

Before and After Metrics							
Project Elements to be measured: the lower the number the less the specific element is functioning in a way to create a complete street environment; the higher the number the better the element is functioning to create a complete street environment.	Original Road	6 Months	12 Months	18 Months	24 Months	Measurement Tactics Oversight Task-force members include: Derrick Schueller, DPW; Matt Koehn, Public Safety; Andy Meloche, Berkley High School; Pat Cawley, Transportation Improvement Association(TIA); Cheryl Gregory, Spalding DeDecker Engineering; Matt Baumgarten, Berkley City Manager; Vivian Carmody, Berkley DDA Director; a Coolidge Business Owner; two Berkley residents	
	Score	Score	Score	Score	Score		
	Negative 2 = Very Poor; Negative 1 = Poor						
	0 = Neutral or No Data Available						
1 = Good; 2 = Very Good							
PASS = 2; FAIL = (2)							
Roadway Function, Operations & Environment*							
1. Roadway Capacity / Daily Volumes counts fall within 15% of Baseline	P/F					TIA - average daily traffic over 7 days at six months, 12 months, 18 months and 24 months (TIA will look at weekday traffic for comparison)	
2. Level of Service (LOS) on Coolidge at individual signalized intersection not to exceed 80 second delay	P/F					Evaluated by TIA data collection, Highway Capacity Manual (HCM) methodology and Synchro modeling software	
3. Accommodates Volume of Turning Movements at signalized intersections	0					TIA Back Up and Delay Study	
4. Traffic volume on Kipling, Kenmore, Berkley, and Beverly stays within acceptable range for a residential neighborhood. (Based on peak travel times - see baseline and acceptable increase as specified below)	P/F					TIA Assessment compared to baseline numbers	
AVERAGE SCORE	0						
Kipling North of Catalpa: ≤60 vehicles/peak hour; One additional vehicle per minute is acceptable.							
Kenmore: ≤60 vehicles/peak hour; One additional vehicle per minute is acceptable.							
Berkley North of Catalpa: ≤60 vehicles/peak hour; One additional vehicle per minute is acceptable.							
Kipling South of Catalpa: ≤105 vehicles/peak hour; One additional vehicle per minute is acceptable.							
Beverly: ≤176 vehicles/peak hour; A total of four to five vehicles per minute is acceptable.							
Berkley South of Catalpa: ≤191 vehicles/peak hour or about three vehicles per minute; A total of four to five vehicles per minute is acceptable.							
Safety							
5. Crash Rate per Mile as determined by State of Michigan and City of Berkley Public Safety Department - 20% decrease equals an increase of one point; 30% plus decrease equals an increase of two points	0					Local/State Police and DOT (3 year Assessment recommended by FHWA)	
6. Crash frequency at individual intersections as determined by State of Michigan and City of Berkley Public Safety Department - 20% decrease equals an increase of one point; 30% plus decrease equals an increase of two points	0					Local/State Police and DOT (3 year Assessment recommended by FHWA)	
7. Vehicle Speed Consistently Matches Design Speed of 30 mph or less	0					Public Safety, Portable Radar Speed Indicators/Data Collectors	
8. Emergency Vehicle Movement is unhindered and allows for direct access to a dedicated travel lane	-1					Beaumont Health, Berkley Public Safety and Related Contractors	
AVERAGE SCORE	0						

Coolidge Highway Right Sizing Safety Corridor Metrics Matrix_05.03.19

Community						
9. Encourages Business, Property Owner, and Developer Investment	-2					Private Investment Dollar Tracking via Main Street Statistics
10. Public Acceptance of project	0					Online Survey/Public Input Session/Walking Tour
11. Level of Comfort for Pedestrians crossing the street and walking on sidewalks	-2					Visual Assessments, Shopper Intercept Survey via Businesses, Online Survey
12. Level of Comfort for Cyclists using the bike lanes	-2					Visual Assessments, Shopper Intercept Survey via Businesses, Online Survey
13. Provides Adequate Parking for Shoppers	0					Parking Survey
14. Provides a Comfortable Parking Experience for Shoppers	-2					Intercept Survey, Business Feedback
15. Encourages Shopping Activity	-2					Business Survey
16. Increased Property Values	0					Oakland County Assessment
AVERAGE SCORE	-1					
Multimodal Accommodation						
17. Pedestrian Demand	0					Feedback via online and intercept surveys; pedestrian count
18. Bike Demand	-1					Feedback via online and intercept surveys; bike count
19. Integrates Transit Accommodation; are buses accessible in the corridor	1					Visual Assessment
20. Integrates Micro-modal Accommodation (Bird, Lime, etc.)	0					Visual Assessment
AVERAGE SCORE	0					
TOTAL AVERAGE SCORE	-0.5					
ADDITIONAL NOTES:						
*DPW will monitor regular maintenance activities including sweeping, plowing, and patching						Written Report at End of Years One and Two
Hatched boxes indicate there is not enough data available to quantify during a specific time period; score will remain the same as previous measurement period						
OTHER ITEMS TO BE OBSERVED IN SAFETY CATEGORY						
Provides Shorter Pedestrian Crossing Distance; the distance a pedestrian has to cross through vehicular traffic lanes						