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MAYOR MICHAEL DUGGAN
PLANNING AND
DEVELOPMENT DEPARTMENT
MAURICE COX, DIRECTOR



ISLANDVIEW GREATER VILLAGES

Development Impact
Assessment Report

Detroit Planning and Development
Department
July 2019



Development Impact Assessment Report
ISLANDVIEW GREATER VILLAGES

**DETROIT PLANNING AND
DEVELOPMENT DEPARTMENT**

JULY 2019

Acknowledgements

The Development Impact Assessment Report (DIAR) was compiled and prepared by Esther Yang at the encouragement of the Islandview/Greater Villages community and officially requested by the City of Detroit Planning Commission during rezoning determinations for a forthcoming mixed-use multifamily development at the NE corner of Kercheval Avenue and Van Dyke.

The Planning Department produced this report to the best of its professional capacities. Readers should be advised that the DIAR will be limited to the reporting of existing conditions, potential development scenarios, high-level comparisons and analysis, and summary recommendations for future investigation by the City's respective implementation agencies and/or future community investors.

The content of this report was reviewed by staff members of the Planning and Development Department (PDD), City Planning Commission (CPC), General Services Division (GSD), Department of Public Works (DPW), the Housing and Revitalization Department (HRD), the Detroit Economic Growth Corporation (DEGC), and Invest Detroit.

We thank SEMCOG for the wealth of data located publicly on their website, www.semco.org. The DIAR mirrors SEMCOG's visualization of traffic count and speed data but then highlights key findings in an independent table to communicate data that directly addresses key community concerns and inquiries.

Additional appreciation expressed to Jiawen Qiao, Xue Fei Lin, Annie Hayner, and Hamilton Anderson Architects for assisting in the collection and/or communication of data, analysis, graphics, visual production, and/or text editing of this report.

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INTRODUCTION & INTENT



WHY THIS REPORT WAS PREPARED

The Development Impact Assessment Report (DIAR) seeks to proactively anticipate the collective impacts on parking and traffic in an area that is targeted for multiple capital and infrastructural improvements. It will particularly target impacts of development recommendations announced in June 2018 as part of the City of Detroit Islandview/Greater Villages Neighborhood Planning Study.

The focus area for the DIAR will center around Kercheval Avenue between E. Grand Boulevard and Parker Street, as well as the neighborhood block bounded by Vernor Highway, Van Dyke, Kercheval Avenue, and Townsend.

During rezoning determinations for the Kercheval / Van Dyke Development (now known as Parker Durand), the Planning Department was asked to complete an assessment to communicate estimated impacts of forthcoming developments in and around the intersection of Kercheval and Van Dyke, as well as the block containing the Butzel Family Recreation Center and the Marcus Garvey Academy.

The five (5) specific developments in exploration in this report are as follows:

1. The Parker/Durand development (NE corner of Kercheval and Van Dyke)
2. Possible multi-family mixed-use structure at the NW corner of Kercheval and Van Dyke
3. Possible multi-family mixed-use structure at the NE corner of Kercheval and Townsend
4. The forthcoming Kercheval Avenue corridor improvements
5. The forthcoming renovation of Butzel Family Park

These 5 projects are under the supervision and implementation direction of city agencies, with the exception of the Parker/Durand Development. The Parker/Durand Development is under the direction of the Roxbury Group, a private developer. City agencies responsible for implementation of Items 2-5 are the Housing and Revitalization Department (HRD), Department of Public Works (DPW), and the General Services Division / Parks and Recreation Division (GSD / PRD) respectively.

The Planning Department has produced this report to the best of its professional capacities. Readers should be advised that the DIAR will be limited to the report of existing conditions, potential development scenarios, high-level comparisons and analysis, and summary observations for future monitoring. The Planning Department defers to its peer city agencies and private developer partners to procure licensed professionals to further produce and communicate technical traffic and parking studies beyond what is presented in this report.

The Development Impact Assessment Report will attempt to systematically communicate the following:

1. Impacts on Traffic
2. Impacts on Parking
3. Future Conversations

IVGV TARGETED IMPLEMENTATION AREA



ISLANDVIEW / GREATER VILLAGES TARGETED IMPLEMENTATION AREA

The image above depicts the collection of near-term implementation initiatives announced in June 2018.

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EXECUTIVE SUMMARY

WHAT DOES THIS REPORT HAVE TO SAY ABOUT EXISTING TRAFFIC PATTERNS?

EXISTING TRAFFIC COUNTS

There have been numerous traffic counts conducted in the Islandview/Greater Villages (IVGV) neighborhood planning area. Most current annual average daily traffic (AADT) counts indicate that Kercheval Avenue and Van Dyke Street, as they exist today, have not reached their traffic capacity thresholds and have sufficient opportunity for growth (pp12-19).

AADT data in this report have all been compiled from SEMCOG (Southeast Michigan Council of Government) data for easy access to readers.

TRAFFIC BASELINES

Kercheval Avenue is designed to hold 18,300 vehicles a day
The speed limit on Kercheval is 30 mph

Van Dyke Street and Townsend Street traffic saturation thresholds generally have the capacity to hold at least 1,900 vehicles an hour during peak times
The speed limit on Van Dyke Street is 25 mph
The speed limit on Townsend Street is 25 mph

A designated left-turn lane may be required if an intersection experiences more than 300 left turning vehicles in peak hours

GENERAL TRAFFIC COUNT OBSERVATIONS

Kercheval Avenue, based on traffic baseline capacity, is currently flowing at 21% - 49% of its daily capacity and still has opportunity for traffic growth (p15 and p17); Van Dyke Street, based on traffic saturation thresholds, has not reached its full capacity (p17).

SEMCOG TRAFFIC DATA

Images of SEMCOG (Southeast Michigan Council of Government) data tables are included in this report for easy reference to the reader.

SEMCOG data indicates that Kercheval Avenue and Van Dyke Street still have capacity to take on additional traffic (pp21-55).

TRAFFIC VIDEO ANALYSIS

Traffic intersection and turning patterns along Kercheval Avenue and Townsend Street have not reached turning thresholds and can take on additional traffic (pp57-69)

HOW WILL TRAFFIC BE IMPACTED BY FUTURE DEVELOPMENTS?

DEVELOPMENT DRIVEN TRAFFIC GENERATION

The 3 anticipated multi-family mixed-use developments are estimated to generate 2,164 additional trips to the area. It cannot be predetermined which direction drivers will travel at the intersection of Kercheval and Van Dyke and/or Townsend Street. However, annual average daily traffic (AADT) counts indicate these roadways have not reached traffic saturation flow levels (pp71-77)

Kercheval Avenue vehicular, pedestrian, and non-motorized travel volume and traffic density is expected to increase.

TRAFFIC SUMMARY OBSERVATION FOR KERCHEVAL AVENUE CORRIDOR

Kercheval Avenue vehicular, pedestrian, and non-motorized travel volume and traffic density is expected to increase. (pp80-81)



TRAFFIC SUMMARY OBSERVATION FOR “BUTZEL BLOCK”

Streets adjoining Kercheval Avenue around the “Butzel Block” will see increased traffic volume, traffic density, and pedestrian traffic (pp82-83)



TRAFFIC SUMMARY OBSERVATION FOR ADJACENT NEIGHBORHOOD STREETS AND CORRIDORS

Activation of all near-term implementation projects may encourage traffic to travel on alternate north/southbound and east/westbound neighborhood streets and corridors (p82-83)

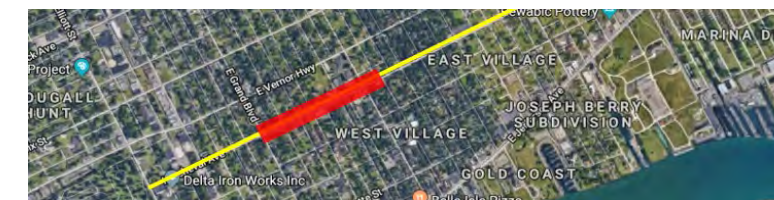
WHAT DOES THIS REPORT HAVE TO SAY ABOUT PARKING?

EXISTING ON-STREET PARKING

Parking along Kercheval Avenue from E. Grand Boulevard to Maxwell Street is largely underpopulated and only noticeably occupied where active community and commercial activity is present (pp88-107)

Kercheval Avenue offers approximately 139 parking spaces between E. Grand Boulevard to Maxwell Street. Existing parking along Kercheval, on weekdays and weekends are underutilized (pp88)

PARKING AFTER KERCHEVAL AVENUE IMPROVEMENTS



After Kercheval Avenue corridor improvements, dedicated parking will generally exceed observed existing peak parking volume between E. Grand Boulevard and Seyburn Street.

After Kercheval corridor improvements, parking availability will shift towards Townsend to accommodate public gains to improve curb appeal, increase mobility, increase pedestrian safety, strength bus rider safety, and support active intersections

PARKING AT ANTICIPATED DEVELOPMENTS

Residential parking for the 3 anticipated mixed-use multi-family developments will require a total of 145 parking spaces; all required residential parking will be provided on the development’s property (pp122-131).

Parking generated by retail uses at these 3 anticipated developments cannot be accurately determined at this time since development details and retail programming are still under exploration. Development scenarios are depicted in this section and currently dedicate some parking spaces for retail uses. Additional parking needs will be re-evaluated as retail uses and retail spaces are configured.

PARKING ALONG KERCHEVAL AVENUE

The City is encouraging and anticipates forthcoming developments to populate on-street parking (pp134-135)

Kercheval Avenue between Sheridan and Van Dyke Street, as observed today, has sufficient vacancy to take on parking needs of the anticipated developments (pp94-103)

PARKING AROUND THE “BUTZEL BLOCK”

As Kercheval Avenue parking occupancy fills to capacity, parking along the adjoining streets, Townsend Street, E. Vernor Highway, and Van Dyke Streets may be explored to provide additional dedicated parking (pp136-137)

3

**TRAFFIC VOLUME &
SPEED COUNTS**



TRAFFIC & SPEED

1

EXISTING TRAFFIC COUNTS

This section identifies the locations of traffic counts that have been conducted in the Islandview/Greater Villages neighborhood planning area with specific focus on traffic counts on Kercheval Avenue and Van Dyke Street

2

SEMCOG TRAFFIC & SPEED DATA

Images of SEMCOG (Southeast Michigan Council of Government) traffic and speed tables for Kercheval Avenue and Van Dyke Street are presented in this section for easy reference to the reader. Original tables and additional data can be accessed at this website: <https://semcog.org/traffic-counts>

3

TRAFFIC VIDEO DOCUMENTATION & ANALYSIS

This section transcribes and communicates traffic videos filmed of Kercheval Avenue at the intersections of Van Dyke Street and Townsend Street. This section informally communicates traffic volumes and turning patterns during a cross-section of peak travel hours

4

DEVELOPMENT DRIVEN TRAFFIC GENERATION

This section seeks to speculate on traffic that may be generated by the three proposed constructions of residential and retail spaces

5

SUMMARY OBSERVATIONS

This section seeks to visually locate how anticipated developments may impact traffic on Kercheval Avenue and around the “Butzel Block,” bounded by Townsend St. (W), E. Vernor Highway (N), Van Dyke Street (E), and Kercheval Avenue (S).

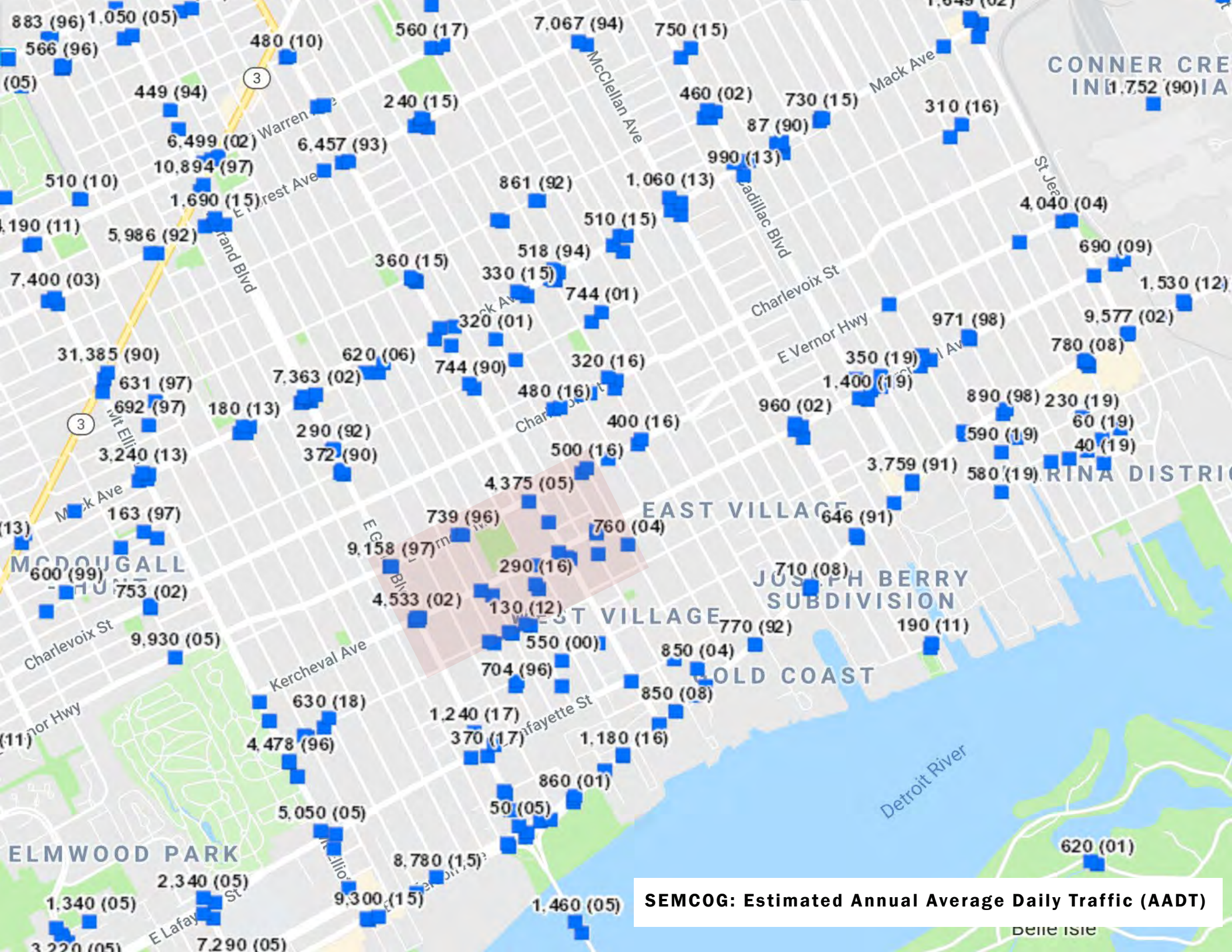
NOTE: Due to limitations in PDD staff's expertise, this report is only able to report and provide high-level analysis of previously collected data by vetted sources, observed and documented corridor activity, traffic and speed speculations based on observed and/or documented trends, and standard traffic engineering guidance

Westbound Kercheval

10/01/18

3:30 - 4:00pm

03;26;57;17



SEMCOG: Estimated Annual Average Daily Traffic (AADT)

AADT – Annual Average Daily Traffic
 This is the average of 24-hour counts collected every day in the year. AADT's are often used to establish traffic volume trends

EXISTING TRAFFIC COUNTS IN IVGV NEIGHBORHOOD PLANNING AREA

There have been numerous traffic counts conducted in the Islandview/Greater Villages neighborhood planning area between 1990 and 2019. Most recently, traffic counts were collected on Kercheval Avenue in May 2019. All current annual average daily traffic (AADT) counts indicate that Kercheval Avenue and Van Dyke Street, as they exist today, still have capacity for additional traffic and have not exceeded the traffic capacity for which each of these streets were designed. AADT data in this report have all been compiled from SEMCOG (Southeast Michigan Council of Government) data.

For details, please visit website:
<https://semcog.org/traffic-counts>

STREETS STILL HAVE CAPACITY TO TAKE ON ADDITIONAL TRAFFIC

TRAFFIC COUNTS IN IVGV TARGET AREA

There have been many traffic counts in the area where the City anticipates its concentration of development and retail activity.

In 2016, there were 6 traffic counts conducted in the IVGV targeted area along Seyburn Street, Van Dyke Street, and Kercheval Avenue

And as of May 2019, there were 4 traffic counts conducted in the IVGV targeted area along Van Dyke Street and Kercheval Avenue.

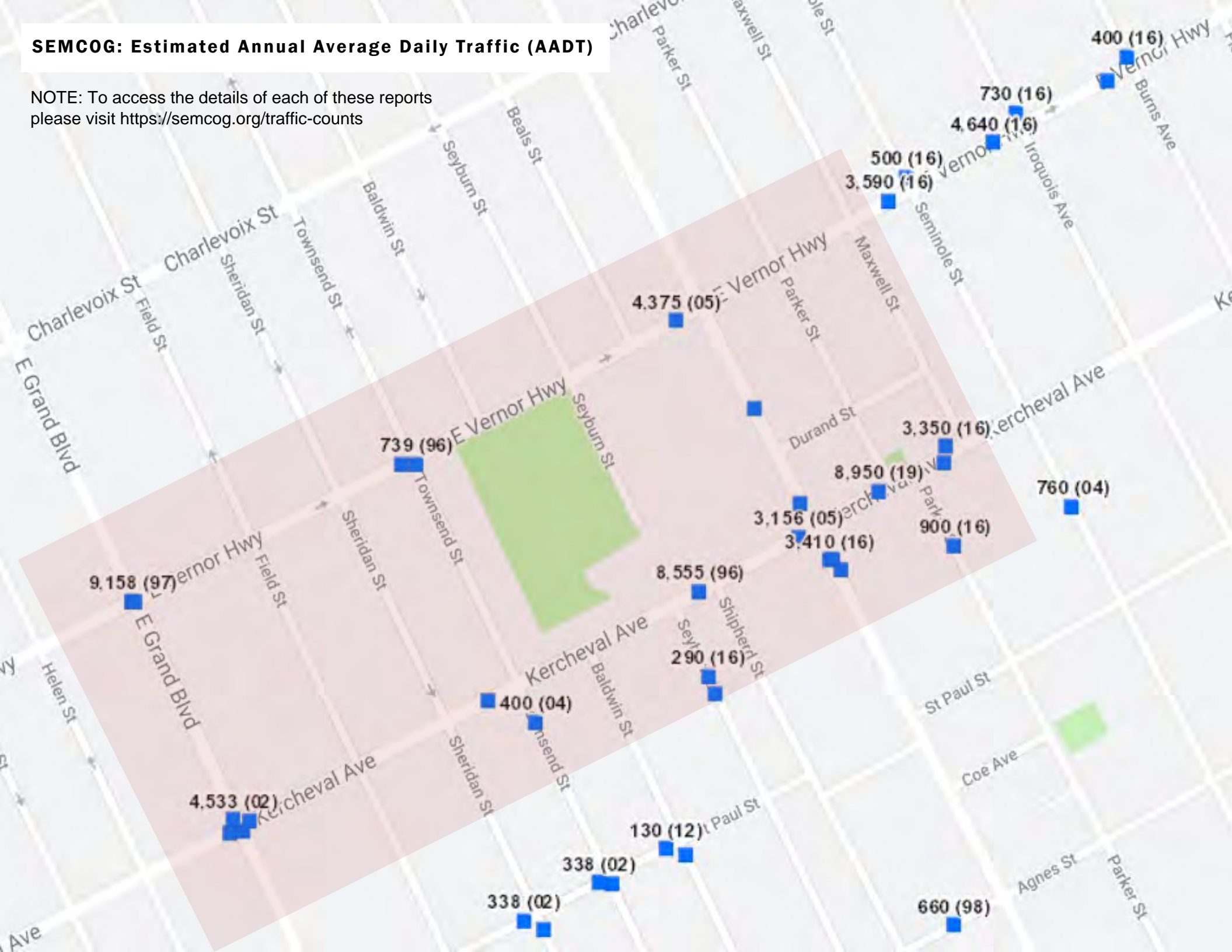
KEY OBSERVATION:

ANNUAL AVERAGE DAILY TRAFFIC DAILY TRAFFIC (AADT) ON ON KERCHEVAL IS CURRENTLY WELL BELOW FULL TRAFFIC CAPACITY

NOTE: To access traffic count please visit SEMCOG website <https://semcog.org/traffic-counts>

SEMCOG: Estimated Annual Average Daily Traffic (AADT)

NOTE: To access the details of each of these reports please visit <https://semcog.org/traffic-counts>



AADT – Annual Average Daily Traffic
This is the average of 24-hour counts collected every day in the year. AADT's are often used to establish traffic volume trends.

LOCATION	YEAR	DIRECTION	AADT
GRAND BLVD E NORTH OF KERCHEVAL	2002	SB	4533
GRAND BLVD E SOUTH OF KERCHEVAL	2002	NB	4368
KERCHEVAL WEST OF GRAND BLVD E	2002	EB	2514
KERCHEVAL EAST OF GRAND BLVD E	2002	WB	6239
KERCHEVAL WEST OF TOWNSEND	2004	2-WAY	8790
TOWNSEND SOUTH OF KERCHEVAL	2004	2-WAY	400
KERCHEVAL	1996	2-WAY	8555
SEYBURN ST	2016	NB	190
SEYBURN ST	2016	SB	110
VAN DYKE NORTH OF KERCHEVAL	2019	SB	4750
VAN DYKE SOUTH OF KERCHEVAL	2019	NB	3440
KERCHEVAL WEST OF VAN DYKE	2005	2-WAY	3156
KERCHEVAL WEST OF VAN DYKE	2019	EB	3919
VAN DYKE	2016	SB	3410
VAN DYKE	2016	NB	2050
KERCHEVAL EAST OF VAN DYKE	2019	WB	8950
KERCHEVAL	2016	EB	6953
KERCHEVAL	2016	WB	3350
GRAND BLVD E AT VERNOR	1997	2-WAY	9158
GRAND BLVD E AT VERNOR	1997	NB	4453
GRAND BLVD E AT VERNOR	1997	SB	4705
VERNOR WEST OF TOWNSEND	1996	EB	6434
TOWNSEND SOUTH OF VERNOR	1996	NB	739
VERNOR WEST OF VAN DYKE	2005	EB	4375

TYPICAL TRAFFIC CAPACITY:

- Traffic capacity for 2-lane corridor (with left turn lanes): 18,300 vehicles per day

TRAFFIC COUNTS ON KERCHEVAL AVENUE

(BETWEEN E. GRAND BLVD AND PARKER STREET)

There have been many traffic counts on Kercheval Avenue between E. Grand Boulevard and Parker Street.

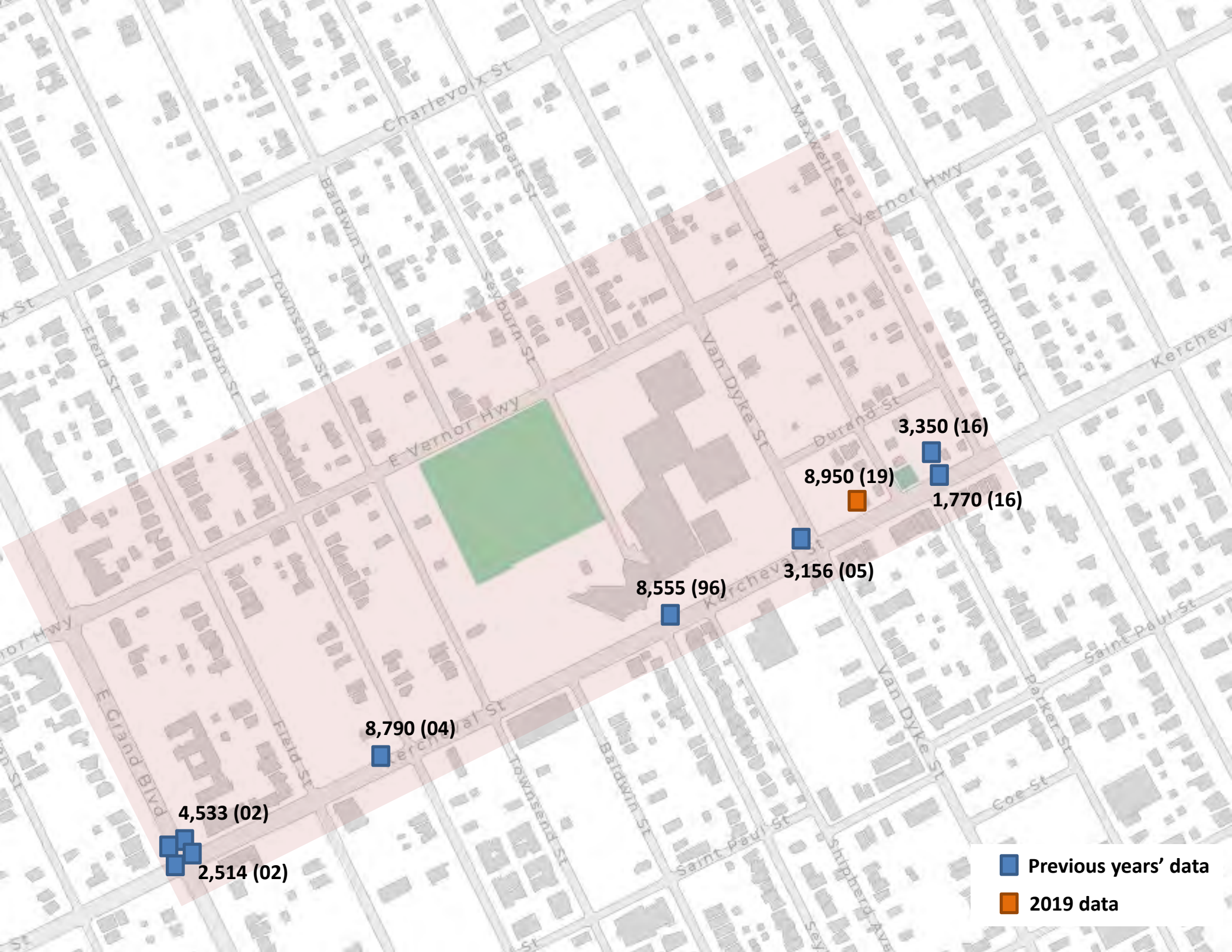
As of May 2019, there were 2 traffic counts conducted on Kercheval Avenue

KEY OBSERVATIONS:

- 2019 Kercheval Westbound (WB) AADT count – 8950
 - Kercheval WB traffic flow is operating at approximately 49% of its estimated traffic capacity
- 2019 Kercheval Eastbound (EB) AADT count -- 3919
 - Kercheval EB traffic flow is operating at approximately 21% of its estimated traffic capacity

AADT – Annual Average Daily Traffic
 This is the average of 24-hour counts collected every day in the year. AADT's are often used to establish traffic volume trends.

LOCATION	YEAR	DIRECTION	AADT
GRAND BLVD E NORTH OF KERCHEVAL	2002	SB	4533
GRAND BLVD E SOUTH OF KERCHEVAL	2002	NB	4368
KERCHEVAL WEST OF GRAND BLVD E	2002	EB	2514
KERCHEVAL EAST OF GRAND BLVD E	2002	WB	6239
KERCHEVAL WEST OF TOWNSEND	2004	2-WAY	8790
KERCHEVAL	1996	2-WAY	8555
KERCHEVAL EAST OF VAN DYKE	2019	WB	8950
KERCHEVAL WEST OF VAN DYKE	2005	2-WAY	3156
KERCHEVAL WEST OF VAN DYKE	2019	EB	3919
KERCHEVAL	2016	EB	6953
KERCHEVAL	2016	WB	3350



■ Previous years' data
 ■ 2019 data

KERCHEVAL TRAFFIC IS CURRENTLY FLOWING AT 21% - 49% CAPACITY

TYPICAL TRAFFIC CAPACITY:

- Traffic capacity for 2-lane corridor (with left turn lanes): 18,300 vehicles per day

NOTE: To access traffic count please visit SEMCOG website <https://semcog.org/traffic-counts>

TRAFFIC COUNTS ON VAN DYKE STREET

(BETWEEN ST. PAUL AND DURAND STREET)

There have been a few traffic counts conducted on Van Dyke Street. As of May 2019, there were 2 traffic counts conducted on Van Dyke Street.

KEY OBSERVATIONS:

2019 Van Dyke Northbound (NB) AADT count – 3440
 2019 Van Dyke Southbound (SB) AADT count -- 4750

VAN DYKE TRAFFIC IS OPERATING WELL BELOW ITS DAILY CAPACITY

(See pp41-55 for SEMCOG details)

NOTE: To access traffic count please visit SEMCOG website <https://semcog.org/traffic-counts>

AADT – Annual Average Daily Traffic
 This is the average of 24-hour counts collected every day in the year. AADT's are often used to establish traffic volume trends.

LOCATION	YEAR	DIRECTION	AADT
VAN DYKE	2016	SB	3410
VAN DYKE	2016	NB	2050
VAN DYKE NORTH OF KERCHEVAL	2019	SB	4750
VAN DYKE SOUTH OF KERCHEVAL	2019	NB	3440

TYPICAL TRAFFIC CAPACITY:

- Van Dyke Street traffic saturation threshold generally has the capacity to hold at least 1,900 vehicles per hour during peak times

SEMCOG: Estimated Annual Average Daily Traffic (AADT)



2

SEMCOG TRAFFIC & SPEED TABLES

(KERCHEVAL AVENUE & VAN DYKE STREET)

Images of SEMCOG (Southeast Michigan Council of Government) data tables are included in this report for easy reference to the reader. For higher resolution images, please visit <https://semcog.org/traffic-counts>.

There are three primary SEMCOG tables shown in this report (as available)

1. AADT Summary Table
2. AADT Detailed Traffic Count Table (if available)
3. Speed Table (if available)

The SEMCOG data tables are ordered chronologically by year, starting from past to present. SEMCOG tables were included for both Kercheval Avenue and Van Dyke Street in the Islandview/Greater Villages targeted implementation area.

KEY OBSERVATION

Kercheval Avenue and Van Dyke Street have capacity for additional traffic.

KERCHEVAL AVENUE TRAFFIC COUNTS

(SPEED DATA INCLUDED AS AVAILABLE)



NOTE: To access the details of each of these reports please visit <https://semcog.org/traffic-counts>

1996	
AADT Traffic Count (2-way)	8555 cars
2002	
AADT Traffic Count (Eastbound)	2514 cars
AADT Traffic Count (Westbound)	6239 cars

TYPICAL TRAFFIC CAPACITY:

- Traffic capacity for 2-lane corridor (with left turn lanes): 18,300 vehicles per day

(1996) KERCHEVAL from Seyburn to Shipherd Eastbound & Westbound Traffic

Record	1	of 1	Goto Record	go
Location ID	2238	MPO ID	784	
Type	LINK	HPMS ID		
On NHS	No	On HPMS	No	
LRS ID		LRS Loc Pt.		
SF Group		Route Type		
AF Group		Route		
GF Group		Active	Yes	
Class Dist Grp		Category	HPMS	
Seas Clss Grp				
WIM Group				
Funct'l Class		Milepost		
Located On	KERCHEVAL			
Loc On Alias				
From Road	SEYBURN			
To Road	SHIPHERD			

STATION DATA

Directions: **2-WAY**

AADT							
Year	AADT	DHV-30	K %	D %	PA	BC	Src
1996	8,555						

Travel Demand Model									
Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV

VOLUME COUNT			
Date	Int	Total	
No Data			

VOLUME TREND	
Year	Annual Growth
No Data	

SPEED				
Date	Int	Pace	85th	Total
No Data				

CLASSIFICATION			
Date	Int	Total	
No Data			

WEIGH-IN-MOTION			
Date	Axles	Avg GVW	Total
No Data			

PER VEHICLE			
Date	Axles	85th	Total
No Data			

GAP		
Date	Int	Total
No Data		

PARTIAL COUNT		
Date	Int	24-Hr Total
No Data		

NOTES/FILES		
Note	Date	

(2002) KERCHEVAL @ West of E. Grand Blvd Eastbound Traffic

Record	1	of 1	Goto Record	go
Location ID	2237	MPO ID	783	
Type	SPOT	HPMS ID		
On NHS	No	On HPMS	No	
LRS ID		LRS Loc Pt.		
SF Group		Route Type		
AF Group		Route		
GF Group		Active	Yes	
Class Dist Grp		Category		
Seas Clss Grp				
WIM Group				
Funct'l Class		Milepost		
Located On	KERCHEVAL			
Loc On Alias				
WEST OF	GRAND BLVD E			

STATION DATA

Directions: **EB**

AADT							
Year	AADT	DHV-30	K %	D %	PA	BC	Src
2002	2,514						

Travel Demand Model									
Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV

VOLUME COUNT			
Date	Int	Total	
No Data			

VOLUME TREND	
Year	Annual Growth
No Data	

SPEED				
Date	Int	Pace	85th	Total
No Data				

CLASSIFICATION			
Date	Int	Total	
No Data			

WEIGH-IN-MOTION			
Date	Axles	Avg GVW	Total
No Data			

PER VEHICLE			
Date	Axles	85th	Total
No Data			

GAP		
Date	Int	Total
No Data		

PARTIAL COUNT		
Date	Int	24-Hr Total
No Data		

NOTES/FILES		
Note	Date	

Westbound Traffic

Record	1	of 1	Goto Record	go
Location ID	2230	MPO ID	778	
Type	SPOT	HPMS ID		
On NHS	No	On HPMS	No	
LRS ID		LRS Loc Pt.		
SF Group		Route Type		
AF Group		Route		
GF Group		Active	Yes	
Class Dist Grp		Category	HPMS	
Seas Clss Grp				
WIM Group				
Funct'l Class		Milepost		
Located On	KERCHEVAL			
Loc On Alias				
EAST OF	GRAND BLVD E			

STATION DATA

Directions: **WB**

AADT							
Year	AADT	DHV-30	K %	D %	PA	BC	Src
2002	6,239						

Travel Demand Model									
Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV

VOLUME COUNT			
Date	Int	Total	
No Data			

VOLUME TREND	
Year	Annual Growth
No Data	

SPEED				
Date	Int	Pace	85th	Total
No Data				

CLASSIFICATION			
Date	Int	Total	
No Data			

WEIGH-IN-MOTION			
Date	Axles	Avg GVW	Total
No Data			

PER VEHICLE			
Date	Axles	85th	Total
No Data			

GAP		
Date	Int	Total
No Data		

PARTIAL COUNT		
Date	Int	24-Hr Total
No Data		

NOTES/FILES		
Note	Date	

(2004) KERCHEVAL west of Townsend
Eastbound & Westbound Traffic Mon 11/29/2004

TYPICAL TRAFFIC CAPACITY:

- Traffic capacity for 2-lane corridor (with left turn lanes): 18,300 vehicles per day
- Theoretical maximum saturation flow rate per lane is 1,900 vehicles per hour per lane

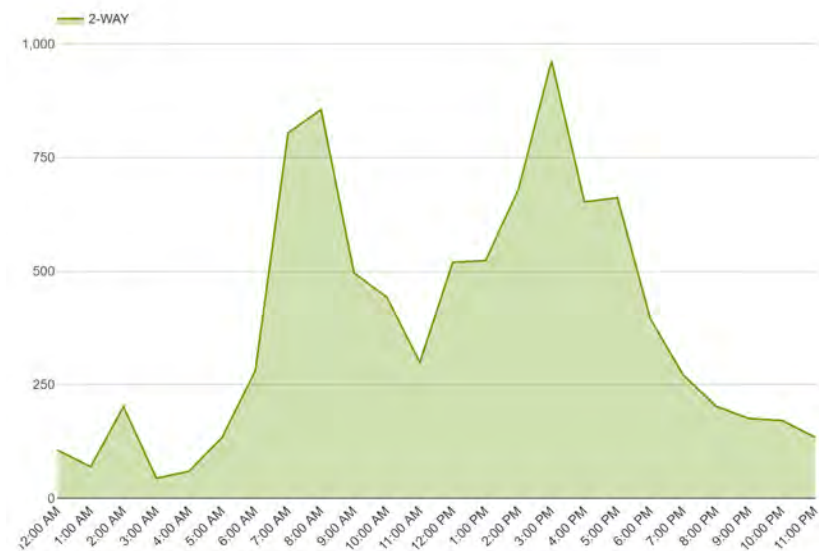
Volume Count Report

LOCATION INFO	
Location ID	4750
Type	SPOT
Funct'l Class	-
Located On	KERCHEVAL
Loc On Alias	
WEST OF	TOWNSEND
Direction	2-WAY
County	Wayne
Community	Detroit
MPO ID	2930
HPMS ID	
Agency	City of Detroit

INTERVAL:60-MIN	
Time	Hourly Count
0:00-1:00	106
1:00-2:00	69
2:00-3:00	201
3:00-4:00	44
4:00-5:00	59
5:00-6:00	134
6:00-7:00	279
7:00-8:00	804
8:00-9:00	855
9:00-10:00	496
10:00-11:00	442
11:00-12:00	299
12:00-13:00	519
13:00-14:00	523
14:00-15:00	681
15:00-16:00	963
16:00-17:00	652
17:00-18:00	661
18:00-19:00	395
19:00-20:00	271
20:00-21:00	202
21:00-22:00	175
22:00-23:00	171
23:00-24:00	134
Total	9,135
AAADT	
AM Peak	08:00-09:00 855
PM Peak	15:00-16:00 963

COUNT DATA INFO	
Count Status	Accepted
Start Date	Mon 11/29/2004
End Date	Tue 11/30/2004
Start Time	12:00:00 PM
End Time	12:00:00 PM
Direction	
Notes	
Station	000000037924
Study	
Speed Limit	
Description	
Sensor Type	
Source	
Latitude,Longitude	

HOURLY TRAFFIC COUNTS HAVE NOT REACHED MAXIMUM SATURATION FLOW RATES

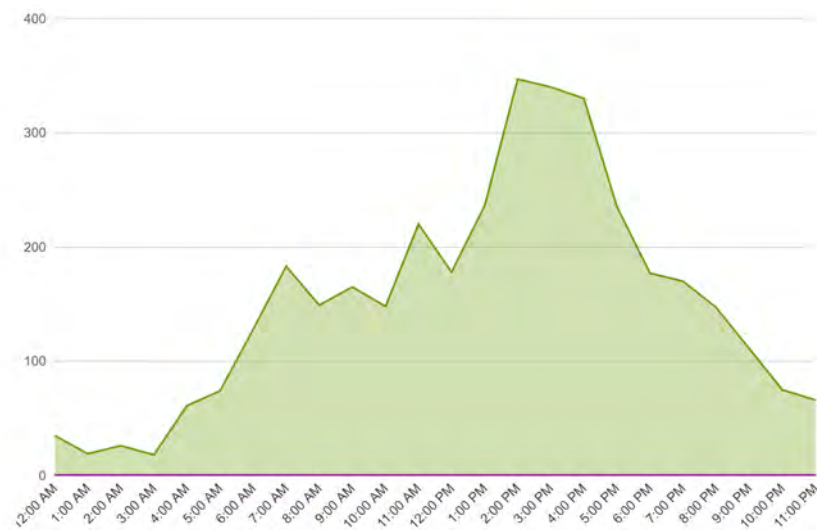


NOTE: To access the details of each of these reports please visit <https://semcog.org/traffic-counts>

(2005) KERCHEVAL @ West of E. Grand Blvd
Eastbound & Westbound Traffic Wed 6/15/2005



HOURLY TRAFFIC COUNTS HAVE NOT REACHED MAXIMUM SATURATION FLOW RATES



SEMCOG **MS2**
Transportation Data Management System

Home TSMS TCLS TTDS PMS PMDS RSMS NMDS PMMS WOTS RTTV

Back Login +Locate +Locate All

Auto-Locate OFF

Volume Count Report

LOCATION INFO	
Location ID	4973
Type	SPOT
Funct'l Class	-
Located On	KERCHEVAL
Loc On Alias	
WEST OF	VAN DYKE
Direction	2-WAY
County	Wayne
Community	Detroit
MPO ID	3156
HPMS ID	
Agency	City of Detroit

INTERVAL:60-MIN	
Time	Hourly Count
0:00-1:00	35
1:00-2:00	19
2:00-3:00	26
3:00-4:00	18
4:00-5:00	61
5:00-6:00	74
6:00-7:00	128
7:00-8:00	183
8:00-9:00	149
9:00-10:00	165
10:00-11:00	148
11:00-12:00	220
12:00-13:00	178
13:00-14:00	236
14:00-15:00	347
15:00-16:00	340
16:00-17:00	330
17:00-18:00	235
18:00-19:00	177
19:00-20:00	170
20:00-21:00	147
21:00-22:00	111
22:00-23:00	75
23:00-24:00	66
Total	3,638
AADT	
AM Peak	11:00-12:00 220
PM Peak	14:00-15:00 347

COUNT DATA INFO	
Count Status	Accepted
Start Date	Wed 6/15/2005
End Date	Thu 6/16/2005
Start Time	10:00:00 AM
End Time	10:00:00 AM
Direction	
Notes	
Station	
Study	
Speed Limit	
Description	
Sensor Type	
Source	
Latitude,Longitude	

(2005) KERCHEVAL @ West of E. Grand Blvd
Speed Report Wed 6/15/2005

SEMCOG **MS2**
Transportation Data Management System

Home TSMS TCLS TTDS PMS PMDS RSMS NMDS PMMS WOTS RTTV

Back Login

Speed Report

Location ID	4973	Located On	KERCHEVAL	County	Wayne
Counted By		WEST OF	VAN DYKE	Community	Detroit
Start Date	Wed 6/15/2005	Loc On Alias		Station	
Start Time	10:00:00 AM	Direction	2-WAY	Agency	City of Detroit
Source		Sensor Type			
85%tile Speed	36	Count Status	Accepted	Pace Speed	25 - 35

Directions: **2-WAY** EB WB

Count Navigation: << < > >> Count Type: SPEED

Speed Range (mph)	0-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL
12:00 AM	1	3	2	12	11	6	0	0	0	0	0	0	0	0	35
1:00 AM	0	0	3	2	11	3	0	0	0	0	0	0	0	0	19
2:00 AM	1	1	3	6	7	7	1	0	0	0	0	0	0	0	26
3:00 AM	0	1	1	2	5	8	1	0	0	0	0	0	0	0	18
4:00 AM	0	0	5	13	13	17	7	6	0	0	0	0	0	0	61
5:00 AM	2	2	8	18	23	9	10	2	0	0	0	0	0	0	74
6:00 AM	1	6	15	23	48	23	7	4	0	1	0	0	0	0	128
7:00 AM	5	12	23	43	58	33	9	0	0	0	0	0	0	0	183
8:00 AM	1	4	19	34	48	30	8	4	0	1	0	0	0	0	149
9:00 AM	0	10	19	42	62	30	2	0	0	0	0	0	0	0	165
10:00 AM	3	3	27	42	50	15	3	3	0	1	1	0	0	0	148
11:00 AM	4	11	26	71	72	27	7	0	2	0	0	0	0	0	220
12:00 PM	0	13	26	51	55	26	7	0	0	0	0	0	0	0	178
1:00 PM	1	9	28	68	90	32	7	1	0	0	0	0	0	0	236
2:00 PM	2	16	36	78	142	53	15	4	1	0	0	0	0	0	347
3:00 PM	2	20	38	71	134	64	10	1	0	0	0	0	0	0	340
4:00 PM	3	16	42	78	125	57	7	2	0	0	0	0	0	0	330
5:00 PM	0	9	25	48	84	58	9	2	0	0	0	0	0	0	235
6:00 PM	4	10	18	51	55	29	8	1	1	0	0	0	0	0	177
7:00 PM	0	6	21	51	66	19	4	2	0	1	0	0	0	0	170
8:00 PM	0	4	15	57	48	17	6	0	0	0	0	0	0	0	147
9:00 PM	0	3	10	22	54	18	3	1	0	0	0	0	0	0	111
10:00 PM	2	3	11	32	16	9	2	0	0	0	0	0	0	0	75
11:00 PM	1	3	7	25	22	8	0	0	0	0	0	0	0	0	66
TOTAL	33	165	428	940	1299	598	133	33	4	4	1	0	0	0	3638

TYPICAL TRAFFIC CAPACITY:

- Traffic capacity for 2-lane corridor (with left turn lanes): 18,300 vehicles per day
- Theoretical maximum saturation flow rate per lane is 1,900 vehicles per hour per lane

NOTE: To access the details of each of these reports please visit <https://semcog.org/traffic-counts>

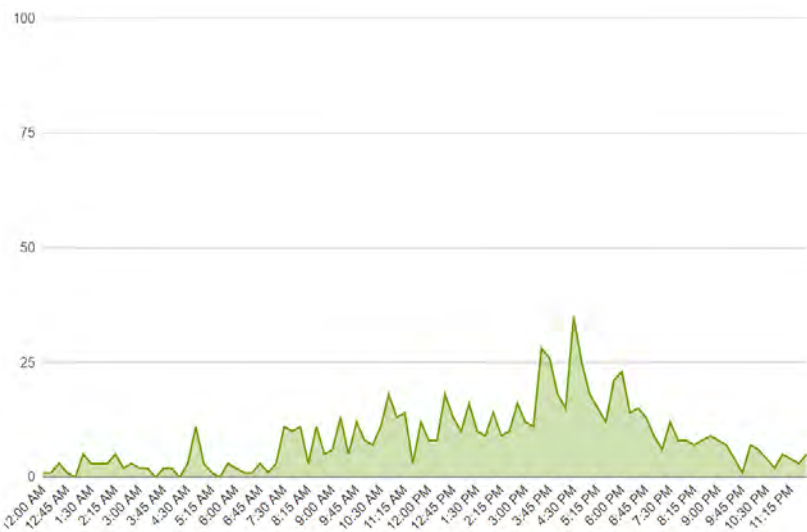
Total Traffic Count (2-way)	3,638 cars
AM Peak	11:00-12:00
PM Peak	2:00-3:00
Kercheval Speed Limit	30 mile/h
Percent Within Speed Limit	78.75%
Percent Over Speed Limit	21.25%

(2016) KERCHEVAL TRAFFIC COUNT

Westbound Traffic Fri 04/01/2016



HOURLY TRAFFIC COUNTS HAVE NOT REACHED MAXIMUM SATURATION FLOW RATES



SEMCOG **MS2**
 Transportation Data Management System
 Home TSMS TCLS TTDS PMS PMDS RSMS NMDS PMMS WOTS RTTV
 Back Login

Volume Count Report

LOCATION INFO	
Location ID	6952
Type	LINK
Funct'l Class	-
Located On	Kercheval
Loc On Alias	
From Road	Seminole St
To Road	Van Dyke
Direction	WB
County	Wayne
Community	Detroit
MPO ID	35594
HPMS ID	
Agency	City of Detroit

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	9	13	15	6	43
1:00-2:00	4	12	8	10	34
2:00-3:00	10	12	7	5	34
3:00-4:00	6	5	4	9	24
4:00-5:00	6	4	39	40	89
5:00-6:00	13	3	9	8	33
6:00-7:00	18	7	9	16	50
7:00-8:00	7	16	36	30	89
8:00-9:00	34	19	28	25	106
9:00-10:00	19	33	30	38	120
10:00-11:00	26	26	32	46	130
11:00-12:00	41	42	27	36	146
12:00-13:00	41	35	47	50	173
13:00-14:00	32	48	34	33	147
14:00-15:00	43	38	31	47	159
15:00-16:00	27	43	82	101	253
16:00-17:00	72	60	138	112	382
17:00-18:00	79	68	51	70	268
18:00-19:00	70	50	53	48	221
19:00-20:00	40	40	46	34	160
20:00-21:00	36	32	37	29	134
21:00-22:00	25	22	20	18	85
22:00-23:00	23	27	20	13	83
23:00-24:00	20	23	34	19	96
Total					3,059
AADT					
AM Peak					10:30-11:30 161
PM Peak					16:30-17:30 397

COUNT DATA INFO	
Count Status	Accepted
Start Date	Fri 4/1/2016
End Date	Sat 4/2/2016
Start Time	3:15:00 PM
End Time	3:15:00 PM
Direction	
Notes	
Station	
Study	
Speed Limit	
Description	
Sensor Type	
Source	
Latitude,Longitude	

(2016) KERCHEVAL SPEED REPORT

Westbound Speed Fri 04/01/2016

SEMCOG **MS2**
 Transportation Data Management System
 Home TSMS TCLS TTDS PMS PMDS RSMS NMDS PMMS WOTS RTTV
 Back Login

Speed Report

Location ID	6952	Located On	Kercheval	County	Wayne
Counted By		Between	Seminole St	Community	Detroit
Start Date	Fri 4/1/2016	And	Van Dyke	Station	
Start Time	3:15:00 PM	Direction	WB	Agency	City of Detroit
Source		Sensor Type			
85%tile Speed	29	Count Status	Accepted	Pace Speed	21 - 31
Display Interval:	60 Min				

Directions: **WB**

Count Navigation: << < > >> | Count Type: SPEED

Start Time	Speed Range (mph)														TOTAL
	0-2	3-5	6-8	9-11	12-14	15-17	18-20	21-23	24-26	27-29	30-32	33-35	36-38	39+	
12:00 AM	6	0	0	1	1	0	2	11	11	9	2	0	0	0	43
1:00 AM	11	0	0	0	0	2	0	6	6	4	3	1	0	1	34
2:00 AM	13	0	0	1	1	0	3	6	7	2	1	0	0	0	34
3:00 AM	6	0	0	0	0	0	4	5	4	5	0	0	0	0	24
4:00 AM	16	0	0	0	0	0	1	19	20	10	13	6	2	2	89
5:00 AM	7	0	0	0	0	0	1	4	8	6	4	2	0	1	33
6:00 AM	7	0	0	0	0	0	5	5	9	13	8	1	1	1	50
7:00 AM	25	0	0	2	0	1	5	6	25	18	6	0	0	1	89
8:00 AM	30	0	0	0	0	0	7	13	25	22	7	1	1	0	106
9:00 AM	36	0	0	2	4	2	8	28	18	15	4	3	0	0	120
10:00 AM	44	0	1	2	1	3	13	21	26	10	8	1	0	0	130
11:00 AM	42	0	3	0	1	5	10	37	30	12	4	2	0	0	146
12:00 PM	47	0	3	0	4	3	17	35	41	17	6	0	0	0	173
1:00 PM	45	0	2	1	2	4	10	37	27	14	4	1	0	0	147
2:00 PM	49	0	2	3	0	3	20	31	26	18	4	1	1	1	159
3:00 PM	77	0	1	2	0	5	4	14	42	42	43	18	4	1	253
4:00 PM	93	0	6	0	4	2	13	21	52	88	64	27	8	4	382
5:00 PM	66	0	1	0	2	3	6	24	44	73	39	7	2	1	268
6:00 PM	65	0	3	5	0	0	11	22	48	45	13	6	2	1	221
7:00 PM	35	0	3	1	4	3	4	25	45	27	10	2	1	0	160
8:00 PM	32	0	1	1	1	0	8	29	32	19	9	2	0	0	134
9:00 PM	20	0	0	0	0	1	3	17	25	11	7	1	0	0	85
10:00 PM	19	0	2	0	0	1	9	14	18	14	2	3	1	0	83
11:00 PM	17	0	1	0	1	1	4	14	37	13	6	2	0	0	96
TOTAL	808	0	29	21	26	39	168	444	626	507	267	87	23	14	3059

TYPICAL TRAFFIC CAPACITY:

- Traffic capacity for 2-lane corridor (with left turn lanes): 18,300 vehicles per day
- Theoretical maximum saturation flow rate per lane is 1,900 vehicles per hour per lane

NOTE: To access the details of each of these reports please visit <https://semcog.org/traffic-counts>

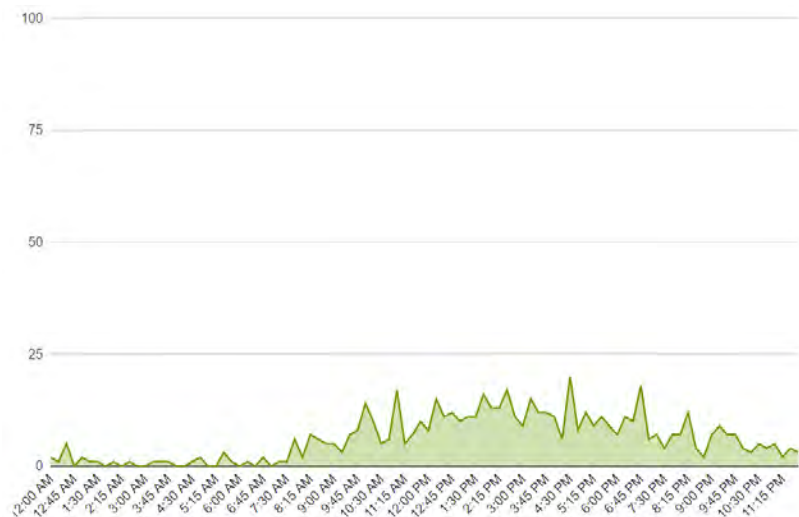
Total Traffic Count (Westbound)	3,059 cars
AM Peak	10:30-11:30
PM Peak	4:30-5:30
Kercheval Speed Limit	30 mile/h
Percent Within Speed Limit	95.95%
Percent Over Speed Limit	4.05%

(2016) KERCHEVAL TRAFFIC COUNT

Westbound Traffic Sat 04/02/2016



HOURLY TRAFFIC COUNTS HAVE NOT REACHED MAXIMUM SATURATION FLOW RATES



SEMCOG **MS2**
 Transportation Data Management System
 Home TSMS TCLS TTDS PMS PMDS RSMS NMDS PMMS WOTS RTTV
 Back Login

Volume Count Report

LOCATION INFO	
Location ID	6952
Type	LINK
Funct'l Class	-
Located On	Kercheval
Loc On Alias	
From Road	Seminole St
To Road	Van Dyke
Direction	WB
County	Wayne
Community	Detroit
MPO ID	35594
HPMS ID	
Agency	City of Detroit

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	9	4	12	3	28
1:00-2:00	5	4	11	3	23
2:00-3:00	3	5	5	3	16
3:00-4:00	5	6	9	2	22
4:00-5:00	7	4	21	39	71
5:00-6:00	13	5	9	12	39
6:00-7:00	18	17	5	9	49
7:00-8:00	11	10	15	21	57
8:00-9:00	12	27	24	17	80
9:00-10:00	20	22	31	23	96
10:00-11:00	34	18	27	32	111
11:00-12:00	69	32	32	35	168
12:00-13:00	37	66	44	35	182
13:00-14:00	31	26	36	54	147
14:00-15:00	43	52	60	38	193
15:00-16:00	42	47	54	47	190
16:00-17:00	48	41	108	57	254
17:00-18:00	50	44	41	31	166
18:00-19:00	50	32	32	50	164
19:00-20:00	21	25	21	33	100
20:00-21:00	25	35	19	17	96
21:00-22:00	20	23	21	27	91
22:00-23:00	15	24	24	16	79
23:00-24:00	21	16	30	8	75
Total					2,497
AADT					
AM Peak					11:45-12:45 182
PM Peak					16:30-17:30 259

COUNT DATA INFO	
Count Status	Accepted
Start Date	Sat 4/2/2016
End Date	Sun 4/3/2016
Start Time	3:15:00 PM
End Time	3:15:00 PM
Direction	
Notes	
Station	
Study	
Speed Limit	
Description	
Sensor Type	
Source	
Latitude,Longitude	

(2016) KERCHEVAL SPEED REPORT

Westbound Speed Sat 04/02/2016

SEMCOG **MS2**
 Transportation Data Management System
 Home TSMS TCLS TTDS PMS PMDS RSMS NMDS PMMS WOTS RTTV
 Back Login

Speed Report

Location ID	6952	Located On	Kercheval	County	Wayne
Counted By		Between	Seminole St	Community	Detroit
Start Date	Sat 4/2/2016	And	Van Dyke	Station	
Start Time	3:15:00 PM	Direction	WB	Agency	City of Detroit
Source		Sensor Type			
85%tile Speed	27	Count Status	Accepted	Pace Speed	21 - 31
Display Interval:	60 Min				

Directions: **WB**

Count Navigation: << < > >> Count Type: SPEED

Start Time	Speed Range (mph)															TOTAL
	0-2	3-5	6-8	9-11	12-14	15-17	18-20	21-23	24-26	27-29	30-32	33-35	36-38	39+		
12:00 AM	8	0	0	1	0	0	8	8	2	1	0	0	0	0	28	
1:00 AM	4	0	0	0	0	2	5	4	5	2	1	0	0	0	23	
2:00 AM	2	0	0	0	0	0	2	5	3	1	2	1	0	0	16	
3:00 AM	3	0	0	0	0	0	1	5	7	4	1	1	0	0	22	
4:00 AM	3	0	0	0	0	3	4	16	21	18	5	0	0	1	71	
5:00 AM	4	0	0	0	0	0	2	4	17	5	6	1	0	0	39	
6:00 AM	3	0	0	0	0	1	4	7	15	9	3	4	2	1	49	
7:00 AM	8	0	0	0	0	0	3	16	15	12	1	2	0	0	57	
8:00 AM	20	0	0	1	0	2	6	12	19	12	3	3	1	1	80	
9:00 AM	23	0	0	2	1	3	9	18	19	15	3	3	0	0	96	
10:00 AM	35	0	0	2	0	6	6	23	21	10	6	2	0	0	111	
11:00 AM	39	1	3	2	1	2	8	25	46	26	9	5	1	0	168	
12:00 PM	46	0	1	2	3	6	21	35	39	25	3	1	0	0	182	
1:00 PM	48	0	1	1	2	7	12	25	35	12	2	1	1	0	147	
2:00 PM	54	0	0	1	1	3	15	34	53	22	7	2	0	1	193	
3:00 PM	48	0	3	0	0	1	10	39	46	28	8	5	2	0	190	
4:00 PM	45	0	1	2	1	3	24	68	60	33	14	1	1	1	254	
5:00 PM	41	0	2	2	1	1	11	34	37	24	9	2	0	2	166	
6:00 PM	46	0	2	1	2	2	9	39	33	24	6	0	0	0	164	
7:00 PM	24	0	0	2	1	0	6	21	25	19	2	0	0	0	100	
8:00 PM	25	0	0	0	1	0	9	23	23	12	1	1	0	1	96	
9:00 PM	30	0	0	2	0	6	7	16	15	12	3	0	0	0	91	
10:00 PM	16	0	1	2	1	4	11	23	9	7	4	1	0	0	79	
11:00 PM	14	0	0	3	0	4	14	22	15	2	1	0	0	0	75	
TOTAL	589	1	14	26	15	56	207	522	580	335	100	36	8	8	2497	

TYPICAL TRAFFIC CAPACITY:

- Traffic capacity for 2-lane corridor (with left turn lanes): 18,300 vehicles per day
- Theoretical maximum saturation flow rate per lane is 1,900 vehicles per hour per lane

NOTE: To access the details of each of these reports please visit <https://semcog.org/traffic-counts>

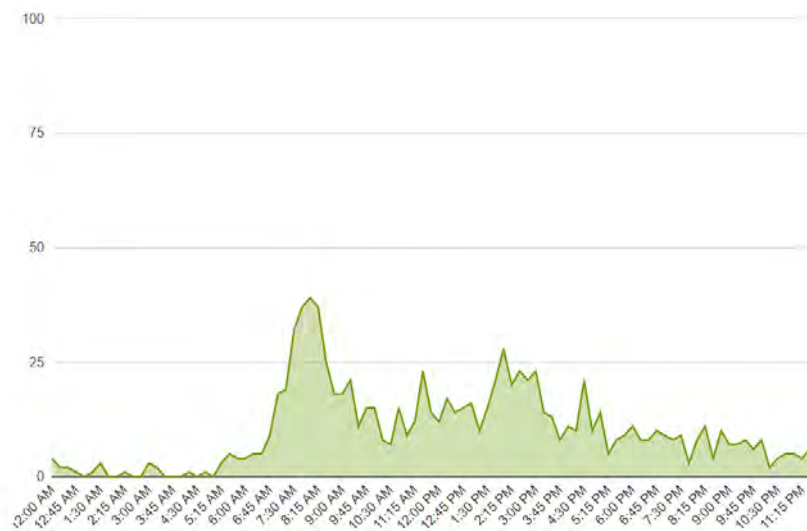
Total Traffic Count (Westbound)	2,497 cars
AM Peak	11:45-12:45
PM Peak	4:30-5:30
Kercheval Speed Limit	30 mile/h
Percent Within Speed Limit	97.92%
Percent Over Speed Limit	2.08%

(2016) KERCHEVAL TRAFFIC COUNT

Westbound Traffic Sun 04/03/2016



HOURLY TRAFFIC COUNTS HAVE NOT REACHED MAXIMUM SATURATION FLOW RATES



SEMCOG **MS2**
 Transportation Data Management System
 Home TSMS TCLS TTDS PMS PMDS RSMS NMDS PMMS WOTS RTTV
 Back Login

Volume Count Report

LOCATION INFO	
Location ID	6952
Type	LINK
Funct'l Class	-
Located On	Kercheval
Loc On Alias	
From Road	Seminole St
To Road	Van Dyke
Direction	WB
County	Wayne
Community	Detroit
MPO ID	35594
HPMS ID	
Agency	City of Detroit

INTERVAL: 15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	9	3	4	5	21
1:00-2:00	3	6	7	0	16
2:00-3:00	3	2	0	0	5
3:00-4:00	11	5	2	0	18
4:00-5:00	0	3	4	2	9
5:00-6:00	5	5	11	15	36
6:00-7:00	17	21	23	43	104
7:00-8:00	57	70	100	123	350
8:00-9:00	114	111	100	85	410
9:00-10:00	53	59	46	50	208
10:00-11:00	39	36	29	41	145
11:00-12:00	36	34	58	39	167
12:00-13:00	35	45	39	49	168
13:00-14:00	45	35	39	62	181
14:00-15:00	69	52	70	47	238
15:00-16:00	68	54	62	44	228
16:00-17:00	36	43	111	83	273
17:00-18:00	56	28	41	43	168
18:00-19:00	44	34	36	30	144
19:00-20:00	32	21	33	27	113
20:00-21:00	19	27	13	24	83
21:00-22:00	20	24	16	13	73
22:00-23:00	25	14	13	10	62
23:00-24:00	17	13	10	8	48
Total					3,268
AADT					
AM Peak					07:30-08:30 448
PM Peak					16:15-17:15 293

COUNT DATA INFO	
Count Status	Accepted
Start Date	Sun 4/3/2016
End Date	Mon 4/4/2016
Start Time	3:15:00 PM
End Time	3:15:00 PM
Direction	
Notes	
Station	
Study	
Speed Limit	
Description	
Sensor Type	
Source	
Latitude,Longitude	

(2016) KERCHEVAL SPEED REPORT

Westbound Speed Sun 04/03/2016

SEMCOG **MS2**
 Transportation Data Management System
 Home TSMS TCLS TTDS PMS PMDS RSMS NMDS PMMS WOTS RTTV
 Back Login

Speed Report

Location ID	6952	Located On	Kercheval	County	Wayne
Counted By		Between	Seminole St	Community	Detroit
Start Date	Sun 4/3/2016	And	Van Dyke	Station	
Start Time	3:15:00 PM	Direction	WB	Agency	City of Detroit
Source		Sensor Type			
85%tile Speed	26	Count Status	Accepted	Pace Speed	21 - 31
Display Interval:	60 Min				

Directions: **WB**

Count Navigation: << < > >> Count Type: SPEED

Speed Range (mph)															
Start Time	0-2	3-5	6-8	9-11	12-14	15-17	18-20	21-23	24-26	27-29	30-32	33-35	36-38	39+	TOTAL
12:00 AM	9	0	0	0	0	0	2	2	6	1	0	1	0	0	21
1:00 AM	4	0	0	0	0	0	1	3	3	4	0	0	1	0	16
2:00 AM	1	0	0	0	0	0	0	1	1	1	1	0	0	0	5
3:00 AM	5	0	0	0	0	0	2	1	4	4	0	2	0	0	18
4:00 AM	2	0	0	0	0	0	0	1	3	0	0	2	1	0	9
5:00 AM	12	0	0	0	1	1	1	6	4	3	6	1	0	1	36
6:00 AM	23	0	0	1	0	0	2	22	31	18	4	2	0	1	104
7:00 AM	106	0	0	1	0	12	38	80	73	30	5	3	2	0	350
8:00 AM	119	0	0	1	18	40	114	74	35	6	1	2	0	0	410
9:00 AM	65	0	0	2	2	1	9	49	43	25	9	2	1	0	208
10:00 AM	45	0	0	0	0	5	14	29	32	14	2	3	1	0	145
11:00 AM	58	0	0	1	0	3	25	32	30	11	5	0	1	1	167
12:00 PM	58	0	0	1	0	4	21	43	28	13	0	0	0	0	168
1:00 PM	62	0	0	2	1	4	25	42	27	14	3	0	1	0	181
2:00 PM	92	0	3	0	1	12	26	41	43	14	5	1	0	0	238
3:00 PM	58	0	0	2	3	2	16	72	50	18	4	3	0	0	228
4:00 PM	52	1	3	3	3	3	19	50	72	39	18	7	1	2	273
5:00 PM	36	0	0	0	1	3	10	35	45	28	7	2	1	0	168
6:00 PM	37	0	0	0	1	0	9	19	35	33	5	1	4	0	144
7:00 PM	29	0	0	3	0	1	9	16	28	19	4	4	0	0	113
8:00 PM	33	0	0	0	0	4	4	13	16	8	5	0	0	0	83
9:00 PM	28	0	0	1	0	3	7	13	14	2	3	2	0	0	73
10:00 PM	19	0	0	2	1	0	2	10	11	13	2	2	0	0	62
11:00 PM	18	0	0	0	1	1	2	6	14	6	0	0	0	0	48
TOTAL	971	1	6	19	16	77	284	700	687	353	94	39	16	5	3268

TYPICAL TRAFFIC CAPACITY:

- Traffic capacity for 2-lane corridor (with left turn lanes): 18,300 vehicles per day
- Theoretical maximum saturation flow rate per lane is 1,900 vehicles per hour per lane

NOTE: To access the details of each of these reports please visit <https://semcog.org/traffic-counts>

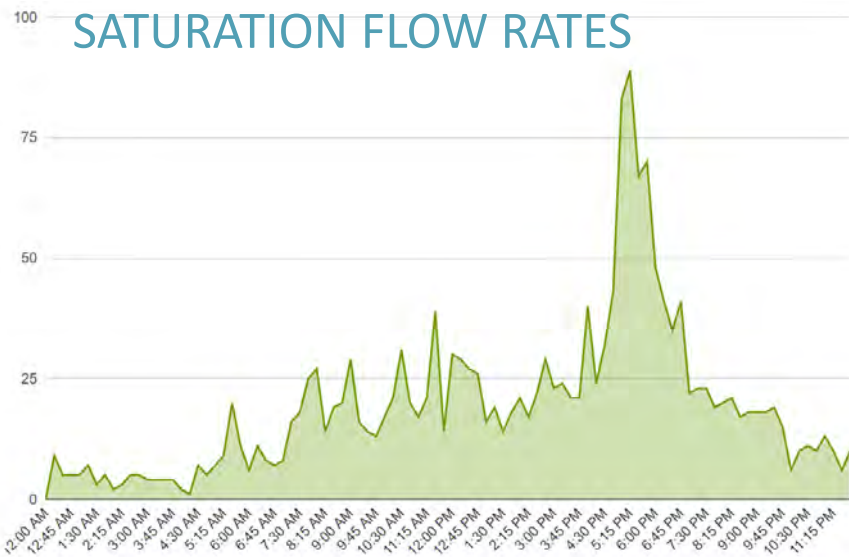
Total Traffic Count (Westbound)	3,268 cars
AM Peak	7:30-8:30
PM Peak	4:15-5:15
Kercheval Speed Limit	30 mile/h
Percent Within Speed Limit	98.16%
Percent Over Speed Limit	1.84%

(2016) KERCHEVAL TRAFFIC COUNT

Eastbound Traffic Mon 04/04/2016



HOURLY TRAFFIC COUNTS HAVE NOT REACHED MAXIMUM SATURATION FLOW RATES



TCDS Help Refresh
Transportation Data Management System

Volume Count Report

LOCATION INFO	
Location ID	6953
Type	LINK
Funct'l Class	-
Located On	Kercheval
Loc On Alias	
From Road	Van Dyke
To Road	Seminole St
Direction	EB
County	Wayne
Community	Detroit
MPO ID	35595
HPMS ID	
Agency	City of Detroit

INTERVAL: 15-MIN

Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	0	9	5	5	19
1:00-2:00	5	7	3	5	20
2:00-3:00	2	3	5	5	15
3:00-4:00	4	4	4	4	16
4:00-5:00	2	1	7	5	15
5:00-6:00	7	9	20	11	47
6:00-7:00	6	11	8	7	32
7:00-8:00	8	16	18	25	67
8:00-9:00	27	14	19	20	80
9:00-10:00	29	16	14	13	72
10:00-11:00	17	21	31	20	89
11:00-12:00	17	21	39	14	91
12:00-13:00	30	29	27	26	112
13:00-14:00	16	19	14	18	67
14:00-15:00	21	17	22	29	89
15:00-16:00	23	24	21	21	89
16:00-17:00	40	24	32	43	139
17:00-18:00	83	89	67	70	309
18:00-19:00	48	41	35	41	165
19:00-20:00	22	23	23	19	87
20:00-21:00	20	21	17	18	76
21:00-22:00	18	18	19	15	70
22:00-23:00	6	10	11	10	37
23:00-24:00	13	10	6	10	39
Total					1,842
AADT					
AM Peak					11:30-12:30 112
PM Peak					17:00-18:00 309

COUNT DATA INFO	
Count Status	Accepted
Start Date	Mon 4/4/2016
End Date	Tue 4/5/2016
Start Time	4:00:00 PM
End Time	4:00:00 PM
Direction	
Notes	
Station	000000000000
Study	
Speed Limit	
Description	
Sensor Type	
Source	
Latitude, Longitude	

Count Navigation: << < > >> Count Type: VOLUME

(2016) KERCHEVAL SPEED REPORT

Eastbound Speed Mon 04/04/2016



TCDS Help Refresh
Transportation Data Management System

Speed Report

Location ID	6953	Located On	Kercheval	County	Wayne
Counted By		Between	Van Dyke	Community	Detroit
Start Date	Mon 4/4/2016	And	Seminole St	Station	000000000000
Start Time	4:00:00 PM	Direction	EB	Agency	City of Detroit
Source		Sensor Type			
85%tile Speed	30	Count Status	Accepted	Pace Speed	19 - 29
Display Interval:	60 Min				

Directions: **EB**

Count Navigation: << < > >> **Count Type:** SPEED

Start Time	Speed Range (mph)																TOTAL
	0-13	14-18	19-23	24-28	29-33	34-38	39-43	44-48	49-53	54-58	59-63	64-68	69-73	74-78	79-98		
12:00 AM	0	2	7	7	3	0	0	0	0	0	0	0	0	0	0	19	
1:00 AM	0	0	5	12	2	1	0	0	0	0	0	0	0	0	0	20	
2:00 AM	0	3	4	5	2	1	0	0	0	0	0	0	0	0	0	15	
3:00 AM	1	1	3	9	2	0	0	0	0	0	0	0	0	0	0	16	
4:00 AM	0	0	2	6	3	4	0	0	0	0	0	0	0	0	0	15	
5:00 AM	1	3	6	16	14	5	2	0	0	0	0	0	0	0	0	47	
6:00 AM	0	2	4	18	6	2	0	0	0	0	0	0	0	0	0	32	
7:00 AM	0	9	14	34	7	2	1	0	0	0	0	0	0	0	0	67	
8:00 AM	1	3	10	52	13	1	0	0	0	0	0	0	0	0	0	80	
9:00 AM	0	6	20	35	8	3	0	0	0	0	0	0	0	0	0	72	
10:00 AM	1	10	22	39	13	4	0	0	0	0	0	0	0	0	0	89	
11:00 AM	1	6	32	41	10	0	0	0	0	0	0	0	0	1	0	91	
12:00 PM	0	7	42	47	13	3	0	0	0	0	0	0	0	0	0	112	
1:00 PM	2	6	16	28	14	1	0	0	0	0	0	0	0	0	0	67	
2:00 PM	3	12	26	25	22	1	0	0	0	0	0	0	0	0	0	89	
3:00 PM	1	9	22	29	28	0	0	0	0	0	0	0	0	0	0	89	
4:00 PM	2	8	19	40	63	7	0	0	0	0	0	0	0	0	0	139	
5:00 PM	1	13	39	191	62	3	0	0	0	0	0	0	0	0	0	309	
6:00 PM	0	4	39	96	25	1	0	0	0	0	0	0	0	0	0	165	
7:00 PM	2	3	21	40	16	5	0	0	0	0	0	0	0	0	0	87	
8:00 PM	0	8	26	35	7	0	0	0	0	0	0	0	0	0	0	76	
9:00 PM	0	1	22	35	12	0	0	0	0	0	0	0	0	0	0	70	
10:00 PM	1	4	5	21	6	0	0	0	0	0	0	0	0	0	0	37	
11:00 PM	1	7	7	16	8	0	0	0	0	0	0	0	0	0	0	39	
TOTAL	18	127	413	877	359	44	3	0	0	0	0	0	0	1	0	1842	

Count Navigation: << < > >> Count Type: SPEED

TYPICAL TRAFFIC CAPACITY:

- Traffic capacity for 2-lane corridor (with left turn lanes): 18,300 vehicles per day
- Theoretical maximum saturation flow rate per lane is 1,900 vehicles per hour per lane

NOTE: To access the details of each of these reports please visit <https://semcog.org/traffic-counts>

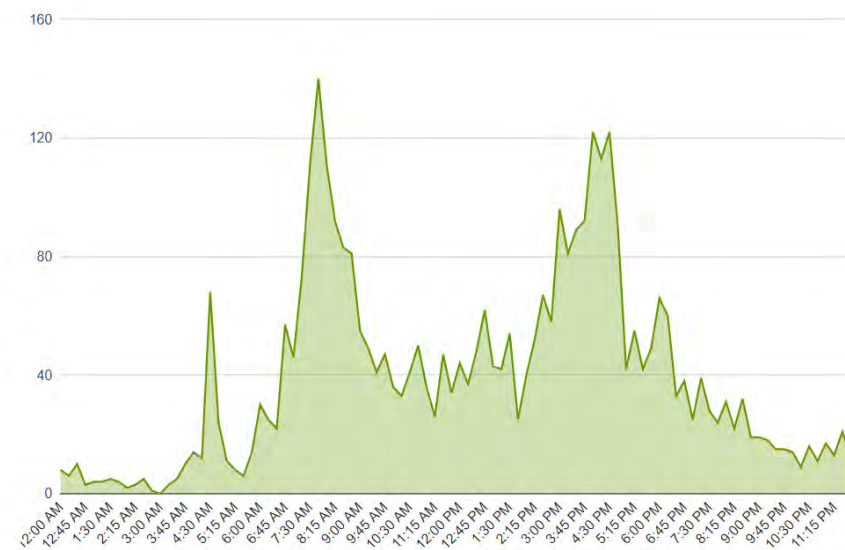
Total Traffic Count (Eastbound)	1,842 cars
AM Peak	11:30-12:30
PM Peak	5:00-6:00
Kercheval Speed Limit	30 mile/h
Percent Within Speed Limit	97.39%
Percent Over Speed Limit	2.61%

(2016) KERCHEVAL TRAFFIC COUNT

Westbound Traffic Mon 04/04/2016



HOURLY TRAFFIC COUNTS HAVE NOT REACHED MAXIMUM SATURATION FLOW RATES



SEMCOG **MS2**
 Transportation Data Management System
 Home TSMS TCLS TTDS PMS PMDS RSMS NMDS PMMS WOTS RTTV
 Back Login

Volume Count Report

LOCATION INFO	
Location ID	6952
Type	LINK
Funct'l Class	-
Located On	Kercheval
Loc On Alias	
From Road	Seminole St
To Road	Van Dyke
Direction	WB
County	Wayne
Community	Detroit
MPO ID	35594
HPMS ID	
Agency	City of Detroit

COUNT DATA INFO	
Count Status	Accepted
Start Date	Mon 4/4/2016
End Date	Tue 4/5/2016
Start Time	3:15:00 PM
End Time	3:15:00 PM
Direction	
Notes	
Station	
Study	
Speed Limit	
Description	
Sensor Type	
Source	
Latitude,Longitude	

INTERVAL: 15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	8	6	10	3	27
1:00-2:00	4	4	5	4	17
2:00-3:00	2	3	5	1	11
3:00-4:00	0	3	5	10	18
4:00-5:00	14	12	68	24	118
5:00-6:00	11	8	6	14	39
6:00-7:00	30	25	22	57	134
7:00-8:00	46	73	111	140	370
8:00-9:00	111	92	83	81	367
9:00-10:00	55	49	41	47	192
10:00-11:00	36	33	41	50	160
11:00-12:00	36	26	47	34	143
12:00-13:00	44	37	48	62	191
13:00-14:00	43	42	54	25	164
14:00-15:00	40	52	67	58	217
15:00-16:00	96	81	89	92	358
16:00-17:00	122	113	122	90	447
17:00-18:00	42	55	42	49	188
18:00-19:00	66	60	33	38	197
19:00-20:00	25	39	28	24	116
20:00-21:00	31	22	32	19	104
21:00-22:00	19	18	15	15	67
22:00-23:00	14	9	16	11	50
23:00-24:00	17	13	21	12	63
Total					3,758
AADT					
AM Peak					07:30-08:30 454
PM Peak					15:45-16:45 449

(2016) KERCHEVAL SPEED REPORT

Westbound Speed Mon 04/04/2016

SEMCOG **MS2**
 Transportation Data Management System
 Home TSMS TCLS TTDS PMS PMDS RSMS NMDS PMMS WOTS RTTV
 Back Login

Speed Report

Location ID	6952	Located On	Kercheval	County	Wayne
Counted By		Between	Seminole St	Community	Detroit
Start Date	Mon 4/4/2016	And	Van Dyke	Station	
Start Time	3:15:00 PM	Direction	WB	Agency	City of Detroit
Source		Sensor Type			
85%tile Speed	27	Count Status	Accepted	Pace Speed	21 - 31
Display Interval:	60 Min				

Directions: **WB**

Count Navigation: |<< < > >>| Count Type: **SPEED**

Speed Range (mph)															
Start Time	0-2	3-5	6-8	9-11	12-14	15-17	18-20	21-23	24-26	27-29	30-32	33-35	36-38	39+	TOTAL
12:00 AM	7	0	0	0	0	0	2	8	7	2	1	0	0	0	27
1:00 AM	3	0	0	0	0	0	4	1	3	4	1	1	0	0	17
2:00 AM	3	0	0	0	0	0	3	1	1	2	0	1	0	0	11
3:00 AM	1	0	0	0	0	0	4	7	4	1	1	0	0	0	18
4:00 AM	13	0	0	0	1	1	9	30	31	23	8	2	0	0	118
5:00 AM	2	0	0	0	0	0	1	12	9	5	7	2	1	0	39
6:00 AM	22	0	0	0	0	3	8	42	29	15	13	2	0	0	134
7:00 AM	58	0	0	0	1	6	43	90	102	45	15	9	1	0	370
8:00 AM	94	0	0	0	1	3	35	89	91	33	15	3	3	0	367
9:00 AM	53	0	0	3	1	4	16	35	44	26	7	3	0	0	192
10:00 AM	44	0	0	0	1	4	16	32	40	14	4	3	1	1	160
11:00 AM	45	0	0	3	1	4	14	28	33	11	1	3	0	0	143
12:00 PM	62	0	2	3	1	5	15	46	40	10	4	3	0	0	191
1:00 PM	47	1	0	1	1	6	15	40	33	16	3	1	0	0	164
2:00 PM	60	0	1	1	1	5	38	45	43	15	5	2	1	0	217
3:00 PM	121	0	4	3	2	6	40	90	60	26	5	0	1	0	358
4:00 PM	120	0	0	3	10	9	25	44	89	84	44	14	3	2	447
5:00 PM	45	0	0	2	1	0	8	27	54	33	13	3	2	0	188
6:00 PM	56	0	0	0	1	2	9	26	50	37	13	3	0	0	197
7:00 PM	42	0	0	2	1	2	7	18	26	11	6	1	0	0	116
8:00 PM	33	0	0	1	1	3	14	13	24	12	2	1	0	0	104
9:00 PM	22	0	0	0	0	0	4	9	18	9	3	0	1	1	67
10:00 PM	14	0	0	0	0	0	2	12	16	4	1	1	0	0	50
11:00 PM	13	0	0	0	0	2	9	16	15	7	1	0	0	0	63
TOTAL	980	1	7	22	25	65	337	758	865	448	173	59	14	4	3758

TYPICAL TRAFFIC CAPACITY:

- Traffic capacity for 2-lane corridor (with left turn lanes): 18,300 vehicles per day
- Theoretical maximum saturation flow rate per lane is 1,900 vehicles per hour per lane

NOTE: To access the details of each of these reports please visit <https://semcog.org/traffic-counts>

Total Traffic Count (Westbound)	3,758 cars
AM Peak	7:30-8:30
PM Peak	3:45-4:45
Kercheval Speed Limit	30 mile/h
Percent Within Speed Limit	97.95%
Percent Over Speed Limit	2.05%

(2019) KERCHEVAL @East of Van Dyke
Westbound Traffic Wed 05/22/2019

Volume Count Report

LOCATION INFO	
Location ID	7657
Type	SPOT
Funct'l Class	-
Located On	Kercheval
Loc On Alias	
EAST OF	Van Dyke
Direction	WB
County	Wayne
Community	Detroit
MPO ID	
HPMS ID	
Agency	City of Detroit

Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	18	14	20	17	69
1:00-2:00	20	8	0	9	37
2:00-3:00	15	12	121	65	213
3:00-4:00	35	7	9	6	57
4:00-5:00	20	10	29	14	73
5:00-6:00	10	26	25	68	129
6:00-7:00	57	37	90	135	319
7:00-8:00	249	263	244	259	1,015
8:00-9:00	316	298	265	243	1,122
9:00-10:00	190	173	129	112	604
10:00-11:00	132	125	125	97	479
11:00-12:00	99	117	142	103	461
12:00-13:00	172	162	131	129	594
13:00-14:00	140	108	120	186	554
14:00-15:00	196	153	167	208	724
15:00-16:00	257	164	303	308	1,032
16:00-17:00	202	173	112	128	615
17:00-18:00	167	133	149	90	539
18:00-19:00	130	124	155	89	498
19:00-20:00	145	103	64	56	368
20:00-21:00	67	88	81	59	295
21:00-22:00	105	68	73	76	322
22:00-23:00	59	79	61	40	239
23:00-24:00	86	28	36	37	187
Total					10,545
AM Peak					07:45-08:45 1,138
PM Peak					15:00-16:00 1,032

COUNT DATA INFO	
Count Status	Accepted
Start Date	Wed 5/22/2019
End Date	Thu 5/23/2019
Start Time	11:15:00 AM
End Time	11:15:00 AM
Direction	
Notes	
Station	000000000000
Study	
Speed Limit	
Description	
Sensor Type	
Source	
Latitude,Longitude	

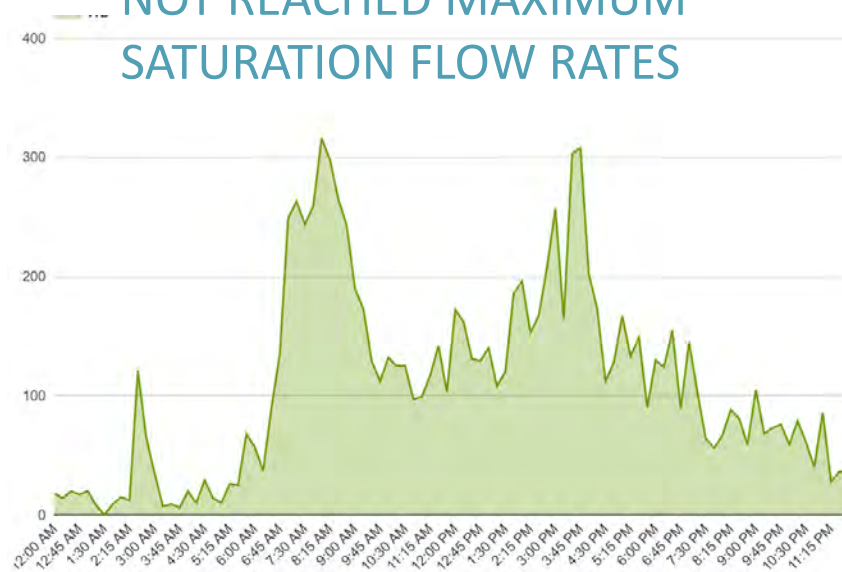
TYPICAL TRAFFIC CAPACITY:

- Traffic capacity for 2-lane corridor (with left turn lanes): 18,300 vehicles per day
- Theoretical maximum saturation flow rate per lane is 1,900 vehicles per hour per lane

NOTE: To access the details of each of these reports please visit <https://semcog.org/traffic-counts>

AADT Traffic Count (Westbound)	8,950 cars
Total Traffic Count (Westbound)	10,545 cars
AM Peak	7:45-8:45
PM Peak	3:00-4:00

HOURLY TRAFFIC COUNTS HAVE NOT REACHED MAXIMUM SATURATION FLOW RATES



(2019) KERCHEVAL @East of Van Dyke
Westbound Traffic Tue 05/21/2019

Volume Count Report

LOCATION INFO	
Location ID	7657
Type	SPOT
Funct'l Class	-
Located On	Kercheval
Loc On Alias	
EAST OF	Van Dyke
Direction	WB
County	Wayne
Community	Detroit
MPO ID	
HPMS ID	
Agency	City of Detroit

Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	48	20	22	26	116
1:00-2:00	15	36	17	3	71
2:00-3:00	13	20	217	83	333
3:00-4:00	32	12	4	10	58
4:00-5:00	13	6	10	29	58
5:00-6:00	16	8	36	62	122
6:00-7:00	48	51	81	136	316
7:00-8:00	219	233	281	279	1,012
8:00-9:00	342	347	270	254	1,213
9:00-10:00	217	180	154	142	693
10:00-11:00	174	121	144	140	579
11:00-12:00	99	131	151	114	495
12:00-13:00	148	165	128	156	597
13:00-14:00	172	120	133	121	546
14:00-15:00	152	188	144	163	647
15:00-16:00	249	230	410	335	1,224
16:00-17:00	187	149	135	144	615
17:00-18:00	154	126	136	149	565
18:00-19:00	130	97	112	96	435
19:00-20:00	142	75	108	87	412
20:00-21:00	85	51	56	53	245
21:00-22:00	54	44	59	76	233
22:00-23:00	78	41	80	43	242
23:00-24:00	53	21	31	27	132
Total					10,959
AM Peak					07:30-08:30 1,249
PM Peak					15:00-16:00 1,224

COUNT DATA INFO	
Count Status	Accepted
Start Date	Tue 5/21/2019
End Date	Wed 5/22/2019
Start Time	11:15:00 AM
End Time	11:15:00 AM
Direction	
Notes	
Station	000000000000
Study	
Speed Limit	
Description	
Sensor Type	
Source	
Latitude,Longitude	

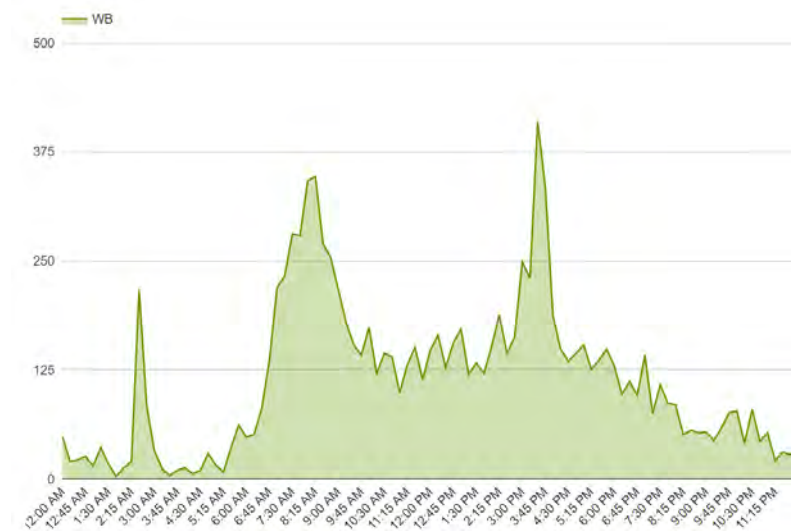
TYPICAL TRAFFIC CAPACITY:

- Traffic capacity for 2-lane corridor (with left turn lanes): 18,300 vehicles per day
- Theoretical maximum saturation flow rate per lane is 1,900 vehicles per hour per lane

NOTE: To access the details of each of these reports please visit <https://semcog.org/traffic-counts>

AADT Traffic Count (Westbound)	8,950 cars
Total Traffic Count (Westbound)	10,959 cars
AM Peak	7:30-8:30
PM Peak	3:00-4:00

HOURLY TRAFFIC COUNTS HAVE NOT REACHED MAXIMUM SATURATION FLOW RATES



VAN DYKE STREET TRAFFIC & SPEED TABLES

(2016) VAN DYKE TRAFFIC COUNT

Northbound Traffic Tue 04/01/2016

SEMCOG MS2
Transportation Data Management System

Home TSMS TCLS TTDS PMS PMDS RSMS NMDS PMMS WOTS RTTV
Back Login

Volume Count Report

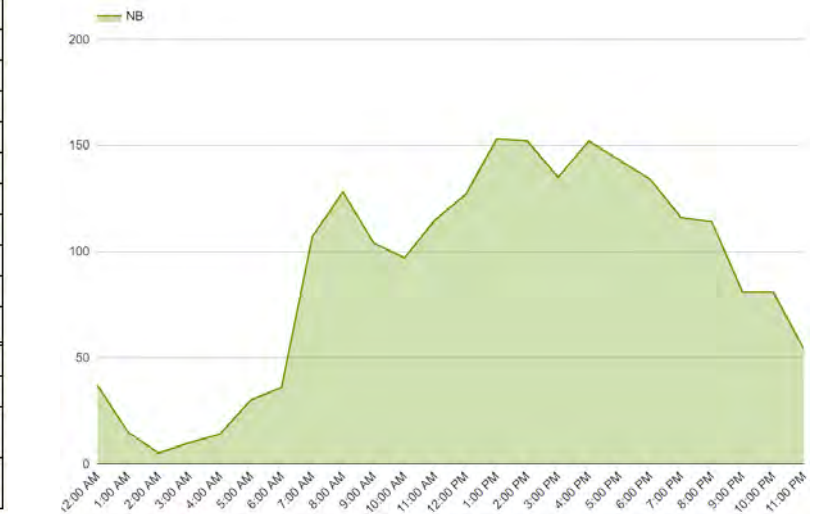
LOCATION INFO	
Location ID	6951
Type	LINK
Funct'l Class	-
Located On	Van Dyke
Loc On Alias	
From Road	Kercheval
To Road	ST PAUL
Direction	NB
County	Wayne
Community	Detroit
MPO ID	35593
HPMS ID	
Agency	City of Detroit

COUNT DATA INFO	
Count Status	Accepted
Start Date	Tue 4/5/2016
End Date	Wed 4/6/2016
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	
Station	
Study	
Speed Limit	
Description	
Sensor Type	
Source	
Latitude,Longitude	

INTERVAL:60-MIN	
Time	Hourly Count
0:00-1:00	37
1:00-2:00	15
2:00-3:00	5
3:00-4:00	10
4:00-5:00	14
5:00-6:00	30
6:00-7:00	36
7:00-8:00	107
8:00-9:00	128
9:00-10:00	104
10:00-11:00	97
11:00-12:00	115
12:00-13:00	127
13:00-14:00	153
14:00-15:00	152
15:00-16:00	135
16:00-17:00	152
17:00-18:00	143
18:00-19:00	134
19:00-20:00	116
20:00-21:00	114
21:00-22:00	81
22:00-23:00	81
23:00-24:00	54
Total	2,140
AADT	
AM Peak	08:00-09:00 128
PM Peak	13:00-14:00 153



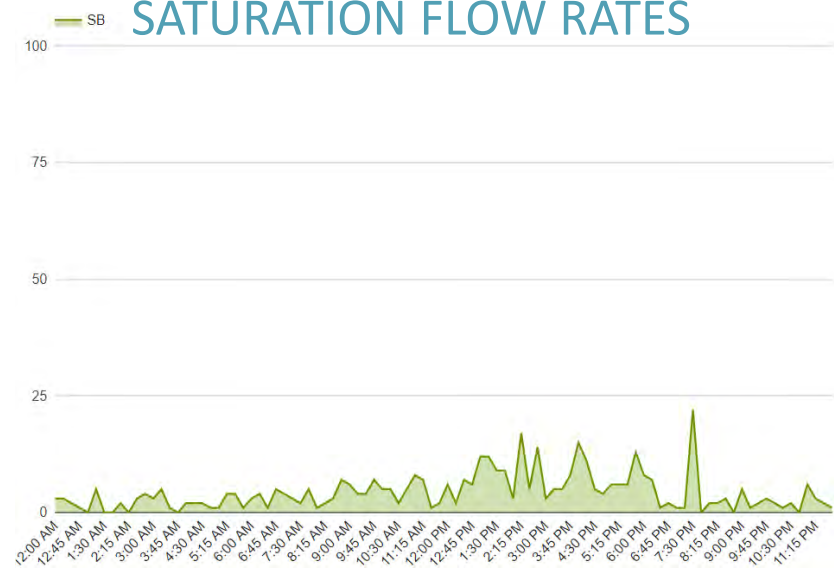
HOURLY TRAFFIC COUNTS HAVE NOT REACHED MAXIMUM SATURATION FLOW RATES



(2016) VAN DYKE TRAFFIC COUNT
Southbound Traffic Fri 04/01/2016



HOURLY TRAFFIC COUNTS HAVE NOT REACHED MAXIMUM SATURATION FLOW RATES



SEMCOG **MS2**
Transportation Data Management System

Home TSMS TELS TTDS PMS PMDS RSMS TMDS PMMS WOTS RTTV

Back Login

Volume Count Report

LOCATION INFO	
Location ID	6950
Type	LINK
Funct'l Class	-
Located On	Van Dyke
Loc On Alias	
From Road	Kercheval
To Road	ST PAUL
Direction	SB
County	Wayne
Community	Detroit
MPO ID	35592
HPMS ID	
Agency	City of Detroit

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	25	23	20	16	84
1:00-2:00	13	19	6	9	47
2:00-3:00	8	8	13	15	44
3:00-4:00	19	17	4	7	47
4:00-5:00	9	7	7	7	30
5:00-6:00	6	10	11	2	29
6:00-7:00	10	8	6	18	42
7:00-8:00	17	9	10	17	53
8:00-9:00	14	14	13	18	59
9:00-10:00	25	17	20	19	81
10:00-11:00	32	23	29	41	125
11:00-12:00	39	33	30	39	141
12:00-13:00	38	45	44	45	172
13:00-14:00	51	54	47	44	196
14:00-15:00	56	51	47	63	217
15:00-16:00	41	33	39	39	152
16:00-17:00	63	63	57	47	230
17:00-18:00	46	59	55	52	212
18:00-19:00	47	59	42	47	195
19:00-20:00	36	43	58	31	168
20:00-21:00	48	46	42	30	166
21:00-22:00	40	27	35	24	126
22:00-23:00	29	20	27	29	105
23:00-24:00	30	25	20	16	91
Total					2,812
AADT					
AM Peak					11:45-12:45 166
PM Peak					16:00-17:00 230

COUNT DATA INFO	
Count Status	Accepted
Start Date	Fri 4/1/2016
End Date	Sat 4/2/2016
Start Time	4:15:00 PM
End Time	4:15:00 PM
Direction	
Notes	
Station	
Study	
Speed Limit	
Description	
Sensor Type	
Source	
Latitude, Longitude	

(2016) VAN DYKE SPEED REPORT
Southbound Speed Fri 04/01/2016

SEMCOG **MS2**
Transportation Data Management System

Home TSMS TELS TTDS PMS PMDS RSMS NMDS PMMS WOTS RTTV

Back Login

Speed Report

Location ID	6950	Located On	Van Dyke	County	Wayne
Counted By		Between	Kercheval	Community	Detroit
Start Date	Fri 4/1/2016	And	ST PAUL	Station	
Start Time	4:15:00 PM	Direction	SB	Agency	City of Detroit
Source		Sensor Type			
85%tile Speed	27	Count Status	Accepted	Pace Speed	21 - 31
Display Interval:	60 Min				

Directions: SB

Count Navigation: << < > >> | Count Type: SPEED

Start Time	Speed Range (mph)													TOTAL		
	0-2	3-5	6-8	9-11	12-14	15-17	18-20	21-23	24-26	27-29	30-32	33-35	36-38		39+	
12:00 AM	9	0	0	0	0	3	7	11	23	18	8	2	2	1	0	84
1:00 AM	5	0	0	1	2	3	1	5	15	11	2	1	1	0	0	47
2:00 AM	9	0	0	1	1	1	3	3	9	6	8	3	0	0	0	44
3:00 AM	9	0	0	0	0	1	1	10	10	4	3	3	4	2	0	47
4:00 AM	7	0	0	0	0	2	0	3	7	5	5	0	1	0	0	30
5:00 AM	10	0	0	1	0	0	1	3	8	5	1	0	0	0	0	29
6:00 AM	13	0	0	1	1	1	4	6	5	6	2	2	1	0	0	42
7:00 AM	14	0	0	1	2	6	8	10	5	6	0	1	0	0	0	53
8:00 AM	13	0	1	0	0	1	9	8	10	8	6	2	0	1	0	59
9:00 AM	21	0	1	1	1	3	7	8	21	11	5	1	1	0	0	81
10:00 AM	17	0	0	2	3	5	15	30	37	12	2	2	0	0	0	125
11:00 AM	18	0	0	6	7	5	23	28	36	14	3	1	0	0	0	141
12:00 PM	21	1	1	2	1	8	36	41	34	19	8	0	0	0	0	172
1:00 PM	42	0	3	1	6	18	41	32	35	11	5	1	1	0	0	196
2:00 PM	39	0	1	5	3	8	29	50	40	31	10	1	0	0	0	217
3:00 PM	21	0	0	2	4	22	29	26	21	17	7	2	1	0	0	152
4:00 PM	35	0	4	7	17	17	36	48	35	20	5	5	1	0	0	230
5:00 PM	31	0	3	2	3	5	26	50	46	31	12	1	2	0	0	212
6:00 PM	18	0	0	1	2	3	18	45	52	37	16	3	0	0	0	195
7:00 PM	24	0	0	4	9	13	14	42	29	24	7	2	0	0	0	168
8:00 PM	7	0	0	0	1	5	20	47	44	24	13	4	1	0	0	166
9:00 PM	11	0	1	1	1	4	16	20	44	23	3	1	0	1	0	126
10:00 PM	5	0	0	0	0	1	9	26	33	18	9	4	0	0	0	105
11:00 PM	12	0	0	0	0	2	7	18	19	24	6	3	0	0	0	91
TOTAL	411	1	15	38	63	133	358	568	623	384	152	44	17	5	0	2812

TYPICAL TRAFFIC CAPACITY:
Theoretical maximum saturation flow rate per lane is 1,900 vehicles per hour per lane

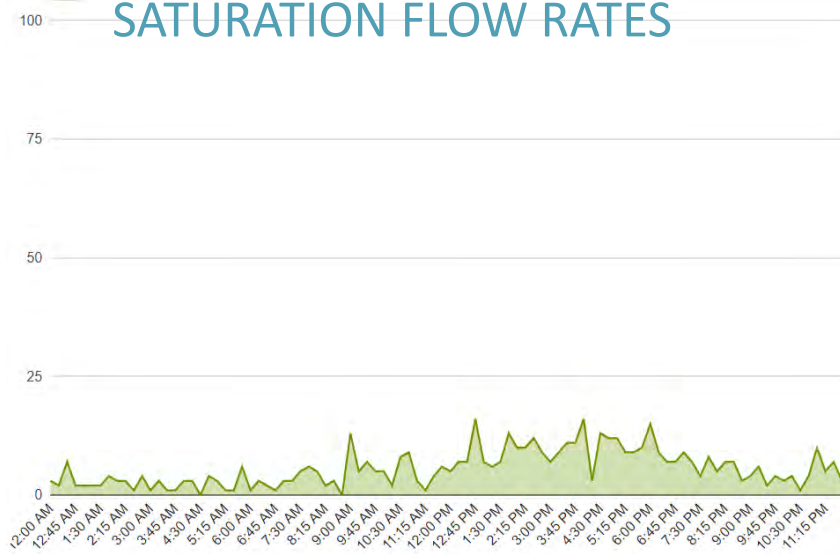
Total Traffic Count (Southbound)	2,812 cars
AM Peak	11:45-12:45
PM Peak	4:00-5:00
Van Dyke Speed Limit	25 mile/h
Percent Within Speed Limit	78.59%
Percent Over Speed Limit	21.41%

(2016) VAN DYKE TRAFFIC COUNT

Southbound Traffic Sat 04/02/2016



HOURLY TRAFFIC COUNTS HAVE NOT REACHED MAXIMUM SATURATION FLOW RATES



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 Transportation Data Management System
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Volume Count Report

LOCATION INFO	
Location ID	6950
Type	LINK
Funct'l Class	-
Located On	Van Dyke
Loc On Alias	
From Road	Kercheval
To Road	ST PAUL
Direction	SB
County	Wayne
Community	Detroit
MPO ID	35592
HPMS ID	
Agency	City of Detroit

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	19	11	23	12	65
1:00-2:00	11	13	16	14	54
2:00-3:00	11	8	9	12	40
3:00-4:00	8	13	4	3	28
4:00-5:00	7	7	1	6	21
5:00-6:00	4	5	6	11	26
6:00-7:00	4	5	6	7	22
7:00-8:00	10	11	17	17	55
8:00-9:00	15	11	12	11	49
9:00-10:00	29	18	22	23	92
10:00-11:00	25	13	25	33	96
11:00-12:00	49	22	15	45	131
12:00-13:00	21	38	39	48	146
13:00-14:00	47	42	62	44	195
14:00-15:00	50	36	45	53	184
15:00-16:00	42	47	49	39	177
16:00-17:00	58	50	60	64	232
17:00-18:00	49	48	48	51	196
18:00-19:00	49	32	35	42	158
19:00-20:00	50	36	40	43	169
20:00-21:00	34	34	36	24	128
21:00-22:00	31	26	25	28	110
22:00-23:00	18	24	18	25	85
23:00-24:00	36	23	25	18	102
Total					2,561
AADT					
AM Peak					11:45-12:45 143
PM Peak					16:00-17:00 232

COUNT DATA INFO	
Count Status	Accepted
Start Date	Sat 4/2/2016
End Date	Sun 4/3/2016
Start Time	4:15:00 PM
End Time	4:15:00 PM
Direction	
Notes	
Station	
Study	
Speed Limit	
Description	
Sensor Type	
Source	
Latitude,Longitude	

(2016) VAN DYKE SPEED REPORT

Southbound Speed Sat 04/02/2016

SEMCOG **MS2**
 Transportation Data Management System
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Speed Report

Location ID	6950	Located On	Van Dyke	County	Wayne
Counted By		Between	Kercheval	Community	Detroit
Start Date	Sat 4/2/2016	And	ST PAUL	Station	
Start Time	4:15:00 PM	Direction	SB	Agency	City of Detroit
Source		Sensor Type			
85%tile Speed	27	Count Status	Accepted	Pace Speed	21 - 31
Display Interval:	60 Min				

Directions: **SB**

Count Navigation: <<< < > >>> Count Type: SPEED

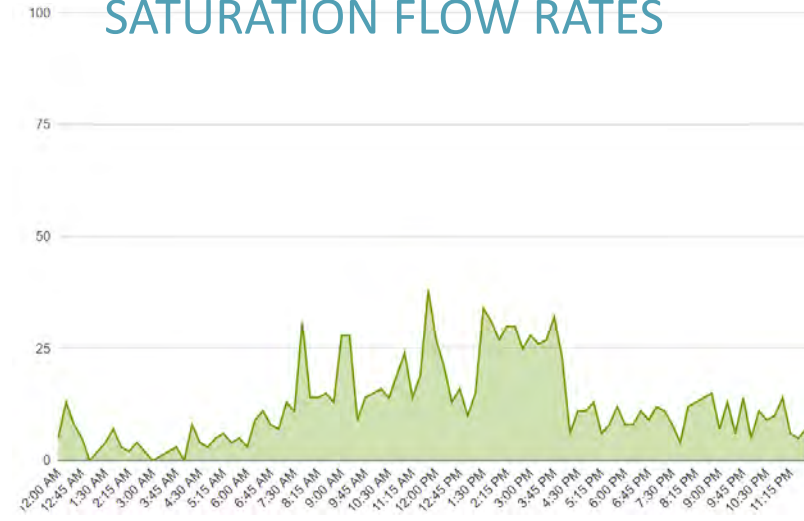
Start Time	Speed Range (mph)															TOTAL
	0-2	3-5	6-8	9-11	12-14	15-17	18-20	21-23	24-26	27-29	30-32	33-35	36-38	39+		
12:00 AM	14	0	0	0	2	1	5	13	18	8	2	1	0	1	0	65
1:00 AM	10	0	0	0	0	1	4	9	13	10	5	1	0	1	0	54
2:00 AM	11	0	0	0	0	1	0	8	10	5	3	0	1	1	0	40
3:00 AM	6	0	0	0	0	0	4	5	7	4	1	0	0	1	0	28
4:00 AM	10	0	0	0	0	0	4	2	2	0	2	0	1	0	0	21
5:00 AM	11	0	0	0	0	0	4	3	6	1	0	1	0	0	0	26
6:00 AM	7	0	0	1	0	0	1	1	3	5	1	2	1	0	0	22
7:00 AM	17	0	0	0	0	0	3	8	8	10	7	2	0	0	0	55
8:00 AM	10	0	0	0	0	1	5	7	7	9	8	2	0	0	0	49
9:00 AM	30	0	1	0	0	3	7	10	20	12	7	2	0	0	0	92
10:00 AM	24	0	0	0	1	3	10	18	21	12	3	4	0	0	0	96
11:00 AM	14	0	0	2	2	6	13	30	42	11	8	2	0	1	0	131
12:00 PM	35	0	0	0	2	3	19	29	32	15	9	1	1	0	0	146
1:00 PM	33	0	0	0	7	9	27	48	46	19	6	0	0	0	0	195
2:00 PM	41	0	0	5	8	9	17	46	27	27	2	1	1	0	0	184
3:00 PM	38	0	0	0	1	8	11	27	47	35	8	2	0	0	0	177
4:00 PM	44	0	2	7	6	7	39	48	40	27	8	4	0	0	0	232
5:00 PM	40	0	1	0	3	13	22	46	37	24	9	0	1	0	0	196
6:00 PM	38	0	0	3	2	3	24	28	32	22	3	3	0	0	0	158
7:00 PM	28	0	0	2	3	8	28	44	25	22	8	1	0	0	0	169
8:00 PM	22	0	0	0	2	2	13	28	35	16	7	2	0	1	0	128
9:00 PM	16	0	0	0	2	0	16	19	26	22	6	3	0	0	0	110
10:00 PM	12	0	0	0	0	2	9	23	20	15	4	0	0	0	0	85
11:00 PM	25	0	0	1	1	8	18	21	14	9	4	1	0	0	0	102
TOTAL	536	0	4	21	42	88	299	523	538	342	119	37	5	7	0	2561

Total Traffic Count (Southbound)	2,561 cars
AM Peak	11:45-12:45
PM Peak	4:00-5:00
Van Dyke Speed Limit	25 mile/h
Percent Within Speed Limit	80.09%
Percent Over Speed Limit	19.91%

(2016) VAN DYKE TRAFFIC COUNT
Southbound Traffic Sun 04/03/2016



HOURLY TRAFFIC COUNTS HAVE NOT REACHED MAXIMUM SATURATION FLOW RATES



SEMCOG **MS2**
TCDS Help Refresh
Transportation Data Management System

Home TSMS TCLS TTDS PMS PMDS RSMS NMDS PMMS WOTS RTTV
Back Login

Volume Count Report

LOCATION INFO	
Location ID	6950
Type	LINK
Funct'l Class	-
Located On	Van Dyke
Loc On Alias	
From Road	Kercheval
To Road	ST PAUL
Direction	SB
County	Wayne
Community	Detroit
MPO ID	35592
HPMS ID	
Agency	City of Detroit

INTERVAL: 15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	14	18	17	11	60
1:00-2:00	4	5	9	10	28
2:00-3:00	6	11	7	5	29
3:00-4:00	4	3	8	7	22
4:00-5:00	3	13	6	6	28
5:00-6:00	8	12	9	14	43
6:00-7:00	9	15	22	23	69
7:00-8:00	24	44	42	83	193
8:00-9:00	52	59	57	57	225
9:00-10:00	69	75	47	54	245
10:00-11:00	52	42	41	51	186
11:00-12:00	59	47	54	83	243
12:00-13:00	58	51	59	56	224
13:00-14:00	55	46	73	69	243
14:00-15:00	64	67	64	68	263
15:00-16:00	65	62	57	73	257
16:00-17:00	54	44	39	44	181
17:00-18:00	34	35	45	35	149
18:00-19:00	36	34	33	33	136
19:00-20:00	40	39	38	19	136
20:00-21:00	41	41	38	44	164
21:00-22:00	20	39	22	33	114
22:00-23:00	22	30	25	35	112
23:00-24:00	36	19	21	18	94

COUNT DATA INFO	
Count Status	Accepted
Start Date	Sun 4/3/2016
End Date	Mon 4/4/2016
Start Time	4:15:00 PM
End Time	4:15:00 PM
Direction	
Notes	
Station	
Study	
Speed Limit	
Description	
Sensor Type	
Source	
Latitude, Longitude	

Total	3,444
AADT	
AM Peak	08:30-09:30 258
PM Peak	13:30-14:30 273

(2016) VAN DYKE SPEED REPORT
Southbound Speed Sun 04/03/2016

SEMCOG **MS2**
TCDS Help Refresh
Transportation Data Management System

Home TSMS TCLS TTDS PMS PMDS RSMS NMDS PMMS WOTS RTTV
Back Login

Speed Report

Location ID	6950	Located On	Van Dyke	County	Wayne
Counted By		Between	Kercheval	Community	Detroit
Start Date	Sun 4/3/2016	And	ST PAUL	Station	
Start Time	4:15:00 PM	Direction	SB	Agency	City of Detroit
Source		Sensor Type			
85%tile Speed	26	Count Status	Accepted	Pace Speed	21 - 31
Display Interval:	60 Min				

Directions: **SB**

Count Navigation: << < > >> Count Type: SPEED

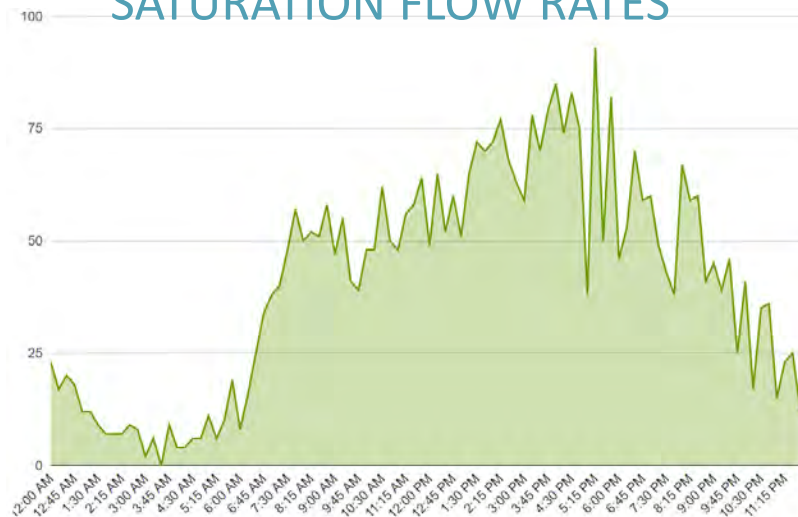
Start Time	Speed Range (mph)														TOTAL
	0-2	3-5	6-8	9-11	12-14	15-17	18-20	21-23	24-26	27-29	30-32	33-35	36-38	39+	
12:00 AM	31	0	0	0	0	0	3	12	8	4	2	0	0	0	60
1:00 AM	13	0	0	0	0	1	2	3	2	7	0	0	0	0	28
2:00 AM	11	0	0	0	0	0	2	7	5	4	0	0	0	0	29
3:00 AM	6	0	0	0	0	0	3	4	2	4	1	1	0	1	22
4:00 AM	15	0	0	0	0	1	2	1	2	5	2	0	0	0	28
5:00 AM	20	0	0	0	0	1	2	4	7	6	2	0	1	0	43
6:00 AM	31	0	0	0	1	1	3	6	14	9	4	0	0	0	69
7:00 AM	62	0	0	0	0	2	8	39	47	21	12	1	1	0	193
8:00 AM	56	0	0	1	1	5	13	52	62	26	7	2	0	0	225
9:00 AM	79	0	0	1	2	6	25	40	62	22	4	3	1	0	245
10:00 AM	64	0	1	0	1	4	15	41	35	16	6	2	1	0	186
11:00 AM	95	1	0	3	5	10	27	40	40	19	3	0	0	0	243
12:00 PM	77	3	1	2	6	4	31	48	42	9	1	0	0	0	224
1:00 PM	90	0	3	0	1	4	17	52	46	23	4	2	1	0	243
2:00 PM	112	0	1	1	5	10	27	36	44	18	9	0	0	0	263
3:00 PM	113	2	1	2	3	14	24	45	28	17	8	0	0	0	257
4:00 PM	51	0	0	1	0	6	15	36	42	22	5	3	0	0	181
5:00 PM	39	0	0	0	0	1	12	23	31	28	12	1	2	0	149
6:00 PM	36	0	0	0	1	2	14	21	38	19	4	1	0	0	136
7:00 PM	35	0	0	0	0	2	13	27	37	15	4	2	1	0	136
8:00 PM	54	0	0	0	0	2	16	41	27	20	1	3	0	0	164
9:00 PM	40	0	0	0	0	1	8	18	30	13	3	1	0	0	114
10:00 PM	35	0	0	0	0	2	11	22	24	13	5	0	0	0	112
11:00 PM	32	0	0	0	0	0	11	11	22	11	4	2	1	0	94
TOTAL	1197	6	7	11	26	79	302	624	699	352	107	24	9	1	3444

Total Traffic Count (Southbound)	3,444 cars
AM Peak	8:30-9:30
PM Peak	1:30-2:30
Van Dyke Speed Limit	25 mile/h
Percent Within Speed Limit	85.69%
Percent Over Speed Limit	14.31%

(2016) VAN DYKE TRAFFIC COUNT
Southbound Traffic Mon 04/04/2016



HOURLY TRAFFIC COUNTS HAVE NOT REACHED MAXIMUM SATURATION FLOW RATES



SEMCOG **MS2**
TCDS Help Refresh
Transportation Data Management System

Home TSMS TCLS TTDS PMS PMDS RSMS NMDS PMMS WOTS RTTV
Back Login

Volume Count Report

LOCATION INFO	
Location ID	6950
Type	LINK
Funct'l Class	-
Located On	Van Dyke
Loc On Alias	
From Road	Kercheval
To Road	ST PAUL
Direction	SB
County	Wayne
Community	Detroit
MPO ID	35592
HPMS ID	
Agency	City of Detroit

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	23	17	20	18	78
1:00-2:00	12	12	9	7	40
2:00-3:00	7	7	9	8	31
3:00-4:00	2	6	0	9	17
4:00-5:00	4	4	6	6	20
5:00-6:00	11	6	10	19	46
6:00-7:00	8	16	25	34	83
7:00-8:00	38	40	48	57	183
8:00-9:00	50	52	51	58	211
9:00-10:00	47	55	41	39	182
10:00-11:00	48	48	62	50	208
11:00-12:00	48	56	58	64	226
12:00-13:00	49	65	52	60	226
13:00-14:00	51	65	72	70	258
14:00-15:00	72	77	68	63	280
15:00-16:00	59	78	70	79	286
16:00-17:00	85	74	83	75	317
17:00-18:00	38	93	50	82	263
18:00-19:00	46	53	70	59	228
19:00-20:00	60	49	43	38	190
20:00-21:00	67	59	60	41	227
21:00-22:00	45	39	46	25	155
22:00-23:00	41	17	35	36	129
23:00-24:00	15	23	25	12	75
Total					3,959
AADT					
AM Peak					11:30-12:30 236
PM Peak					15:45-16:45 321

COUNT DATA INFO	
Count Status	Accepted
Start Date	Mon 4/4/2016
End Date	Tue 4/5/2016
Start Time	4:15:00 PM
End Time	4:15:00 PM
Direction	
Notes	
Station	
Study	
Speed Limit	
Description	
Sensor Type	
Source	
Latitude,Longitude	

(2016) VAN DYKE SPEED REPORT
Southbound Speed Mon 04/04/2016

SEMCOG **MS2**
TCDS Help Refresh
Transportation Data Management System

Home TSMS TCLS TTDS PMS PMDS RSMS NMDS PMMS WOTS RTTV
Back Login

Speed Report

Location ID	6950	Located On	Van Dyke	County	Wayne
Counted By		Between	Kercheval	Community	Detroit
Start Date	Mon 4/4/2016	And	ST PAUL	Station	
Start Time	4:15:00 PM	Direction	SB	Agency	City of Detroit
Source		Sensor Type			
85%tile Speed	26	Count Status	Accepted	Pace Speed	21 - 31
Display Interval:	60 Min				

Directions: **SB** ?

Count Navigation: << < > >> | Count Type: SPEED

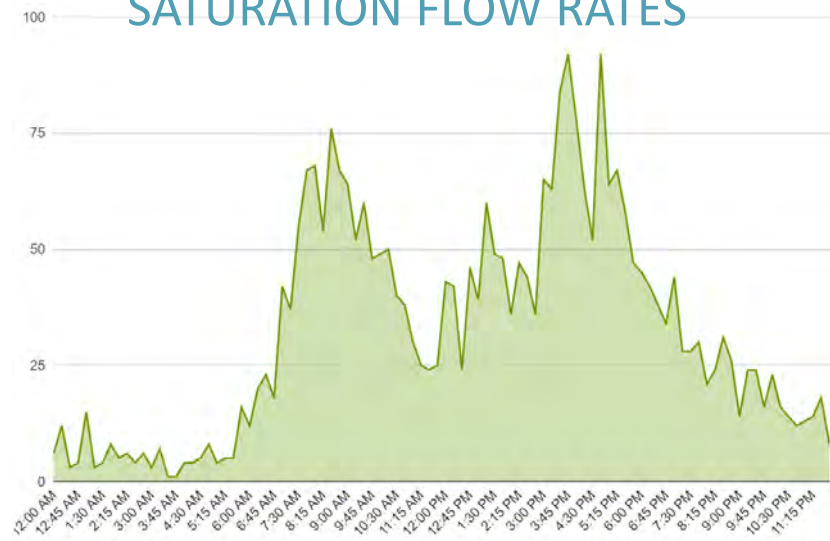
Start Time	Speed Range (mph)														TOTAL	
	0-2	3-5	6-8	9-11	12-14	15-17	18-20	21-23	24-26	27-29	30-32	33-35	36-38	39+		
12:00 AM	31	0	0	0	1	3	1	12	14	7	6	2	1	0	0	78
1:00 AM	19	0	0	0	0	0	1	5	8	3	3	1	0	0	40	
2:00 AM	10	0	0	0	0	1	2	1	6	6	3	1	0	1	31	
3:00 AM	9	0	0	0	1	0	1	0	0	4	1	1	0	0	17	
4:00 AM	8	0	0	0	0	0	3	0	5	2	1	1	0	0	20	
5:00 AM	19	0	0	0	0	0	3	7	6	2	3	4	2	0	46	
6:00 AM	28	0	0	0	0	2	3	11	20	12	6	1	0	0	83	
7:00 AM	46	0	0	0	0	6	10	27	54	27	8	3	1	1	183	
8:00 AM	42	0	0	1	1	2	13	40	77	26	5	3	1	0	211	
9:00 AM	67	0	2	0	0	4	11	23	49	23	3	0	0	0	182	
10:00 AM	79	0	0	0	0	12	14	42	38	18	4	0	1	0	208	
11:00 AM	78	0	2	0	1	7	18	48	36	24	8	2	2	0	226	
12:00 PM	76	0	0	1	1	8	23	43	43	21	7	2	1	0	226	
1:00 PM	105	0	0	0	5	10	29	48	35	19	7	0	0	0	258	
2:00 PM	127	0	0	2	3	9	34	54	37	7	5	1	1	0	280	
3:00 PM	126	1	1	1	4	10	12	68	42	15	6	0	0	0	286	
4:00 PM	137	0	1	0	2	9	17	50	67	29	5	0	0	0	317	
5:00 PM	129	0	0	3	5	3	16	30	47	18	10	0	2	0	263	
6:00 PM	132	0	0	1	1	4	21	25	18	15	10	1	0	0	228	
7:00 PM	77	0	1	1	4	7	17	26	30	22	5	0	0	0	190	
8:00 PM	95	0	2	0	3	12	22	33	30	20	8	2	0	0	227	
9:00 PM	68	0	3	1	4	5	5	21	27	17	4	0	0	0	155	
10:00 PM	58	0	0	0	0	2	6	20	25	9	6	3	0	0	129	
11:00 PM	30	0	0	0	1	2	3	12	15	10	1	1	0	0	75	
TOTAL	1596	1	12	11	37	118	285	646	729	356	125	29	12	2	3959	

Total Traffic Count (Southbound)	3,959 cars
AM Peak	11:30-12:30
PM Peak	3:45-4:45
Van Dyke Speed Limit	25 mile/h
Percent Within Speed Limit	86.76%
Percent Over Speed Limit	13.24%

(2019) VAN DYKE @ South of Kercheval
Northbound Traffic Mon 05/20/2019



HOURLY TRAFFIC COUNTS HAVE NOT REACHED MAXIMUM SATURATION FLOW RATES



SEMCOG Transportation Data Management System

ICDS Help Refresh MS2

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Back Login

Volume Count Report

LOCATION INFO	
Location ID	7659
Type	SPOT
Funct'l Class	-
Located On	Van Dyke
Loc On Alias	
SOUTH OF	Kercheval
Direction	NB
County	Wayne
Community	Detroit
MPO ID	
HPMS ID	
Agency	City of Detroit

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	6	12	3	4	25
1:00-2:00	15	3	4	8	30
2:00-3:00	5	6	4	6	21
3:00-4:00	3	7	1	1	12
4:00-5:00	4	4	5	8	21
5:00-6:00	4	5	5	16	30
6:00-7:00	12	20	23	18	73
7:00-8:00	42	37	55	67	201
8:00-9:00	68	54	76	67	265
9:00-10:00	64	52	60	48	224
10:00-11:00	49	50	40	38	177
11:00-12:00	30	25	24	25	104
12:00-13:00	43	42	24	46	155
13:00-14:00	39	60	49	48	196
14:00-15:00	36	47	44	36	163
15:00-16:00	65	63	84	92	304
16:00-17:00	78	63	52	92	285
17:00-18:00	64	67	58	47	236
18:00-19:00	45	42	38	34	159
19:00-20:00	44	28	28	30	130
20:00-21:00	21	24	31	26	102
21:00-22:00	14	24	24	16	78
22:00-23:00	23	16	14	12	65
23:00-24:00	13	14	18	8	53
Total					3,109
AADT					
AM Peak	07:45-08:45				265
PM Peak	15:15-16:15				317

COUNT DATA INFO	
Count Status	Accepted
Start Date	Mon 5/20/2019
End Date	Tue 5/21/2019
Start Time	11:00:00 AM
End Time	11:00:00 AM
Direction	
Notes	
Station	
Study	
Speed Limit	
Description	
Sensor Type	
Source	
Latitude,Longitude	

AADT Traffic Count (Northbound)	3,440 cars
Total Traffic Count (Northbound)	3,109 cars
AM Peak	7:45-8:45
PM Peak	3:15-4:15

(2019) VAN DYKE @ South of Kercheval
Northbound Traffic Tue 05/21/2019

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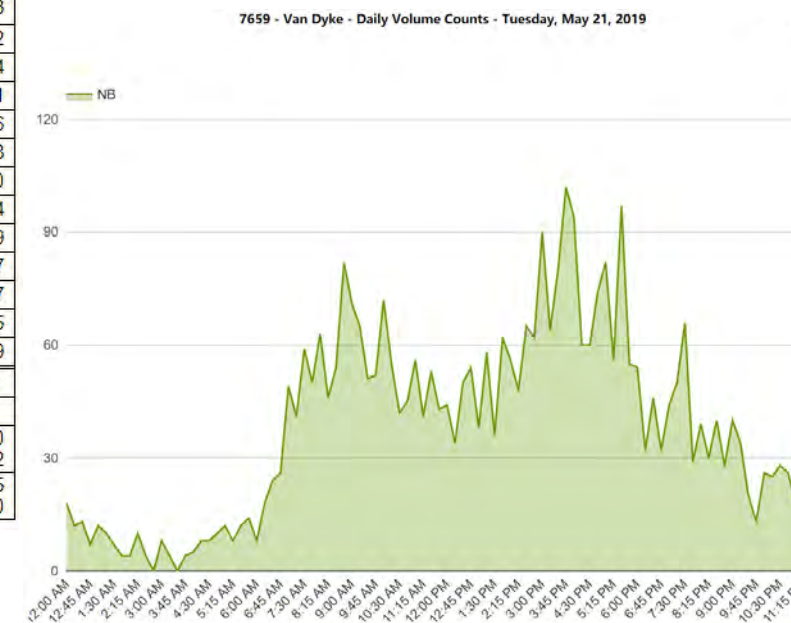
Volume Count Report

LOCATION INFO	
Location ID	7659
Type	SPOT
Funct'l Class	-
Located On	Van Dyke
Loc On Alias	
SOUTH OF	Kercheval
Direction	NB
County	Wayne
Community	Detroit
MPO ID	
HPMS ID	
Agency	City of Detroit

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	18	12	13	7	50
1:00-2:00	12	10	7	4	33
2:00-3:00	4	10	4	0	18
3:00-4:00	8	4	0	4	16
4:00-5:00	5	8	8	10	31
5:00-6:00	12	8	12	14	46
6:00-7:00	8	18	24	26	76
7:00-8:00	49	41	59	50	199
8:00-9:00	63	46	54	82	245
9:00-10:00	71	65	51	52	239
10:00-11:00	72	55	42	45	214
11:00-12:00	56	41	53	43	193
12:00-13:00	44	34	50	54	182
13:00-14:00	38	58	36	62	194
14:00-15:00	56	48	65	62	231
15:00-16:00	90	64	80	102	336
16:00-17:00	94	60	60	74	288
17:00-18:00	82	56	97	55	290
18:00-19:00	54	32	46	32	164
19:00-20:00	44	50	66	29	189
20:00-21:00	39	30	40	28	137
21:00-22:00	40	34	20	13	107
22:00-23:00	26	25	28	26	105
23:00-24:00	18	20	24	27	89
Total					3,672
AADT					
AM Peak	08:30-09:30				272
PM Peak	15:15-16:15				340

COUNT DATA INFO	
Count Status	Accepted
Start Date	Tue 5/21/2019
End Date	Wed 5/22/2019
Start Time	11:00:00 AM
End Time	11:00:00 AM
Direction	
Notes	
Station	
Study	
Speed Limit	
Description	
Sensor Type	
Source	
Latitude,Longitude	

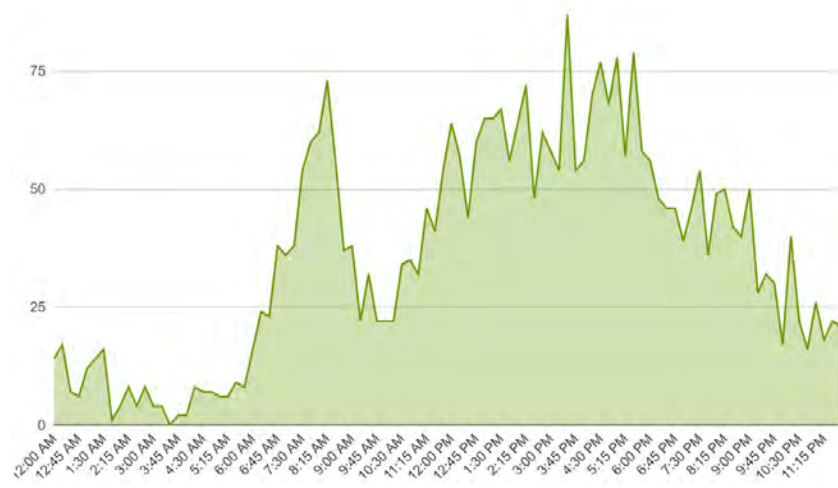
AADT Traffic Count (Northbound)	3,440 cars
Total Traffic Count (Northbound)	3,672 cars
AM Peak	8:30-9:30
PM Peak	3:15-4:15



(2019) VAN DYKE @ South of Kercheval
Northbound Traffic Wed 05/22/2019



HOURLY TRAFFIC COUNTS HAVE NOT REACHED MAXIMUM SATURATION FLOW RATES



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Transportation Data Management System
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Volume Count Report

LOCATION INFO	
Location ID	7659
Type	SPOT
Funct'l Class	-
Located On	Van Dyke
Loc On Alias	
SOUTH OF	Kercheval
Direction	NB
County	Wayne
Community	Detroit
MPO ID	
HPMS ID	
Agency	City of Detroit

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	14	17	7	6	44
1:00-2:00	12	14	16	1	43
2:00-3:00	4	8	4	8	24
3:00-4:00	4	4	0	2	10
4:00-5:00	2	8	7	7	24
5:00-6:00	6	6	9	8	29
6:00-7:00	16	24	23	38	101
7:00-8:00	36	38	54	60	188
8:00-9:00	62	73	56	37	228
9:00-10:00	38	22	32	22	114
10:00-11:00	22	22	34	35	113
11:00-12:00	32	46	41	54	173
12:00-13:00	64	57	44	60	225
13:00-14:00	65	65	67	56	253
14:00-15:00	64	72	48	62	246
15:00-16:00	58	54	87	54	253
16:00-17:00	56	70	77	68	271
17:00-18:00	78	57	79	58	272
18:00-19:00	56	48	46	46	196
19:00-20:00	39	46	54	36	175
20:00-21:00	49	50	42	40	181
21:00-22:00	50	28	32	30	140
22:00-23:00	17	40	22	16	95
23:00-24:00	26	18	22	21	87
Total					3,485
AADT					
AM Peak	07:45-08:45				251
PM Peak	16:15-17:15				293

COUNT DATA INFO	
Count Status	Accepted
Start Date	Wed 5/22/2019
End Date	Thu 5/23/2019
Start Time	11:00:00 AM
End Time	11:00:00 AM
Direction	
Notes	
Station	
Study	
Speed Limit	
Description	
Sensor Type	
Source	
Latitude,Longitude	

AADT Traffic Count (Northbound)	3,440 cars
Total Traffic Count (Northbound)	3,485 cars
AM Peak	7:45-8:45
PM Peak	4:15-5:15

(2019) VAN DYKE @ South of Kercheval
Northbound Traffic Thu 05/23/2019

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Transportation Data Management System
Home TSMS TCLS TTDS PMS PMDS RSMS NMDS PMMS WOTS RTTV
Back Login

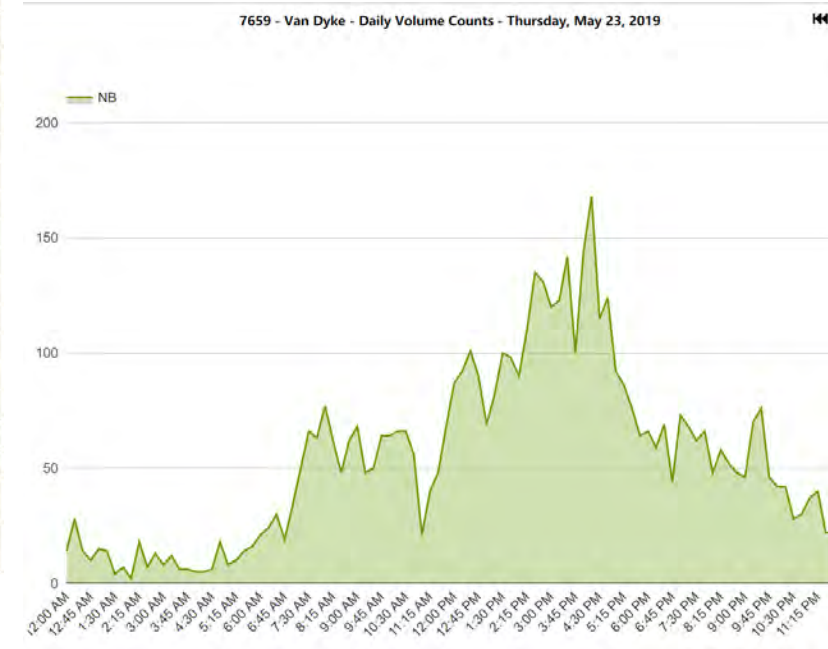
Volume Count Report

LOCATION INFO	
Location ID	7659
Type	SPOT
Funct'l Class	-
Located On	Van Dyke
Loc On Alias	
SOUTH OF	Kercheval
Direction	NB
County	Wayne
Community	Detroit
MPO ID	
HPMS ID	
Agency	City of Detroit

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	14	28	14	10	66
1:00-2:00	15	14	4	7	40
2:00-3:00	2	18	7	13	40
3:00-4:00	8	12	6	6	32
4:00-5:00	5	5	6	18	34
5:00-6:00	8	10	14	16	48
6:00-7:00	21	24	30	19	94
7:00-8:00	34	50	66	63	213
8:00-9:00	77	62	48	62	249
9:00-10:00	68	48	50	64	230
10:00-11:00	64	66	66	56	252
11:00-12:00	21	40	48	68	177
12:00-13:00	87	92	101	90	370
13:00-14:00	69	82	100	98	349
14:00-15:00	90	110	135	131	466
15:00-16:00	120	123	142	100	485
16:00-17:00	144	168	115	124	551
17:00-18:00	92	86	76	64	318
18:00-19:00	66	59	69	44	238
19:00-20:00	73	68	62	66	269
20:00-21:00	48	58	52	48	206
21:00-22:00	46	70	76	46	238
22:00-23:00	42	42	28	30	142
23:00-24:00	37	40	22	22	121
Total					5,228
AADT					
AM Peak	11:45-12:45				348
PM Peak	15:30-16:30				554

COUNT DATA INFO	
Count Status	Accepted
Start Date	Thu 5/23/2019
End Date	Fri 5/24/2019
Start Time	11:00:00 AM
End Time	11:00:00 AM
Direction	
Notes	
Station	
Study	
Speed Limit	
Description	
Sensor Type	
Source	
Latitude,Longitude	

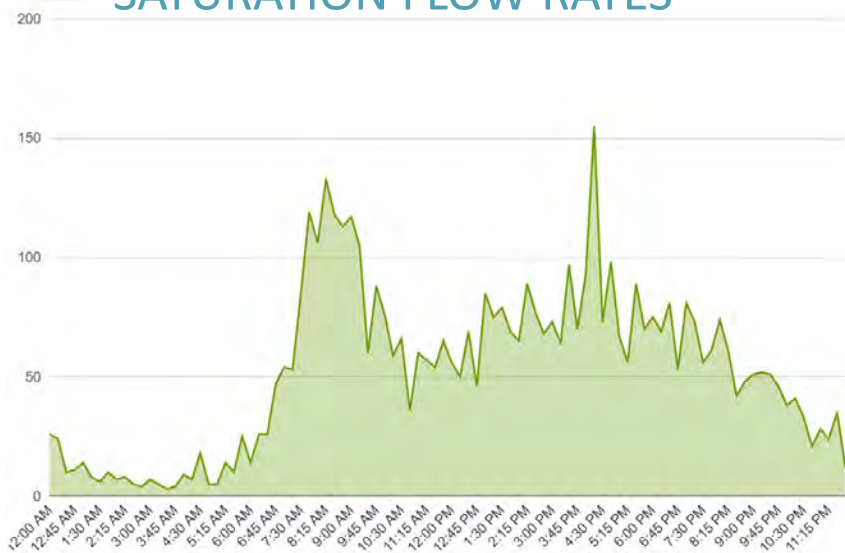
AADT Traffic Count (Northbound)	3,440 cars
Total Traffic Count (Northbound)	5,228 cars
AM Peak	11:45-12:45
PM Peak	3:30-4:30



(2019) VAN DYKE @ North of Kercheval
Southbound Traffic Wed 05/29/2019



HOURLY TRAFFIC COUNTS HAVE NOT REACHED MAXIMUM SATURATION FLOW RATES



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Volume Count Report

LOCATION INFO	
Location ID	7658
Type	SPOT
Funct'l Class	-
Located On	Van Dyke
Loc On Alias	
NORTH OF	Kercheval
Direction	SB
County	Wayne
Community	Detroit
MPO ID	
HPMS ID	
Agency	City of Detroit

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	26	24	10	11	71
1:00-2:00	14	8	6	10	38
2:00-3:00	7	8	5	4	24
3:00-4:00	7	5	3	4	19
4:00-5:00	9	7	18	5	39
5:00-6:00	5	14	10	25	54
6:00-7:00	14	26	26	47	113
7:00-8:00	54	53	85	119	311
8:00-9:00	106	133	118	113	470
9:00-10:00	117	105	60	88	370
10:00-11:00	76	59	66	36	237
11:00-12:00	60	57	54	65	236
12:00-13:00	56	50	69	46	221
13:00-14:00	85	75	79	69	308
14:00-15:00	65	89	77	68	299
15:00-16:00	73	64	97	70	304
16:00-17:00	93	155	73	98	419
17:00-18:00	67	56	89	70	282
18:00-19:00	75	69	81	53	278
19:00-20:00	81	73	56	61	271
20:00-21:00	74	61	42	48	225
21:00-22:00	51	52	51	46	200
22:00-23:00	38	41	33	21	133
23:00-24:00	28	24	35	12	99
Total					5,021
AADT					
AM Peak					08:15-09:15 481
PM Peak					16:00-17:00 419

COUNT DATA INFO	
Count Status	Accepted
Start Date	Wed 5/29/2019
End Date	Thu 5/30/2019
Start Time	9:30:00 AM
End Time	9:30:00 AM
Direction	
Notes	
Station	000000000000
Study	
Speed Limit	
Description	
Sensor Type	
Source	
Latitude,Longitude	

AADT Traffic Count (Southbound)	4,750 cars
Total Traffic Count (Southbound)	5,021 cars
AM Peak	8:15-9:15
PM Peak	4:00-5:00

(2019) VAN DYKE @ North of Kercheval
Southbound Traffic Thu 05/30/2019

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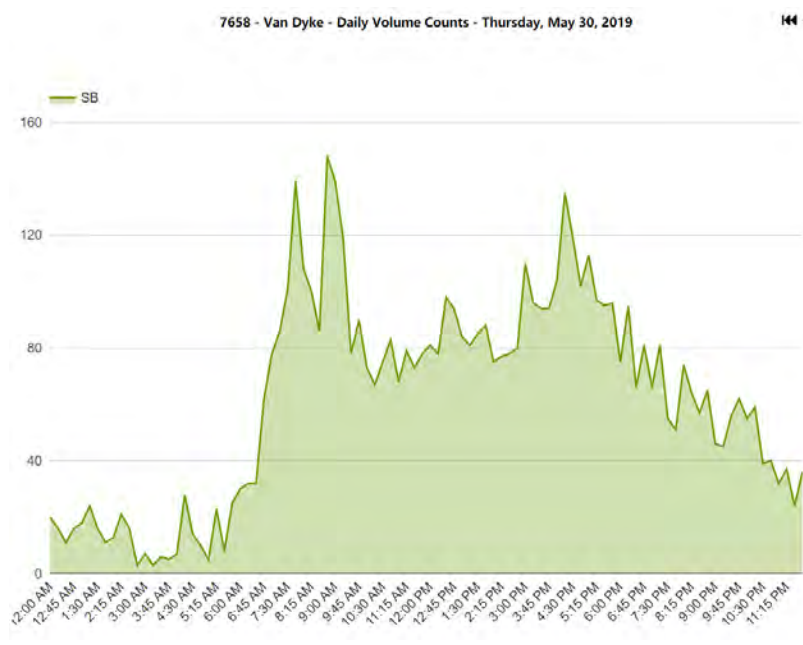
Volume Count Report

LOCATION INFO	
Location ID	7658
Type	SPOT
Funct'l Class	-
Located On	Van Dyke
Loc On Alias	
NORTH OF	Kercheval
Direction	SB
County	Wayne
Community	Detroit
MPO ID	
HPMS ID	
Agency	City of Detroit

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	20	16	11	16	63
1:00-2:00	18	24	16	11	69
2:00-3:00	13	21	16	3	53
3:00-4:00	7	3	6	5	21
4:00-5:00	7	28	14	10	59
5:00-6:00	5	23	8	25	61
6:00-7:00	30	32	32	62	156
7:00-8:00	78	86	101	139	404
8:00-9:00	108	100	86	148	442
9:00-10:00	139	119	78	90	426
10:00-11:00	73	67	75	83	298
11:00-12:00	68	79	73	78	298
12:00-13:00	81	78	98	94	351
13:00-14:00	84	81	85	88	338
14:00-15:00	75	77	78	80	310
15:00-16:00	110	96	94	94	394
16:00-17:00	104	135	119	102	460
17:00-18:00	113	97	95	96	401
18:00-19:00	75	95	66	81	317
19:00-20:00	66	81	55	51	253
20:00-21:00	74	64	57	65	260
21:00-22:00	46	45	56	62	209
22:00-23:00	55	59	39	40	193
23:00-24:00	32	37	24	36	129
Total					5,965
AADT					
AM Peak					08:30-09:30 492
PM Peak					16:15-17:15 469

COUNT DATA INFO	
Count Status	Accepted
Start Date	Thu 5/30/2019
End Date	Fri 5/31/2019
Start Time	9:30:00 AM
End Time	9:30:00 AM
Direction	
Notes	
Station	000000000000
Study	
Speed Limit	
Description	
Sensor Type	
Source	
Latitude,Longitude	

AADT Traffic Count (Southbound)	4,750 cars
Total Traffic Count (Southbound)	5,965 cars
AM Peak	8:30-9:30
PM Peak	4:15-5:15



3

TRAFFIC VIDEO DOCUMENTATION & ANALYSIS

This section documents and provides high-level analysis of traffic video coverage at 2 primary intersections in the Islandview/Greater Villages (IVGV) implementation area:

- 1) Kercheval Avenue and Van Dyke Street
- 2) Kercheval Avenue and Townsend Street

Video footage was captured in 30-minute increments to observe traffic patterns during a cross section of peak hours for destinations in and around the area. The IVGV implementation area and vicinity has destination activity at Butzel Family Recreation Center, Marcus Garvey Academy, the Detroit Community Health Center, and places of neighborhood goods and services, as well as restaurants.

The report documents traffic patterns at the following intersections and communicates high-level observations during the following seasons and peak periods outlined below:

Kercheval Avenue / Van Dyke Intersection

(Cold & Warm Weather Seasons; School In/Out of Session)

- Oct 2018 -- Morning School Drop Off (9:00am - 9:30am)
- Oct 2018 -- Afternoon School Pick Up (3:30pm - 4:00pm)
- July 2019 -- Lunch Hour (12:15pm - 12:45pm)
- July 2019 -- Evening Dinner Rush Hour (6:00pm - 6:30pm)

Kercheval Avenue / Townsend Intersection

(Warm Weather Season; School Out of Session; Butzel Recreation Center Summer Drop Off / Pick Up Peak Hours)

- July 2019 – Morning Rush Hour (7:30am- 8:00am)
- July 2019 -- Evening Rush Hour (5:30pm - 6:00pm)

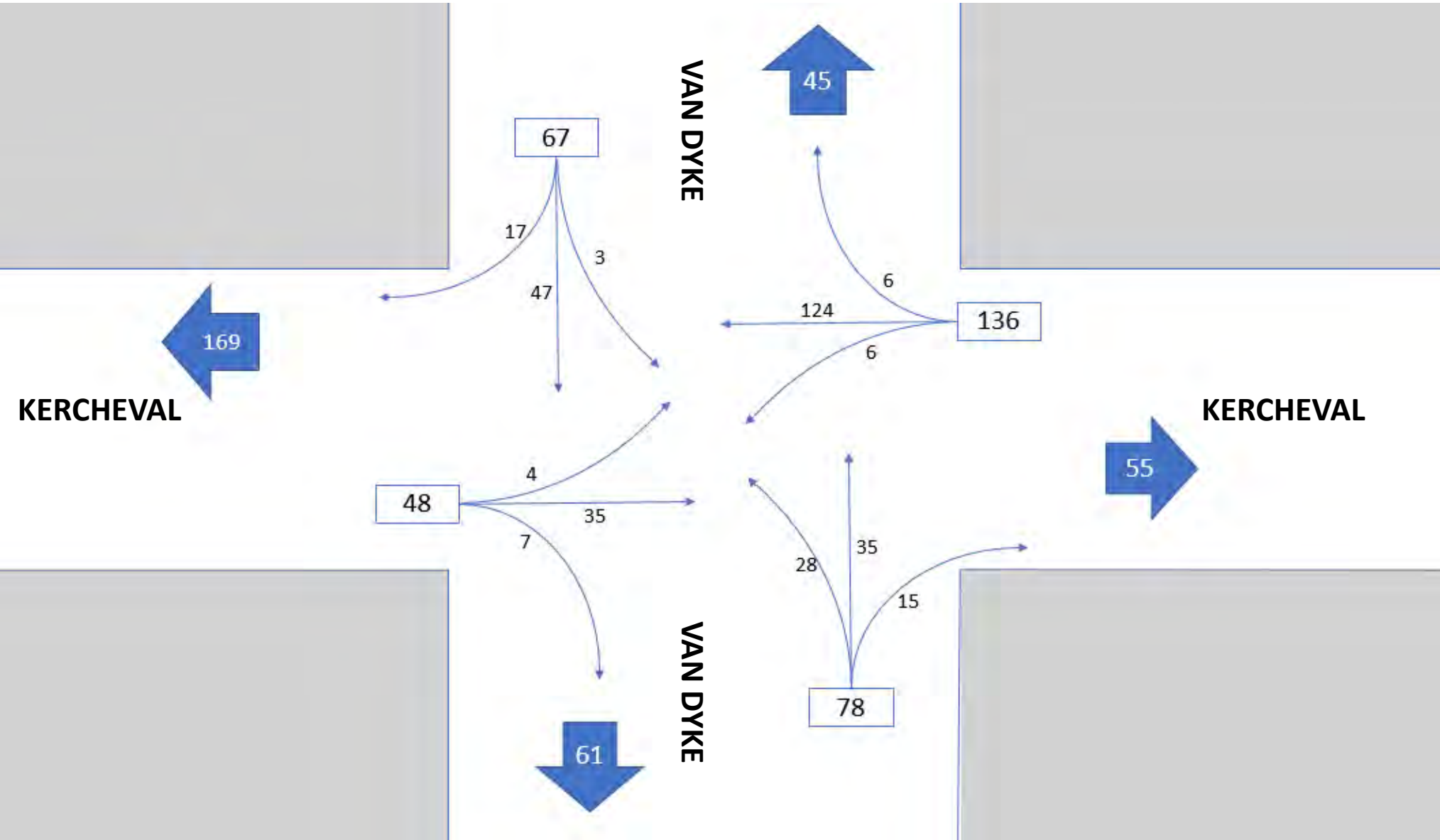
Each of the 30-minute segments were transcribed to indicate the following:

- How many cars approached each leg of intersection
- How many cars continued straight in the same direction
- How many cars made a right turn
- How many cars made a left turn
- How many total cars traveling on each leg of the intersection

KEY OBSERVATIONS

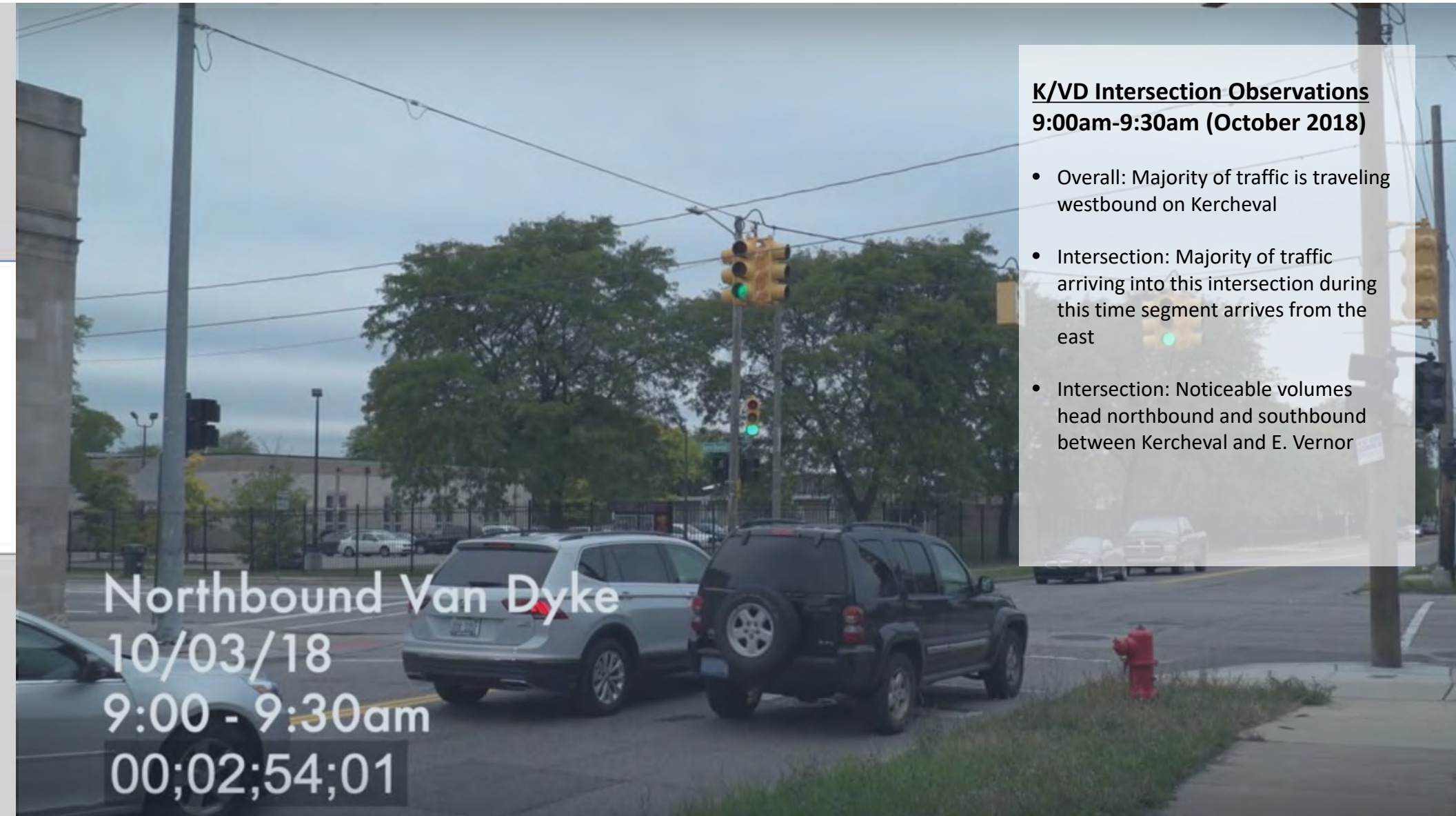
- Traffic loads have not reached saturation levels -- a lane may be considered saturated at 1,900 cars per hour during peak hours
- Left-turn patterns have not reached saturation levels -- a designated left-turn lane may be required if an intersection experiences more than 300 left turning vehicles in peak hours

KERCHEVAL / VAN DYKE TRAFFIC COUNT AND TURNING OBSERVATIONS: 9:00AM - 9:30AM (OCT)



TRAFFIC BASELINE:

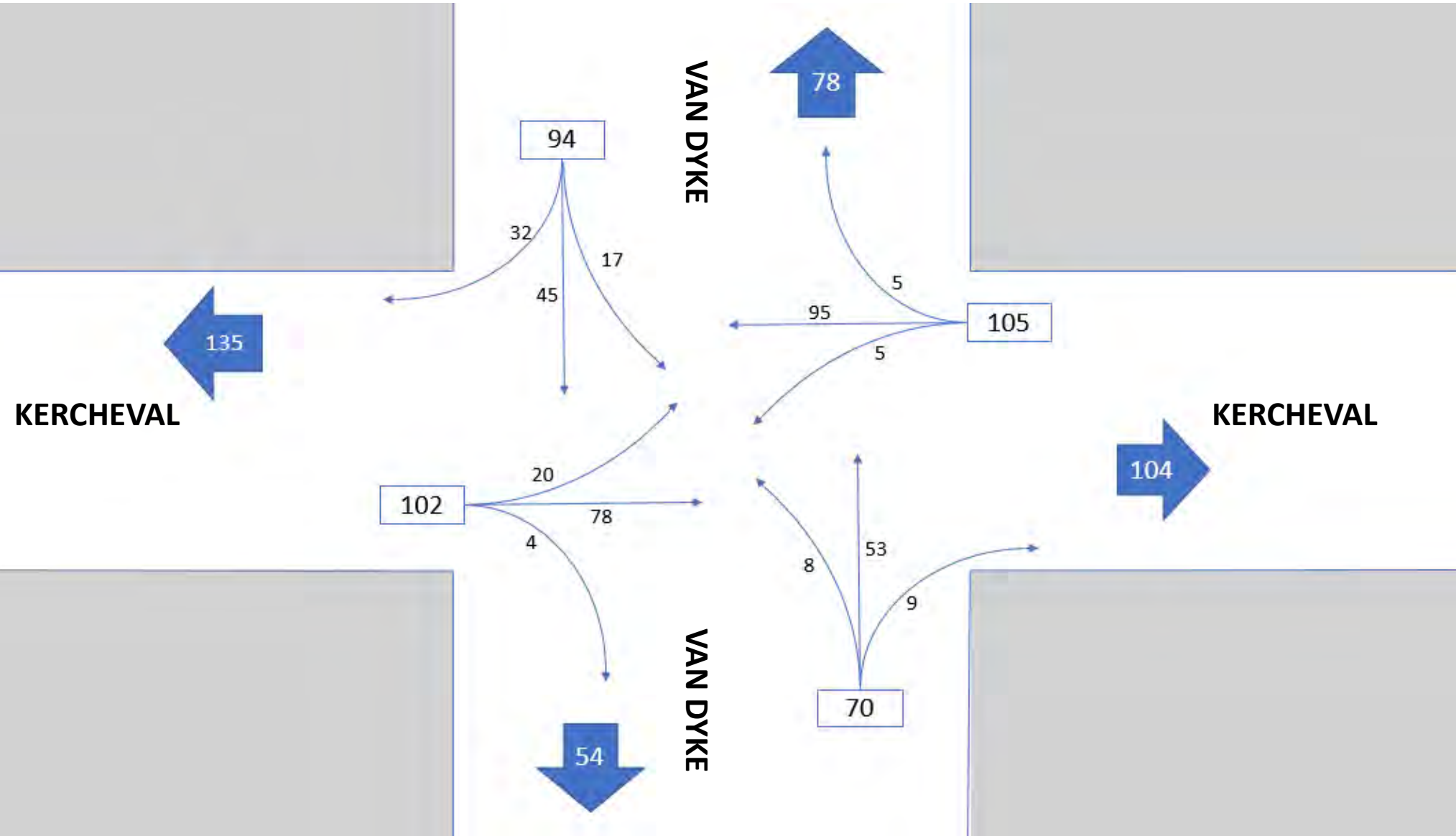
- Theoretical maximum saturation flow rate per lane – 1,900 vehicles per hour per lane
- Designated left-turn lane may be required if an intersection experiences more than 300 left turning vehicles in peak hours



K/VD Intersection Observations 9:00am-9:30am (October 2018)

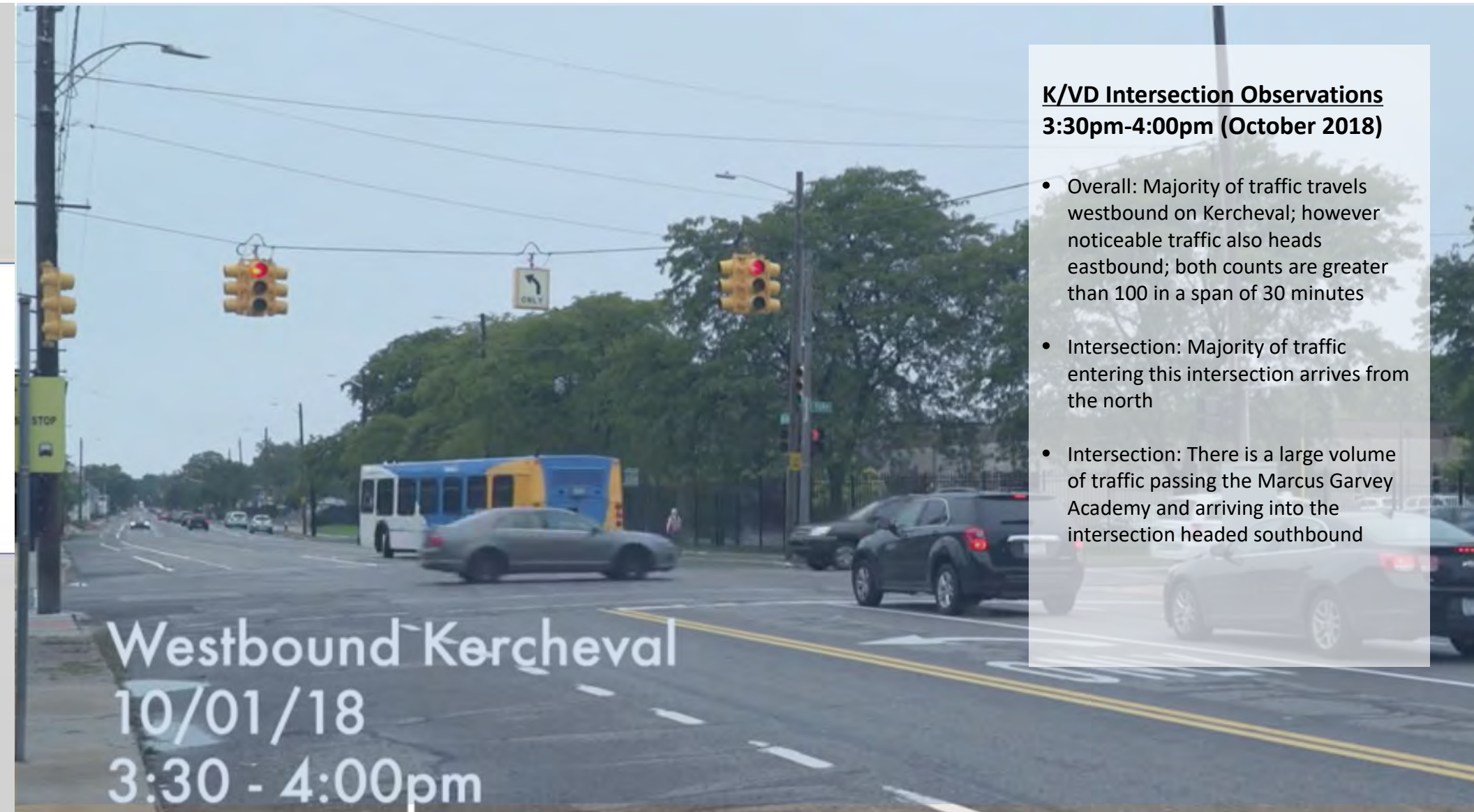
- Overall: Majority of traffic is traveling westbound on Kercheval
- Intersection: Majority of traffic arriving into this intersection during this time segment arrives from the east
- Intersection: Noticeable volumes head northbound and southbound between Kercheval and E. Vernor

KERCHEVAL / VAN DYKE TRAFFIC COUNT AND TURNING OBSERVATIONS: 3:30PM – 4:00PM (OCT)



TRAFFIC BASELINE:

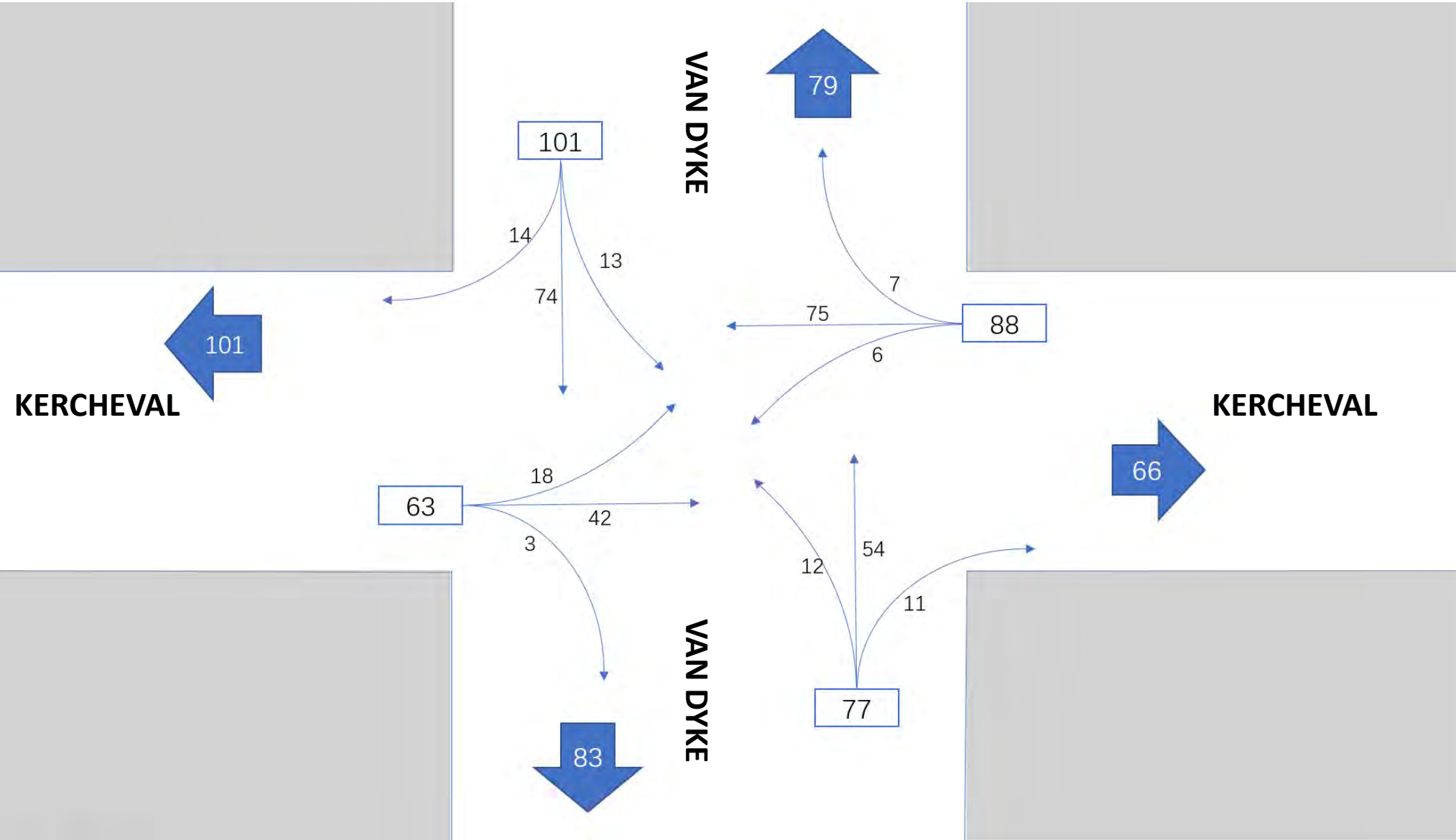
- Theoretical maximum saturation flow rate per lane – 1,900 vehicles per hour per lane
- Designated left-turn lane may be required if an intersection experiences more than 300 left turning vehicles in peak hours



K/VD Intersection Observations 3:30pm-4:00pm (October 2018)

- Overall: Majority of traffic travels westbound on Kercheval; however noticeable traffic also heads eastbound; both counts are greater than 100 in a span of 30 minutes
- Intersection: Majority of traffic entering this intersection arrives from the north
- Intersection: There is a large volume of traffic passing the Marcus Garvey Academy and arriving into the intersection headed southbound

KERCHEVAL / VAN DYKE TRAFFIC COUNT AND TURNING OBSERVATIONS: 12:15PM – 12:45PM (JUL)



TRAFFIC BASELINE:

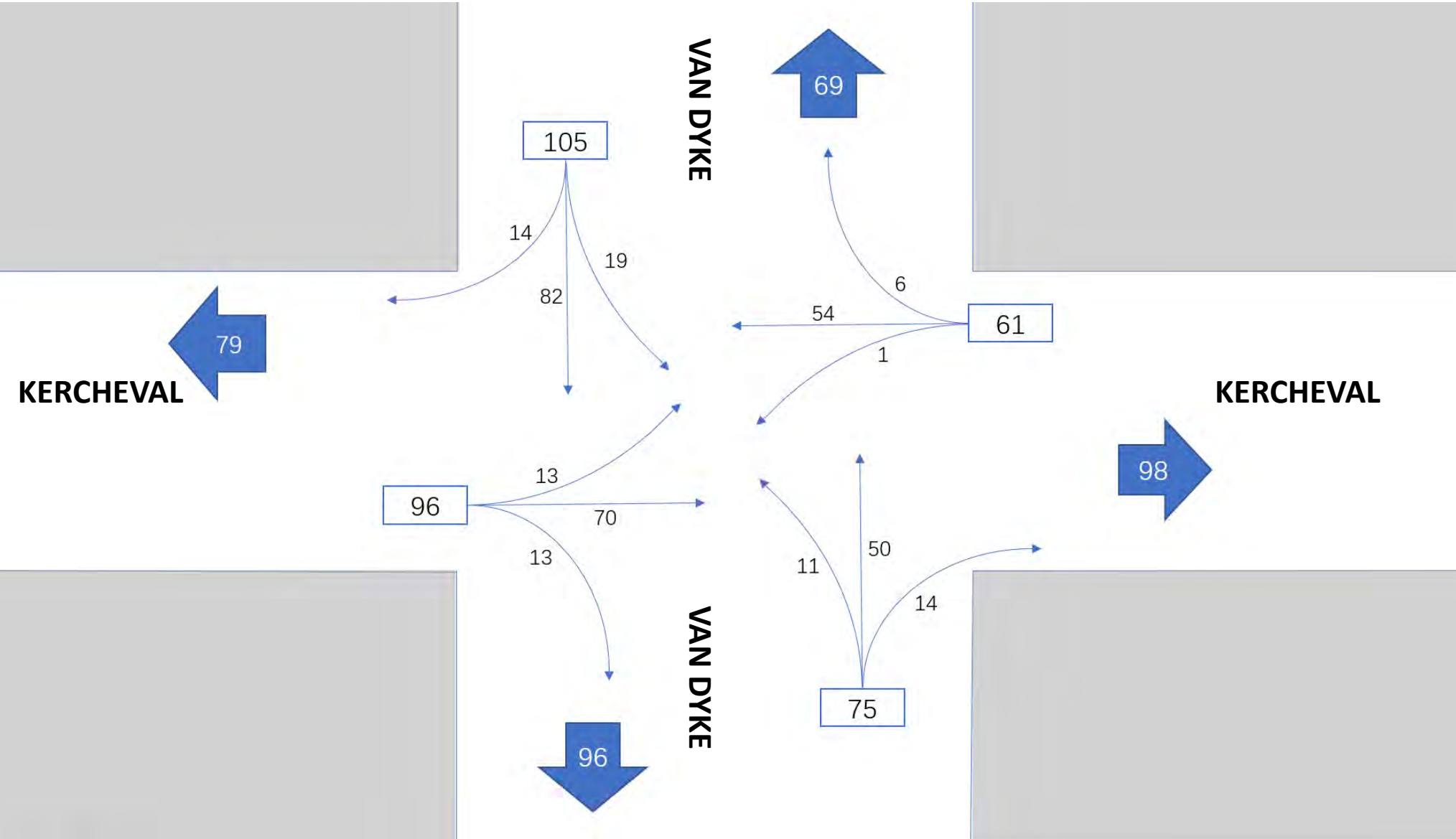
- Theoretical maximum saturation flow rate per lane – 1,900 vehicles per hour per lane
- Designated left-turn lane may be required if an intersection experiences more than 300 left turning vehicles in peak hours



K/VD Intersection Observations 12:15pm-12:45pm (July 2019)

- Overall: Majority of traffic is traveling westbound on Kercheval
- Intersection: Majority of traffic entering this intersection arrives from the north on Van Dyke
- Intersection: Traffic volume entering and traveling east bound tend to be similar during this time segment
- Intersection: Traffic volume entering and traveling northbound tend to be similar

KERCHEVAL / VAN DYKE TRAFFIC COUNT AND TURNING OBSERVATIONS: 6:00PM – 6:30PM (JUL)



TRAFFIC BASELINE:

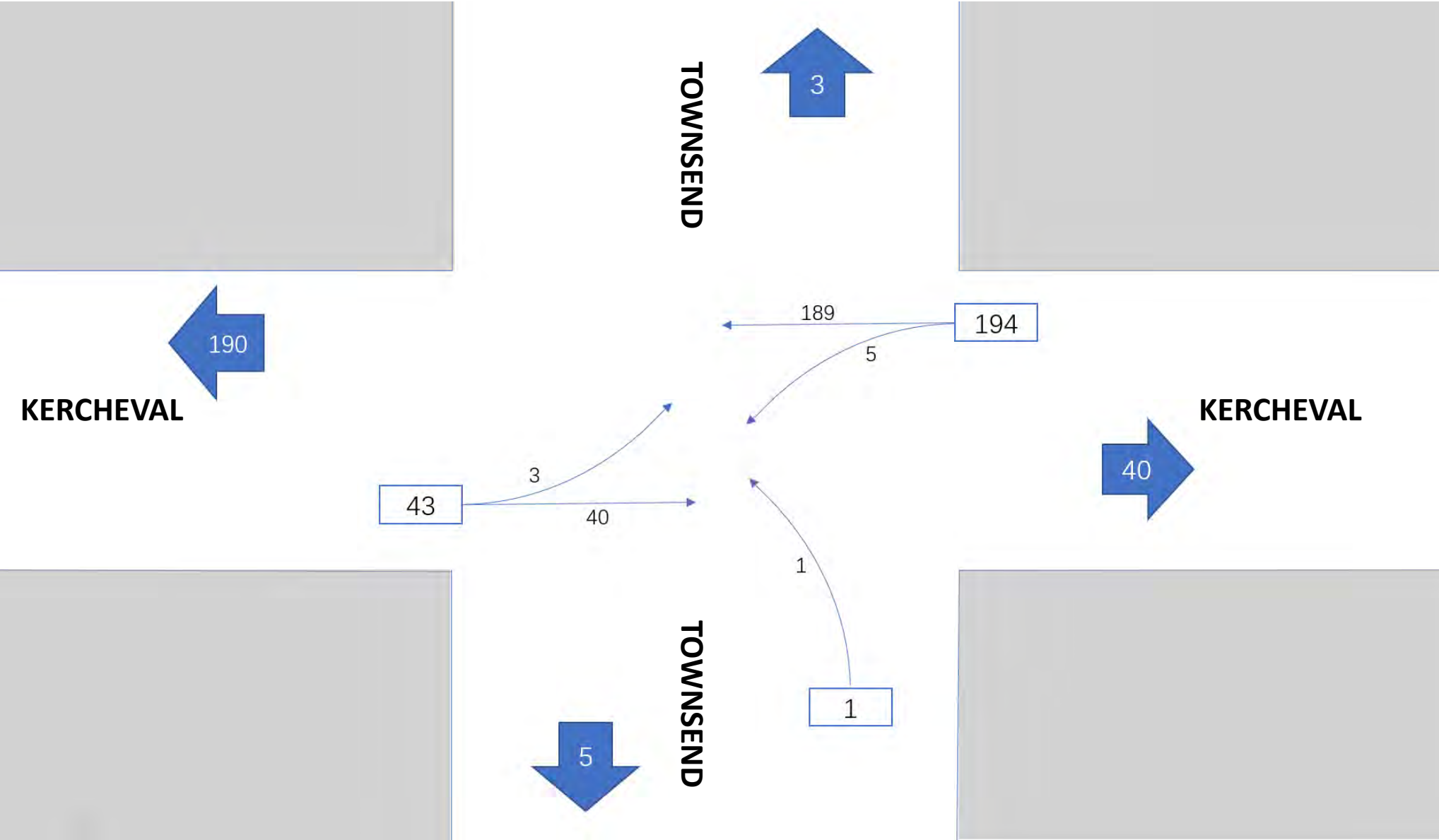
- Theoretical maximum saturation flow rate per lane – 1,900 vehicles per hour per lane
- Designated left-turn lane may be required if an intersection experiences more than 300 left turning vehicles in peak hours



K/VD Intersection Observations 6:00pm-6:30pm (July 2019)

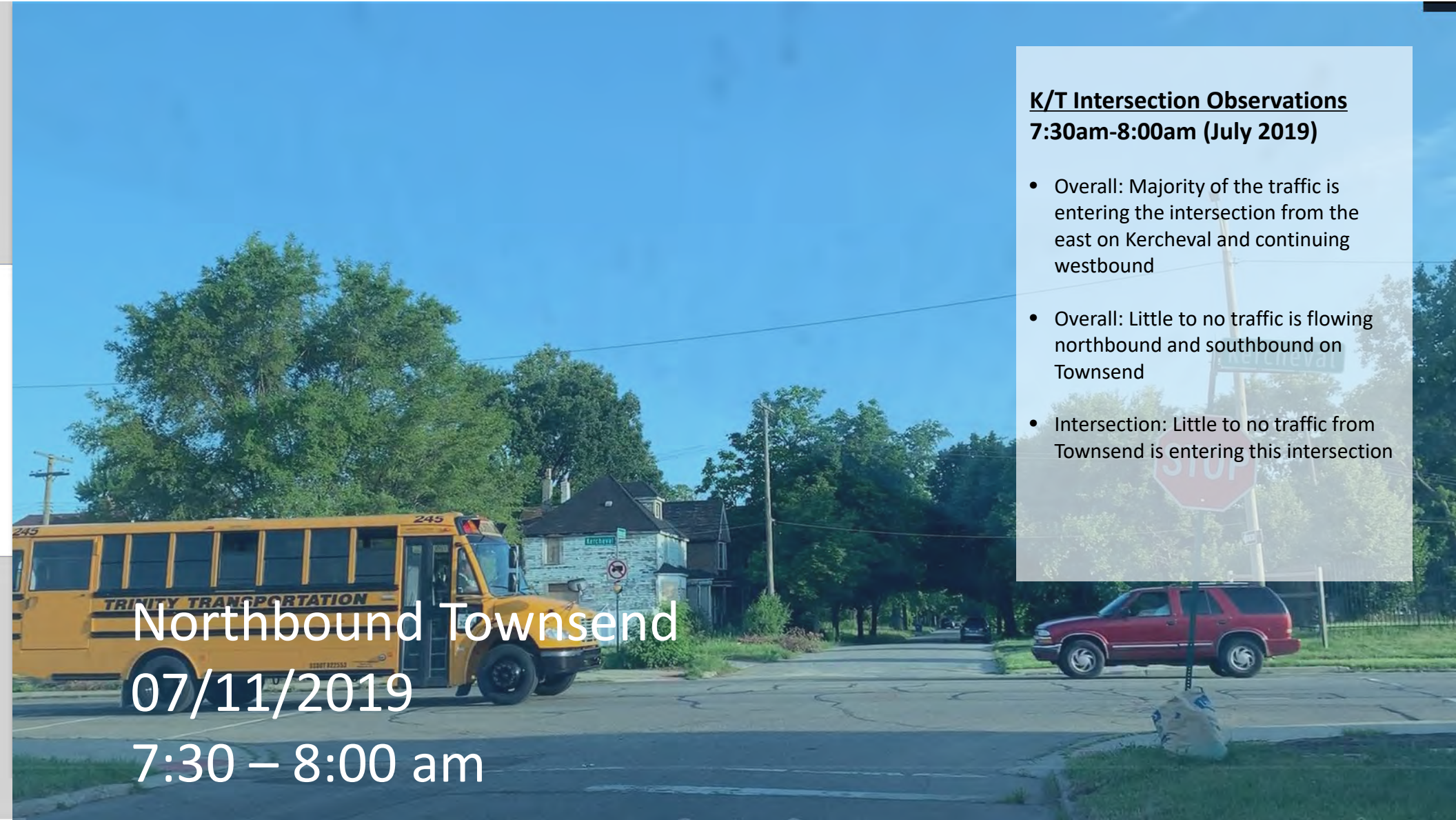
- Overall: Majority of traffic is traveling eastbound on Kercheval and southbound on Van Dyke
- Intersection: Majority of traffic entering this intersection arrives from the north on Van Dyke and from the west on Kercheval
- Intersection: Even though school is not in session, there is a noticeable volume of traffic entering from the north on Van Dyke and passing by the school during evening hours

KERCHEVAL / TOWNSEND TRAFFIC COUNT AND TURNING OBSERVATIONS: 7:30AM - 8:00AM (JUL)



TRAFFIC BASELINE:

- Theoretical maximum saturation flow rate per lane – 1,900 vehicles per hour per lane
- Designated left-turn lane may be required if an intersection experiences more than 300 left turning vehicles in peak hours

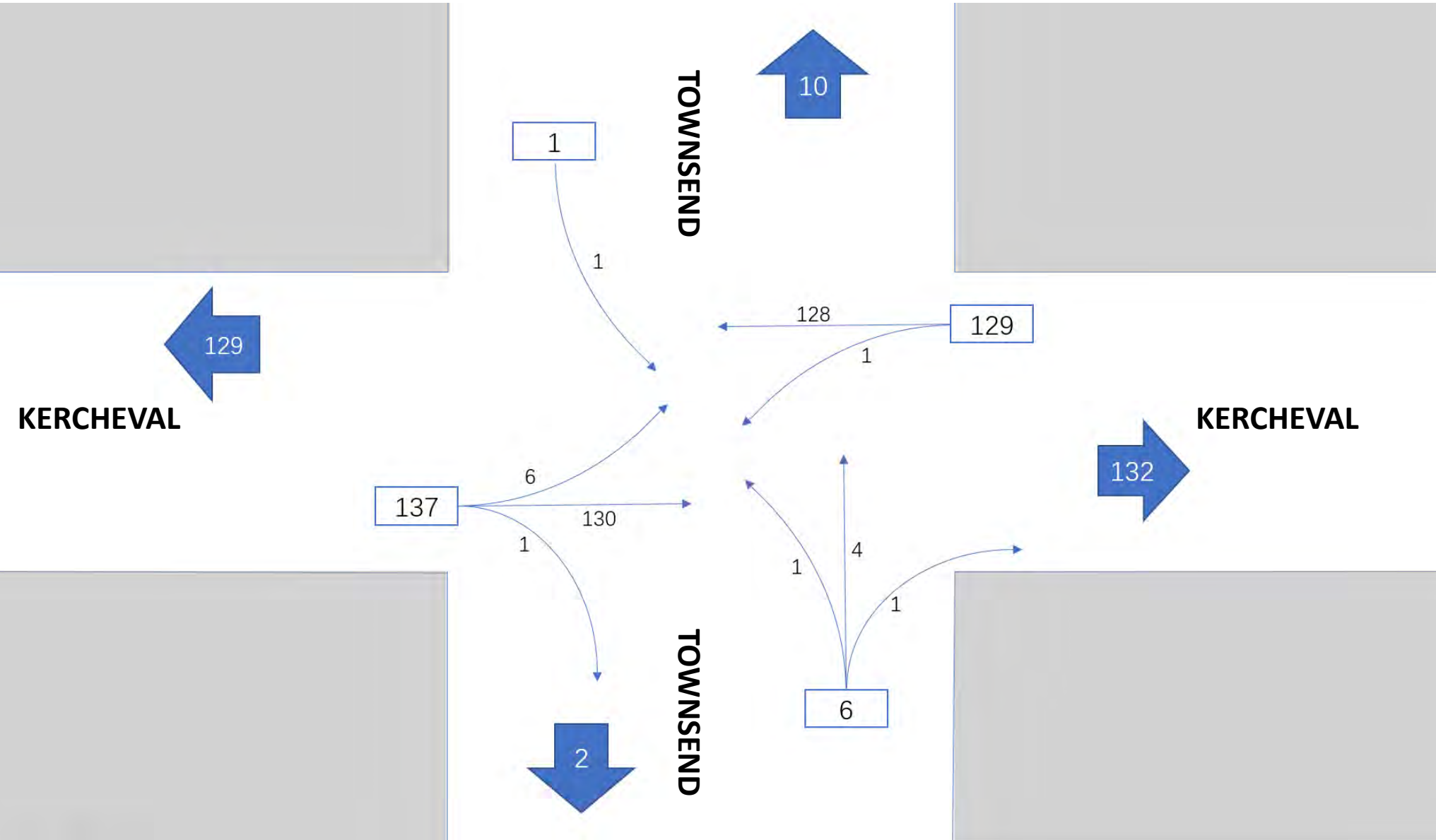


K/T Intersection Observations 7:30am-8:00am (July 2019)

- Overall: Majority of the traffic is entering the intersection from the east on Kercheval and continuing westbound
- Overall: Little to no traffic is flowing northbound and southbound on Townsend
- Intersection: Little to no traffic from Townsend is entering this intersection

Northbound Townsend
07/11/2019
7:30 – 8:00 am

KERCHEVAL / TOWNSEND TRAFFIC COUNT AND TURNING OBSERVATIONS: 5:30PM – 6:00PM (JULY)



TRAFFIC BASELINE:

- Theoretical maximum saturation flow rate per lane – 1,900 vehicles per hour per lane
- Designated left-turn lane may be required if an intersection experiences more than 300 left turning vehicles in peak hours



Northbound Townsend
07/12/2019
5:30 – 6:00 pm

**K/T Intersection Observations
5:30pm-6:00pm (July 2019)**

- Overall: The dominant flow of traffic is eastbound and westbound on Kercheval
- Intersection: Similar volumes of traffic eastbound and westbound are entering this intersection
- Intersection: Little to no traffic from Townsend is entering this intersection

4 DEVELOPMENT DRIVEN TRAFFIC GENERATION

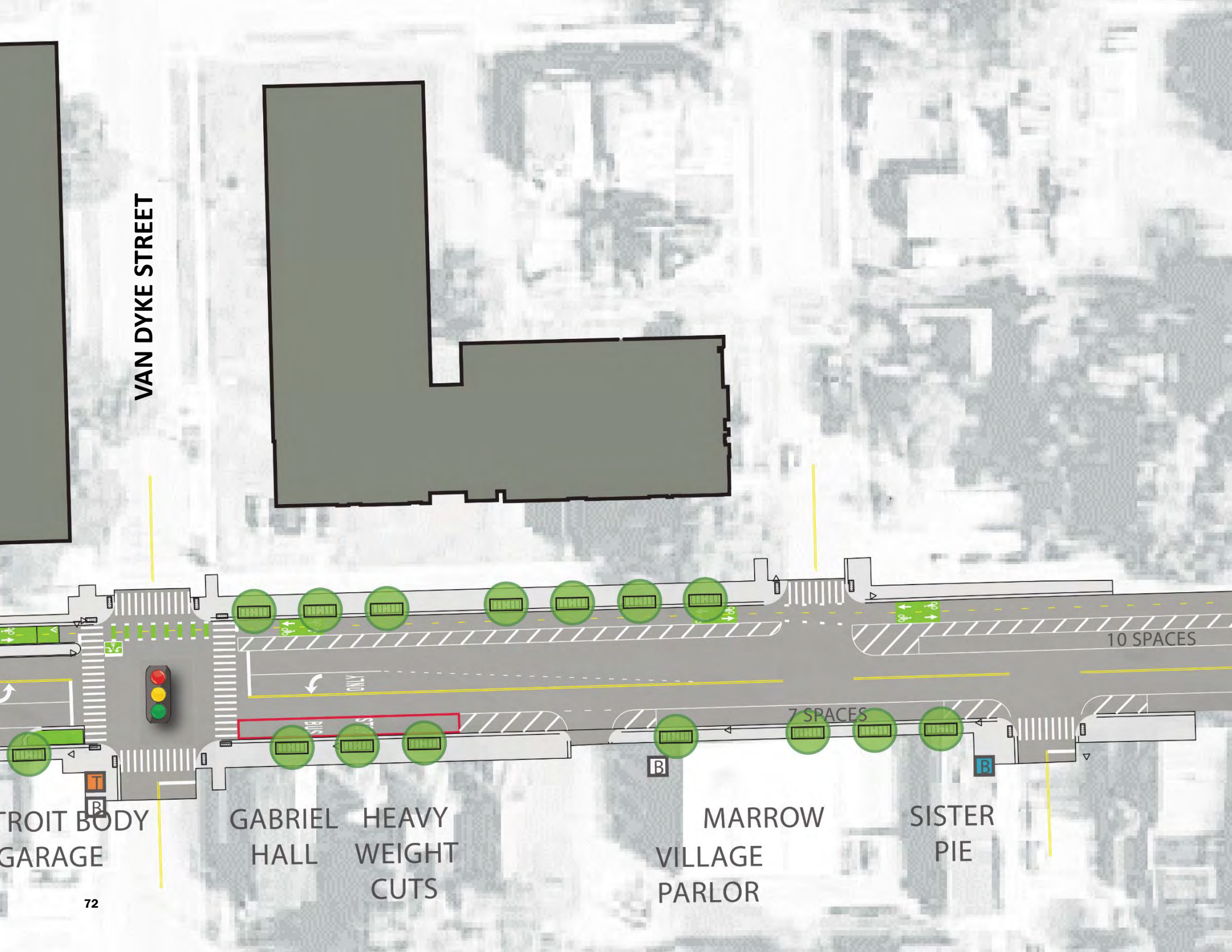
This section reviews each of the 3 development project details announced in the Islandview/Greater Villages neighborhood planning study and anticipates additional traffic generated by residential and retail uses. Anticipated mixed-use multi-family developments are as follows:

1. Parker / Durand Development (Construction anticipated to begin Fall 2019)
2. Butzel Development (Project not confirmed; still being explored)
3. Garvey Development (Project not confirmed; still being explored)

KEY OBSERVATIONS

These 3 developments are anticipated to generate 2,164 additional trips to the area. It cannot be predetermined which direction drivers will travel at the intersection of Kercheval and at Van Dyke and/or Townsend Street. However, if current 2019 annual average daily traffic (AADT) is evaluated in comparison to traffic baseline of a two-lane corridor, these roadways have not reached traffic saturation flow levels.

**DEVELOPMENT WILL GENERATE
APPROXIMATELY 2,164
ADDITIONAL TRIPS TO THE AREA**



PARKER / DURAND DEVELOPMENT

(NE CORNER OF KERCHEVAL / VAN DYKE)

TRIP GENERATION MULTIPLIERS:
(round numbers based on ITE Trip Generation Report, 10th Edition)

Apartments/Condos/Townhouses (per unit) --7 trip per day;
0.7 per peak hour

Retail (per 1000 sq. feet) – 38 trips per day, 4.2 per peak hour

PROJECT DETAILS

Estimated 92 residential units
Estimated 6200 square feet retail

CALCULATIONS

Estimated Residential Traffic Generated Per Day
92 units x 7 = 644

Additional Retail Traffic Generated Per Day
[6200 square feet / 1000] x 38 = 236

TRIPS GENERATED = 880

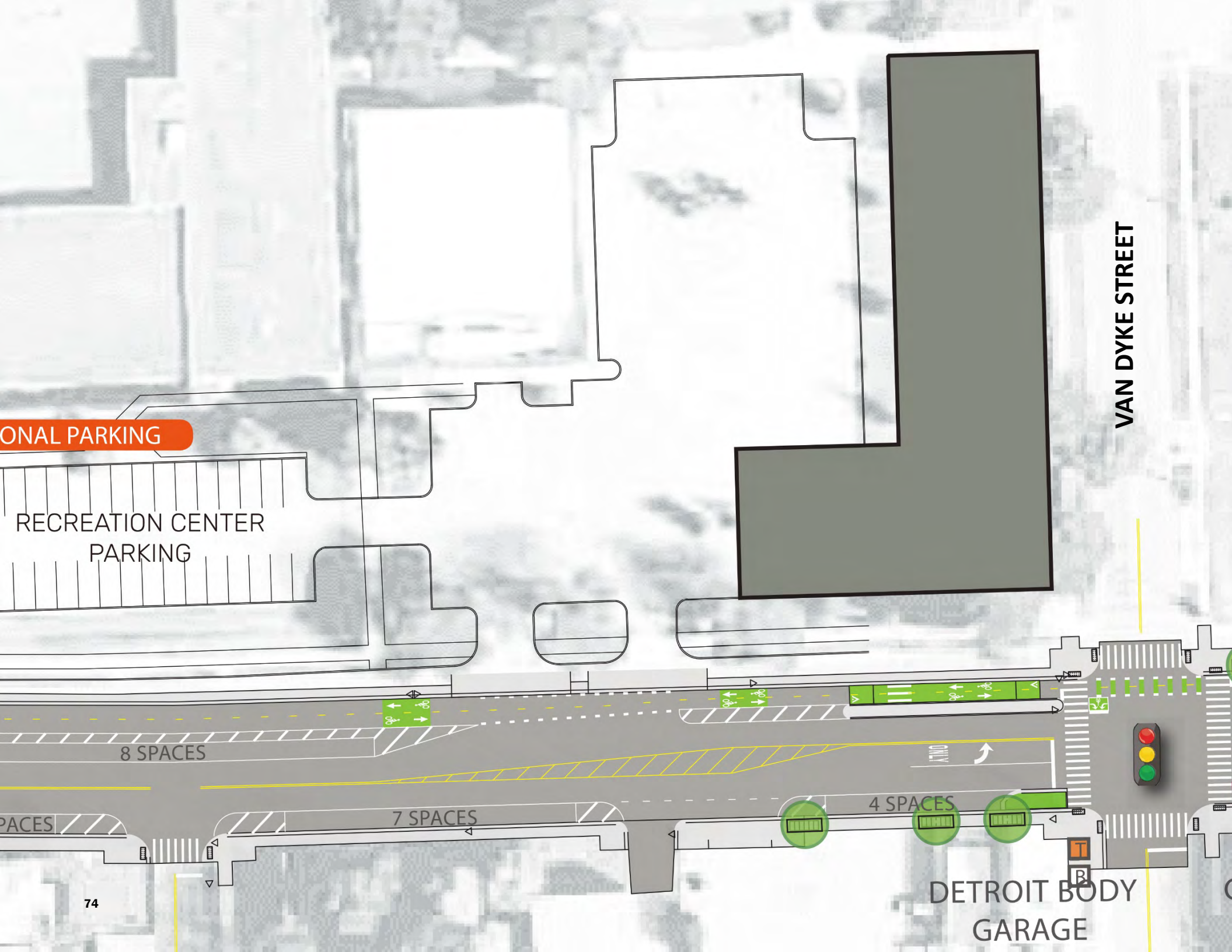
CURRENT AADT ON KERCHEVAL (2019)

8950

AADT STILL WITHIN CAPACITY LIMITS

Traffic capacity for 2-lane corridor (with left turn lanes):
18,300 vehicles per day





(DEVELOPMENT STILL UNDER EXPLORATION)



GARVEY DEVELOPMENT

(NW CORNER OF KERCHEVAL / VAN DYKE)

TRIP GENERATION MULTIPLIERS:
(round numbers based on ITE Trip Generation Report, 10th Edition)

Apartments/Condos/Townhouses (per unit) --7 trip per day;
0.7 per peak hour

Retail (per 1000 sq. feet) – 38 trips per day, 4.2 per peak hour

PROJECT DETAILS

Estimated 54 residential units
Estimated 10,000 square feet retail

CALCULATIONS

Additional Residential Traffic Generated Per Day
54 units x 7 = 378

Additional Retail Traffic Generated Per Day
[10,000 square feet / 1000] x 38 = 380

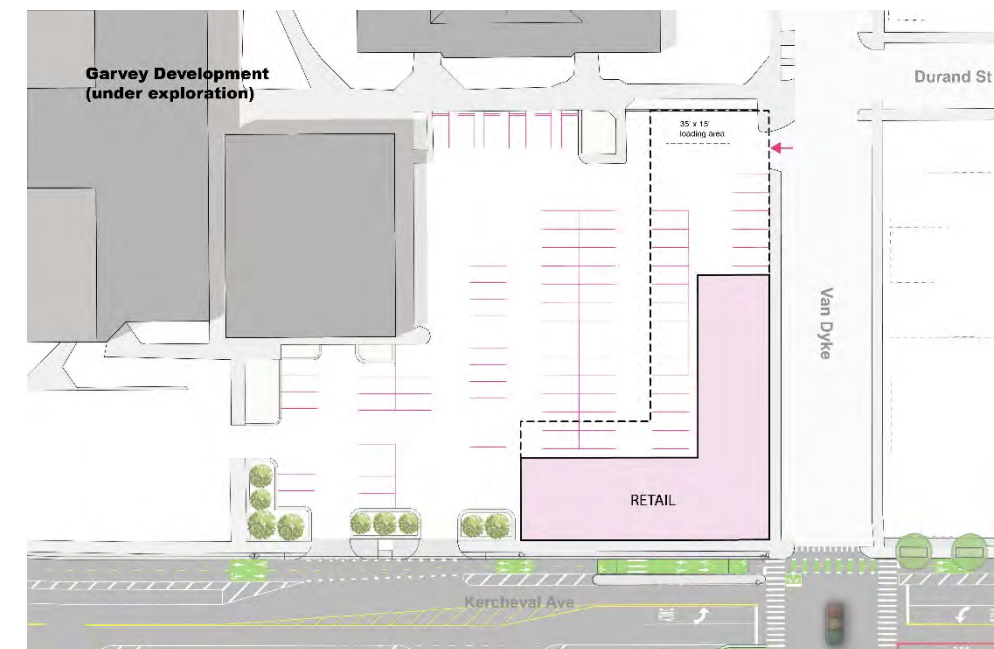
TRIPS GENERATED = 758

CURRENT AADT ON KERCHEVAL (2019)

8950

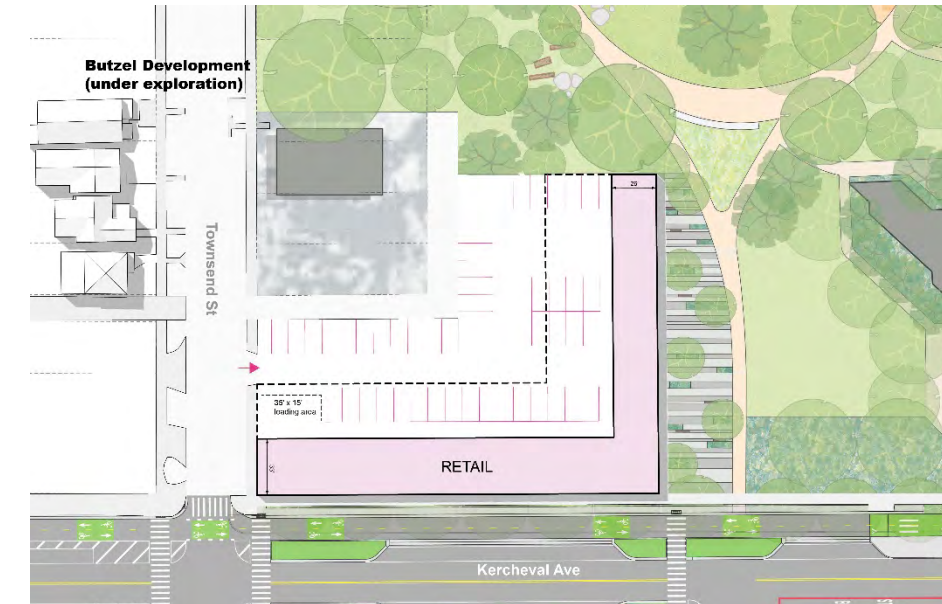
AADT STILL WITHIN CAPACITY LIMITS

Traffic capacity for 2-lane corridor (with left turn lanes):
18,300 vehicles per day





(DEVELOPMENT STILL UNDER EXPLORATION)



BUTZEL DEVELOPMENT

(NE CORNER OF KERCHEVAL / TOWNSEND)

TRIP GENERATION MULTIPLIERS:
(round numbers based on ITE Trip Generation Report, 10th Edition)

Apartments/Condos/Townhouses (per unit) --7 trip per day;
0.7 per peak hour

Retail (per 1000 sq. feet) – 38 trips per day, 4.2 per peak hour

PROJECT DETAILS

Estimated 48 residential units
Estimated 5,000 square feet retail

CALCULATIONS

Additional Residential Traffic Generated Per Day
48 units x 7 = 336

Additional Retail Traffic Generated Per Day
[5,000 square feet / 1000] x 38 = 190

TRIPS GENERATED = 526

CURRENT AADT ON KERCHEVAL (2019)

8950

AADT STILL WITHIN CAPACITY LIMITS

Traffic capacity for 2-lane corridor (with left turn lanes):
18,300 vehicles per day

5 SUMMARY OBSERVATIONS

This section identifies, in text and in graphics, potential traffic impacts of the 3 mixed-used multi-family developments announced in the Islandview/Greater Villages planning study. This section will focus on impacts along Kercheval Avenue and take into consideration the impacts along the perimeter of Butzel Family Park -- specifically along Townsend Street, E. Vernor Highway, and Van Dyke Street.

KEY OBSERVATIONS:

Streets adjoining Kercheval Avenue around the “Butzel Block” will see increased traffic volume and traffic density as implementation projects are occupied

Kercheval Avenue vehicular, pedestrian, and non-motorized travel volume and traffic density is expected to increase.

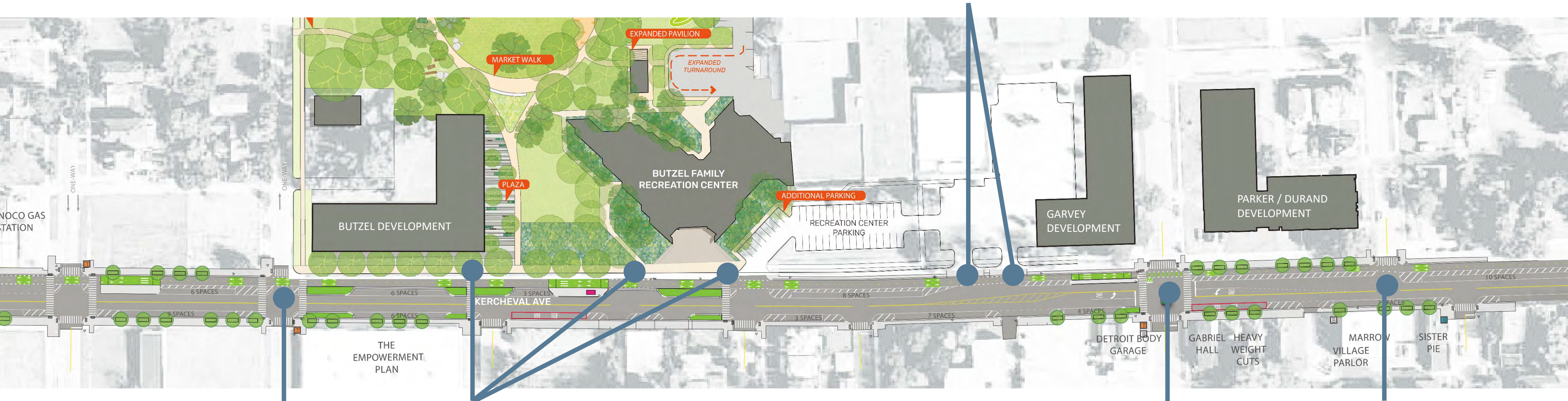
Activation of all near-term implementation projects may encourage traffic to travel on alternate north/southbound and east/westbound neighborhood streets and corridors

AREA WILL EXPERIENCE INCREASED VEHICULAR, PEDESTRIAN, AND NON-MOTORIZED TRAFFIC VOLUMES

POTENTIAL TRAFFIC IMPACTS: KERCHEVAL AVENUE

(BETWEEN TOWNSEND AND PARKER)

- Inbound and outbound traffic at existing Kercheval entrances along may increase traffic along eastbound and westbound lanes.
- Exiting vehicles, heading eastbound at Kercheval entrance may find the turn difficult and potentially dangerous



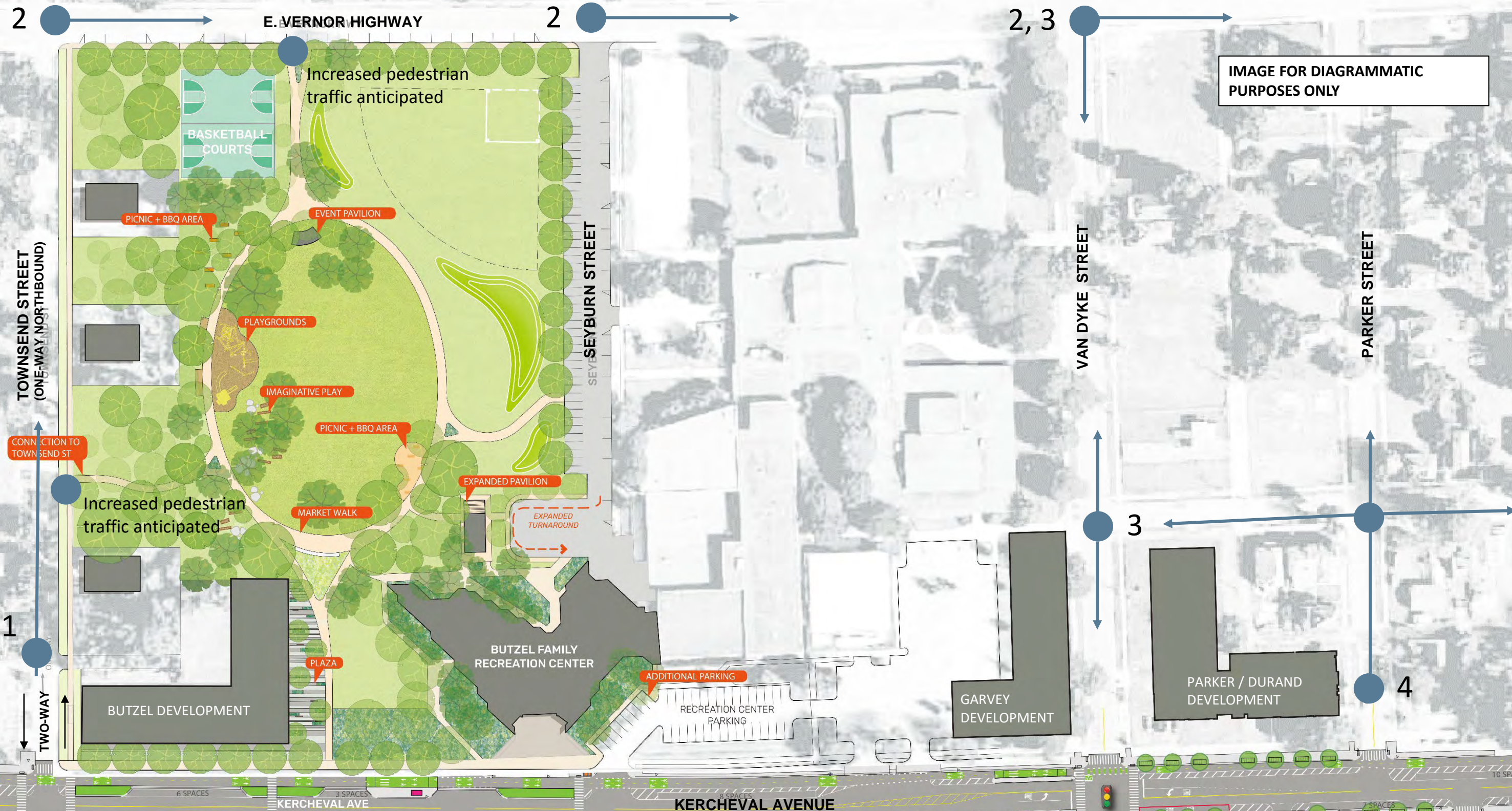
- Increased left and right turn volumes

- Increased pedestrian and bike traffic entering/exiting park and crossing Kercheval Avenue due to a re-energized neighborhood destination
- Increased foot and vehicular traffic due to anticipated new retail/residential activity adjacent to park

- Increased volume of left and right turns onto Van Dyke to approach Garvey Development's second entrance on Van Dyke Street

- Increased right and left turn lane volumes

POTENTIAL TRAFFIC IMPACTS (AROUND "BUTZEL BLOCK")



- 1 Increased Vehicular on Townsend Street**
 Townsend Street currently operates as a one-way street immediately north of proposed Butzel Development entrance. New residential and retail programming at this entrance may increase northbound vehicular traffic.
- 2 Increased Traffic on E. Vernor Highway and Charlevoix Avenue**
 New residents and retail visitors exiting development may choose to take a right northbound on Townsend to seek alternate east and west bound travel routes. Furthermore, visitors exiting Butzel Family Park parking along Seyburn Street will increase right-turn volumes onto E. Vernor Highway
- 3 Increased Traffic on Van Dyke Street**
 Development activity may increase intersection turning volumes as well as increase traffic on northbound and southbound lanes along Van Dyke Street
- 4 Traffic could begin to seek alternate northbound and eastbound routes**
 As residents of Parker/Durand Development exit the development onto Parker Street, vehicles may continue northbound on Parker or turn eastbound onto Durand as alternate routes

4

PARKING





PARKING INVENTORY

1

ON-STREET PARKING: PUBLIC
This section will offer an informal inventory of currently available on-street parking as indicated by current road striping executed by the Department of Public Works

2

PARKING AFTER KERCHEVAL AVENUE IMPROVEMENTS
This section will offer a comparison of estimated available on-street parking, communicated in the previous section, and anticipated parking after Kercheval Avenue corridor investments and restriping

3

ANTICIPATED NEW DEVELOPMENT
This section will look at development scenarios for each of the 3 anticipated development projects, communicate parking required for new residential units, and speculate on retail parking accommodations

4

SUMMARY OBSERVATIONS
This section suggests, in text and in graphics, parking opportunities along Kercheval Avenue as well as the perimeter of Butzel Family Park, specifically along Townsend Street, E. Vernor Highway, and Van Dyke Street to support additional parking needs

1

EXISTING ON-STREET PARKING

This section will offer an informal inventory of currently available on-street parking as indicated by current road striping executed by Department of Public Works. Parking counts were conducted between October 2018 - May 2019 in a sampling of time frames from early morning to evening to assess probable peak parking need. Generally, there is underutilized on-street parking along Kercheval Avenue between E. Grand Boulevard and Parker Street. This section will break down each block of the IVGV targeted implementation area and provide the observed peak parking counts

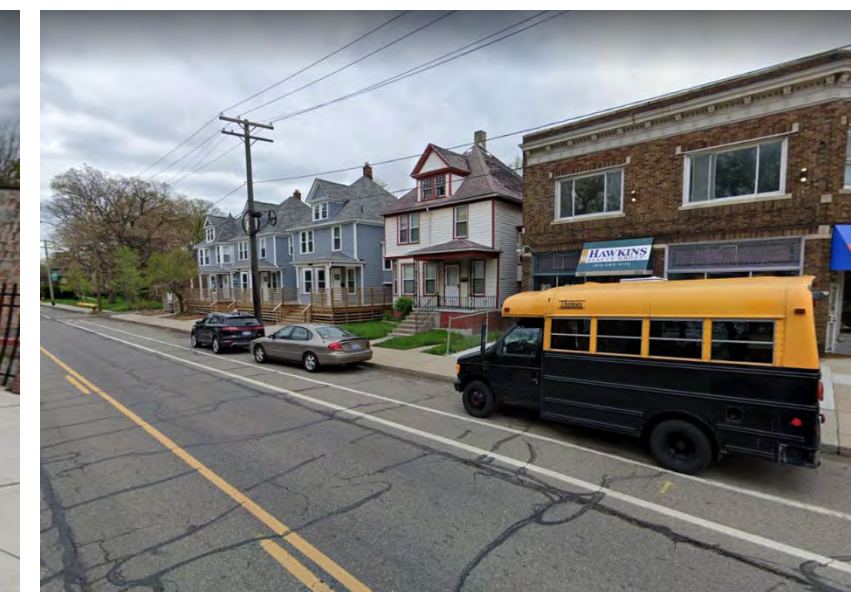
PARKING COUNTS :

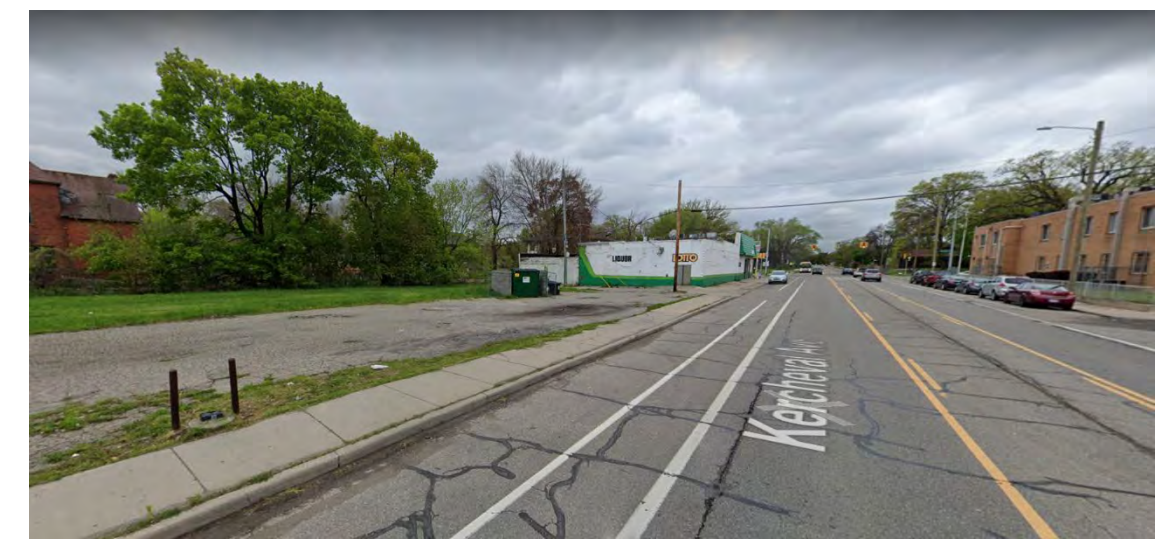
The indicated parking counts are the observed number of cars on the street at that point in time. The greatest number of observed cars parked along each side of the road are indicated in the bold box. The sum of these numbers will be used in the next section to compare the observed parking “peak” volume to the number of parking spaces the final Kercheval Avenue corridor improvements will be designed to hold.

PARKING COUNTS ON KERCHEVAL AVENUE (Between E. Grand Boulevard and Parker Street)

		Total Parked Cars Observed	Total Available Parking Estimated on Kercheval	Parking Occupancy Rate along Kercheval
Wed	7:00	39	139	28%
Wed	8:00	53	139	38%
Wed	9:30	56	139	40%
Tue	10:30	34	139	24%
Mon	12:00	24	139	17%
Thur	14:30	36	139	26%
Thur	16:00	28	139	20%
Tue	18:20	17	139	12%
Fri	19:30	34	139	24%
Wed	21:45	16	139	12%
Sat	11:00	22	139	16%
Sat	12:00	21	139	15%
Sun	13:00	34	139	24%

ON-STREET PARKING ALONG KERCHEVAL AVENUE IS CURRENTLY UNDERUTILIZED





E. GRAND BLVD & FIELD STREET

PARKING COUNTS :
 The indicated parking counts are the observed number of cars on the street at that point in time. The greatest number of observed cars parked along each side of the road are indicated in the bold box. The sum of these numbers will be used in the next section to compare the observed parking “peak” volume to the number of parking spaces the final Kercheval Avenue corridor improvements will be designed to hold.

Kercheval Parking Counts: EGB to Field ST.

		North	South
Wed	7:00	3	0
Wed	8:00	5	0
Wed	9:30	5	1
Tue	10:30	8	2
Mon	12:00	4	2
Thur	14:30	10	3
Thur	16:00	6	2
Tue	18:20	2	2
Fri	19:30	0	1
Wed	21:45	0	0
Sat	11:00	3	0
Sun	12:00	2	1
Sun	13:00	2	1

NOTE:
 When individual parking stalls are not officially striped on the street, on-street parking availability tends to increase due the varying lengths of cars. The parking spaces indicated on the left are based on the road striping currently on Kercheval Avenue and the standard 20-foot car length.



FIELD ST. TO SHERIDAN ST.

PARKING COUNTS :
 The indicated parking counts are the observed number of cars on the street at that point in time. The greatest number of observed cars parked along each side of the road are indicated in the bold box. The sum of these numbers will be used in the next section to compare the observed parking “peak” volume to the number of parking spaces the final Kercheval Avenue corridor improvements will be designed to hold.

**Kercheval Parking Counts:
 Field St. to Sheridan St.**

		North	South
Wed	7:00	0	0
Wed	8:00	0	1
Wed	9:30	0	0
Tue	10:30	0	0
Mon	12:00	0	0
Thur	14:30	0	0
Thur	16:00	0	0
Tue	18:20	0	0
Fri	19:30	0	0
Wed	21:45	0	0
Sat	11:00	0	0
Sun	12:00	0	0
Sun	13:00	0	0

NOTE:
 When individual parking stalls are not officially striped on the street, on-street parking availability tends to increase due the varying lengths of cars. The parking spaces indicated on the left are based on the road striping currently on Kercheval Avenue and the standard 20-foot car length.



SHERIDAN ST. TO TOWNSEND ST.

PARKING COUNTS :
 The indicated parking counts are the observed number of cars on the street at that point in time. The greatest number of observed cars parked along each side of the road are indicated in the bold box. The sum of these numbers will be used in the next section to compare the observed parking “peak” volume to the number of parking spaces the final Kercheval Avenue corridor improvements will be designed to hold.

**Kercheval Parking Counts:
 Sheridan St. to Townsend St.**

		North	South
Wed	7:00	0	0
Wed	8:00	0	0
Wed	9:30	0	0
Tue	10:30	0	0
Mon	12:00	0	0
Thur	14:30	0	0
Thur	16:00	0	0
Tue	18:20	0	0
Fri	19:30	0	0
Wed	21:45	0	0
Sat	11:00	0	0
Sun	12:00	0	0
Sun	13:00	0	0

NOTE:
 When individual parking stalls are not officially striped on the street, on-street parking availability tends to increase due the varying lengths of cars. The parking spaces indicated on the left are based on the road striping currently on Kercheval Avenue and the standard 20-foot car length.



NOTE:
When individual parking stalls are not officially striped on the street, on-street parking availability tends to increase due the varying lengths of cars. The parking spaces indicated on the left are based on the road striping currently on Kercheval Avenue and the standard 20-foot car length.

TOWNSEND ST. TO BALDWIN ST.

PARKING COUNTS :
The indicated parking counts are the observed number of cars on the street at that point in time. The greatest number of observed cars parked along each side of the road are indicated in the bold box. The sum of these numbers will be used in the next section to compare the observed parking “peak” volume to the number of parking spaces the final Kercheval Avenue corridor improvements will be designed to hold.

**Kercheval Parking Counts:
Townsend St. to Baldwin St.**

		North	South
Wed	7:00	0	0
Wed	8:00	0	0
Wed	9:30	2	0
Tue	10:30	0	0
Mon	12:00	0	0
Thur	14:30	0	0
Thur	16:00	0	0
Tue	18:20	0	0
Fri	19:30	0	0
Wed	21:45	0	0
Sat	11:00	0	0
Sun	12:00	0	0
Sun	13:00	0	0



BALDWIN ST. TO SEYBURN ST.

PARKING COUNTS :
 The indicated parking counts are the observed number of cars on the street at that point in time. The greatest number of observed cars parked along each side of the road are indicated in the bold box. The sum of these numbers will be used in the next section to compare the observed parking “peak” volume to the number of parking spaces the final Kercheval Avenue corridor improvements will be designed to hold.

**Kercheval Parking Counts:
 Baldwin St. to Seyburn St.**

		North	South
Wed	7:00	1	7
Wed	8:00	7	9
Wed	9:30	5	7
Tue	10:30	0	0
Mon	12:00	1	0
Thur	14:30	0	3
Thur	16:00	0	3
Tue	18:20	2	0
Fri	19:30	3	0
Wed	21:45	1	0
Sat	11:00	1	0
Sun	12:00	1	0
Sun	13:00	1	0

NOTE:
 When individual parking stalls are not officially striped on the street, on-street parking availability tends to increase due the varying lengths of cars. The parking spaces indicated on the left are based on the road striping currently on Kercheval Avenue and the standard 20-foot car length.



SEYBURN ST. TO SHIPHERD ST.

PARKING COUNTS :
 The indicated parking counts are the observed number of cars on the street at that point in time. The greatest number of observed cars parked along each side of the road are indicated in the bold box. The sum of these numbers will be used in the next section to compare the observed parking “peak” volume to the number of parking spaces the final Kercheval Avenue corridor improvements will be designed to hold.

**Kercheval Parking Counts:
 Seyburn St. to Shipherd St.**

		North	South
Wed	7:00	9	3
Wed	8:00	14	9
Wed	9:30	5	1
Tue	10:30	4	1
Mon	12:00	0	0
Thur	14:30	0	0
Thur	16:00	0	0
Tue	18:20	0	0
Fri	19:30	0	0
Wed	21:45	0	0
Sat	11:00	0	0
Sun	12:00	0	0
Sun	13:00	0	0

NOTE:
 When individual parking stalls are not officially striped on the street, on-street parking availability tends to increase due the varying lengths of cars. The parking spaces indicated on the left are based on the road striping currently on Kercheval Avenue and the standard 20-foot car length.



SHIPHERD ST. TO VAN DYKE ST.

PARKING COUNTS :
 The indicated parking counts are the observed number of cars on the street at that point in time. The greatest number of observed cars parked along each side of the road are indicated in the bold box. The sum of these numbers will be used in the next section to compare the observed parking “peak” volume to the number of parking spaces the final Kercheval Avenue corridor improvements will be designed to hold.

**Kercheval Parking Counts:
 Shipherd St. to Van Dyke St.**

		North	South
Wed	7:00	9	3
Wed	8:00	0	3
Wed	9:30	7	6
Tue	10:30	0	0
Mon	12:00	0	0
Thur	14:30	0	1
Thur	16:00	0	1
Tue	18:20	0	0
Fri	19:30	0	0
Wed	21:45	0	0
Sat	11:00	0	0
Sun	12:00	0	0
Sun	13:00	0	0

NOTE:
 When individual parking stalls are not officially striped on the street, on-street parking availability tends to increase due the varying lengths of cars. The parking spaces indicated on the left are based on the road striping currently on Kercheval Avenue and the standard 20-foot car length.



VAN DYKE ST. TO PARKER ST.

PARKING COUNTS :
 The indicated parking counts are the observed number of cars on the street at that point in time. The greatest number of observed cars parked along each side of the road are indicated in the bold box. The sum of these numbers will be used in the next section to compare the observed parking “peak” volume to the number of parking spaces the final Kercheval Avenue corridor improvements will be designed to hold.

**Kercheval Parking Counts:
 Van Dyke St. to Parker St.**

		North	South
Wed	7:00	0	0
Wed	8:00	4	1
Wed	9:30	6	5
Tue	10:30	3	8
Mon	12:00	8	5
Thur	14:30	9	3
Thur	16:00	8	6
Tue	18:20	2	7
Fri	19:30	7	11
Wed	21:45	1	8
Sat	11:00	7	7
Sun	12:00	0	6
Sun	13:00	8	11

NOTE:
 When individual parking stalls are not officially striped on the street, on-street parking availability tends to increase due the varying lengths of cars. The parking spaces indicated on the left are based on the road striping currently on Kercheval Avenue and the standard 20-foot car length.



PARKER ST. TO MAXWELL ST.

PARKING COUNTS :
 The indicated parking counts are the observed number of cars on the street at that point in time. The greatest number of observed cars parked along each side of the road are indicated in the bold box. The sum of these numbers will be used in the next section to compare the observed parking “peak” volume to the number of parking spaces the final Kercheval Avenue corridor improvements will be designed to hold.

**Kercheval Parking Counts:
 Parker St. to Maxwell St.**

		North	South
Wed	7:00	3	1
Wed	8:00	0	0
Wed	9:30	4	2
Tue	10:30	5	3
Mon	12:00	2	2
Thur	14:30	6	1
Thur	16:00	1	1
Tue	18:20	0	2
Fri	19:30	7	5
Wed	21:45	3	3
Sat	11:00	0	4
Sun	12:00	6	5
Sun	13:00	6	5

NOTE:
 When individual parking stalls are not officially striped on the street, on-street parking availability tends to increase due the varying lengths of cars. The parking spaces indicated on the left are based on the road striping currently on Kercheval Avenue and the standard 20-foot car length.

2

KERCHEVAL AVENUE RE-DESIGN

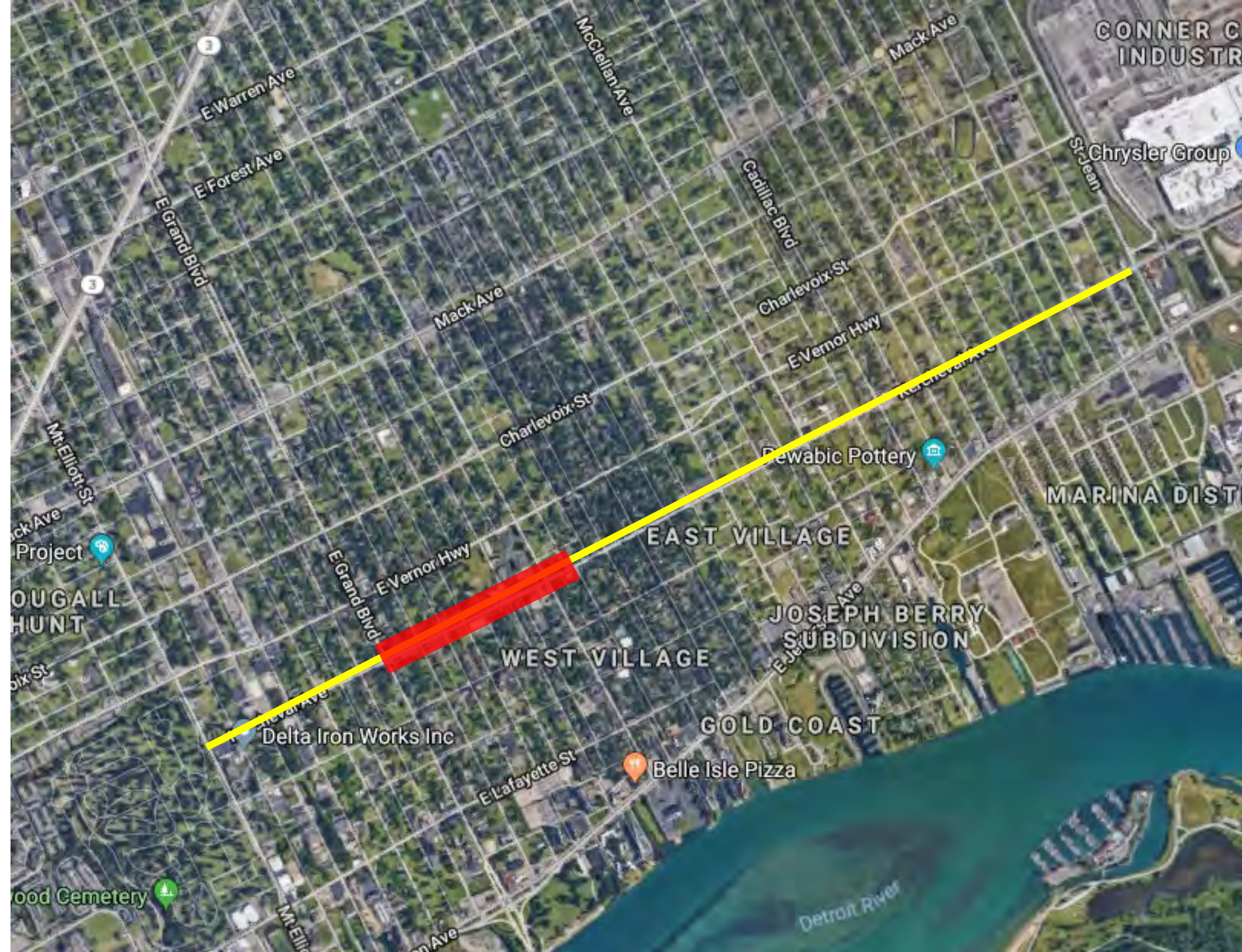
This section will offer a block by block comparison of estimated pre-existing available on-street parking, communicated in the previous section, and anticipated dedicated parking after Kercheval Avenue corridor investments and restriping.

KEY OBSERVATION: After Kercheval Avenue corridor improvements, dedicated parking will generally exceed observed existing peak parking volume between E. Grand Boulevard and Seyburn Street

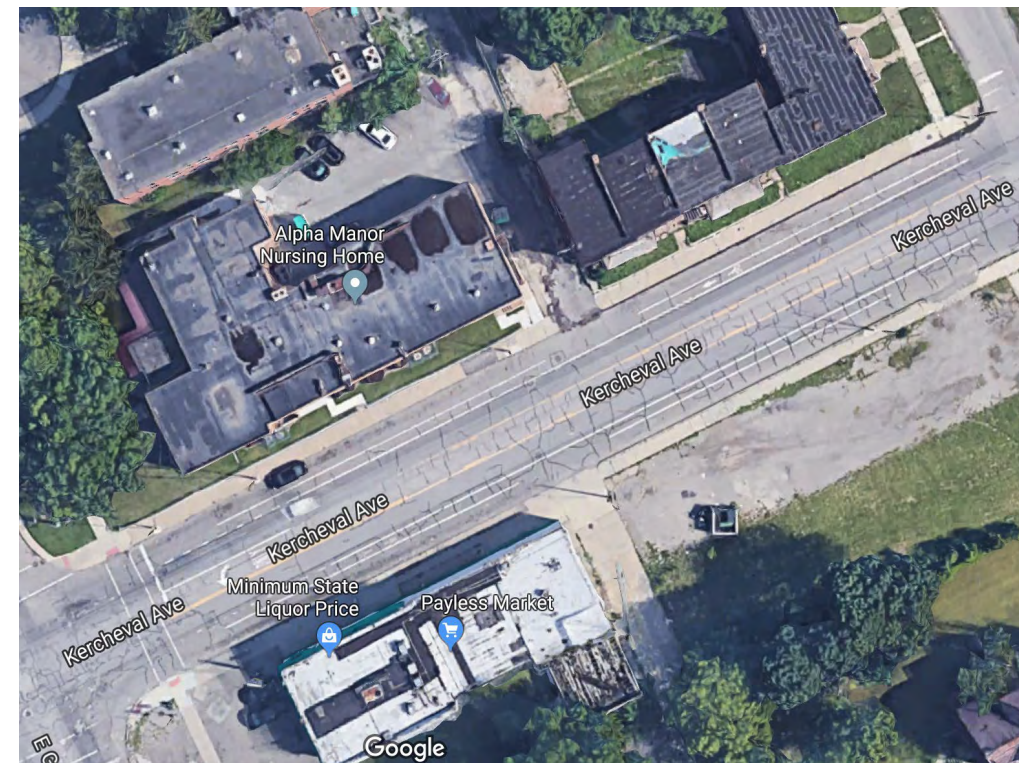
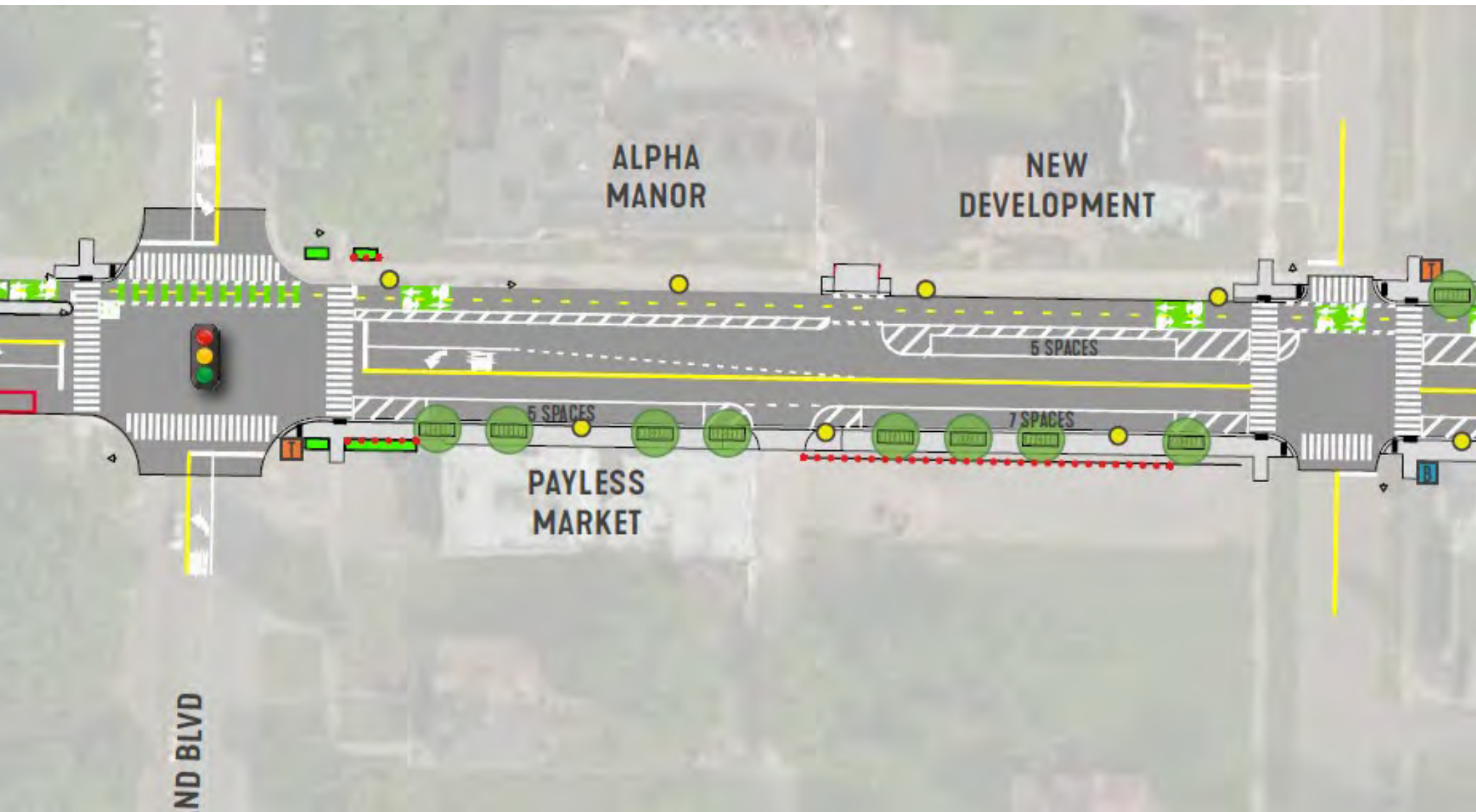
Total Estimated Parking Available Before Kercheval Avenue Improvements	Total Estimated Parking Available After Kercheval Avenue Improvements
139	100

AFTER KERCHEVAL IMPROVEMENTS, PARKING AVAILABILITY WILL SHIFT TOWARDS TOWNSEND TO PROVIDE PUBLIC GAINS, IMPROVED CURB APPEAL, INCREASED MOBILITY, INCREASED PEDESTRIAN SAFETY, STRENGTHENED BUS RIDER SAFETY, AND ACTIVE INTERSECTIONS

IMAGE: The red indicates where targeted improvements, will focus on Kercheval Avenue, between E. Grand Boulevard and Parker Street. The yellow indicates where restriping and repaving will occur



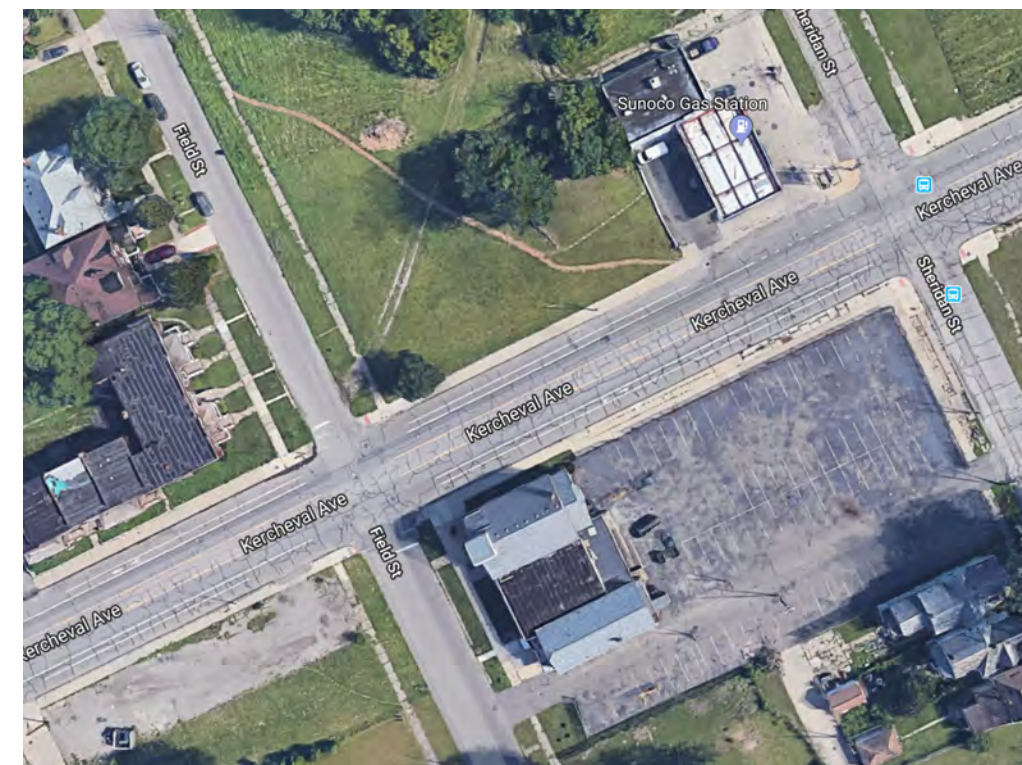
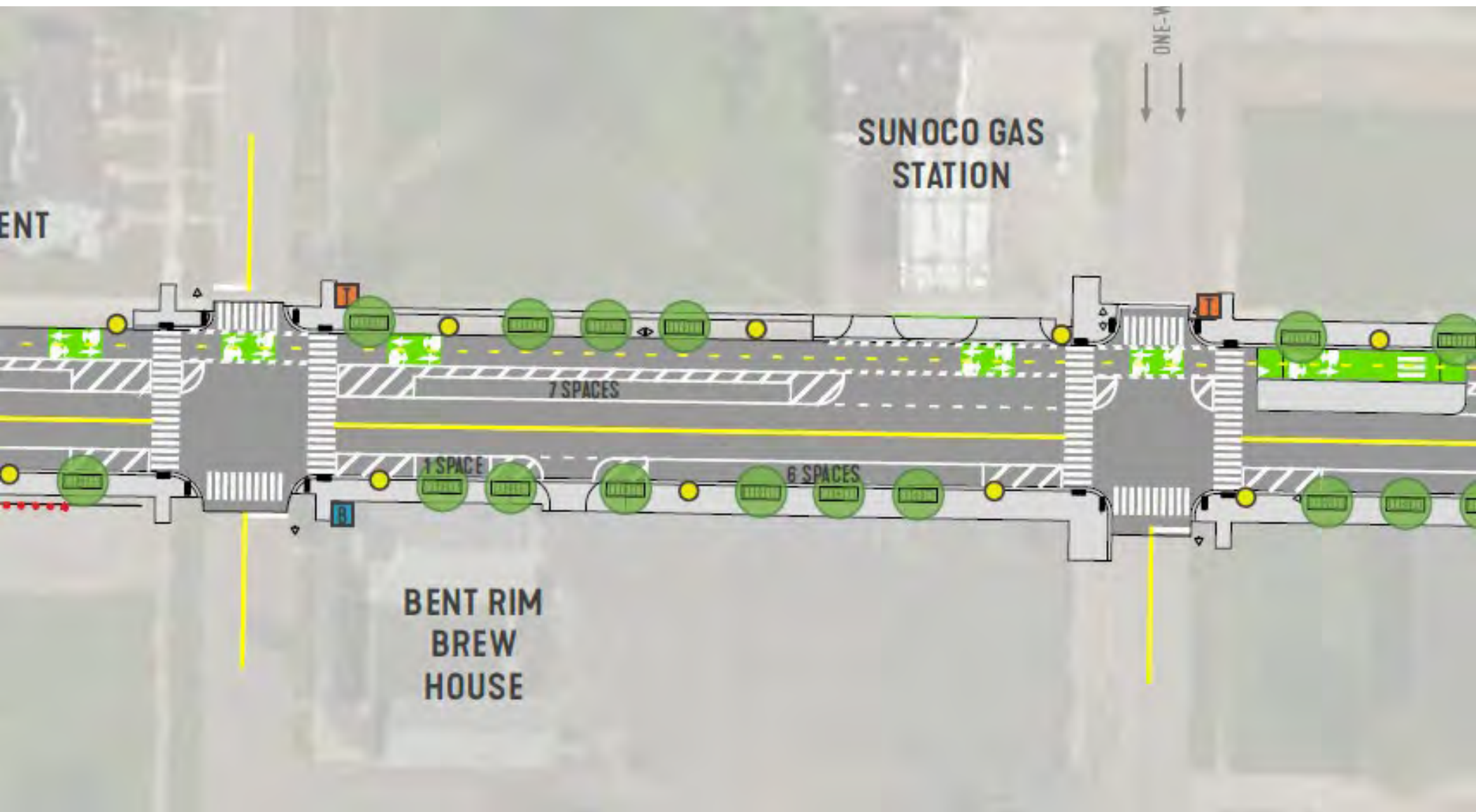
E. GRAND BLVD TO FIELD STREET



Current Parking Counts (Peak Times)	13 Spaces
Proposed Scheme	17 Spaces

NOTE:
When individual parking stalls are not officially striped on the street, on-street parking availability tends to increase due the varying lengths of cars. The parking spaces indicated on the left are based on the road striping currently on Kercheval Avenue and the standard 20-foot car length.

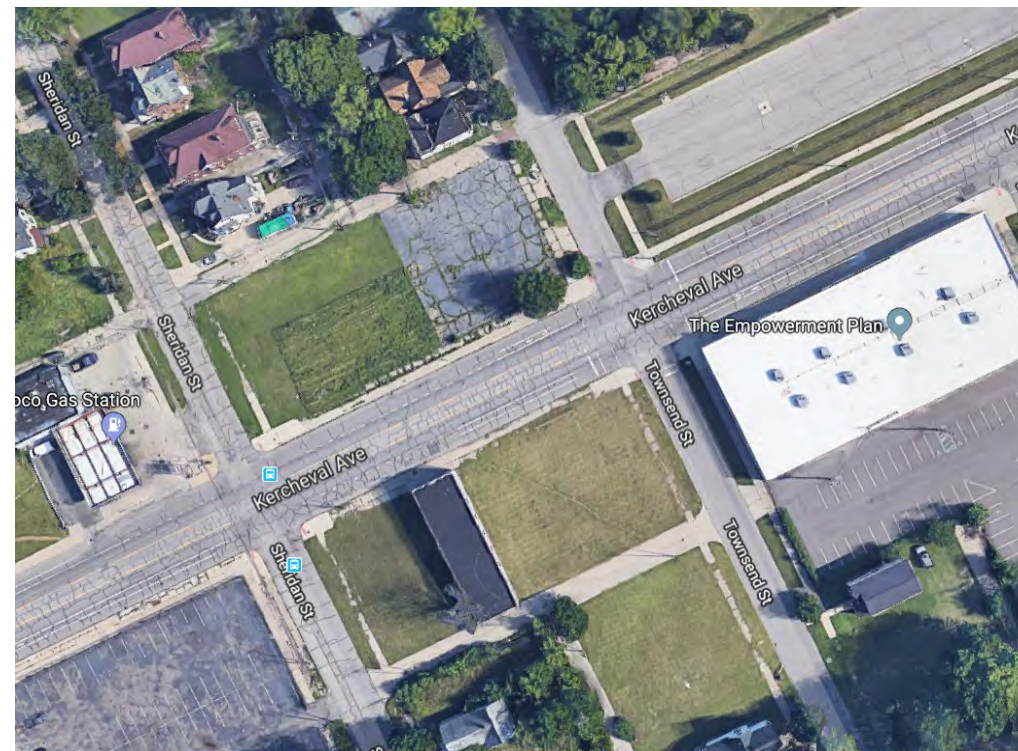
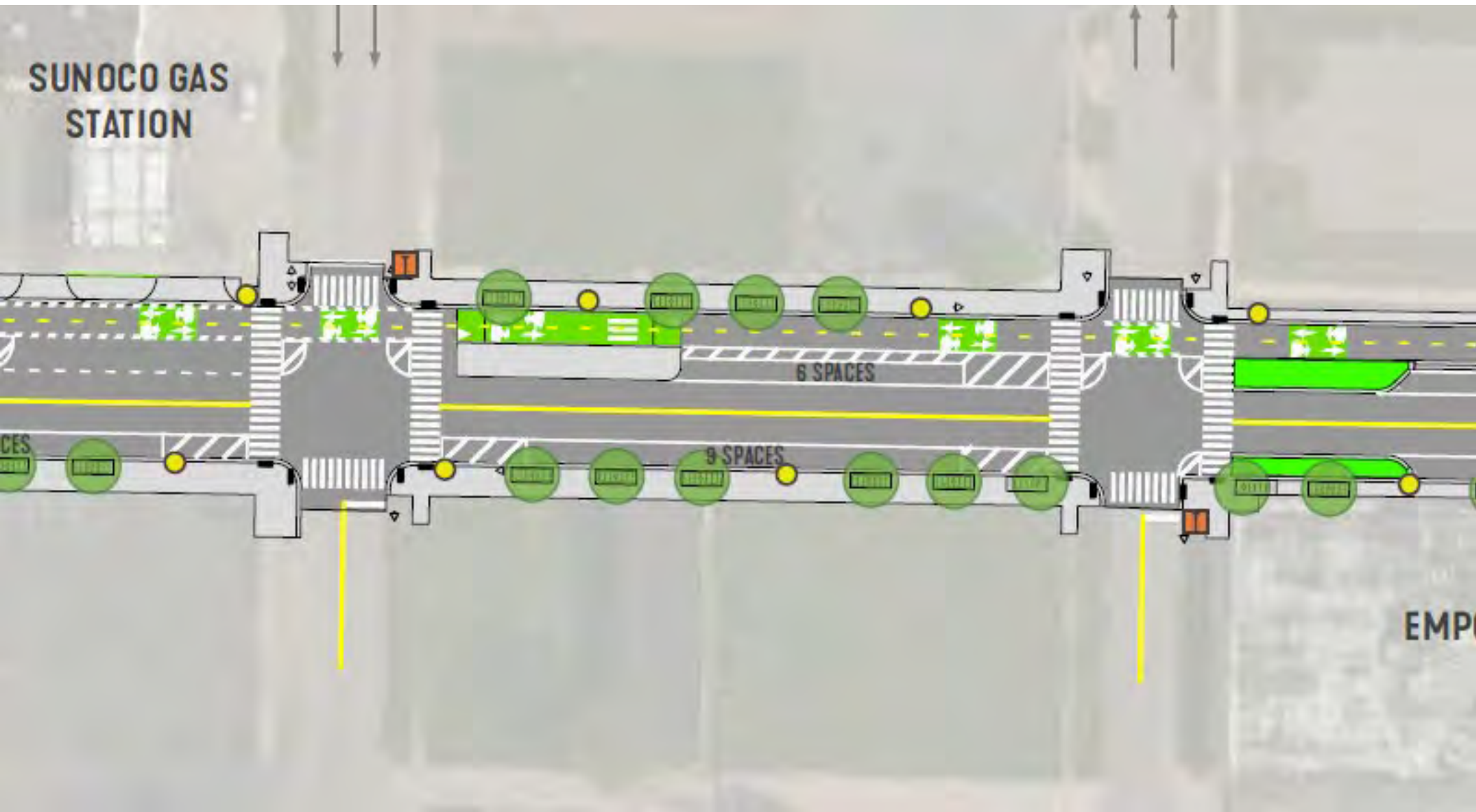
FIELD ST. TO SHERIDAN ST.



Current Parking Counts (Peak Times)	1 space
Proposed Scheme	14 Spaces

NOTE:
When individual parking stalls are not officially striped on the street, on-street parking availability tends to increase due the varying lengths of cars. The parking spaces indicated on the left are based on the road striping currently on Kercheval Avenue and the standard 20-foot car length.

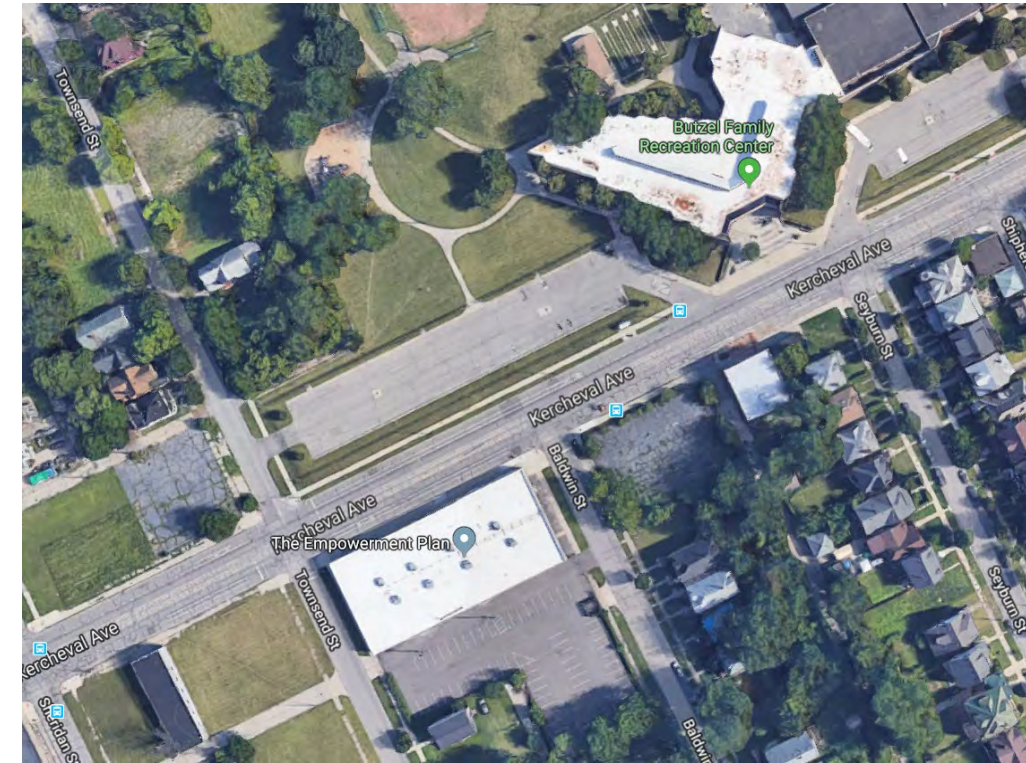
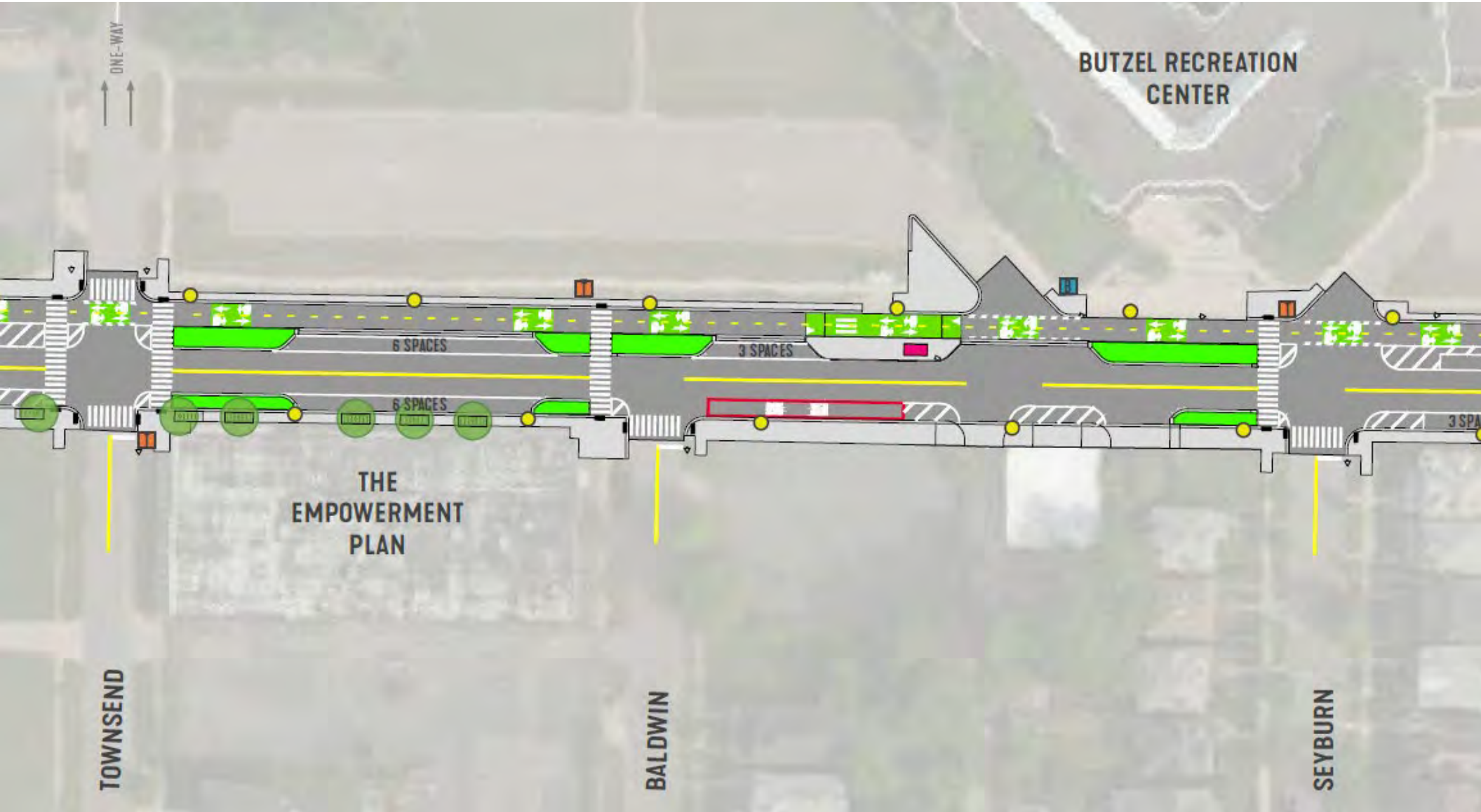
SHERIDAN ST. TO TOWNSEND ST.



Current Parking Counts (Peak Times)	0 space
Proposed Scheme	15 Spaces

NOTE:
 When individual parking stalls are not officially striped on the street, on-street parking availability tends to increase due the varying lengths of cars. The parking spaces indicated on the left are based on the road striping currently on Kercheval Avenue and the standard 20-foot car length.

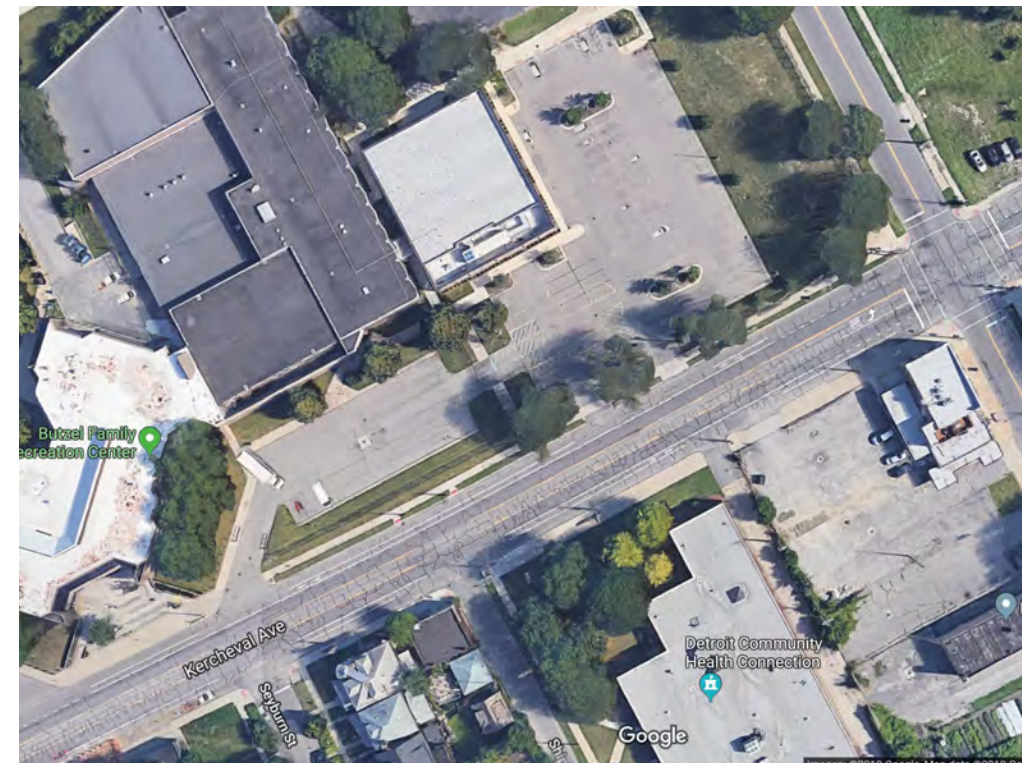
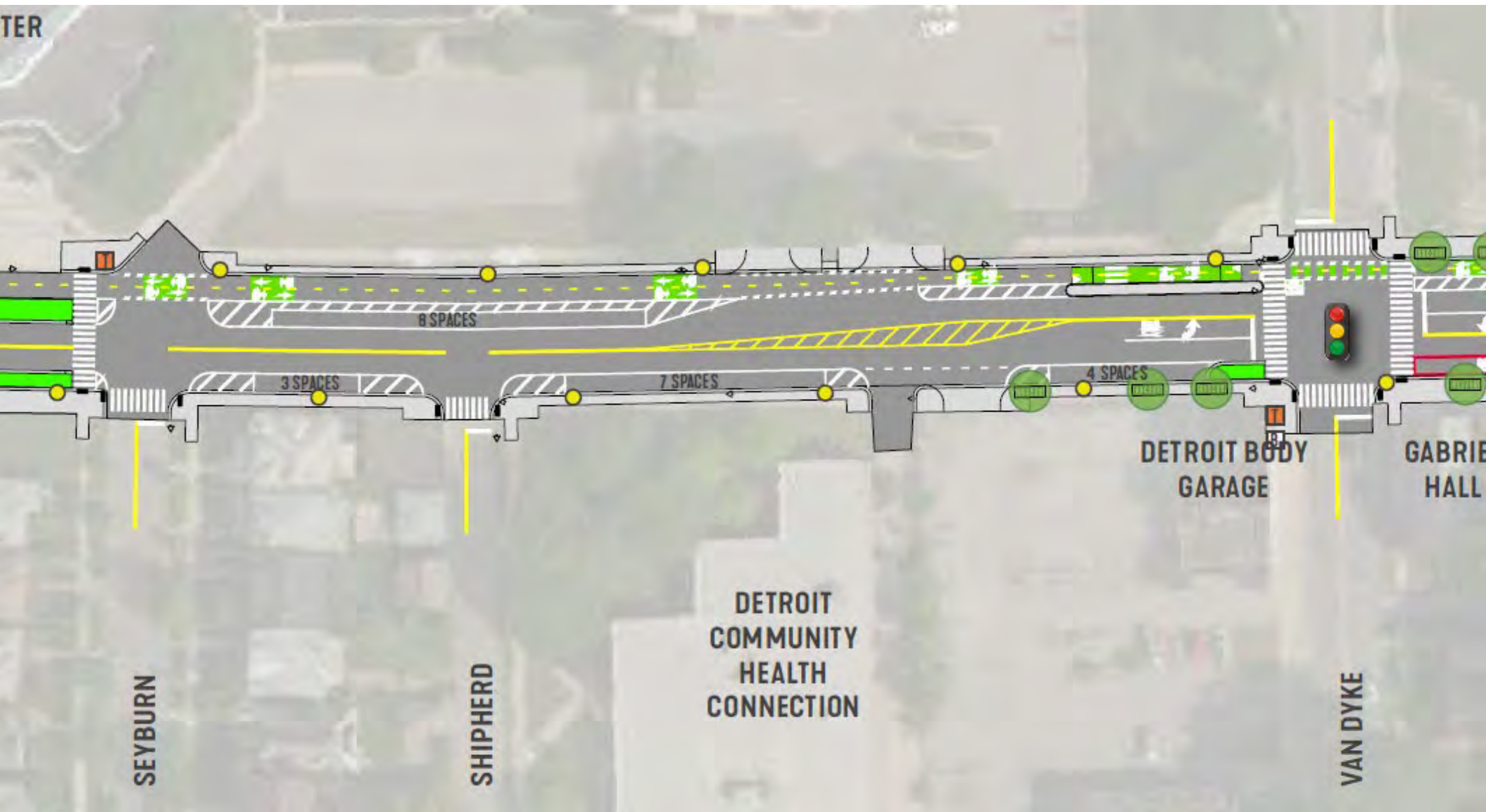
TOWNSEND ST. TO SEYBURN ST.



Current Parking Counts (Peak Times)	18 spaces
Proposed Scheme	15 spaces

NOTE:
When individual parking stalls are not officially striped on the street, on-street parking availability tends to increase due the varying lengths of cars. The parking spaces indicated on the left are based on the road striping currently on Kercheval Avenue and the standard 20-foot car length.

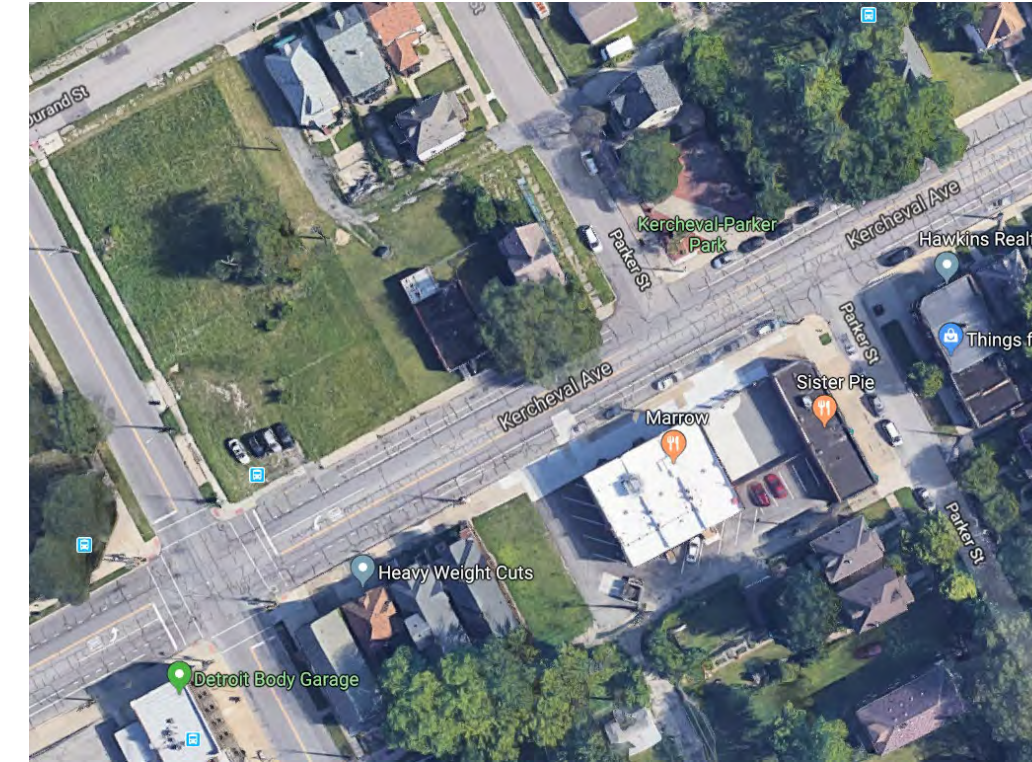
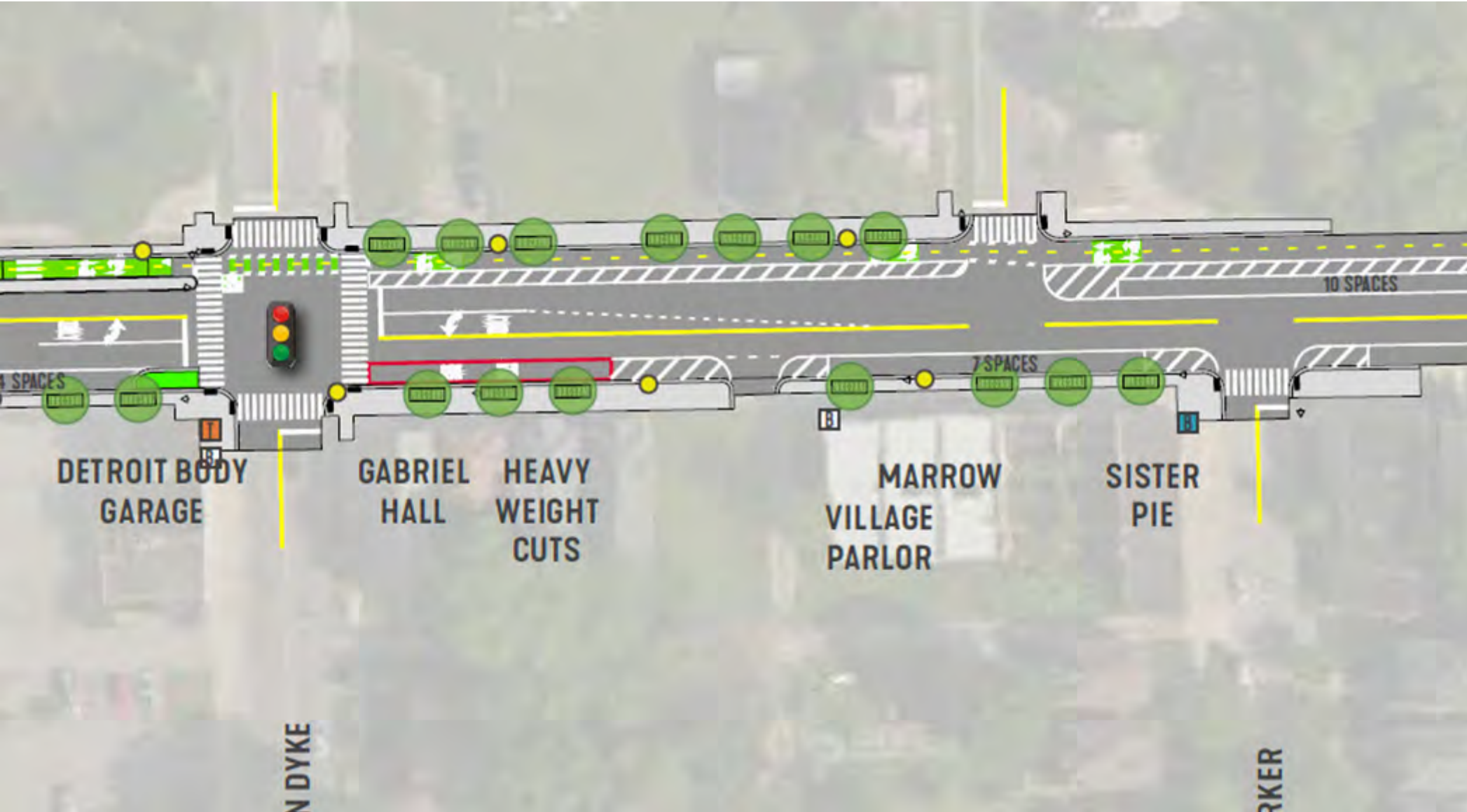
SEYBURN ST. TO VAN DYKE ST.



Current Parking Counts (Peak Times)	38 spaces
Proposed Scheme	22 spaces

NOTE:
When individual parking stalls are not officially striped on the street, on-street parking availability tends to increase due the varying lengths of cars. The parking spaces indicated on the left are based on the road striping currently on Kercheval Avenue and the standard 20-foot car length.

VAN DYKE ST. TO PARKER ST.



Current Parking Counts (Peak Times)	20 space
Proposed Scheme	7 Spaces

NOTE:
When individual parking stalls are not officially striped on the street, on-street parking availability tends to increase due the varying lengths of cars. The parking spaces indicated on the left are based on the road striping currently on Kercheval Avenue and the standard 20-foot car length.

4

ANTICIPATED PARKING NEEDS

This section will look at development scenarios for each of the 3 project details announced in the Islandview/Greater Villages neighborhood planning study.

1. Parker / Durand Development (Construction anticipated to begin Fall 2019)
2. Butzel Development (Project not confirmed; still being explored)
3. Garvey Development (Project not confirmed; still being explored)

Residential parking for the 3 anticipated mixed-use multi-family developments will require a total of 145 parking spaces; all required residential parking will be provided on the development's property

Further detailed discussion will need to be explored with Butzel Family Recreation Center, Marcus Garvey Academy, and Detroit Public Schools. Generally, residential-generated parking needs will be satisfied. Retail-generated parking needs will require further discussion regarding on-street parking on Kercheval Avenue, shared-parking partnerships with land that the City of Detroit owns, and/or partnerships with willing private stakeholders. City of Detroit is still in favor of protecting residential streets from retail-generated parking needs.

1



Parker / Durand Development

2



Garvey Development

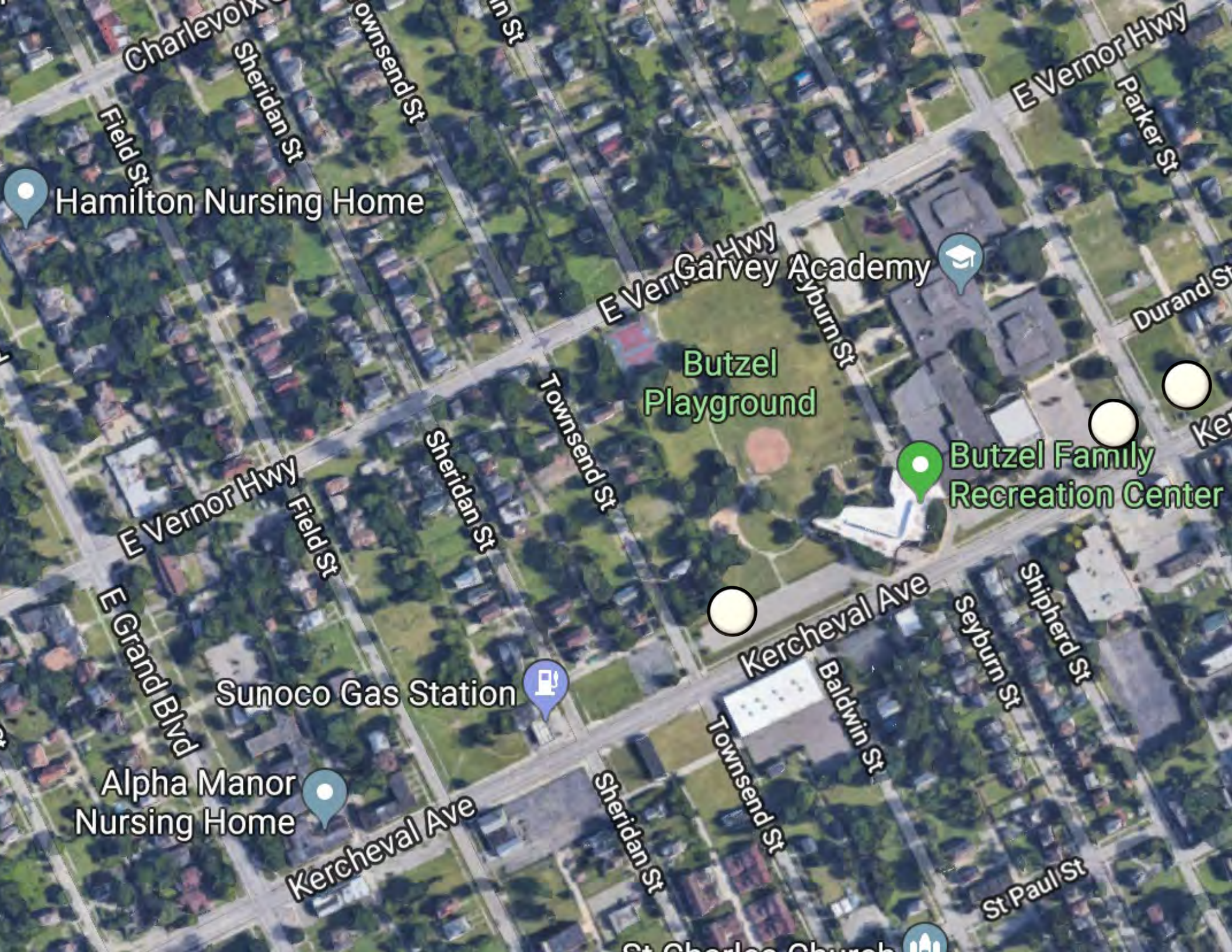
3



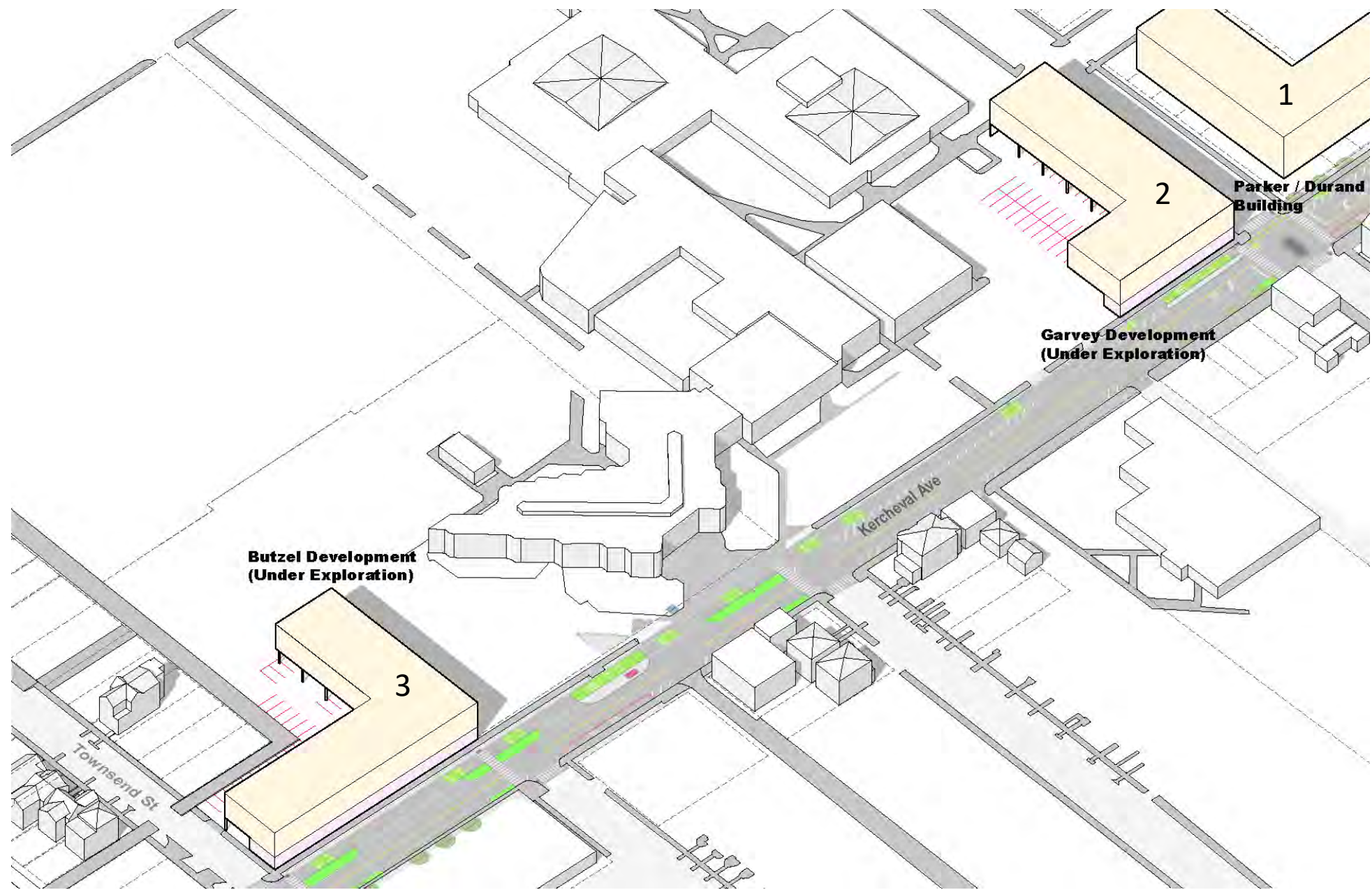
Butzel Development



RESIDENTIAL PARKING FOR THE 3 ANTICIPATED DEVELOPMENTS WILL REQUIRE 145 PARKING SPACES; ALL REQUIRED RESIDENTIAL PARKING WILL BE PROVIDED ON THE DEVELOPMENT'S PROPERTY



ANTICIPATED DEVELOPMENTS





PARKER / DURAND DEVELOPMENT

(NE CORNER OF KERCHEVAL / VAN DYKE)

RESIDENTIAL PARKING MULTIPLIERS: (Based on SD1 Zoning)

Required Residential – 0.75 parking spaces per apartment

PARKING PROJECTION

Residential Units – 92 units
 Required Parking – 69 spaces

Retail Generated Parking

The type of retail uses determine parking requirements; Retail uses have not been determined at this time. Project estimates 6,200 square feet of retail. Retail configuration subject to change.

PARKING ACCOMMODATIONS:

80 ON-SITE RESIDENTIAL PARKING

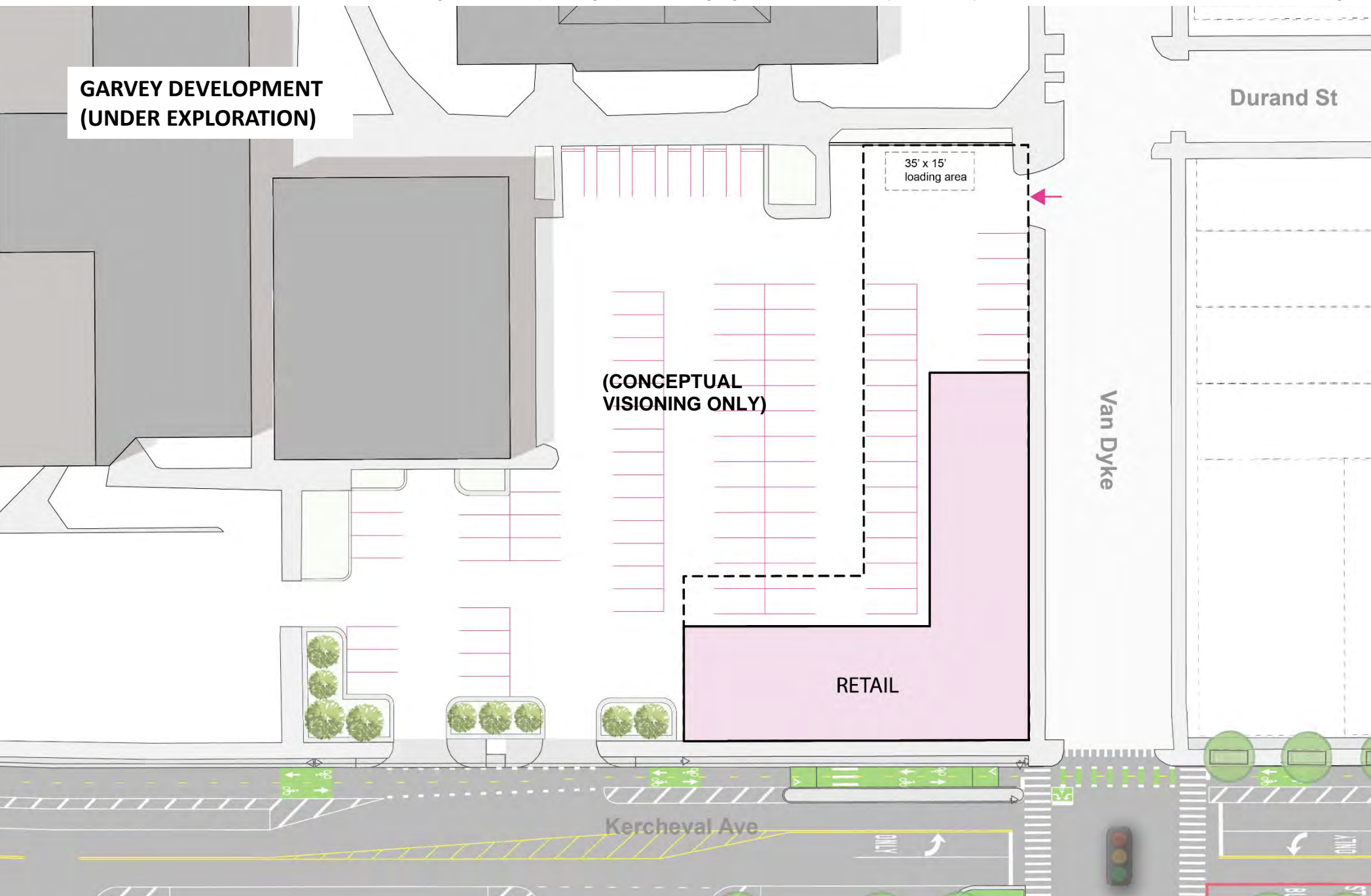
20 OFF-STREET PARKING ACROSS THE STREET SHARED WITH PRIVATE OWNER

100 TOTAL PARKING SPACES PROVIDED



Specific questions about this project should be directed to Invest Detroit, Nate Barnes

NOTE: This image includes parking spots belonging to Marcus Garvey Academy that are not included in the count to the right



GARVEY DEVELOPMENT (UNDER EXPLORATION)

(CONCEPTUAL VISIONING ONLY)

35' x 15' loading area

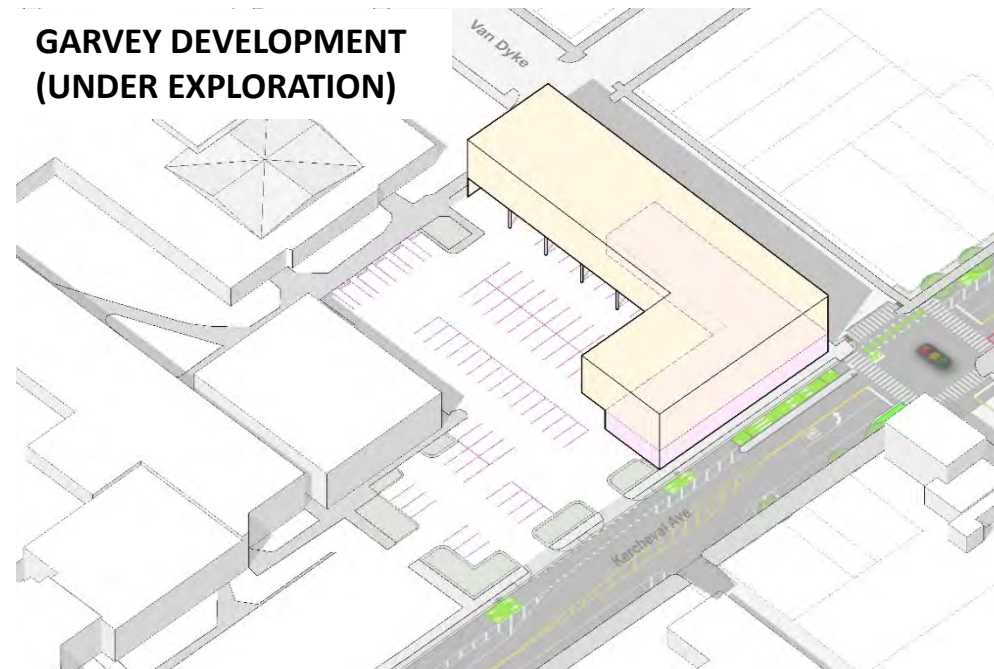
RETAIL

Durand St

Van Dyke

Kercheval Ave

GARVEY DEVELOPMENT (UNDER EXPLORATION)



PARKING PROJECTIONS:

41 REQUIRED FOR RESIDENTIAL

03 REMAINING PARKING FOR FUTURE RETAIL

44 TOTAL PARKING SPACES PROVIDED ON-SITE

NOTE:

This development scenario will continue to evolve over time as the project details are explored with Detroit Public Schools, Marcus Garvey Academy, and the Butzel Family Recreation Center.

Current development concept indicates the City can meet residential parking requirements. However, the Housing and Revitalization Department (HRD) will continue to explore development scenarios to provide additional parking.

HRD will continue to explore Garvey Development in more detail in the upcoming months, any specific questions about this project should be directed to Jason Friedmann

GARVEY DEVELOPMENT

(NW CORNER OF KERCHEVAL / VAN DYKE)

RESIDENTIAL PARKING MULTIPLIERS:

(Based on SD1 Zoning)

Required Residential – 0.75 parking spaces per apartment

PARKING PROJECTION

Residential Units – 54 units
Required Parking – 40 spaces

Retail Generated Parking

The type of retail uses determine parking requirements; Retail uses have not been determined at this time. Project estimates 10,000 square feet of retail. Retail configuration subject to change.

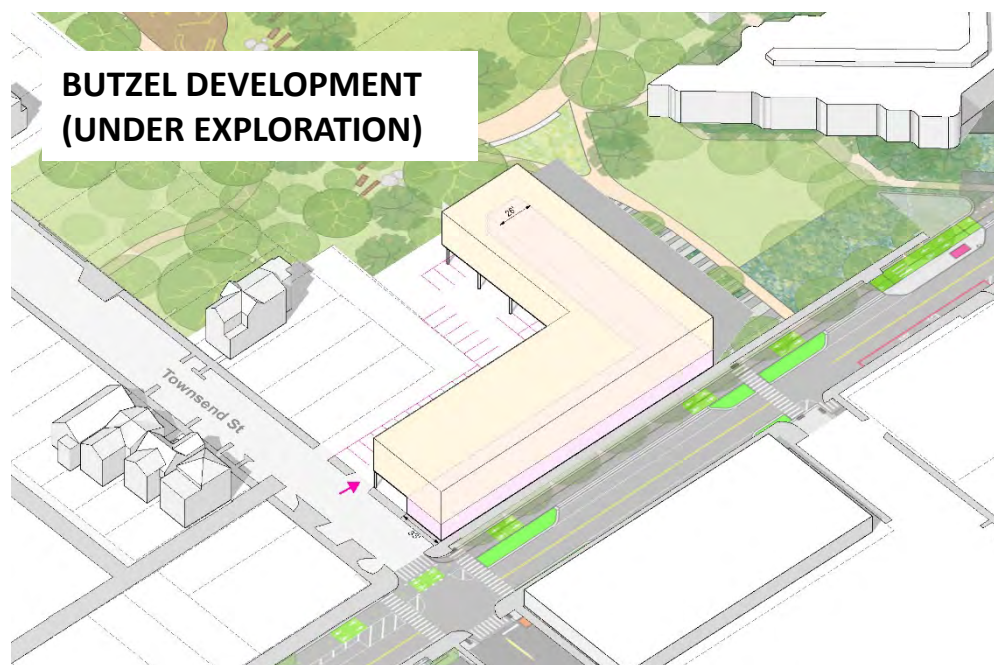
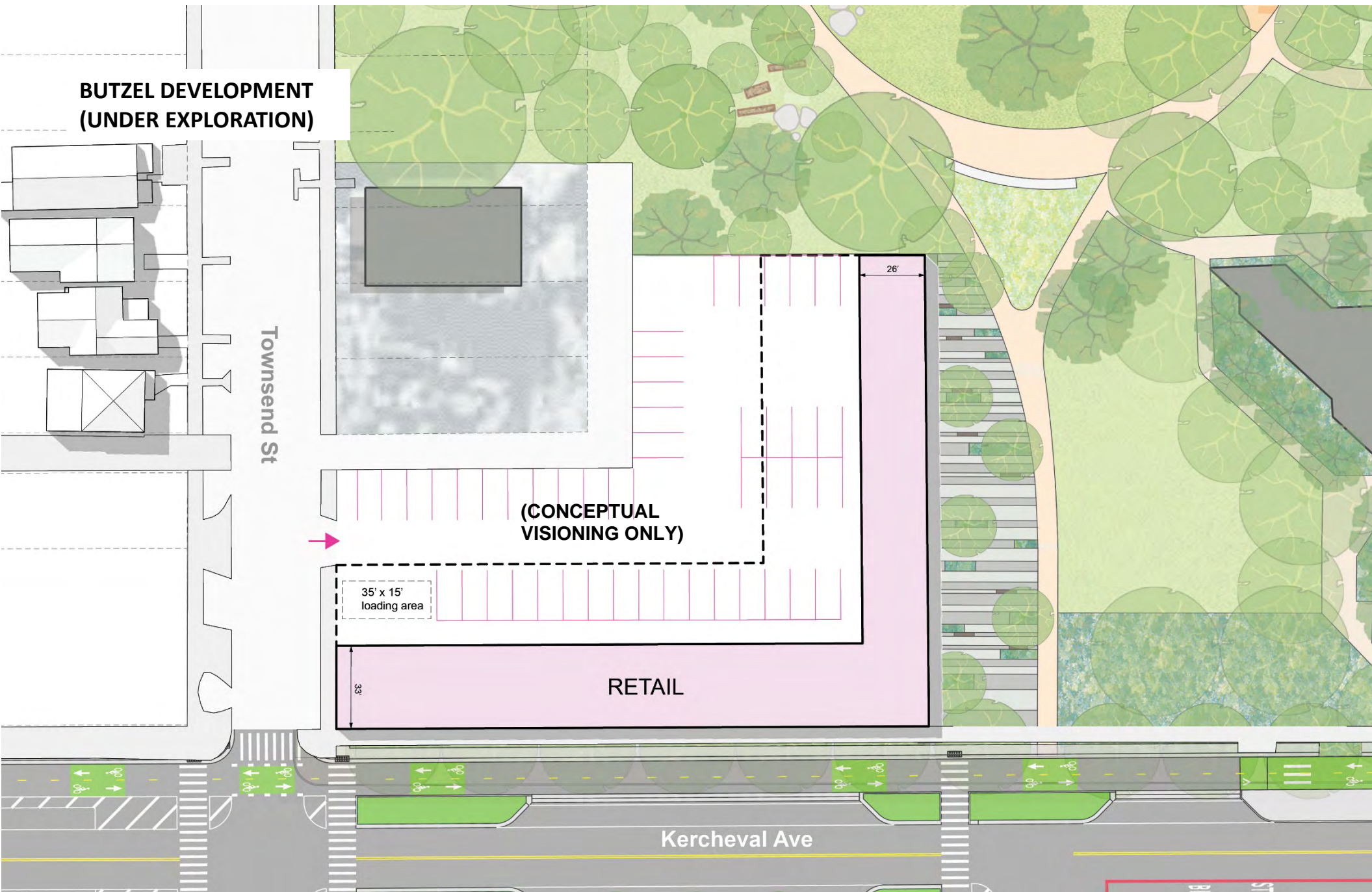
PARKING SCENARIO FOR DISCUSSION (RETAIL-GENERATED PARKING NEED)

Kercheval Avenue & Van Dyke Street

Explore development scenarios that support on-street parking along Kercheval Avenue and a portion of Van Dyke Street to accommodate retail parking needs

Inside Butzel Family Park & Private Parking Partnerships

Explore shared parking scenarios on City-owned properties and with the owners of the numerous underutilized surface parking lots within the Islandview/Greater Villages neighborhood planning area.



BUTZEL DEVELOPMENT (UNDER EXPLORATION)

BUTZEL DEVELOPMENT

(NE CORNER OF KERCHEVAL / TOWNSEND)

RESIDENTIAL PARKING MULTIPLIERS:
(Based on SD1 Zoning)

Required Residential – 0.75 parking spaces per apartment

PARKING PROJECTION
Residential Units – 48 units
Required Parking – 36 spaces

Retail Generated Parking
The type of retail uses determine parking requirements; Retail uses have not been determined at this time. Project estimates 5,000-10,000 square feet of retail. Retail configuration subject to change.

PARKING SCENARIO FOR DISCUSSION (RETAIL-GENERATED PARKING NEED)

Kercheval Avenue & TownsendStreet
Explore development scenarios that supports on-street parking along Kercheval Avenue and a portion of Townsend Street to accommodate retail parking needs

Inside Butzel Family Park & Private Parking Partnerships
Explore shared parking scenarios on City-owned properties and with the owners of the numerous underutilized surface parking lots within the Islandview/Greater Villages neighborhood planning area.

PARKING PROJECTIONS:

36 REQUIRED FOR RESIDENTIAL

10 REMAINING PARKING FOR FUTURE RETAIL

46 TOTAL PARKING SPACES PROVIDED ON-SITE

NOTE:
This development scenario will continue to evolve over time as the project details are explored with Detroit Public Schools, Marcus Garvey Academy, and the Butzel Family Recreation Center.

Current development concept indicates the City can meet residential parking requirements. However, the Housing and Revitalization Department (HRD) will continue to explore development scenarios to provide additional parking.

HRD will continue to explore Garvey Development in more detail in the upcoming months, any specific questions about this project should be directed to Jason Friedmann

4

SUMMARY

This section communicates, in text and in graphics, parking along Kercheval Avenue that can support anticipated adjacent developments. It also explores parking around the perimeter of Butzel Family Park, specifically along Townsend Street, E. Vernor Highway, and Van Dyke Street – this will be referred to as the “Butzel Block.”

KEY OBSERVATIONS:

The City is encouraging and anticipates forthcoming developments to populate available on-street parking

Kercheval Avenue, between Sheridan and Van Dyke Street, as observed today, has sufficient vacancy to take on parking needs of the anticipated developments

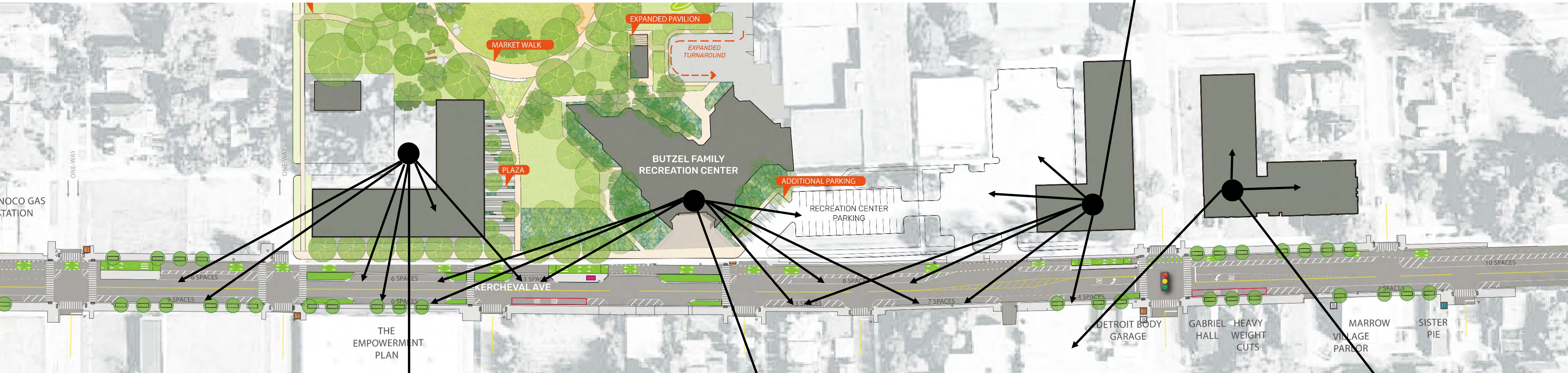
As Kercheval Avenue parking occupancy fills to capacity, parking along the adjoining streets, Townsend Street, E. Vernor Highway, and Van Dyke Streets may be explored to provide additional dedicated parking

THE CITY IS
ENCOURAGING AND
ANTICIPATES
FORTHCOMING
DEVELOPMENTS TO
POPULATE AVAILABLE
ON-STREET PARKING

PARKING ALONG KERCHEVAL AVENUE

(KERCHEVAL BETWEEN TOWNSEND AND PARKER)

There are 22 on-street parking spaces available within immediate walking distance from the Garvey development to accommodate retail-generated parking; Garvey development currently has 3 spaces reserved for retail parking



There are 30 on-street parking spaces available within immediate walking distance from the Butzel development to accommodate retail generated parking; This development currently has 10 spaces reserved for retail parking

The current Butzel Family Park design has included parking on its premises in front of and behind the Butzel Family Recreation Center. In addition to the approximately 40 spaces in the parking lot, visitors will have an opportunity to park on Kercheval Avenue where 33 parking spaces are immediately adjacent

This Parker/Durand Development has met its on-site parking requirements on the property and established a shared parking agreement with private owner across the street

IMAGE FOR DIAGRAMMATIC PURPOSES ONLY



PARKING EXPLORATIONS: (AROUND "BUTZEL BLOCK")

- 1 **Dedicated Parking on Townsend:** City may wish to explore dedicated parking on the eastside of Townsend to support easy access to Butzel Family Park and provide additional parking for area
- 2 **Dedicated Parking on E. Vernor Highway** The General Services Division and the Department of Public Works are planning to provide dedicated parking on the north side of Butzel Family Park to accommodate approximately 19 parallel parking spaces. This strategy removes perception of the parking lane as a through-lane and should encourage slower traffic speeds for visitors crossing E. Vernor Highway into Butzel Family Park
- 3 **Surface Parking inside Butzel Family Park** The General Services Division and the Department of Public Works are planning for new surface parking within Butzel Family Park to accommodate approximately 49 perpendicular parking spaces and 17 parallel parking spaces; 66 total spaces
- 4 **Delineated Parking on Van Dyke Street** City may wish to explore limited parking hours on Van Dyke Street to accommodate parking generated by retail development while also coordinating with Marcus Garvey Academy regarding times when the school will need dedicated "standing times" to accommodate peak student drop-off and pick-up hours, as well as school operations

5

**FUTURE
CONVERSATIONS**



WHAT ADDITIONAL CONVERSATIONS SHOULD WE HAVE TO ENSURE TRAFFIC AND SAFETY OBJECTIVES ARE MET?

TRAFFIC OBJECTIVES:

The Islandview/Greater Villages (IVGV) Neighborhood Planning Process brought forth many community concerns regarding pedestrian safety, observed uncomfortable high-traffic speeds, and the desire to travel to and from different parts of the cities through a variety of transit and mobility options. The implementation of Kercheval Avenue corridor improvements, the redesign of Butzel Family Park, and the construction of residential and retail/commercial developments, will activate and increase traffic volumes, encourage visitors to neighborhood destinations, strengthen retail/commercial density along streets, re-populate underutilized on-street parking, and offer safe passage for bus riders and non-motorized travel, all essential elements and experiences of urban neighborhoods. While development and growth will generate traffic changes, they are changes that are manageable through further conversation with implementation agencies about traffic calming and traffic management interventions. The following offer a sampling of suggestions for future discussion:

ANTICIPATED TRAFFIC IMPACTS:

1. Increased number of cars requiring left turns into developments and corridor destinations that could slow or stall flowing traffic during peak hours
2. Traffic beginning to seek alternate northbound/southbound and/or eastbound/westbound through residential neighborhoods
3. Increased volume of traffic flowing north/southbound on Van Dyke Street in front of Marcus Garvey Academy

FUTURE CONVERSATIONS:

- Begin monitoring traffic patterns and explore signage that would prohibit left turns during peak hours
- Explore policies and interventions that would encourage traffic to flow on preferred corridors and limit residential streets to residential traffic
- Explore traffic calming strategies, delineated parking, and standing zones on Van Dyke Street between Kercheval Avenue and E. Vernor Highway to encourage slower traffic speed





WHAT ADDITIONAL CONVERSATIONS SHOULD WE HAVE TO ENSURE PARKING OBJECTIVES ARE MET?

PARKING OBJECTIVES:

The Islandview/Greater Villages (IVGV) Neighborhood Planning Process brought forth many community concerns regarding parking availability and parking encroachments into local residential streets. The implementation of Kercheval Avenue corridor improvements, the redesign of Butzel Family Park, and the construction of residential and retail/commercial developments will encourage visitors and consumers to seek easily accessible on and off-street parking throughout. While development and growth will generate parking demand, data and observations demonstrated there is ample vacancy of on-street parking options along Kercheval Avenue and along the perimeter of the “Butzel Block” bounded by Townsend Street, E. Vernor Highway, and Van Dyke Street. However, conversations regarding ongoing parking needs/concerns should be continued.

ANTICIPATED PARKING NEEDS/CONCERNS:

FUTURE CONVERSATIONS:

- | | |
|---------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>1. Additional residential parking may be needed and desired</p> | <p>Continue exploring development scenarios that can increase residential parking on development property</p> |
| <p>2. Additional retail parking needed to meet requirements of retail-use and zoning</p> | <p>Explore conversations that support accessible, affordable, and pedestrian-friendly small business retail spaces that that may not generate parking requirements; Explore shared-parking partnerships that can leverage the large amounts of underutilized surface parking in the Islandview/Greater Villages area</p> |
| <p>3. Parking generated by retail/commercial destinations could begin to trickle into residential streets</p> | <p>Explore policies that will enforce retail/commercial parking on appropriate streets. Advocate IVGV residents petition for residential permit parking for their neighborhood streets</p> |