City of Plymouth Corridor Improvement Authority Regular Meeting Agenda

Tuesday, November 3, 2026 – 4:00 p.m.

City Commission Chambers 2nd Floor Plymouth City Hall

City of Plymouth
201 S. Main
www.plymouthmi.gov
Phone 734-453-1234

Join via Zoom: https://us02web.zoom.us/j/87940468498
Webinar ID: 879 4046 8498
Passcode: 201383

1) Call To Order
    a) Roll Call

2) Citizen Comments

3) Board Comments

4) Approval of the Agenda

5) Approval of the Minutes
    a) Approval of September 1, 2026, regular meeting minutes

6) Old Business
    a) One-Year Tasks Update

7) New Business
    a) Bike Rack Installation Expenditure Authorization

8) Reports and Correspondence

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 Commission, speakers should first identify themselves by clearly stating their name and address. Comments must be limited to the subject of the item.

Meetings of the City of Plymouth are open to all without regard to race, sex, color, age, national origin, religion, height, weight, marital status, disability, or any other trait protected under applicable law. Any individual planning to attend the meeting who has need of special assistance under the Americans with Disabilities Act (ADA) should submit a request to the ADA Coordinator at 734-453-1234 ext. 234 at least two working days in advance of the meeting. The request may also be submitted via mail at 201 S. Main St. Plymouth, MI 48170, or email to clerk@plymouthmi.gov.

City of Plymouth Strategic Plan 2022-2026

GOAL AREA ONE - SUSTAINABLE INFRASTRUCTURE

OBJECTIVES

1. **Identify and establish sustainable financial model(s) for major capital projects, Old Village business district, 35th District Court, recreation department, and public safety**
2. **Incorporate eco-friendly, sustainable practices into city assets, services, and policies; including more environmentally friendly surfaces, reduced impervious surfaces, expanded recycling and composting services, prioritizing native and pollinator-friendly plants, encouraging rain gardens, and growing a mature tree canopy**
3. **Partner with or become members of additional environmentally aware organizations**
4. **Increase technology infrastructure into city assets, services, and policies**
5. **Continue sustainable infrastructure improvement for utilities, facilities, and fleet**
6. **Address changing vehicular habits, including paid parking system /parking deck replacement plan, electric vehicle (EV) charging stations, and one-way street options**

GOAL AREA TWO – STAFF DEVELOPMENT, TRAINING, AND SUCCESSION

OBJECTIVES

1. **Create a 5-year staffing projection**
2. **Review current recruitment strategies and identify additional resources**
3. **Identify/establish flex scheduling positions and procedures**
4. **Develop a plan for an internship program**
5. **Review potential department collaborations**
6. **Hire an additional recreation professional**
7. **Review current diversity, equity, and inclusion training opportunities**
8. **Seek out training opportunities for serving diverse communities**

GOAL AREA THREE - COMMUNITY CONNECTIVITY

OBJECTIVES

1. **Engage in partnerships with public, private and non-profit entities**
2. **Increase residential/business education programs for active citizen engagement**
3. **Robust diversity, equity, and inclusion programs**
4. **Actively participate with multi-governmental lobbies (Michigan Municipal League, Conference of Western Wayne, etc.)**

GOAL AREA FOUR - ATTRACTIVE, LIVABLE COMMUNITY

OBJECTIVES

1. **Create vibrant commercial districts by seeking appropriate mixed-use development, marketing transitional properties, and implementing Redevelopment Ready Communities (RRC) practices**
2. **Improve existing and pursue additional recreational and public green space opportunities and facilities for all ages**
3. **Develop multi-modal transportation plan which prioritizes pedestrian and biker safety**
4. **Improve link between Hines Park, Old Village, Downtown Plymouth, Plymouth Township, and other regional destinations**
5. **Maintain safe, well-lit neighborhoods with diverse housing stock that maximizes resident livability and satisfaction**
6. **Modernize and update zoning ordinance to reflect community vision**
7. **Implement Kellogg Park master plan**

"The government in this community is small and accessible to all concerned."

-Plymouth Mayor Joe Bida November 1977

Corridor Improvement Authority Board
Regular Meeting Minutes
Tuesday, September 1, 2026 – 4:00 p.m.
City Commission Chambers– 2nd Floor Plymouth City Hall

City of Plymouth
201 S. Main Street
Plymouth, Michigan 48170

www.plymouthmi.gov
734-453-1234

DRAFT

1. CALL TO ORDER

Chair Alex Sugg called the meeting to order at 4:07 p.m.

Present: Mayor Linda Filipczak, Chair Sugg, Vice Chair Mark Waller, Members Nikki Johnson, Rebecca Nicholson, and Kyle Sinkus

Also present: Economic Development Director John Buzvuis, Community Development Coordinator Haley Hall, and Assistant to the City Manager Hannah Knight.

2. CITIZENS COMMENTS

None.

3. BOARD MEMBER COMMENTS

None.

4. APPROVAL OF AGENDA

Mayor Filipczak offered a motion, seconded by Waller, to approve the agenda for the September 1, 2026 meeting.

There was a voice vote.
MOTION PASSED UNANIMOUSLY.

5. APPROVAL OF MEETING MINUTES

Sinkus offered a motion, seconded by Nicholson, to approve the minutes of the August 4, 2026 meeting.

There was a voice vote.
MOTION PASSED UNANIMOUSLY.

6. OLD BUSINESS

a. Potential One-Year Tasks Update

Director Buzuvis and Coordinator Hall provided updates on several one-year tasks. The business directory survey introduction is being drafted. Infrastructure cost estimates from vendors were received the day of the meeting and will be reviewed with staff before the next meeting, with vendor lead times also under consideration. Regarding the Hines Park Connection, the City met with prospective project team members Wade Trim and Smith Group to discuss a proposal for concept design and preliminary engineering, anticipated to be conducted over the winter months and funded by a $160,000 Wayne County reimbursement.

7. NEW BUSINESS

a. Branding Discussion

Coordinator Hall and Assistant Knight presented a proposal for a collaborative branding and marketing initiative involving the CIA, Downtown Development Authority, and the City. The goal is to establish a clear and distinct identity for the CIA early in its development, ensuring consistency across signage, social media, and physical improvements. The board expressed support, noting that establishing a brand now would inform future infrastructure decisions. Discussion addressed questions of how the district would be identified publicly, cost-sharing among the three entities, and consultants that specialize in municipal branding. Nicholson suggested a target of having a draft RFP ready for review at the October meeting, with Director Buzuvis estimating an RFP could be issued within approximately six weeks pending alignment among the participating boards. It was confirmed that the CIA could pursue branding independently if the collaborative approach did not advance.

Ron Picard, 1373 Sheridan, offered public comment noting that residents identify the area as "Old Village" rather than by the CIA's formal name, and that any branding and signage decisions should account for the distinction between the CIA district boundary and the broader neighborhood.

b. Pride Fest & Bumpers, Bikes, and Bands Placer Data

Director Buzuvis presented three years of comparative Placer.ai data for the Plymouth Pride and Bumpers, Bikes, and Bands events. The board discussed the platform's utility for tracking year-over-year trends, identifying visitor origins, understanding foot traffic patterns, and informing future business attraction and infrastructure decisions. Staff indicated they would continue capturing data for seasonal periods and are open to board direction on specific analyses to pursue.

8. REPORTS AND CORRESPONDENCE

Director Buzuvis provided an update outside of the formal agenda item, reporting that a startup cost payback framework has been established. The final CIA implementation cost came in at approximately $21,000, under the budgeted $36,000. Repayment to the City will occur over four years at approximately 10% of the annual budget per year. Staff also noted that social media outreach introducing CIA board members is being planned in coordination with the City's existing platforms.

Board Member Nicholson noted that construction activity at Liberty and Mill Streets, which is a crosswalk improvement project to bring all four corners into ADA compliance, similar to work previously completed at Liberty and Starkweather. Staff will follow up with a timeline. She also announced that the Old Village Chili Cook-Off is scheduled for September 20 on Liberty Street.

Mayor Filipczak confirmed that applications for the vacant board seat are under review by a committee and that a decision is expected prior to the next meeting.

9. ADJOURNMENT

Waller offered a motion, seconded by Johnson, to adjourn the meeting at 5:00 p.m.

There was a voice vote.
MOTION PASSED UNANIMOUSLY.

DRAFT

CITY OF PLYMOUTH
www.plymouthmi.gov
201 S. Main
Plymouth, Michigan 48170
Phone 734-453-1234
Fax 734-455-1892

ADMINISTRATIVE UPDATE

To: CIA Board
From: CIA Staff
Date: October 30, 2026
Re: Administrative Tasks

At the June 2, 2026 CIA meeting, the board discussed potential one-year tasks. Discussion included branding and marketing, developing a business directory, and establishing CIA presence on the City website and social media. Further discussion covered staff preparing a Placer.ai demonstration, continued review of potential infrastructure costs, and gathering baseline infrastructure data. The following table outlines these discussion points and their current status. Highlighted boxes indicate that there is a new update since the last discussion.

Task	Status
Business directory	Form is being distributed.
CIA online and social media presence	The administration sent an email out to the board members inviting them to provide information to do a "meeting the board" type social media campaign.
Branding and marketing	CIA staff have had branding and marketing collaboration discussions with City staff and the DDA. Educational presentations are being considered.
Placer.ai	Reports for Chili Cook-Off with comparisons from last three years included for board review.
Potential infrastructure costs	West Side of Starkweather "striped" for parking. To improve site lines, the first parking spot north of Liberty on Starkweather will be turned into bicycle parking on a trial basis. Authorization for expenditure for bike rack on this agenda for review.
Baseline infrastructure data	Staff utilized ArcGIS Field Maps to start gathering field data of benches, trash cans, light poles, etc. to establish a baseline. The data included pictures, condition, and nearby addresses.
Hines Park Connection	Administration met with the engineering design team on October 16th. Concept design phase anticipated to be completed in February 2027.

Staff will continue to work on these tasks. Should you have any questions, please contact John or Haley.

Placer.ai

Chili Cook-Off 2023-2026

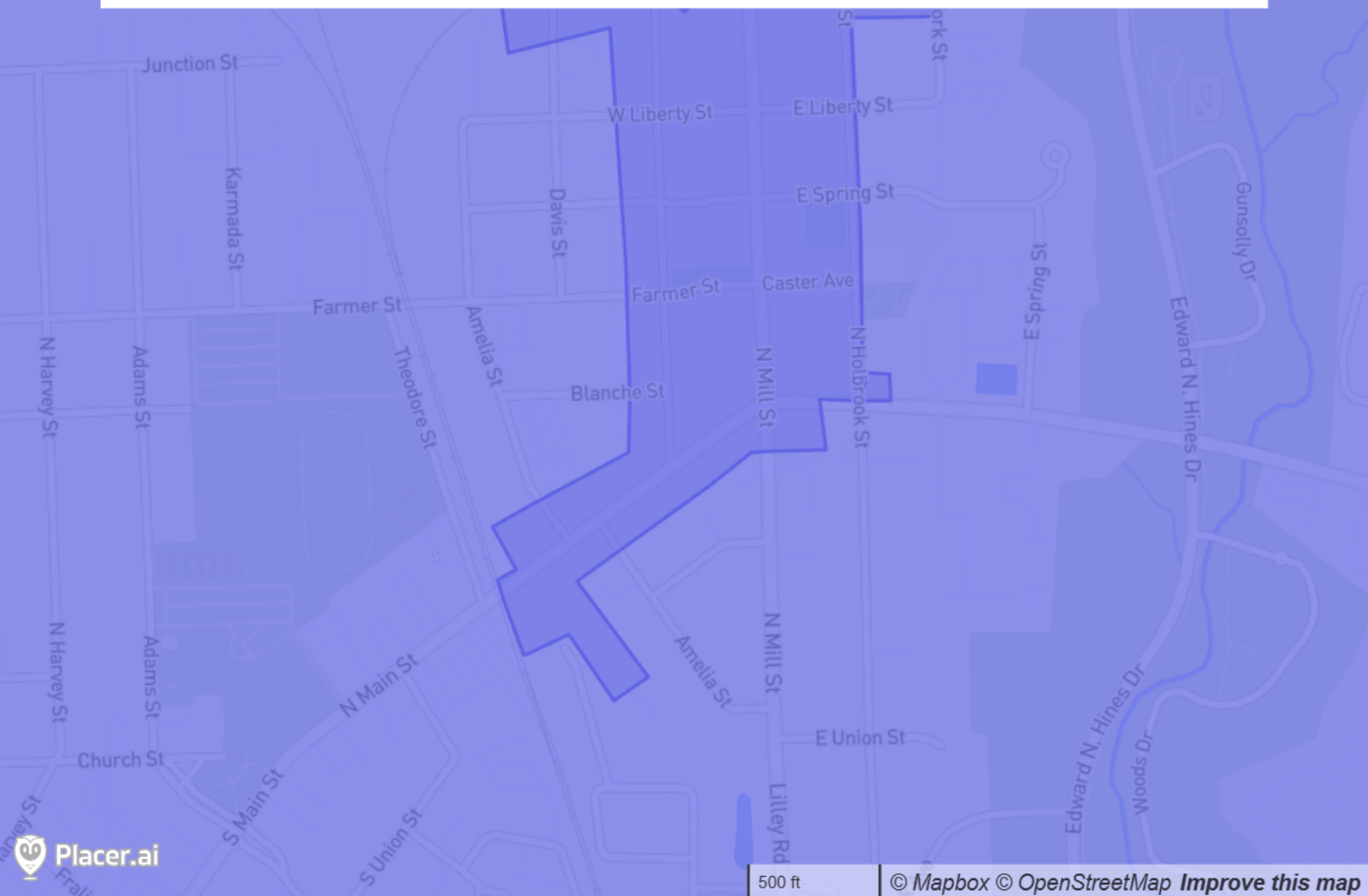
Property:

OV	**Old Village CIA Boundary** 1165 Starkweather St, Plymouth, MI 48170	Sep 20 - Sep 20, 2026
OV	**Old Village CIA Boundary** 1165 Starkweather St, Plymouth, MI 48170	Sep 21 - Sep 21, 2025
OV	**Old Village CIA Boundary** 1165 Starkweather St, Plymouth, MI 48170	Oct 8 - Oct 8, 2023

Applied Filters:

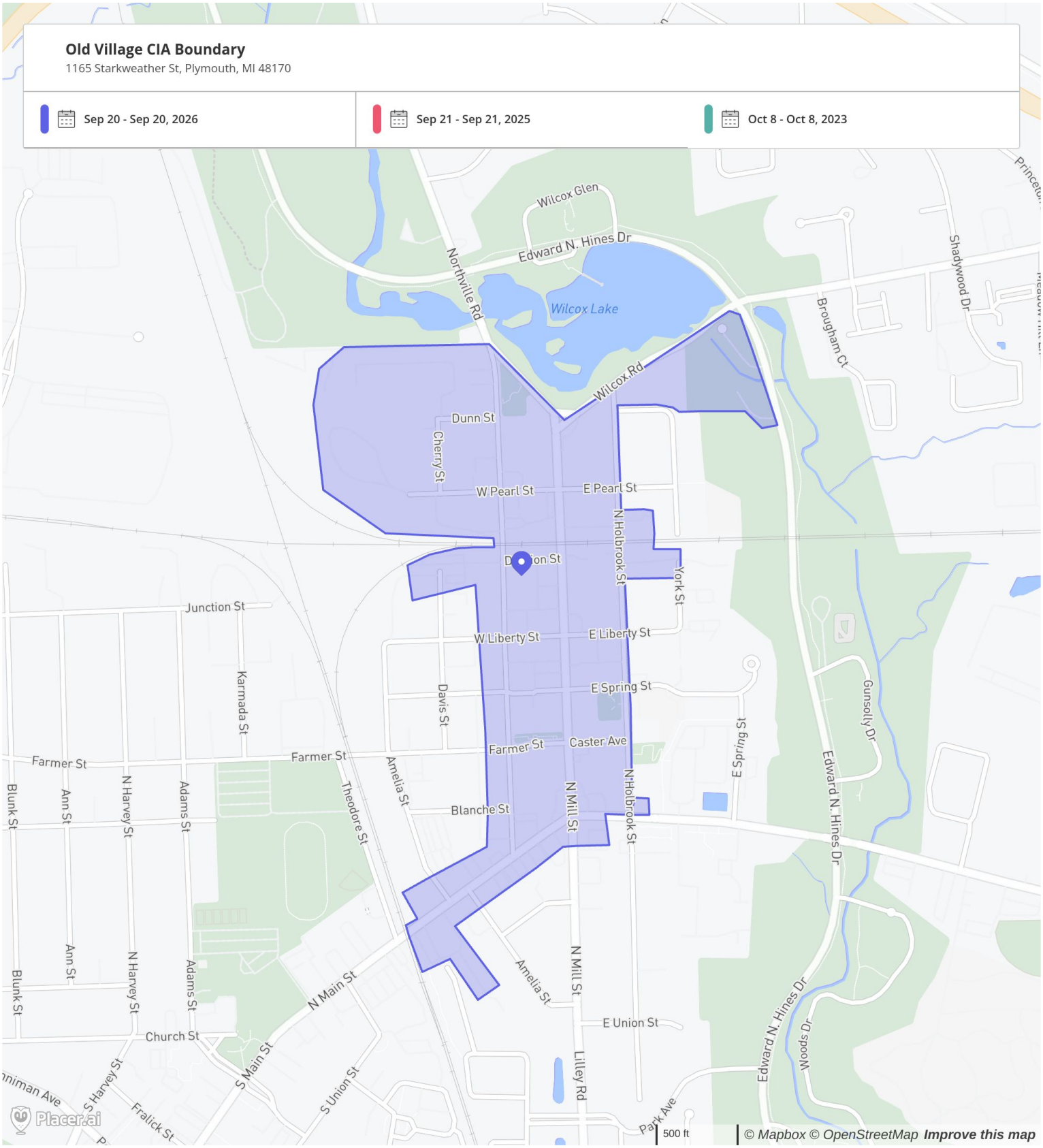
Time of Day: 10am - 5pm

Scan to view on placer.ai platform



Chili Cook-Off 2023-2026

Time Compare



Metrics

Metric Name	Old Village CIA Boundary Starkweather St, Plymouth, MI	Old Village CIA Boundary Starkweather St, Plymouth, MI	Old Village CIA Boundary Starkweather St, Plymouth, MI
Visits	1.1K	1.7K	1.3K
Visitors	1.1K	1.7K	1.3K
Visit Frequency	--	--	--
Avg. Dwell Time	94 Min	86 Min	72 Min
Panel Visits	85	104	56

Old Village CIA Boundary - Sep 20th, 2026
Old Village CIA Boundary - Sep 21st, 2025
Old Village CIA Boundary - Oct 8th, 2023
Data provided by Placer Labs Inc. (www.placer.ai)

Audience Overview

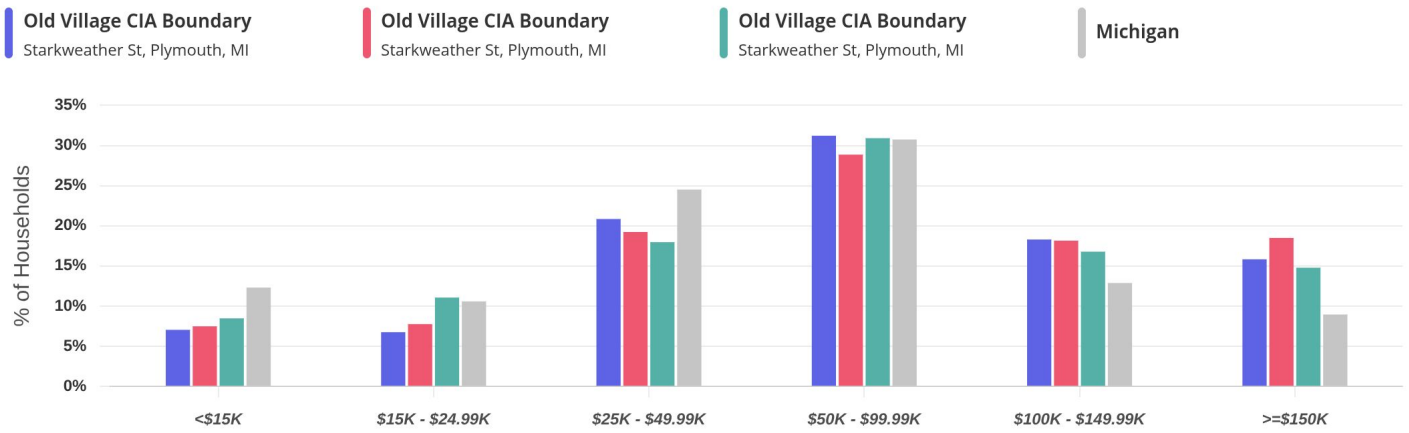
Summary

Properties	Median Household Income	Bachelor's Degree or Higher	Median Age	Most Common Ethnicity	Persons per Household
Old Village CIA Boundary Starkweather St, Plymouth,...	$71.2K	45.9%	38.3	White (77.1%)	2.48
Old Village CIA Boundary Starkweather St, Plymouth,...	$73.7K	44.2%	37.9	White (76.3%)	2.64
Old Village CIA Boundary Starkweather St, Plymouth,...	$66.7K	38.5%	37.9	White (76.5%)	2.51
Michigan	$53.2K	28.1%	39.1	White (75.5%)	2.55

Old Village CIA Boundary - Sep 20th, 2026
Old Village CIA Boundary - Sep 21st, 2025 | Data Source: Census 2017
Old Village CIA Boundary - Oct 8th, 2023
Data provided by Placer Labs Inc. (www.placer.ai)

Placer.ai

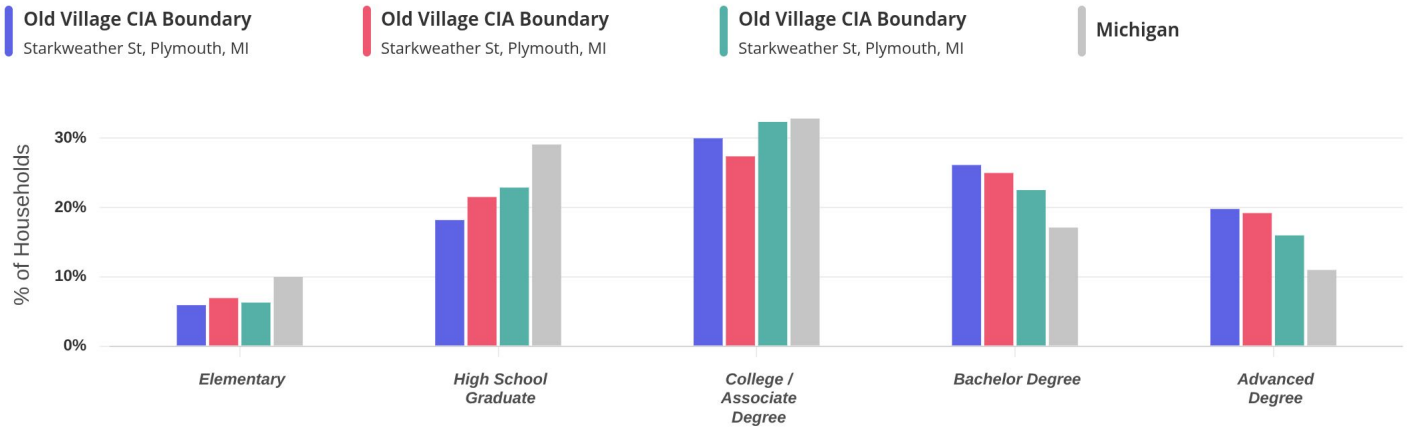
Household Income



Old Village CIA Boundary - Sep 20th, 2026
Old Village CIA Boundary - Sep 21st, 2025 | Data Source: Census 2017
Old Village CIA Boundary - Oct 8th, 2023
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Placer.ai

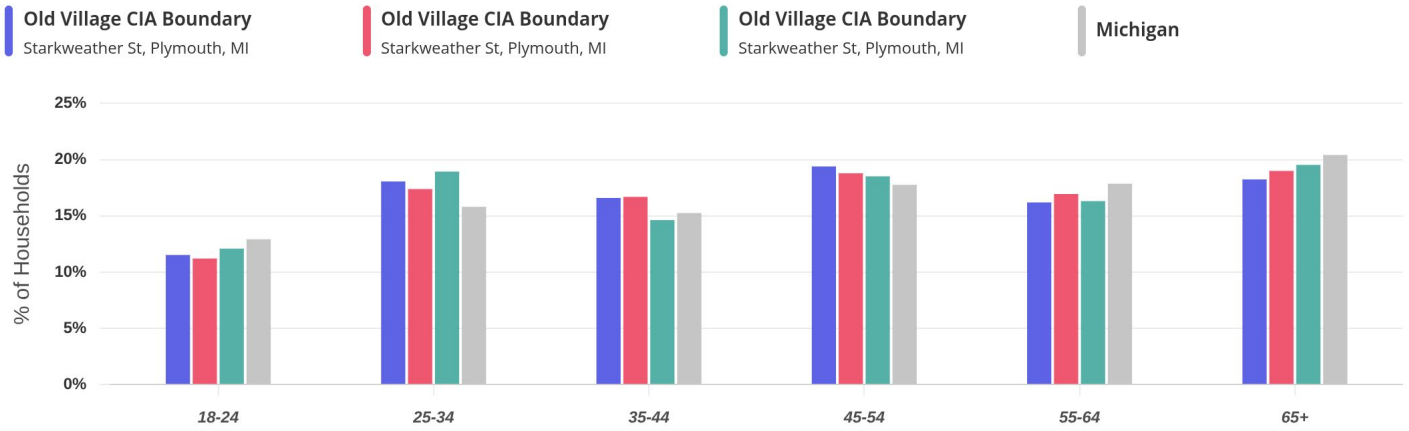
Education



Old Village CIA Boundary - Sep 20th, 2026
Old Village CIA Boundary - Sep 21st, 2025 | Data Source: Census 2017
Old Village CIA Boundary - Oct 8th, 2023
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Placer.ai

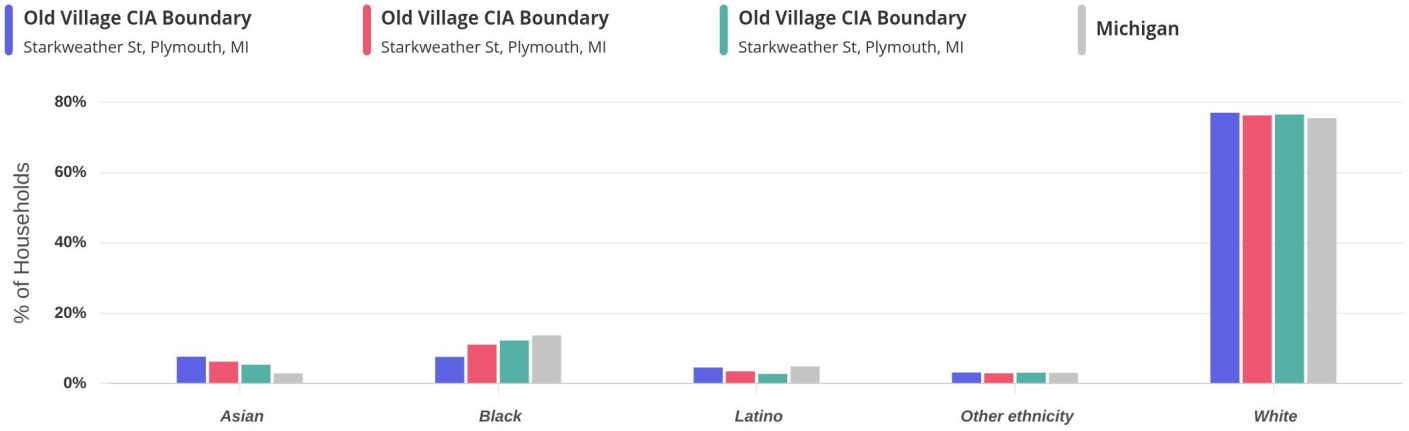
Age



Old Village CIA Boundary - Sep 20th, 2026
Old Village CIA Boundary - Sep 21st, 2025 | Data Source: Census 2017
Old Village CIA Boundary - Oct 8th, 2023
Data provided by Placer Labs Inc. (www.placer.ai)

Placer.ai

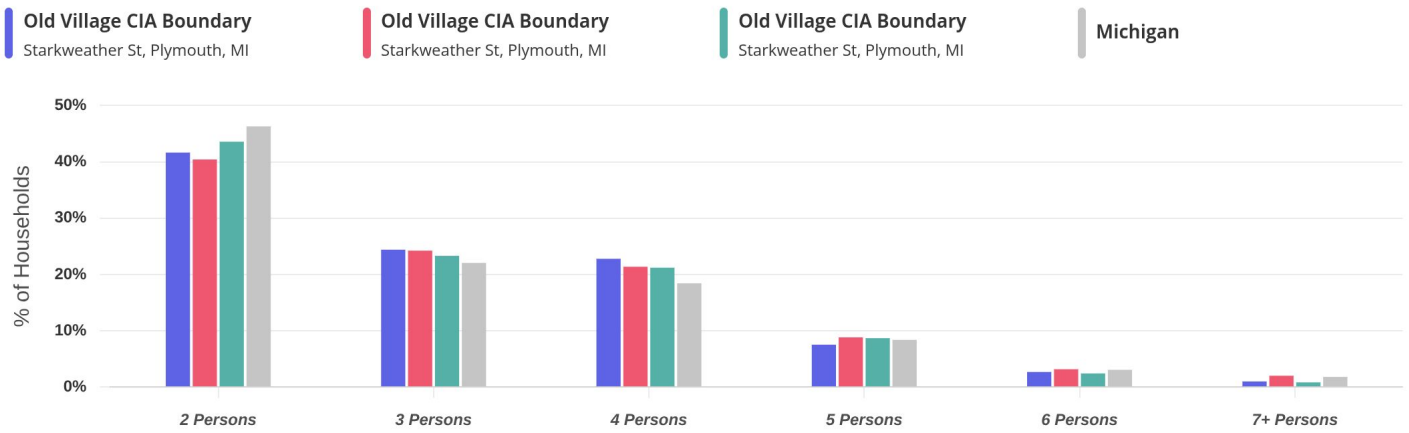
Ethnicity



Old Village CIA Boundary - Sep 20th, 2026
Old Village CIA Boundary - Sep 21st, 2025 | Data Source: Census 2017
Old Village CIA Boundary - Oct 8th, 2023
Data provided by Placer Labs Inc. (www.placer.ai)

Placer.ai

Household Size



Old Village CIA Boundary - Sep 20th, 2026
Old Village CIA Boundary - Sep 21st, 2025 | Data Source: Census 2017
Old Village CIA Boundary - Oct 8th, 2023
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Placer.ai

Ranking Overview

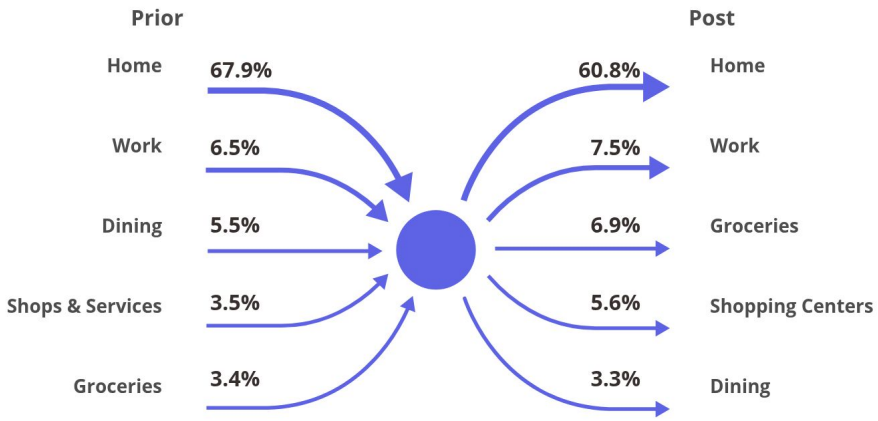
Old Village CIA Boundary Starkweather St, Plymouth, MI	Old Village CIA Boundary Starkweather St, Plymouth, MI	Old Village CIA Boundary Starkweather St, Plymouth, MI
Nationwide	**Michigan**	**15mi**
52* / 1,575	96%	1* / 40	100%	1* / 0	100%
48* / 1,573	97%	1* / 40	100%	1* / 0	100%
52* / 1,565	96%	1* / 40	100%	1* / 0	100%

* Custom filters and dates are ignored. Ranking only supports 'full-months'. Showing report for: Old Village CIA Boundary Aug 1st, 2026 - Aug 31st, 2026, Old Village CIA Boundary Sep 1st, 2025 - Sep 30th, 2025, Old Village CIA Boundary Oct 1st, 2023 - Oct 31st, 2023

Category: Other | Visits
Old Village CIA Boundary - Aug 1st, 2026 - Aug 31st, 2026
Old Village CIA Boundary - Sep 1st, 2025 - Sep 30th, 2025
Old Village CIA Boundary - Oct 1st, 2023 - Oct 31st, 2023
Data provided by Placer Labs Inc. (www.placer.ai)

Visitor Journey

Old Village CIA Boundary
Starkweather St, Plymouth, MI

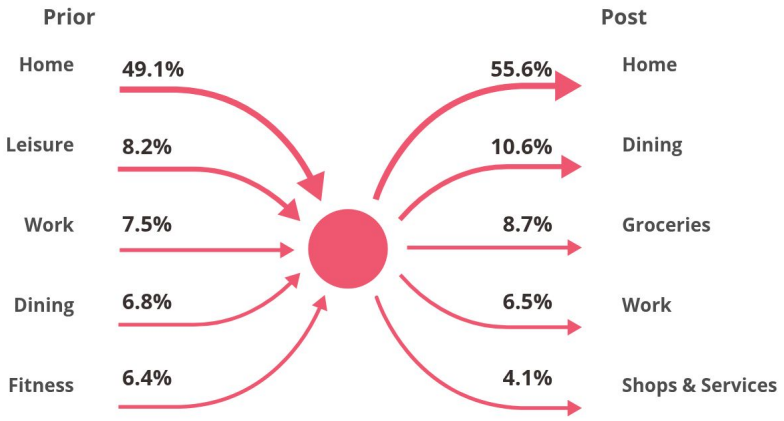


Show by: | Sep 20th, 2026
Data provided by Placer Labs Inc. (www.placer.ai)

Placer.ai

Visitor Journey

Old Village CIA Boundary
Starkweather St, Plymouth, MI

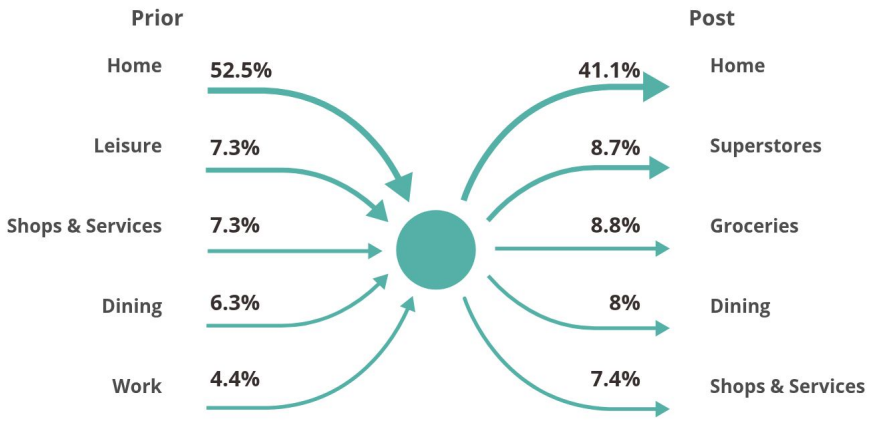


Show by: | Sep 21st, 2025
Data provided by Placer Labs Inc. (www.placer.ai)

Placer.ai

Visitor Journey

Old Village CIA Boundary
Starkweather St, Plymouth, MI



Show by: | Oct 8th, 2023
Data provided by Placer Labs Inc. (www.placer.ai)

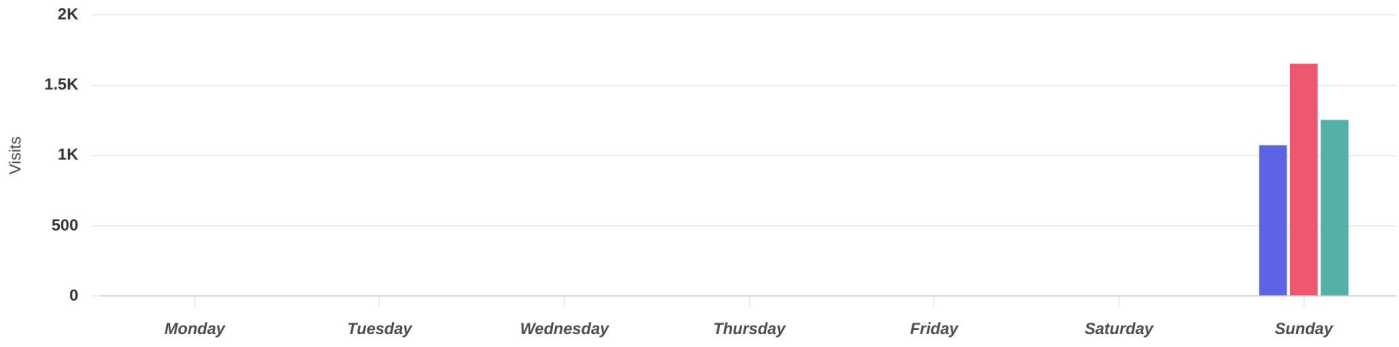
Placer.ai

Daily Visits

Old Village CIA Boundary
Starkweather St, Plymouth, MI

Old Village CIA Boundary
Starkweather St, Plymouth, MI

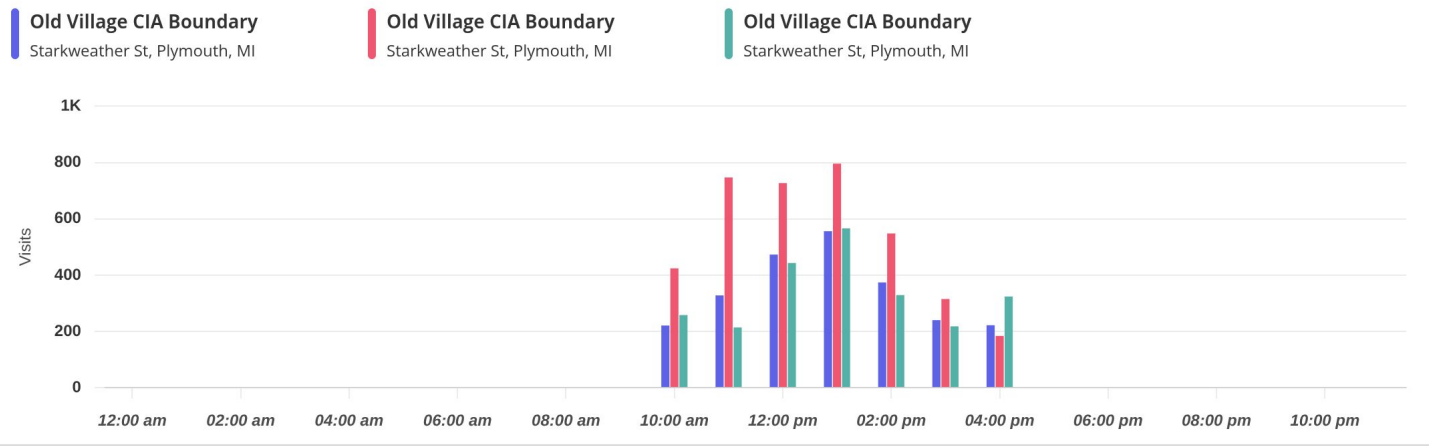
Old Village CIA Boundary
Starkweather St, Plymouth, MI



Visits
Old Village CIA Boundary - Sep 20th, 2026
Old Village CIA Boundary - Sep 21st, 2025
Old Village CIA Boundary - Oct 8th, 2023
Data provided by Placer Labs Inc. (www.placer.ai)

Placer.ai

Hourly Visits



Visits
Old Village CIA Boundary - Sep 20th, 2026
Old Village CIA Boundary - Sep 21st, 2025
Old Village CIA Boundary - Oct 8th, 2023
Data provided by Placer Labs Inc. (www.placer.ai)

Placer.ai

Favorite Places

Old Village CIA Boundary
Starkweather St, Plymouth, MI

Rank	Name	Distance	Visitors (%)
1	**Crawford's** 542 Starkweather St, Plymouth, MI 48170	0.2 mi	88 (8.2%)
2	**Parmenter's Northville Cider Mill** 714 Baseline Rd, Northville, MI 48167-1266	4 mi	73 (6.8%)
3	**Greco Title** 340 N Main St, Plymouth, MI 48170	0.4 mi	73 (6.8%)
4	**Sheldon Place** 15057 Sheldon Rd, Plymouth, MI 48170	1.5 mi	71 (6.6%)
5	**Falcon Film Studios** 340 N Main St, Plymouth, MI 48170	0.4 mi	61 (5.7%)
6	**Kroger** 44525 Ann Arbor Rd, Plymouth, MI 48170	1.9 mi	59 (5.5%)
7	**Plymouth Square** 44421-44525 Ann Arbor Rd, Plymouth, MI 48170	1.9 mi	59 (5.5%)
8	**Kazmotive** 1165 Starkweather St, Plymouth, MI 48170	0.2 mi	57 (5.3%)
9	**Bodes Corned Beef House** 280 N Main St, Plymouth, MI 48170	0.4 mi	55 (5.1%)
10	**Tim Hortons** 150 Plymouth Rd, Plymouth, MI 48170	0.3 mi	53 (5%)

Category: All Categories | Min. Visits: 1
Old Village CIA Boundary - Sep 20th, 2026
Old Village CIA Boundary - Sep 21st, 2025
Old Village CIA Boundary - Oct 8th, 2023
Data provided by Placer Labs Inc. (www.placer.ai)

Favorite Places

Old Village CIA Boundary
Starkweather St, Plymouth, MI

Rank	Name	Distance	Visitors (%)
1	**Crawford's** 542 Starkweather St, Plymouth, MI 48170	0.2 mi	187 (11.3%)
2	**Tim Hortons** 150 Plymouth Rd, Plymouth, MI 48170	0.3 mi	156 (9.5%)
3	**Beneficial Skin and Body Care** 640 Starkweather Road STE C, Plymouth, MI 48170	0.1 mi	111 (6.7%)
4	**Plymouth Square** 44421-44525 Ann Arbor Rd, Plymouth, MI 48170	1.9 mi	101 (6.1%)
5	**Jcw Properties Llc** 416 N Main St, Plymouth, MI 48170	0.3 mi	90 (5.5%)
6	**Ur World Studio** 957 N Holbrook St, Plymouth, MI 48170	0.1 mi	87 (5.3%)
7	**Sheldon Place** 15057 Sheldon Rd, Plymouth, MI 48170	1.5 mi	83 (5%)
8	**Kroger** 1905 N Canton Center Rd, Canton, MI 48187	4.5 mi	78 (4.7%)
9	**Centre Village** 1905 N Canton Center Rd, Canton, MI 48187	4.5 mi	78 (4.7%)
10	**Barrio Cocina Y Tequileria** 555 Forest Ave, Plymouth, MI 48170	0.9 mi	68 (4.1%)

Category: All Categories | Min. Visits: 1
Old Village CIA Boundary - Sep 20th, 2026
Old Village CIA Boundary - Sep 21st, 2025
Old Village CIA Boundary - Oct 8th, 2023
Data provided by Placer Labs Inc. (www.placer.ai)

Favorite Places

Old Village CIA Boundary
Starkweather St, Plymouth, MI

Rank	Name	Distance	Visitors (%)
1	**Crawford's** 542 Starkweather St, Plymouth, MI 48170	0.2 mi	184 (14.7%)
2	**VaporFi** 640 Starkweather St, Plymouth, MI 48170	0.1 mi	100 (8%)
3	**Greco Title** 340 N Main St, Plymouth, MI 48170	0.4 mi	96 (7.7%)
4	**Kroger** 44525 Ann Arbor Rd, Plymouth, MI 48170	1.9 mi	89 (7.1%)
5	**Plymouth Square** 44421-44525 Ann Arbor Rd, Plymouth, MI 48170	1.9 mi	89 (7.1%)
6	**The Post Local Bistro** 844 Penniman Ave, Plymouth, MI 48170	0.7 mi	85 (6.8%)
7	**Tim Hortons** 150 Plymouth Rd, Plymouth, MI 48170	0.3 mi	79 (6.3%)
8	**Merri-Five Plaza** 31192 Five Mile Rd, Livonia, MI 48154	5.7 mi	60 (4.8%)
9	**Dollar Tree** 31280 Five Mile Rd, Livonia, MI 48154	5.7 mi	60 (4.8%)
10	**Speedway** 37416 7 Mile Rd, Livonia, MI 48152	4 mi	60 (4.8%)

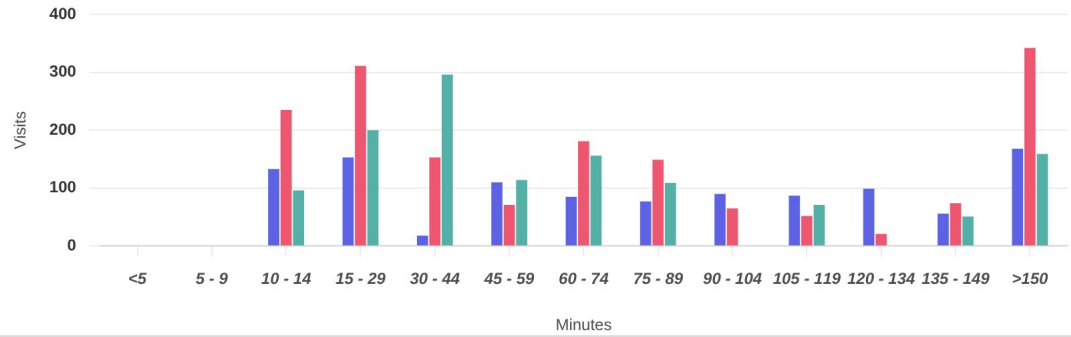
Category: All Categories | Min. Visits: 1
Old Village CIA Boundary - Sep 20th, 2026
Old Village CIA Boundary - Sep 21st, 2025
Old Village CIA Boundary - Oct 8th, 2023
Data provided by Placer Labs Inc. (www.placer.ai)

Visit Duration

Old Village CIA Boundary
Starkweather St, Plymouth, MI

Old Village CIA Boundary
Starkweather St, Plymouth, MI

Old Village CIA Boundary
Starkweather St, Plymouth, MI



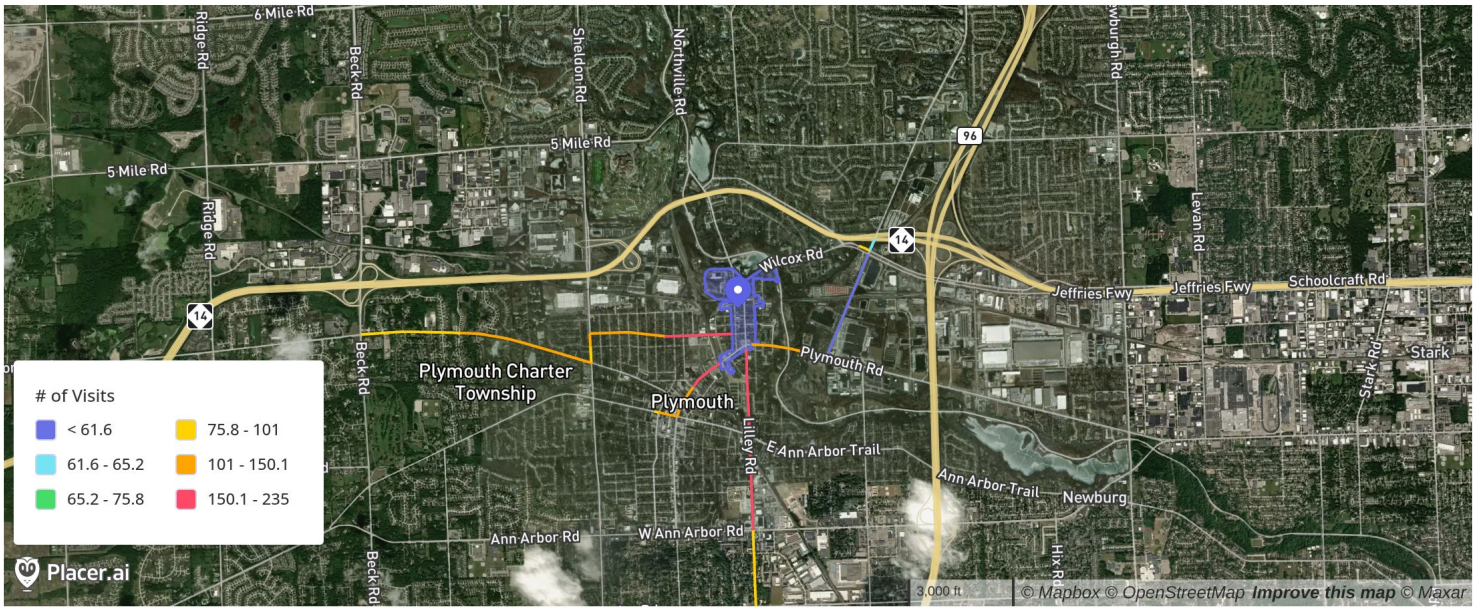
	Average	Median
	94 min	79 min
	86 min	60 min
	72 min	46 min

Visits
Old Village CIA Boundary - Sep 20th, 2026
Old Village CIA Boundary - Sep 21st, 2025
Old Village CIA Boundary - Oct 8th, 2023
Data provided by Placer Labs Inc. (www.placer.ai)

Placer.ai

Visitor Journey - Routes

Old Village CIA Boundary
Starkweather St, Plymouth, MI



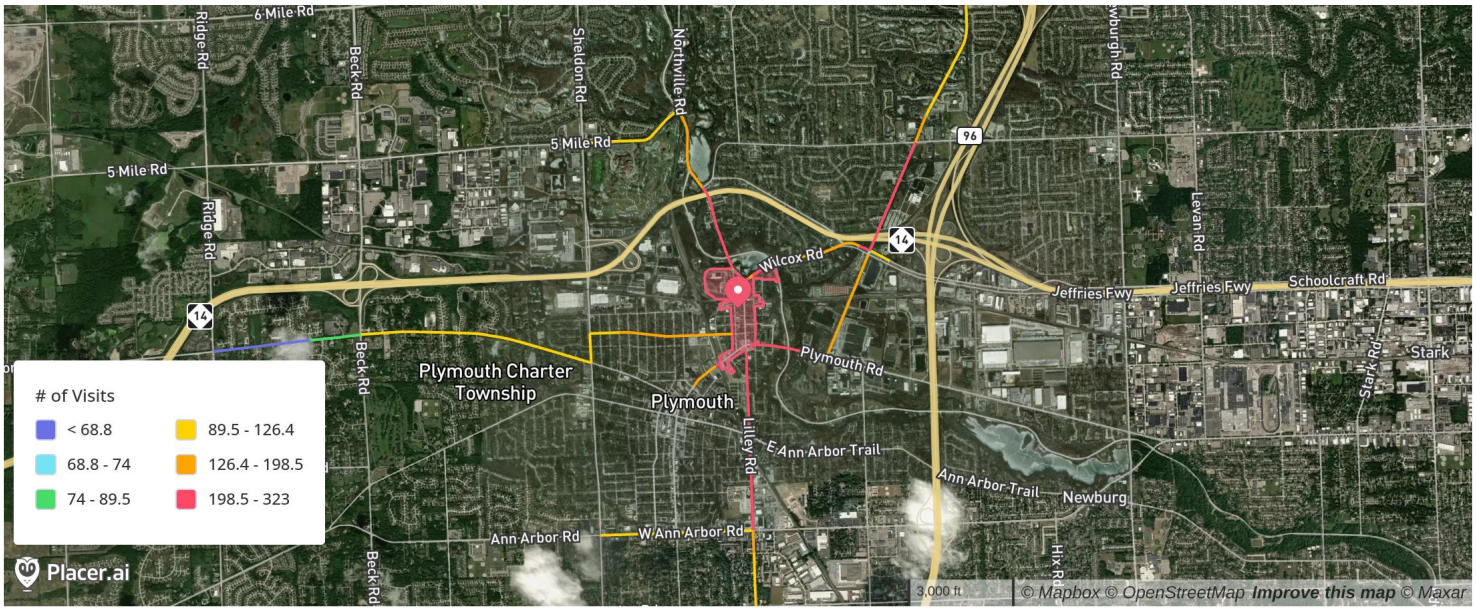
To protect individual privacy, the beginning points shown for each route are approximations and do not represent actual home locations.

Journey Direction: To Property | Sep 20th, 2026
Data provided by Placer Labs Inc. (www.placer.ai)

Visitor Journey - Routes

Old Village CIA Boundary

Starkweather St, Plymouth, MI



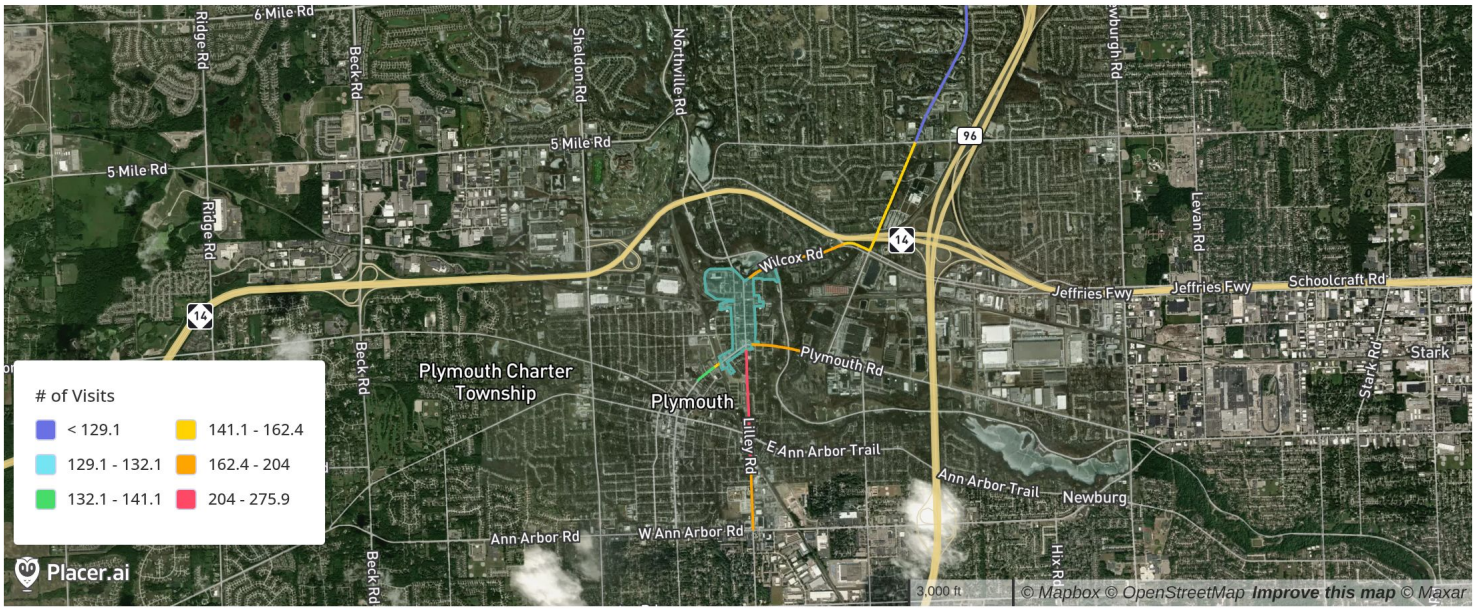
To protect individual privacy, the beginning points shown for each route are approximations and do not represent actual home locations.

Journey Direction: To Property | Sep 21st, 2025
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Visitor Journey - Routes

Old Village CIA Boundary

Starkweather St, Plymouth, MI



To protect individual privacy, the beginning points shown for each route are approximations and do not represent actual home locations.

Journey Direction: To Property | Oct 8th, 2023
Data provided by Placer Labs Inc. (www.placer.ai)

Placer.ai

Chili Cook-Off Trade Area 23-26

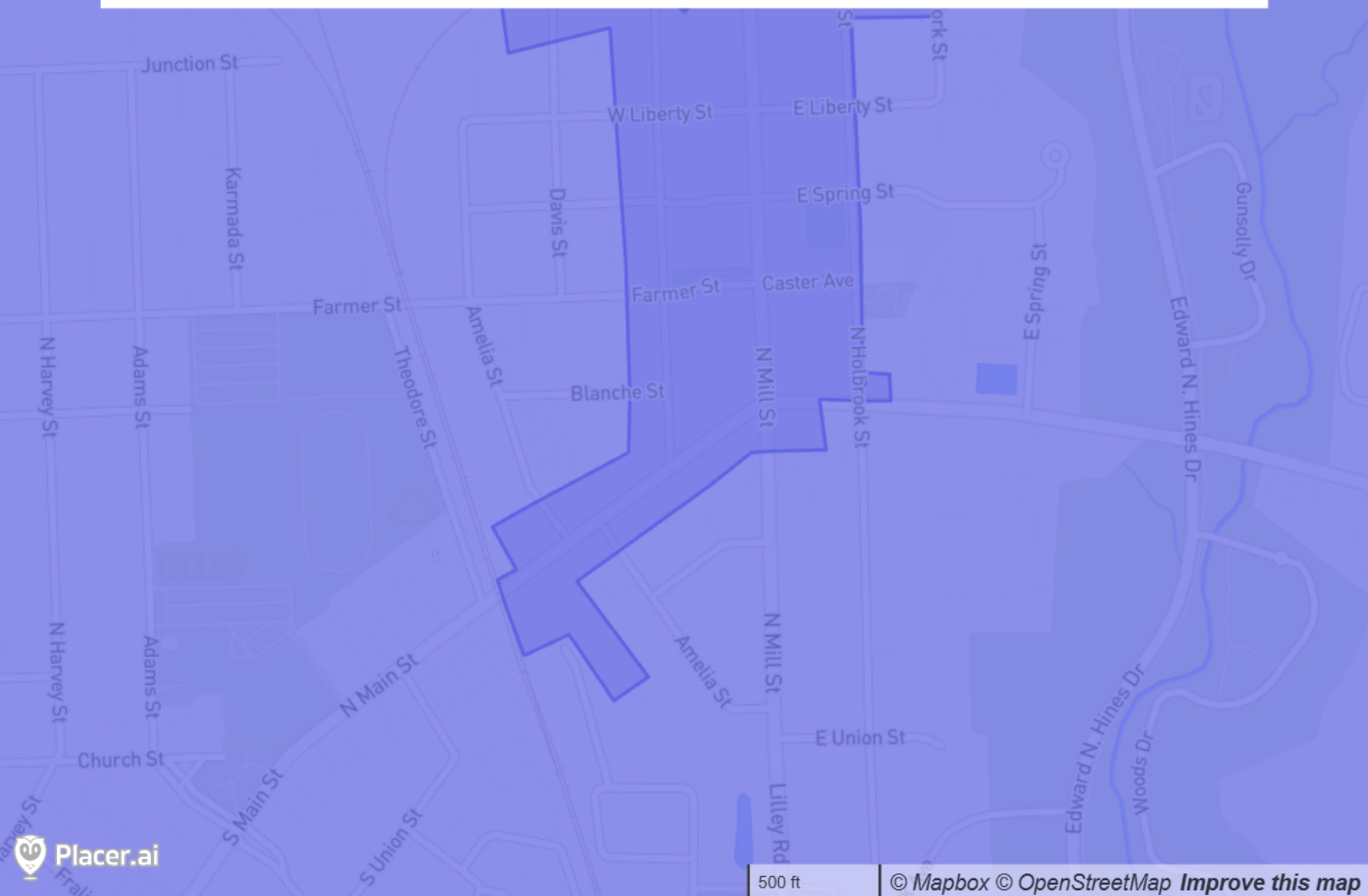
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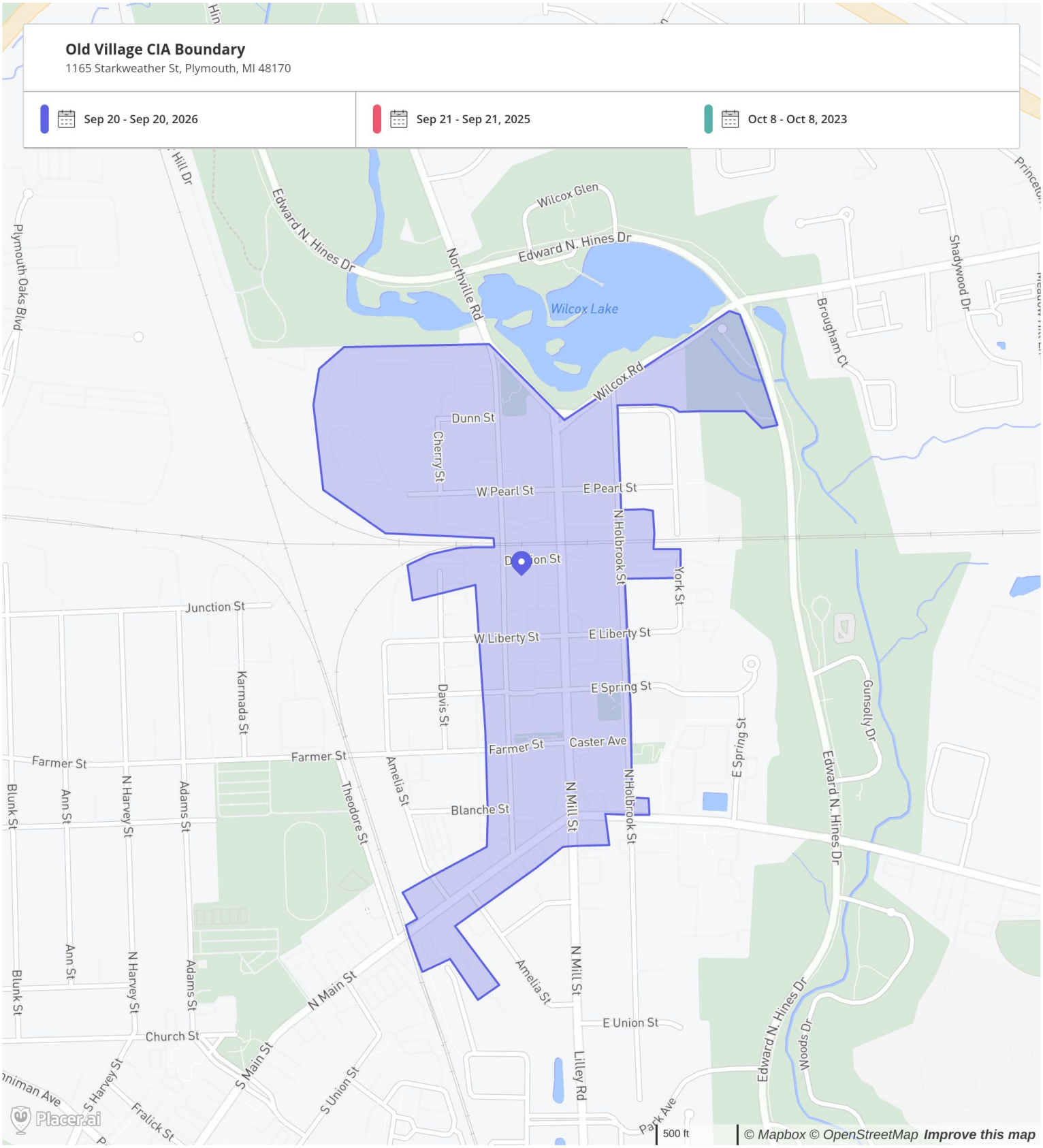
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OV	**Old Village CIA Boundary** 1165 Starkweather St, Plymouth, MI 48170	Sep 21 - Sep 21, 2025
OV	**Old Village CIA Boundary** 1165 Starkweather St, Plymouth, MI 48170	Oct 8 - Oct 8, 2023

Applied Filters:

Time of Day: 10am - 5pm

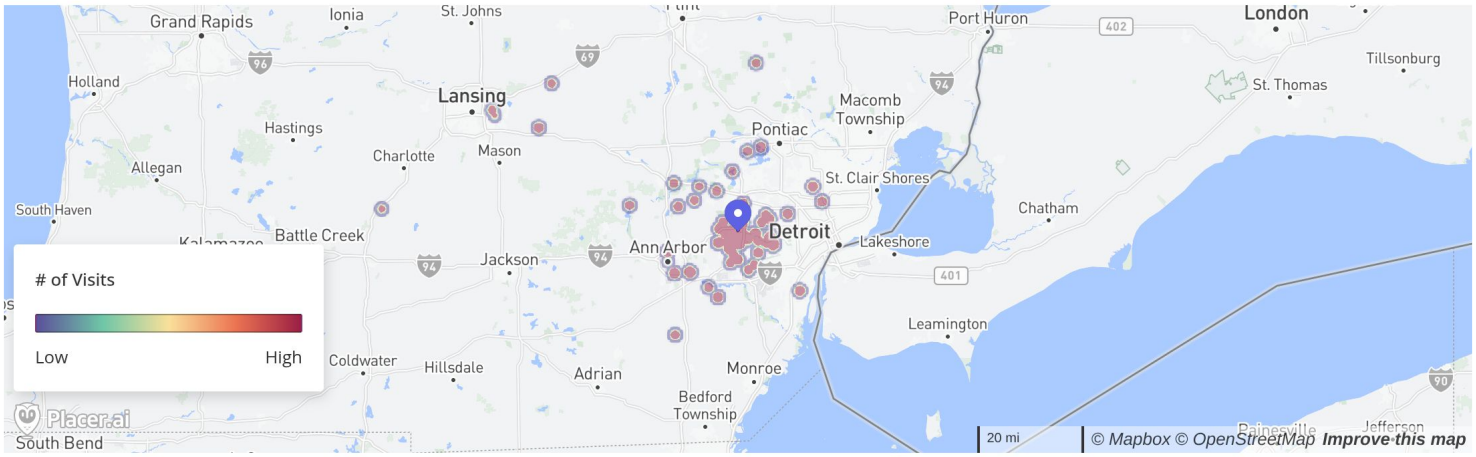
Scan to view on placer.ai platform




Old Village CIA Boundary
1165 Starkweather St, Plymouth, MI 48170
Sep 20 - Sep 20, 2026
Sep 21 - Sep 21, 2025
Oct 8 - Oct 8, 2023
Wilcox Glen
Edward N. Hines Dr
Northville Rd
Wilcox Lake
Wilcox Rd
Dunn St
Cherry St
W Pearl St
E Pearl St
N Holbrook St
York St
Junction St
W Liberty St
E Liberty St
E Spring St
Davis St
Karmada St
Farmer St
Caster Ave
Amelia St
Theodore St
Blanche St
N Mill St
Gunsolly Dr
Blunk St
Ann St
N Harvey St
Adams St
N Main St
Church St
S Main St
S Union St
E Union St
Lilley Rd
Park Ave
Woods Dr
Shadywood Dr
Brougham Ct
Plymouth Oaks Blvd
Hill Dr
Fralick St
S Harvey St
Placer.ai
500 ft
© Mapbox © OpenStreetMap Improve this map

Trade Area

Old Village CIA Boundary
Starkweather St, Plymouth, MI



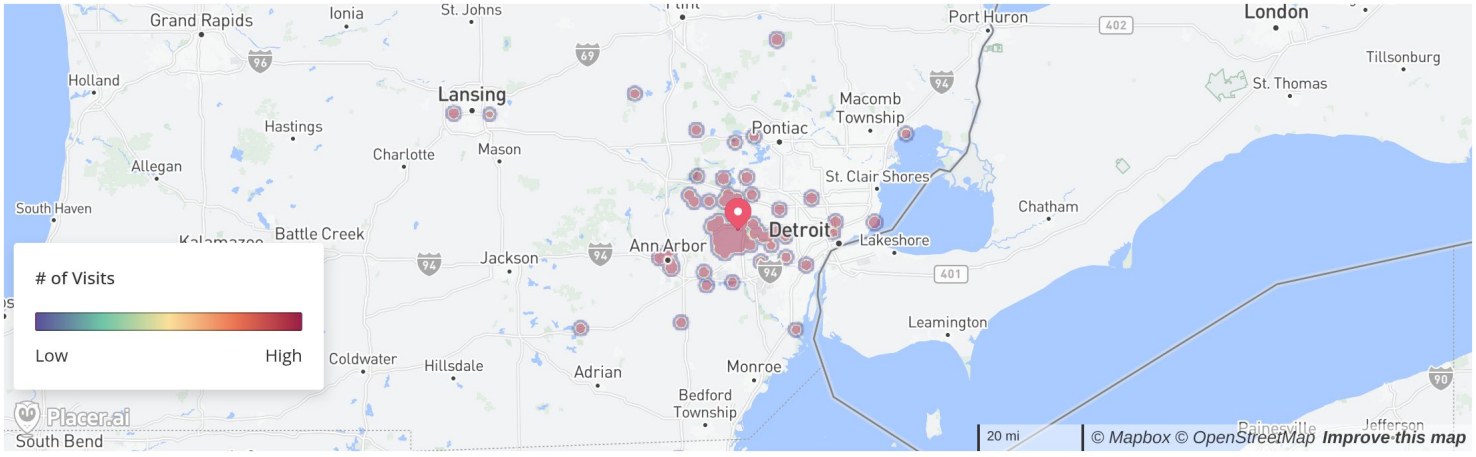
Home locations are obfuscated for privacy and randomly placed within a census block. They do not represent actual home addresses.

Sep 20th, 2026
Data provided by Placer Labs Inc. (www.placer.ai)

Placer.ai

Trade Area

Old Village CIA Boundary
Starkweather St, Plymouth, MI



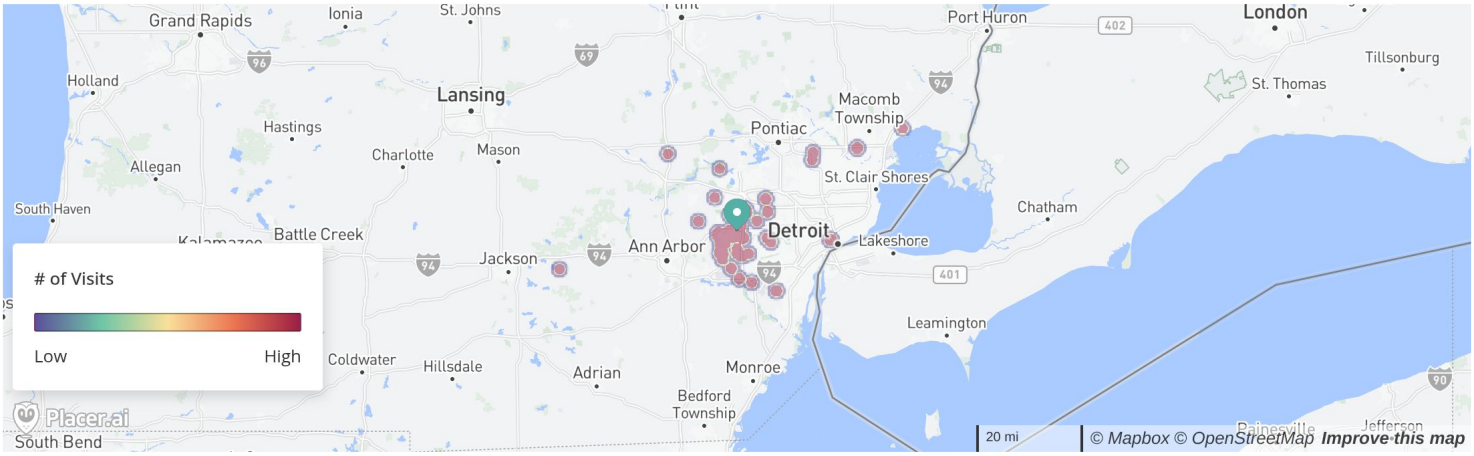
Home locations are obfuscated for privacy and randomly placed within a census block. They do not represent actual home addresses.

Sep 21st, 2025
Data provided by Placer Labs Inc. (www.placer.ai)

Placer.ai

Trade Area

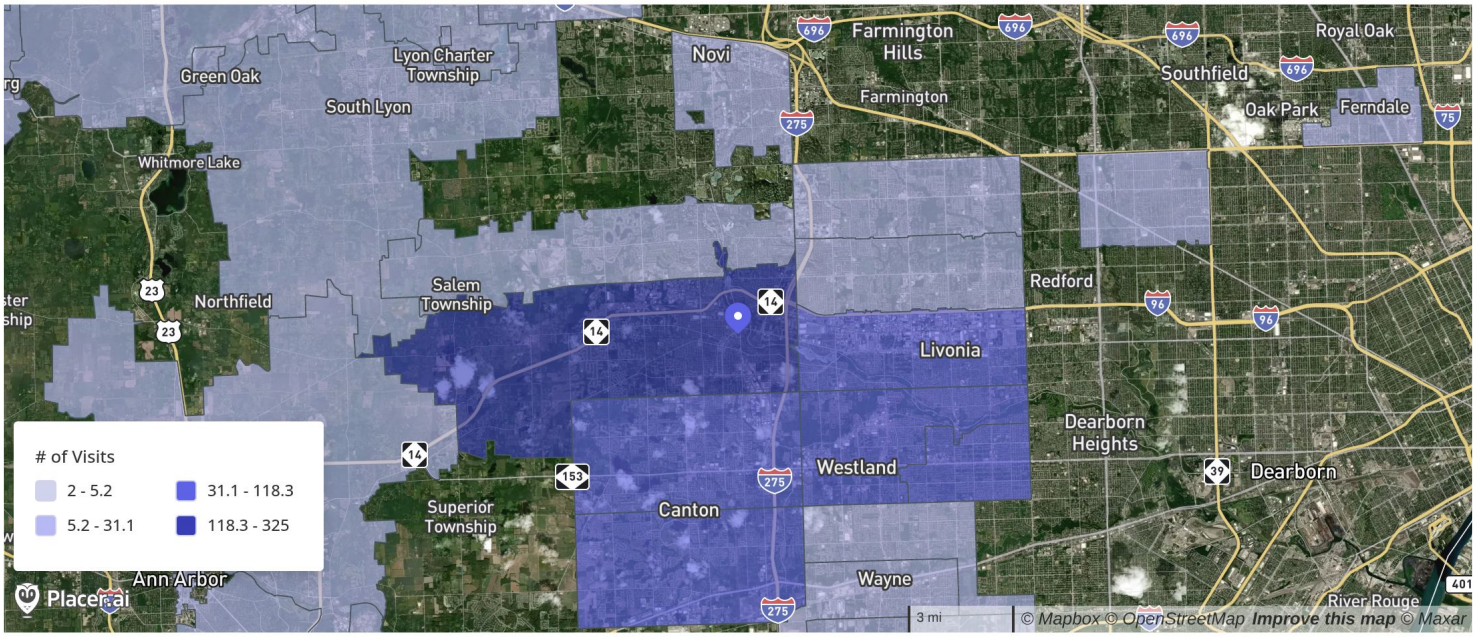
Old Village CIA Boundary
Starkweather St, Plymouth, MI



Home locations are obfuscated for privacy and randomly placed within a census block. They do not represent actual home addresses.

Oct 8th, 2023
Data provided by Placer Labs Inc. (www.placer.ai)

Visitors By Origin



Zip Code	Visits (% of Total)
48170 Plymouth, MI	325 (30.2%)
48187 Canton, MI	113 (10.5%)
48185 Westland, MI	45 (4.2%)
48150 Livonia, MI	37 (3.4%)
48188 Canton, MI	34 (3.2%)
48135 Garden City, MI	33 (3.1%)
48104 Ann Arbor, MI	30 (2.8%)

Zip Code	Visits (% of Total)
48197 Ypsilanti, MI	27 (2.5%)
48154 Livonia, MI	24 (2.3%)
48168 Northville, MI	22 (2.1%)

Sep 20th, 2026
Data provided by Placer Labs Inc. (www.placer.ai)

CITY OF PLYMOUTH
www.plymouthmi.gov
201 S. Main
Plymouth, Michigan 48170
Phone 734-453-1234
Fax 734-455-1892

ADMINISTRATIVE RECOMMENDATION

To: CIA Board
From: CIA Staff
Date: November 3, 2026
Re: Bike Rack Expenditure Authorization

Background: As you are aware, CIA Staff have met with the Department of Municipal Services administrative team to explore options for installing bike racks at Starkweather Park. As previously discussed, we believe the installation of bike racks is a good starting point, particularly in the context of the limited budget anticipated for the first couple of years after the implementation of the corridor. Included below is a summary of the pertinent information followed by a recommendation to authorize the expenditure of up to $7,500 for the purchase and installation of bike racks at Starkweather Park. The administration welcomes feedback from the board on the preferred location(s) of the bike racks with the caveat that final determined locations may be impacted by site and underground features that we may not be aware of at this time.

- The preferred bike racks are inverted-U style, surface-mounted, made of galvanized steel with a powder-coated finish and cover plates.
- Four bike racks are proposed.
- The bike racks will be installed on a concrete pad.
- The placement and spacing of bike racks will be according to the Essentials of Bike Parking guidelines (found at the end of the report).
- Including costs for grading, concrete, installation, shipping, and bike racks, the total cost is estimated at approximately $7,500.
- Reference the screenshots on the following pages for possible locations

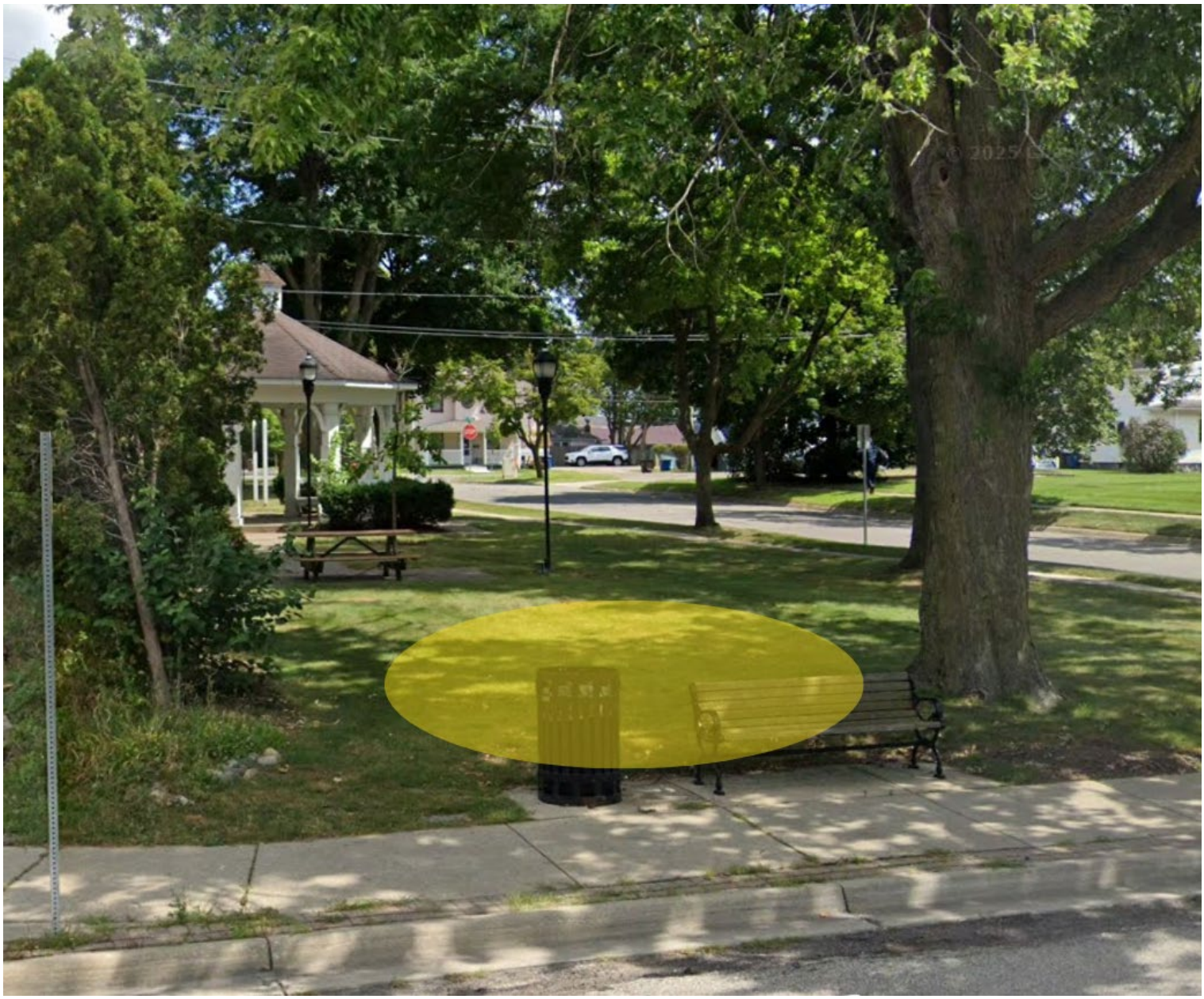


Recommendation: The administration recommends that the Old Village Corridor Improvement Authority Board of Directors authorize expenditure not to exceed $7,500 for the purchase and installation of inverted “u-shaped” bike racks at Starkweather Park. A proposed resolution authorizing this expenditure is included for your consideration.



Examples of bike racks on concrete

- Option 1



- Option 2



- Option 3



Proposed Resolution

The Following Resolution was proposed by Director _____ and seconded by Director_____.

WHEREAS The Old Village Corridor Improvement Authority plan identifies Streetscape Improvements and Multi-Modal Improvements, including the installation of bike racks, as a stated goal, and

WHEREAS The Old Village Corridor Improvement Authority Board of Directors has identified the installation of bike racks as a one-year task, and

WHEREAS The Old Village Corridor Improvement Authority Board of Directors encourages the use of multi-modal transportation for visitors to the district,

NOW THEREFORE BE IT RESOLVED THAT the Old Village Corridor Improvement Authority Board of Directors authorizes an expenditure not to exceed $7,500 for the installation of four bike racks in Starkweather Park with final location for bike racks determined based on site variables.

ESSENTIALS OF

BIKE PARKING

Selecting and installing bicycle parking that works



apbp

Association of Pedestrian and Bicycle Professionals

Expertise for Active Transportation



Essentials of Bike Parking
Revision 1.0, September 2015

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Acknowledgments

Lead author - Nathan Broom

Contributors - Eric Anderson, Vince Caristo, Ryan Dodge, Jennifer Donlon-Wyant, Sarah Figliozzi, Elco Gauw, Dan Jatres, David Loutzenheiser, Heath Maddox, Brian Patterson, Cara Seiderman

Alta Planning + Design donated their expertise in the design and illustration of this guide. Cat Cheng, lead designer, Jillian Portelance, production designer.

Cover image: *Sign D4-3 from Standard Highway Signs, 2004 Edition, http://mutcd.fhwa.dot.gov/ser-shs_millennium_eng.htm*

Bicycle parking manufacturers and distributors shall not use APBP's logo or imply product endorsement by APBP without express written permission from APBP.

APBP is an association of professionals who plan, implement and advocate for walkable and bicycle-friendly places.

Association of Pedestrian and Bicycle Professionals

bikeparking@apbp.org
www.apbp.org

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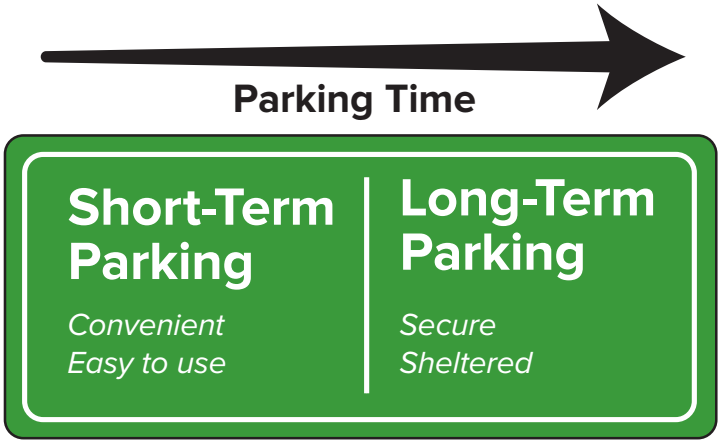
10 PLACEMENT

INTRODUCTION

Among the necessary supports for bicycle transportation, bike parking stands out for being both vital and easy. Still, it requires some attention to get it right. Bike parking may go unused if it's not more appealing to users than the nearest sign post. A minor mistake in installation can make a quality rack unusable. The variety of bicycle sizes, shapes, and attachments continues to increase, and good bike parking should accommodate all types.

The Association of Pedestrian and Bicycle Professionals (APBP) prepared this guide for people planning to purchase or install bike parking fixtures on a limited scale. It is a brief overview of APBP's comprehensive *Bicycle Parking Guidelines* handbook, available at www.apbp.org.

This guide divides bike parking into short-term and long-term installations. These two kinds of parking serve different needs, and the starting point for most bike parking projects is recognizing whether the installation should serve short-term users, long-term users, or both. If users will typically be parking for two hours or longer, they are likely to value security and shelter above the convenience and ease that should characterize short-term parking.



SHORT-TERM PARKING

Effective bike parking for short-term users depends on two main factors: 1) proximity to the destination and 2) ease of use.

Short-term parking is designed to meet the needs of people visiting businesses and institutions, and others with similar needs—typically lasting up to two hours. Short-term users may be infrequent visitors to a location, so the parking installation needs to be readily visible and self-explanatory.

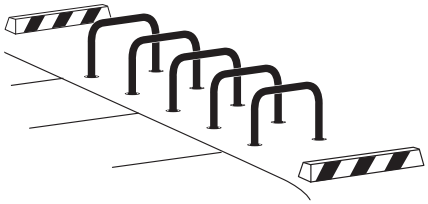


INVERTED U



POST & RING

CORRAL



SITE PLANNING

Location

Short-term bike parking should be visible from and close to the entrance it serves—50' or less is a good benchmark. Weather-protected parking makes bicycle transportation more viable for daily and year-round use, and it can reduce the motivation for users to bring wet bicycles into buildings. Area lighting is important for any location likely to see use outside of daylight hours.

Security

All racks must be sturdy and well-anchored, but location determines the security of short-term parking as much as any other factor. Users seek out parking that is visible to the public, and they particularly value racks that can be seen from within the destination. Areas with high incidence of bicycle theft may justify specific security features such as specialty racks, tamper-proof mounting techniques, or active surveillance.

Quantity

Many jurisdictions have ordinances governing bike parking quantity. APBP's full *Bicycle Parking Guidelines* offers complete recommendations for the amount and type of parking required in various contexts. In the absence of requirements, it's okay to start small—but bear in mind that perceived demand may be lower than the demand that develops once quality parking appears.

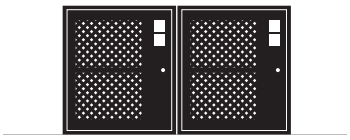
BIKE CORRALS

Some cities with limited sidewalk space and strong bicycle activity place bike parking in on-street "bike corrals" located in the street area adjacent to the curb. Bike corrals can sometimes make use of on-street areas that are unsuitable for auto parking. When replacing a single auto parking space, a corral can generally fit 8 to 12 bicycles. APBP's full *Bicycle Parking Guidelines* provides details about designing and siting bike corrals. **apbp.org**

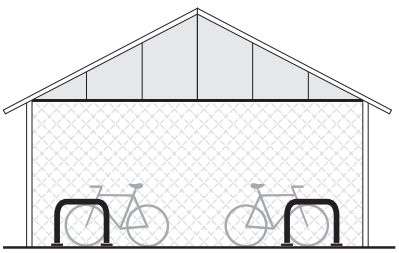
LONG-TERM PARKING

Users of long-term parking generally place high value on security and weather protection. Long-term parking is designed to meet the needs of employees, residents, public transit users, and others with similar needs. These users typically park either at home or at a routine destination such as a workplace. They often leave their bicycles unmonitored for a period of several hours or longer, so they require security and weather protection that let them park without unreasonable concern for loss or damage.

Long-term parking can take a variety of forms, including a room within a residential building or workplace, a secure enclosure within a parking garage, or a cluster of bike lockers at a transit center. Some long-term parking is open to the public—such as a staffed secure enclosure at a transit hub—and some of it is on private property with access limited to employees, residents, or other defined user groups.



BIKE LOCKERS



SHELTERED SECURE ENCLOSURE

SITE PLANNING

Location

Appropriate locations for long-term parking vary with context. Long-term parking users are typically willing to trade a degree of convenience for weather protection and increased security. Long-term installations emphasize physical security above public visibility. Signage may be needed for first-time users.

Security

Security is paramount for quality long-term parking. Access to parked bicycles can be limited individually (as with lockers) or in groups (as with locked bike rooms or other secure enclosures). Options for access control include user-supplied locks, keys, smart cards, and other technologies.

Quantity

Refer to local ordinances or the comprehensive APBP *Bicycle Parking Guidelines* to determine the amount and type of parking required for various contexts.

SPECIAL CONSIDERATIONS FOR LONG-TERM PARKING

In many ways, short-term and long-term parking function similarly and are served by the same guidelines. Some exceptions are noted below.

Density

The competition of uses for high-security and sheltered locations creates particular pressure on long-term parking to fit more bicycles in less space. When parking needs cannot be met with standard racks and spacing recommended in this guide, consider rack systems designed to increase parking density. See the high-density racks table on page 7. Note that increasing density without careful attention to user needs can create parking that excludes people because of age, ability, or bicycle type. This may result in people parking bicycles in other less desirable places or choosing not to bike at all.

Bicycle design variety

Long-term parking facilities should anticipate the presence of a variety of bicycles and accessories, including—depending on context—recumbents, trailers, children's bikes, long-tails, and others. To accommodate trailers and long bikes, a portion of the racks should be on the ground and should have an additional 36" of in-line clearance.

Performance criteria

The bike rack criteria in the next section apply to racks used in any installation, regardless of its purpose. Long-term installations often use lockers and group enclosures not discussed in this guide. Such equipment raises additional considerations that are discussed in detail in APBP's full *Bicycle Parking Guidelines*. **apbp.org**

INSTALLATION

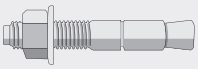
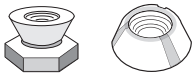
Selecting an appropriate installation surface and technique is key to creating bicycle parking that remains secure and attractive over time.

INSTALLATION SURFACE

A sturdy concrete pad is an ideal surface for installing bicycle parking. Other surfaces often encountered include asphalt, pavers, and soft surfaces such as earth or mulch. These surfaces can accommodate in-ground mounting or freestanding bike racks such as inverted-U racks mounted to rails. See APBP's *Bicycle Parking Guidelines* for details. **apbp.org**

INSTALLATION FASTENERS

When installing racks on existing concrete, consider the location and select appropriate fasteners. Drill any holes at least three inches from concrete edges or joints. Some locations benefit from security fasteners such as concrete spikes or tamper-resistant nuts on wedge anchors. Asphalt is too soft to hold wedge and spike anchors designed for use in concrete. Installing bike parking on asphalt typically requires freestanding racks and anchor techniques specific to asphalt.

FASTENERS		
CONCRETE SPIKE		Installs quickly in concrete with a hammer. Tamper-resistant. Removal may damage concrete and/or rack.
CONCRETE WEDGE ANCHOR		Allows for rack removal as needed. Not tamper-resistant, but can accommodate security nuts (below).
SECURITY NUTS		Use with concrete wedge anchors. Security nuts prevent removal with common hand tools.

INSTALLATION TECHNIQUES

When installing racks on existing concrete, choose those with a surface-mount flange and install with a hammer drill according to the specifications of the mounting hardware selected. When pouring a new concrete pad, consider bike parking fixtures designed to be embedded in the concrete. Because replacing or modifying an embedded rack is complicated and costly, this installation technique requires particular attention to location, spacing, rack quantity, and material.



BICYCLE RACK SELECTION

PERFORMANCE CRITERIA FOR BIKE PARKING RACKS

These criteria apply to any rack for short- or long-term use.

CRITERIA	DETAILS
Supports bike upright without putting stress on wheels	The rack should provide two points of contact with the frame—at least 6" apart horizontally. Or, if a rack cradles a bicycle's wheel, it must also support the frame securely at one point or more. The rack's high point should be at least 32".
Accommodates a variety of bicycles and attachments	The racks recommended on page 6 ("racks for all applications") serve nearly all common bike styles and attachments—if installed with proper clearances (see placement section). Avoid designs and spacing that restrict the length, height, or width of bicycles, attachments, or wheels.
Allows locking of frame and at least one wheel with a U-lock	A closed loop of the rack should allow a single U-lock to capture one wheel and a closed section of the bike frame. Rack tubes with a cross section larger than 2" can complicate the use of smaller U-locks.
Provides security and longevity features appropriate for the intended location	Steel and stainless steel are common and appropriate materials for most general-use racks. Use tamper-resistant mounting hardware in vulnerable locations. Rack finish must be appropriate to the location (see materials and coatings section).
Rack use is intuitive	First-time users should recognize the rack as bicycle parking and should be able to use it as intended without the need for written instructions.

RACK STYLES

The majority of manufactured bike racks fall into one of the categories on pages 6-8. Within a given style, there is wide variation among specific racks, resulting in inconsistent usability and durability. APBP recommends testing a rack before committing broadly to it.

RACKS FOR ALL APPLICATIONS

When properly designed and installed, these rack styles typically meet all performance criteria and are appropriate for use in nearly any application.

INVERTED U
also called staple, loop



Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.

POST & RING



Common style appropriate for many uses; one point of ground contact. Compared to inverted-U racks, these are less prone to unintended perpendicular parking. Products exist for converting unused parking meter posts.

WHEELWELL-SECURE



Includes an element that cradles one wheel. Design and performance vary by manufacturer; typically contains bikes well, which is desirable for long-term parking and in large-scale installations (e.g. campus); accommodates fewer bicycle types and attachments than the two styles above.

This guide analyzes the most common styles of bike racks, but it is not exhaustive. Use the performance criteria on page 5 to evaluate rack styles not mentioned. Custom and artistic racks can contribute to site identity and appearance, but take care that such racks don't emphasize appearance over function or durability.

HIGH-DENSITY RACKS

These rack styles do not meet all performance criteria but may be appropriate in certain constrained situations.

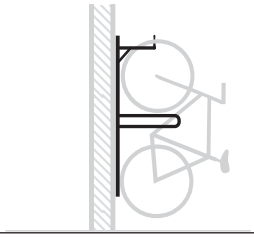
High-density rack systems can maximize the use of limited parking space, but they don't work for all users or bicycles. If installing these racks, reserve additional parking that accommodates bicycles with both wheels on the ground for users who are not able to lift a bicycle or operate a two-tier rack, or for bikes that are not compatible with two-tier or vertical racks.

STAGGERED WHEELWELL-SECURE



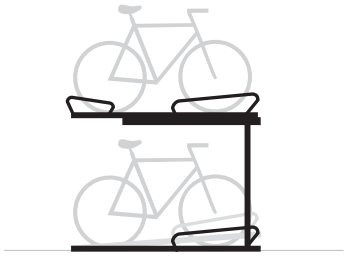
Variation of the wheelwell-secure rack designed to stagger handlebars vertically or horizontally to increase parking density. Reduces usability and limits kinds of bikes accommodated, but contains bikes well and aids in fitting more parking in constrained spaces.

VERTICAL



Typically used for high-density indoor parking. Not accessible to all users or all bikes, but can be used in combination with on-ground parking to increase overall parking density. Creates safety concerns not inherent to on-ground parking.

TWO-TIER



Typically used for high-density indoor parking. Performance varies widely. Models for public use include lift assist for upper-tier parking. Recommend testing before purchasing. Creates safety concerns not inherent to on-ground parking, and requires maintenance for moving parts.

RACKS TO AVOID

Because of performance concerns, APBP recommends selecting other racks instead of these.

WAVE
also called undulating or serpentine



Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bike frame at only one location when used as intended.

SCHOOLYARD
also called comb, grid



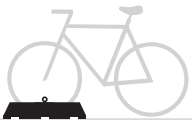
Does not allow locking of frame and can lead to wheel damage. Inappropriate for most public uses, but useful for temporary attended bike storage at events and in locations with no theft concerns. Sometimes preferred by recreational riders, who may travel without locks and tend to monitor their bikes while parked.

COATHANGER



This style has a top bar that limits the types of bikes it can accommodate.

WHEELWELL



Racks that cradle bicycles with only a wheelwell do not provide suitable security, pose a tripping hazard, and can lead to wheel damage.

BOLLARD



This style typically does not appropriately support a bike's frame at two separate locations.

SPIRAL



Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.

SWING ARM SECURED



These racks are intended to capture a bike's frame and both wheels with a pivoting arm. In practice, they accommodate only limited bike types and have moving parts that create unneeded complications.

RACK MATERIALS & COATINGS

Most bicycle parking racks are made of carbon steel or stainless steel. Carbon steel requires a surface coating to resist rust while appropriate grades of stainless steel need no coating. Not all materials and coatings with the same name perform equally. Square tubing provides a security advantage as round tubing can be cut quietly with a hand-held pipe cutter. Before purchasing racks, talk to suppliers about your particular conditions and choose a material and coating that suit your needs. The following are common choices, depending on local considerations and preferences.

RACK MATERIAL – COATING	RELATIVE PURCHASE COST	DURABILITY	CAUTIONS
Carbon steel - galvanized	Usually lowest	Highly durable and low-maintenance; touch-up, if required, is easy and blends seamlessly	Utilitarian appearance; can be slightly rough to the touch
Carbon steel - powder coat* (TGIC or similar)	Generally marginally higher than galvanized	Poor durability	Requires ongoing maintenance; generally not durable enough for long service exposed to weather; not durable enough for large-scale public installations
Carbon steel - thermoplastic	Intermediate	Good durability	Appearance degrades over time with scratches and wear; not as durable as galvanized or stainless
Stainless steel - no coating needed, but may be machined for appearance	Highest	Low-maintenance and highest durability; most resistant to cutting	Can be a target for theft because of salvage value; maintaining appearance can be difficult in some locations

** When applied to carbon steel, TGIC powder coat should be applied over a zinc-rich primer or galvanization to prevent the spread of rust beneath the surface or at nicks in the finish.*

PLACEMENT

The following minimum spacing requirements apply to some common installations of fixtures like inverted-U or post-and-ring racks that park one bicycle roughly centered on each side of the rack. Recommended clearances are given first, with minimums in parentheses where appropriate. In areas with tight clearances, consider wheelwell-secure racks (page 6), which can be placed closer to walls and constrain the bicycle footprint more reliably than inverted-U and post-and-ring racks. The footprint of a typical bicycle is approximately 6' x 2'. Cargo bikes and bikes with trailers can extend to 10' or longer.

