PAVER BUFFER/CURB	MAIN PEDESTRIAN WALKWAY

DDA Street Projects Public Comments

EMAILS:

On the two renderings for Main to Wing there seem to be no concrete planters for adoption.

Could concrete planters for each tree be considered? There's a waiting list for such things, and the Adopt-a-Planter program is such a joy to so many.

Just a suggestion.

Best to you and Sam,

Kathy

Kathy Browne for Kathy and Dean

Adopt-a-planter sponsor family since 2006

homeandgarden1@att.net

734.228.8711

Is that Union I'm referring to? The two renderings I'm referring to are along Penniman in front of the theatre.

But the same thought applies, I suppose, along Main, if that is the project that gets completed. Bottom line: how about more concrete planters that can get adopted?

Best,

KB

Plymouth DDA,

We are writing to voice our opinion regarding the "road diet" on Main St. from Wing St. to AAT inquire posted on your website. The Meeting House Grand Ballroom does NOT find this road change is a good idea. The reduction of travel lanes would directly affect vehicle traffic of our tenants, guests and employees traveling to and from our location. At any given weekend night, we could have over 200 cars needing to enter our parking lot in a short time window. For example: our wedding guests will travel in a group from the church location and come directly to the Meeting House for the wedding reception inside a 30 minute time frame. This reduction of travel lanes would back up traffic flow trying to enter our lot and consume the left turn lane going north or south for quite a length of the road. During Friday night concerts in the Park there is already an increased traffic load coming into the downtown area and this "road diet" would further impede traffic flow into our parking lot. There have been concerts in the past that have attracted so much traffic into the downtown that the City has reduced a lane of traffic or even closed Main St. completely, therefore putting a hardship on our guests driving to our location. We are 1 of probably 2-3 businesses that this would directly affect along this section of Main Street. Thank you for taking our opinion into consideration when making future decisions regarding traffic flow into the downtown area.

Kind Regards,

Tracy and Todd Osann
Meeting House Grand Ballroom
Lodging by the Month

DDA,

Thank you for sharing the proposed downtown street projects. Your dda@plymouthmi.gov, listed on the <http://downtownplymouth.org/DocumentCenter/View/1967/WU-2-28-2020> document, returned my email so trying this address.

I believe the woonerf is a wonderful concept that would allow drivers, cyclists, pedestrians, and runners to share the same space, making the street much more welcoming and appealing. The Farmer's Market, Music in the Air Concert Series, Festivals and other events would all benefit from this European-style design street design.

What streets are being considered? Certainly, transforming Penniman Ave between S. Main St and S Union St, as pictured, would be make most sense given the current design and one-way traffic. The one-way traffic on Penniman St from S Harvey St to S. Union St is heavier and vehicles backing into spaces may cause back-ups though perhaps not more than what is currently experienced.

Is transforming each street surrounding Kellogg Park in this European style design the goal? Again, the pedestrian experience would be greatly enhanced by the woonerf as people could move about more freely between restaurants, shops, the park and downtown events. However, there are a number of concerns. The heavier traffic and driver ability to back into parking spaces make cause back-ups on W. Ann Arbor Trail and S.Main Street. South Union St, currently does not appear to have the space, except between Church St and Penniman Ave but not certain the cost merits the change on this section of the street – though parking spaces may increase.

Would the woonerf discourage people from visiting downtown because of the change in traffic flow on W. Ann Arbor Trail and S.Main St? Instead of driving through town past Kellogg Park, and spontaneously deciding to stop to have dinner or shop, would drivers bypass Plymouth by taking Sheldon Rd and Lilly Road? I think that since City of Plymouth has a number of attractive and diverse offerings that this likely not going to be a great impact, but it is a possibility.

The “road diet” on S. Main St. from W. Ann Arbor Trail to Wing St to reduce to two traffic lanes and a center turn lane, plus bike lanes is a practical reconfiguration, but is it necessary and will it create additional traffic issues. Indeed, cars turning onto W. Ann Arbor Trail from S. Main St. causes a few back-ups now and having a turn lane would allow for better flow (and perhaps transition into a woonerf!)

The transition from two lanes to one lane appears to be somewhat problematic, whether from the “road diet” or the “woonerf” to the current two-lane traffic design. I believe the City of Ann Arbor has a similar “Road Diet” design where N Main St is reduced from two lanes to one and vehicles are required to stay to the left to continue straight or turn right from the inside lane. Drivers not aware of the reduction may find themselves in the wrong lane at the light on Wing St. heading toward Kellogg Park as they, and I, have done in Ann Arbor, which can be frustrating but not anywhere near “road rage” levels, only slight. The transition in the other direction would have to be considered as well.

I am all for the bike lanes, but these would have to be extended on Main St. toward and perhaps all the way to Ann Arbor Road and Lilly Road/Mill St to have any impact.

Having only small segment of street for a bike lane does not provide much benefit. The addition of bike lanes on Ann Arbor Trail from Lilly Rd to Sheldon Rd and perhaps on Mill St and/or Starkweather to Main St. would also be a positive addition for bikers.

In summary, the woonerf and road diet concepts visually appear to enhance the pedestrian and event experience downtown. The extension of the bike lanes through town would be much appreciated by the bikers. I will also add that crosswalk lights at S Main St. and Church St and perhaps Penniman Ave and S. Harvey St. would be beneficial for pedestrians.

Thank you again for allowing the residents to share their thoughts on the designs.

Ryan Kaltenbach
321 Adams St

Facebook Comments (from 2/28/2020 post-comments not related to the Woonerf/Road Diet designs are not included) To see the full conversation, please visit www.facebook.com/plymouthdda :

Mike McLelland [Downtown Plymouth Michigan](#) it seems like you would create a vehicular traffic pinch point right at the most busy intersection, which only exacerbate the problem. And is the middle lane solid yellow? So no one can use it to turn? That's a big waste of a resource in this confined area.

Michael Adams Would be nice for wider sidewalks instead of bike lanes. This intersection kills a lot of pedestrian business south of AA Trail because the buildings on both sides are so close to the road.

Milissa Medon [Downtown Plymouth Michigan](#) its a bike lane from AAT to Wing...one block is helpful? I don't think so. I am pro bike lane but one block is not the answer. Do more. Do better.

Thea Bude I would love to see if there's research/benefits to these proposals. But I sit behind people attempting to back into spaces each morning... and many,many people fail at this. I can't imagine that working well.

And people being confused with the one way street thinking they pulled down the wrong way.

Kenneth T Goodlesky And what are the benefits of these proposals. Change just to change makes no sense at all. You should put a halt on this project until you finish up the fountain project. One step at a time. And once again it must be a benefit.

Samantha Joan [Kenneth T Goodlesky](#) the benefits are pretty obvious: curbless allows the city to be more accessible for wheelchairs, strollers, etc. Bike lanes make for a greener city.

Kenneth T Goodlesky [Samantha Joan](#) Agreed. But I still wish they woul follow up on the fountain before taking on a different project. Thanks for your insight. See you in the park...

[Milissa Medon](#) [Samantha Joan](#) true. But a one block bike lane does nothing.

[Samantha Joan](#) [Milissa Medon](#) DTP said in the comments here the one block outlined above was just an example.

[Milissa Medon](#) [Samantha Joan](#) understood. Believe Me I think bike lanes are needed. But shouldn't the priority be increasing parking?

[Samantha Joan](#) [Milissa Medon](#) shouldn't the priority be reducing our carbon footprint by driving less? I don't see the need for parking.

[Milissa Medon](#) Samantha Joan I don't disagree but this city is far from that goal.

[Milissa Medon](#) [Samantha Joan](#) the city is far to into attracting people far outside Plymouth that need to drive to town. Without public trans into Plymouth from distant places people will drive and need parking. The revenue from non residents is the current pot of gold. Not saying it's right or wrong but it's the current state of affairs

[Anthony Costa](#) Bike lanes please!

[Anthony Costa](#) After looking more closely at a map, I've come to the conclusion that it's pretty pointless to make a bike path that only goes one block... if we could get a bike path system throughout the downtown area, that would be awesome. Otherwise, this seems like a waste of money.

[Milissa Medon](#) [Downtown Plymouth Michigan](#) I'm all for bike lanes but why isnt increasing parking the priority right now?

[Dale Dale](#) Why can't people leave well enough alone?
The money could be used to repave main street from Mill/Lilley to Ann Arbor road. The potholes and bumps are getting ridiculous and nobody does anything about it.
The worst is we can complain all we want and they still won't do what makes the most sense.
Never what the people that pay the taxes want.

[Bethany Lynn](#) Love the idea of bike lanes and expanded sidewalks all down Main Street. We walk from old village and the sidewalks are so small and ppl fly down that way closer to the tracks. And usually are distracted. With two small kids I'm anxious the whole time someone is going to get distracted and jump the curb with their car. 🙄

[Isabella Mansfield](#) Eliminating curbs is ALWAYS helpful. 🚫

[Paula Walworth](#) [Isabella Mansfield](#) , thanks for highlighting the reason. Wasn't thinking it made sense but now I see why it might. Having said that, how would cars be prevented from pulling in too far?

[Samantha Joan](#) [Paula Walworth](#) in the image it looks like there are pillars where the sidewalk starts.

[Cheree Rowley](#) Unfortunately, Main St from Ann Arbor Trail to Wing is only 1 block.

[Ed Pashu](#) Trail to just past Central would seem more reasonable if talking about reducing lanes for parking. If that's the intent.

[Karen Dewstow-Noe](#) I don't understand the reason for back up parking. It will slow that parking process down. Folks will (slightly) drive past the intended spot to back in, causing more delay and confusion for the people behind them. Does back up parking create more room.....don't think so, just more parking headaches!

[Alea Shinn](#) A big no to the back in parking, that will really slow down traffic there! People already back up traffic enough pulling into those spots.

Mike McLelland [Alea Shinn](#) exactly. Why even use back-in parking? Change the stripes.

Carie Kubisz Gilles I hope an analysis is paired with the center lane option. I don't think the traffic on main would warrant it. Also- I'm leery of biking lanes for distracted drivers.

Adam Gilles [Carie Kubisz Gilles](#) That's a really good call when I'm walking in the city half the people have their head down on their cell phone

Diane Hartley No no no to back in parking. Additional parking downtown is very much needed downtown. It's very frustrating trying to patronize downtown businesses and restaurants on the weekends when there is no parking anywhere. Build a garage.

Jennifer Van Hala Thank you for asking for public opinion on this!! As DTP residents and taxpayers, my family would so much rather see funds spent on adding a light at Burroughs-Sutherland and Main. All the way from Wing to AA road it is too hard for kids, or people of any age, to cross Main. Also, the sidewalks from AA to Wing are way too close to the road. If you do reduce the road to 3 lanes, we much prefer you use the extra space to put hardscape between the road and the sidewalk.

Bri Marie Bike lanes are awful in Ann Arbor. Busses and Garbage trucks have to slow down and block traffic just to get through so stupid! They inconvenience the majority of traffic (in vehicles) to accommodate the few (bikers) and bike lanes aren't used in the winter when there is snow.

Nicole Marie Costa Bike lanes would be awesome for more than 1 block. And I agree with other comments, back in parking doesn't seem like a good idea for the general public.

Scat Silvurz I like the idea of a road diet for Main Street. A 4 lane collector road thru a low speed urban downtown is a relic of 1950's era "the auto is king" when traffic engineers were viewed as gods. There has been much empirical research done to recommend road diets as a good strategy for the future

Erin Wysocki Kostun Parking is already difficult enough for so many people (🤦🏻), so I think back-in angle parking would just be horrible. I like eliminating the curbs, but backing in would only exacerbate a ton of parking problems. #keepitbetweenthelines #checkbothsidesclearance

Beth Sebastian [Erin Wysocki Kostun](#) yeah I would not be backing in anywhere, angle or not 😊. I don't think I'm alone in this deficiency. Also I hate sitting waiting for other people to back in to spots

Erin Wysocki Kostun How many times have I had to move my car to get a kid or car seat in or out due to the person next to me's inability to park... 😞

Ashley Bierzynski Perhaps we use some funding to have officers patrolling and handing out tickets to people who speed through the cross walks that say "yield to pedestrians" in front of compari. Etc. It's so dangerous for children and families.

I don't think a bike lane is necessary. At all. 🤦🏻

Rebekah Wry Carrier Back in parking doesn't work. We own a property in Virginia that has a back in policy for their Main Street and the town is trying to change it because it's caused all sorts of issues. The major issue was how much traffic was tied up due to people attempting to park.

Heather Torri Don't do anything that would eliminate parking! It's hard enough to find a spot in DTP. We need more parking!

Steve Rowley I don't think anything is so broken, that we need these ideas.

1. Back in parking? Are you kidding? Too many old dogs in this community to try to teach us a new trick. I can't imagine how many fender benders will ensue.

2. Losing a traffic lane for a block, is another recipe for disaster. And what use is a bike lane that only spans a block?

Save the money for a new deck or acquiring Wilcox property for parking.

Kristen Roberts These are both bad ideas. Back in parking and reducing lanes on Main St would cause more road rage issues.

Andrea Rybski Hughes Not in favor of either idea. More parking is necessary but definitely not "back-in" spots.

Ed Pashu Choking main between trail and wing is an odd suggestion unless it will be reduced from boxes to AAT. Why choke it down at such a strange spot?

In front of the Penn would be strange as cars pull into the street and of the trailing car is to close then you could not back into a spot.

Is there any documentation on benefits of these designs or is it a matter of "if it's wood grain paint it and if it's painted strip it back to wood"?

Hope Allen It seems like the "road diet" would cause more confusion with lane mergers for only one block. Plus, there isn't a pedestrian light at wing the help keep everyone safe.

Mary Nichoff Libbing I am not in favor of either of these options. I like current model. I would prefer that my tax dollars not go toward this.

Sergei Schippa Would this involve cutting into Kellogg park? There is barely enough room as it is for events and concerts and people can't even drive forward let alone backing into parking spaces 🤪... I love the brick idea!!

Sharon Cancilla-Lollo Bike lanes, but only if they go from Mill to Ann Arbor Road (and then maybe through Old Village).

David Rossie I love the road diet idea but it needs to go to Ann Arbor Rd. Having lived in denser towns where bike lanes coexist with many more cars, buses, and streetcars, I see no reason we can't have bike lanes on Main St.

Also the traffic volume on Main doesn't require 2 lanes each way. Reducing lanes would be a minor disruption to flow and make the corridor more pedestrian-friendly.

Elizabeth Haney Rozelle No on back in parking. Taking main down to two lanes will cause major traffic back ups. 🙄

Karen Merchel-Aldrich I don't like these ideas. Would rather see dollars spent on more parking!!

Rebecca Meissner So many people crossing & you want to add bike lanes? Oh joy! It's fine just the way it is!

Silvia Avram Dinica I will love to make downtown Plymouth a beautiful European town!
Is a great program!!!

Jennifer Hoover McEachran I am sure this will involve a tax increase and we are already paying way too much so I vote NO

Susan Heimbaugh-brown Always has drawings and plans. But we never can make the leap!

Lynda Tee People have a hard enough time driving forward... 'nuff said

Samantha Joan Bike lanes and eliminate curbs!

4

[Jason Borkowski](#) Back in angle parking? We have too many people that can't pull in normally.

[Terri Siergiej Barbara](#) [Jason Borkowski](#) , waiting 10 minutes for them to park. Just pull in like a normal person.

[Cheree Rowley](#) Plus no curb to bump against?! 🙄

[Remo DeSantis](#) Back in style parking? Have you seen people trying to park downtown?

[Teera Losch](#) Love the idea of adding bike lanes! [Trevor Losch](#)

[John David Whitfield](#) If it isn't broke, why fix it?

3

[John David Whitfield](#) ...and the back in parking idea is an especially bad one

[Jessica Coggins](#) Back in??? Oh lord.. no way

[Sherri Zimmerman](#) Bike lanes throughout town on the main streets are desperately needed.

Saxton's Property Revenue/Expenditure Report

Feb-20	
ITEM	COST
Electricity	\$390.96
Gas	\$785.58
Water	\$49.29
TOTAL EXPENSES:	\$1,225.83
TOTAL RENT COLLECTED:	\$2,425.00
MONTHLY SURPLUS/DEFICIT:	\$1,199.17

Total Surplus/Deficit Since Property Purchase May 2015	
2015	-\$28,832.58
2016	\$9,261.73
2017	\$36,956.82
2018	\$38,218.60
2019	\$16,089.00
Jan-20	\$1,254.76
Feb-20	\$1,199.17
TOTAL SURPLUS/DEFICIT:	\$74,147.50