

11 MILE ROAD CORRIDOR PUBLIC FEEDBACK



ABOUT THE SURVEY

As the City of Royal Oak considers a potential lane conversion on 11 Mile Road, community input is essential to shaping a project that reflects public needs and priorities. To gather that input, the city conducted a survey from April 17, 2025 to May 11, 2025 that focused on the 11 Mile Road corridor between Woodward Avenue and Stephenson Highway.

The survey explored how frequently residents travel 11 Mile Road, whether they ride bicycles or use existing bike lanes, and how important specific street features—such as sidewalks, greenery, bike infrastructure, lighting, and parking. Respondents were also asked to identify features most important to them, share concerns about the proposed lane conversion, and indicate how likely they are to use on-street parking and bike lanes.



A total of 1,885 residents completed the survey, representing more than 3% of Royal Oak's population—a strong turnout for a voluntary community survey.



Responses were received from across the city, with the highest participation from neighborhoods closest to the 11 Mile corridor—those most likely to be directly impacted by future changes. The age demographics of respondents closely aligned with the city's population, helping ensure a balanced and representative sample.

In most cities, a 1–2% response rate is considered strong for open public surveys. Royal Oak's results exceeded that benchmark, underscoring a high level of community interest and engagement in the future of this important corridor.

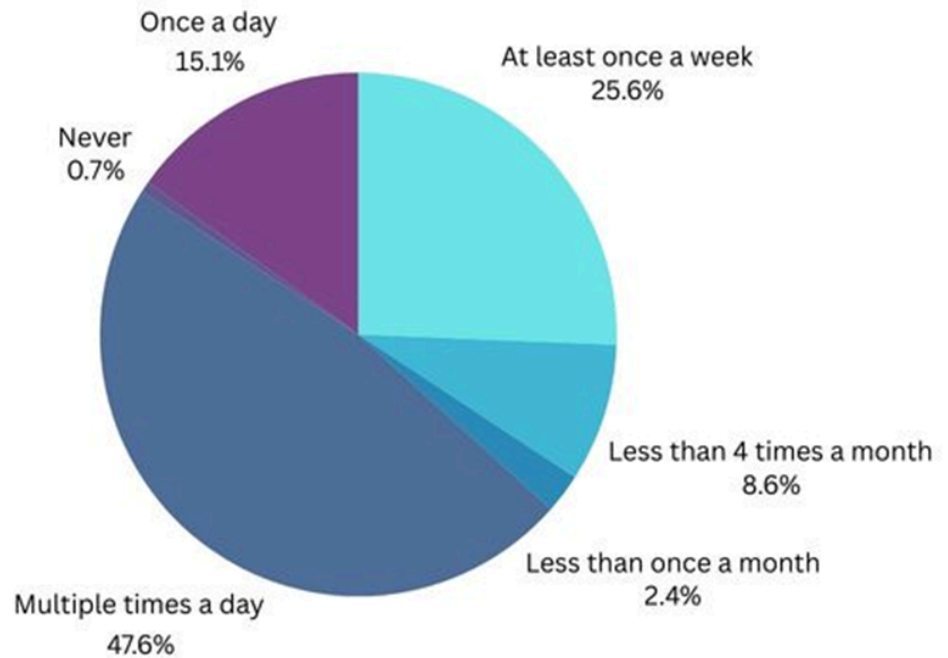
TRAVEL HABITS

- How often do you travel on 11 Mile Road?
- Do you ride a bicycle?
- Do you utilize existing bike lanes?

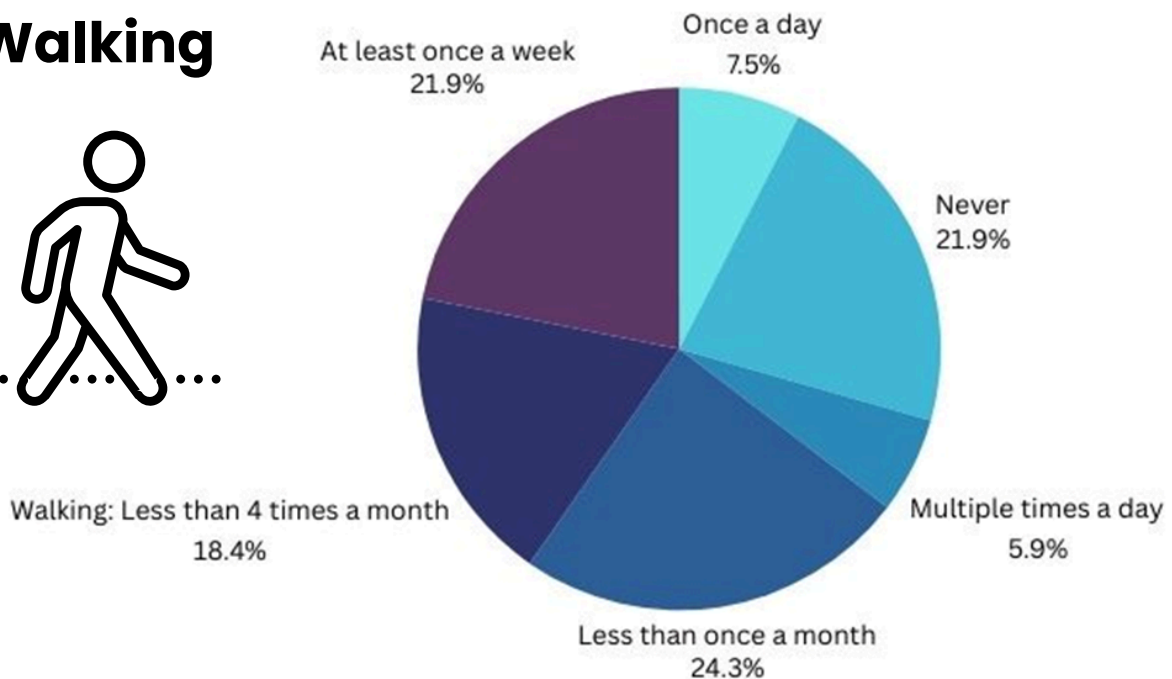


How often do you travel on 11 Mile Road?

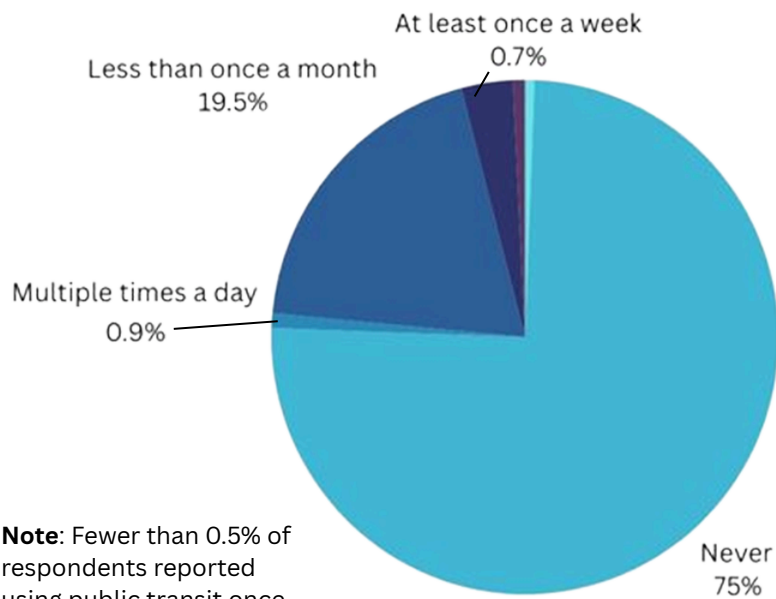
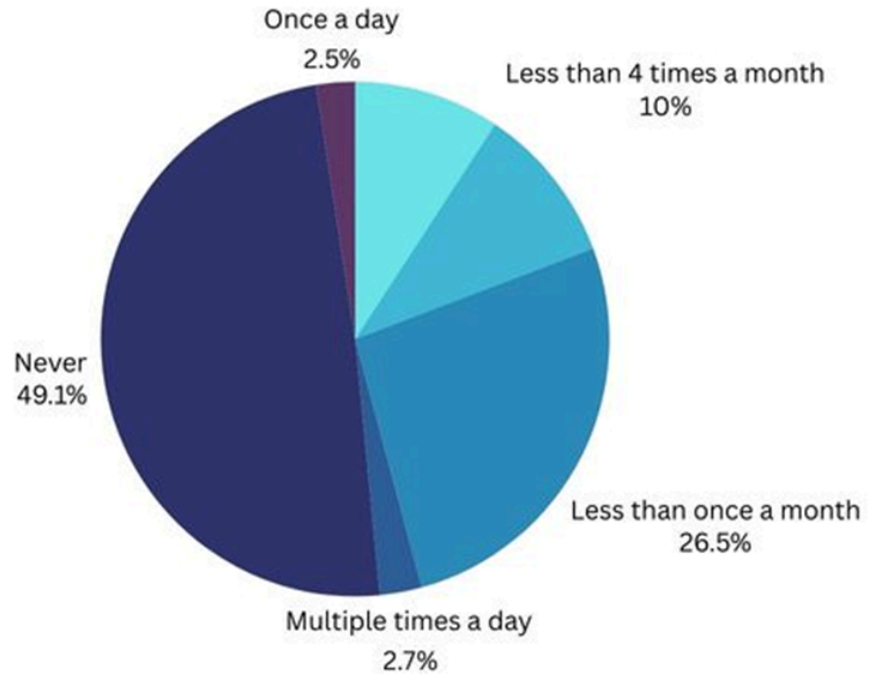
Driving



Walking

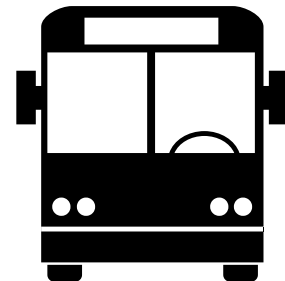


Cycling



Note: Fewer than 0.5% of respondents reported using public transit once or multiple times per day.

Public Transit



Top Travel Habits

**Driving multiple
times a day /
Walking at least
once a week
10.6%**

**Driving at least
once a week /
Walking less
than once
a month
11.1%**



**At least once a week
31.7%**



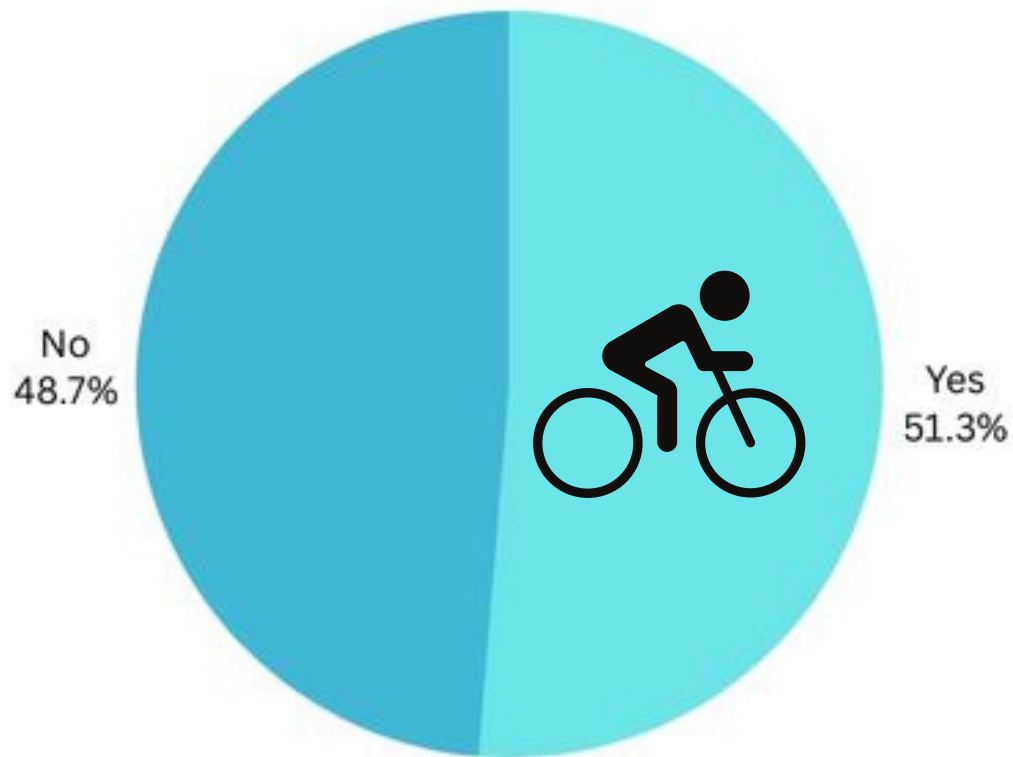
**Once a day
18.9%**



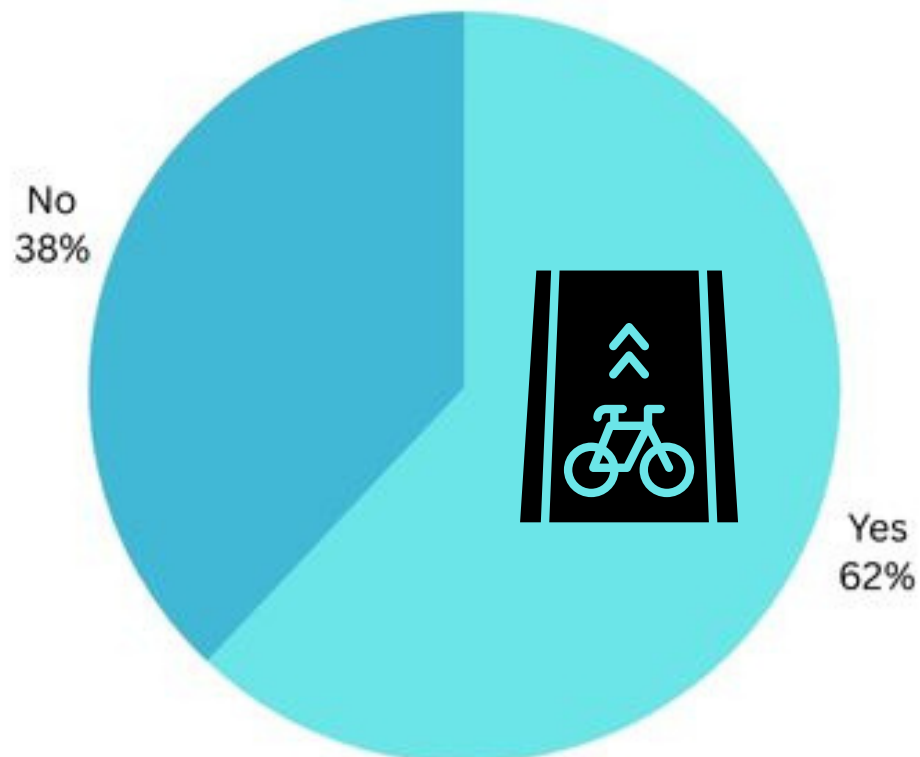
**Multiple times
a day
17.7%**

**Driving multiple
times a day /
Walking less than
once a month
10%**

Do you ride a bike in Royal Oak?



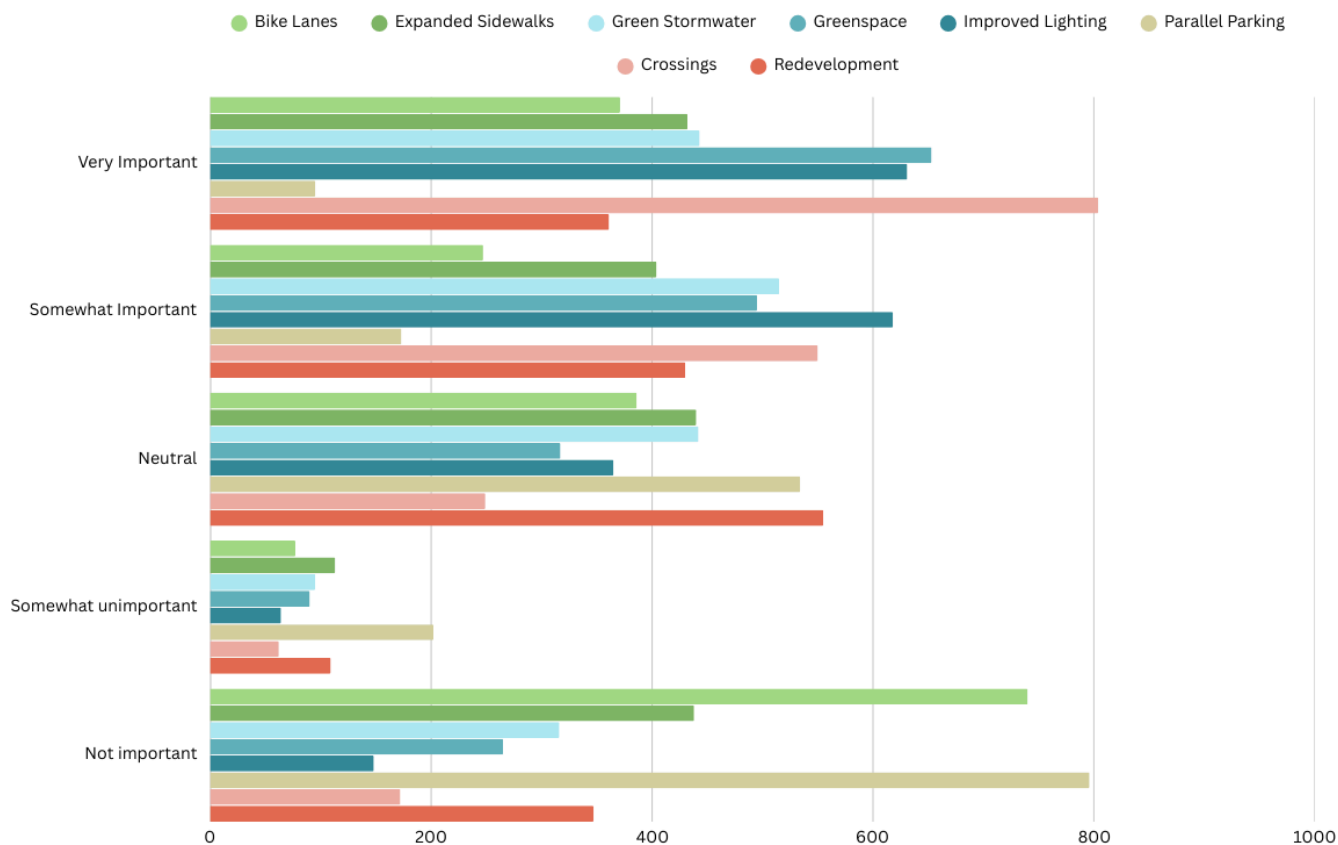
If yes, do you use bike lanes?



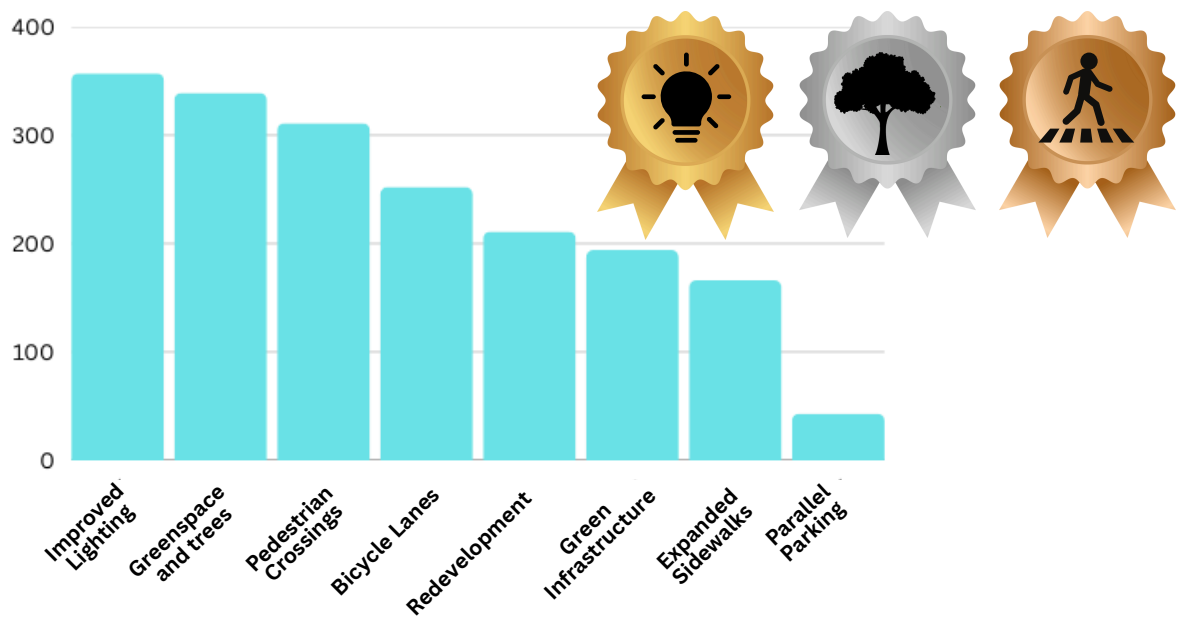
CORRIDOR SEGMENTS

- **Segment 1:** Woodward Ave → Main Street
- **Segment 2:** Main Street → Campbell Road
- **Segment 3:** Campbell Road → Stephenson Highway

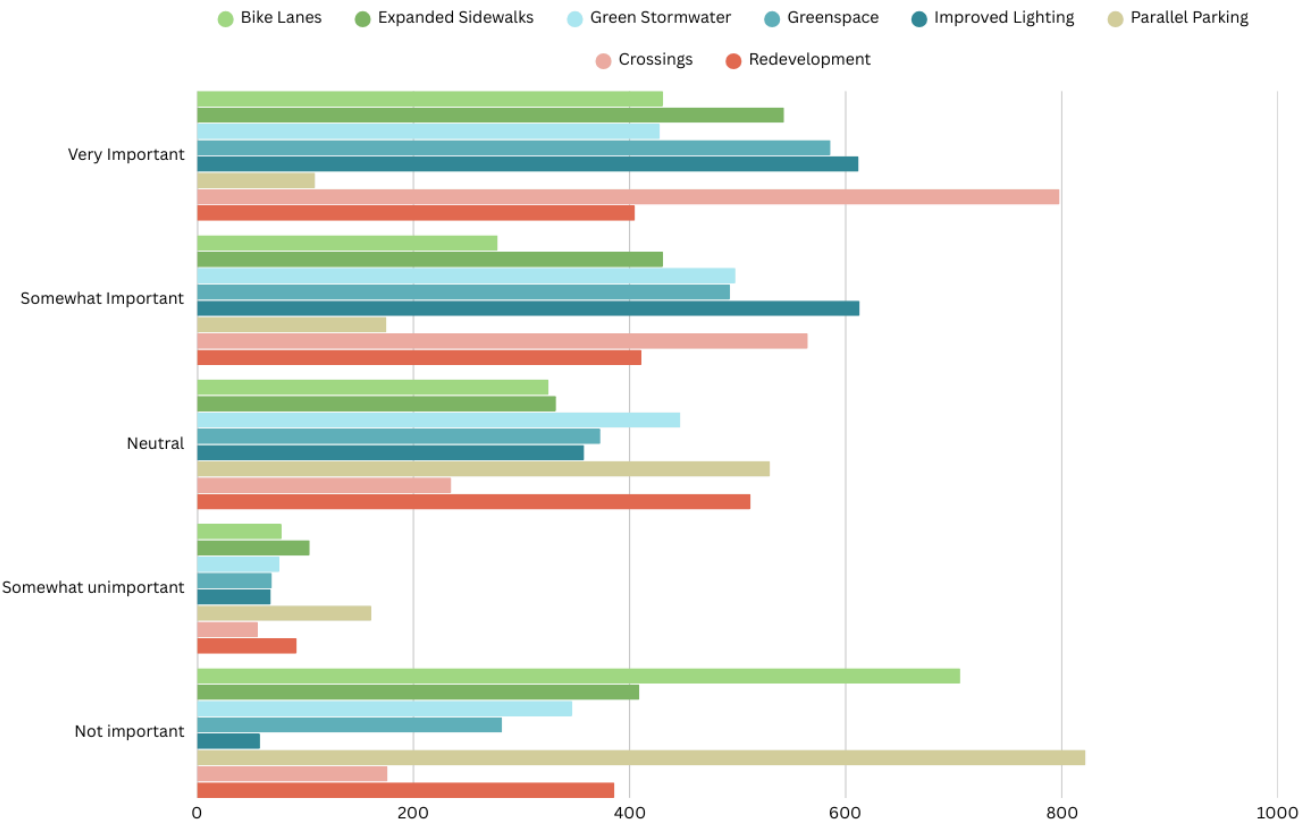
Between WOODWARD AVENUE AND MAIN STREET, how important are the following features to you?



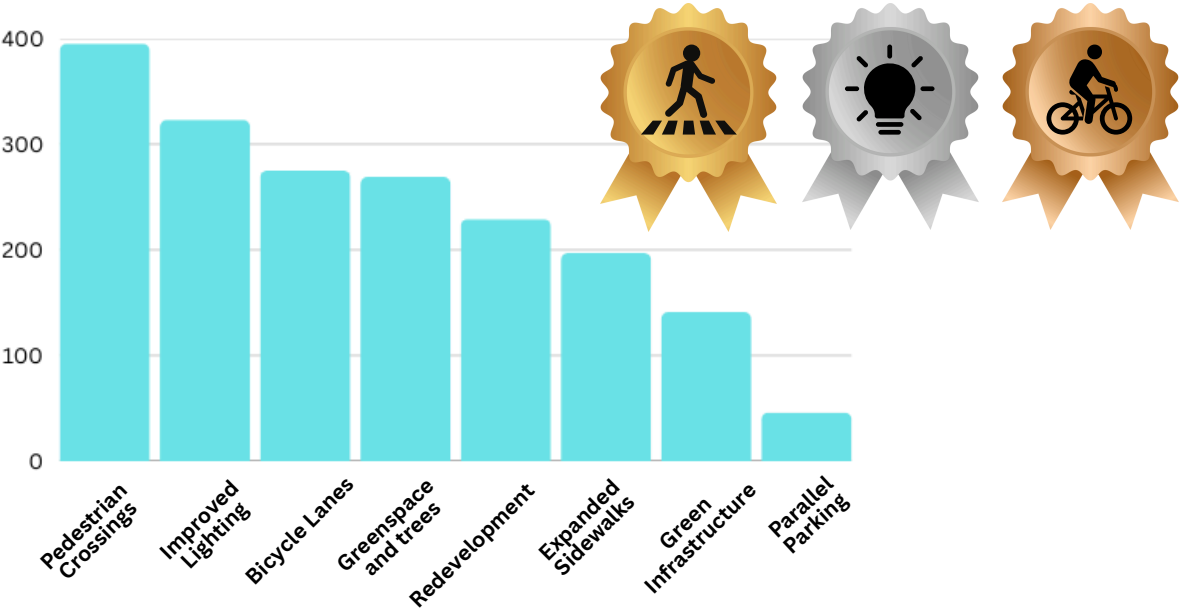
What's most important?



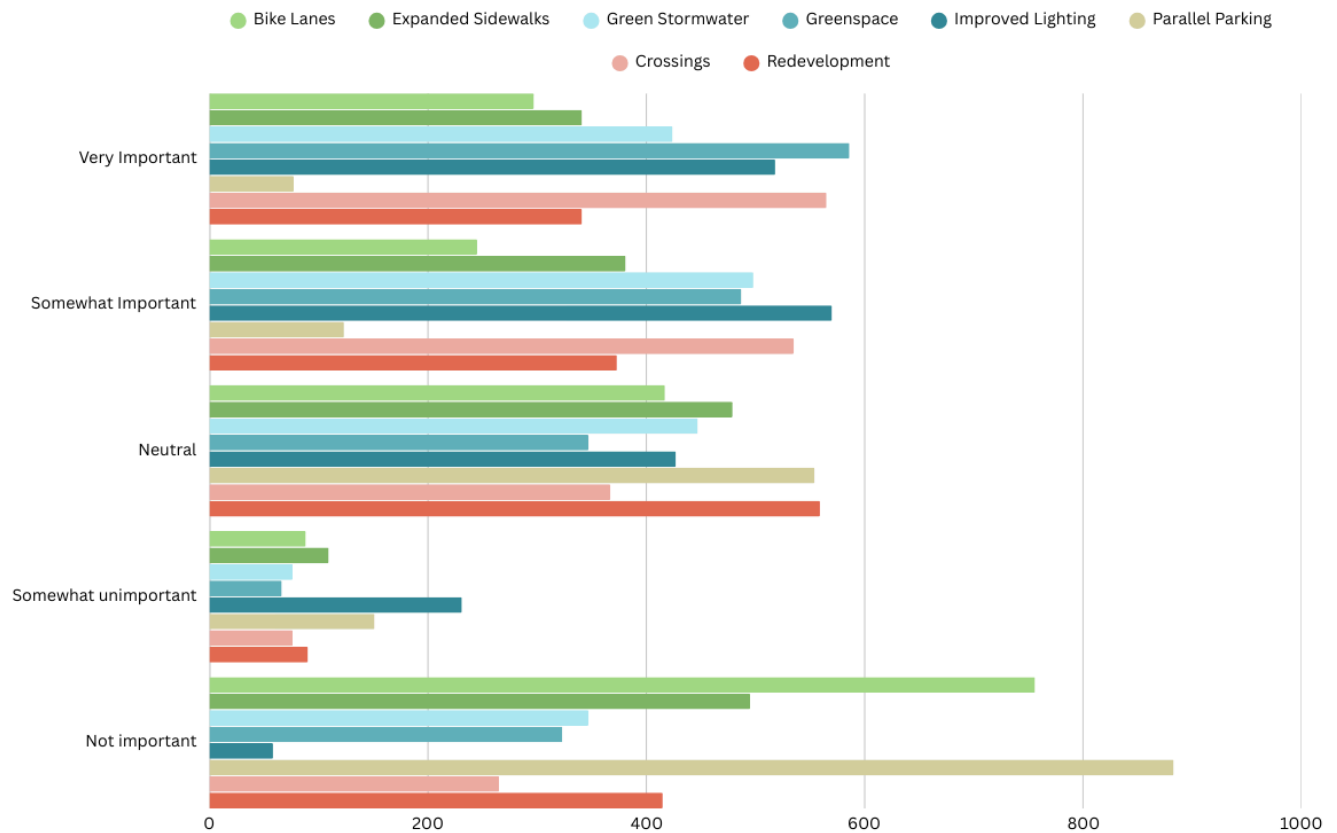
Between MAIN STREET AND CAMPBELL ROAD, how important are the following features to you?



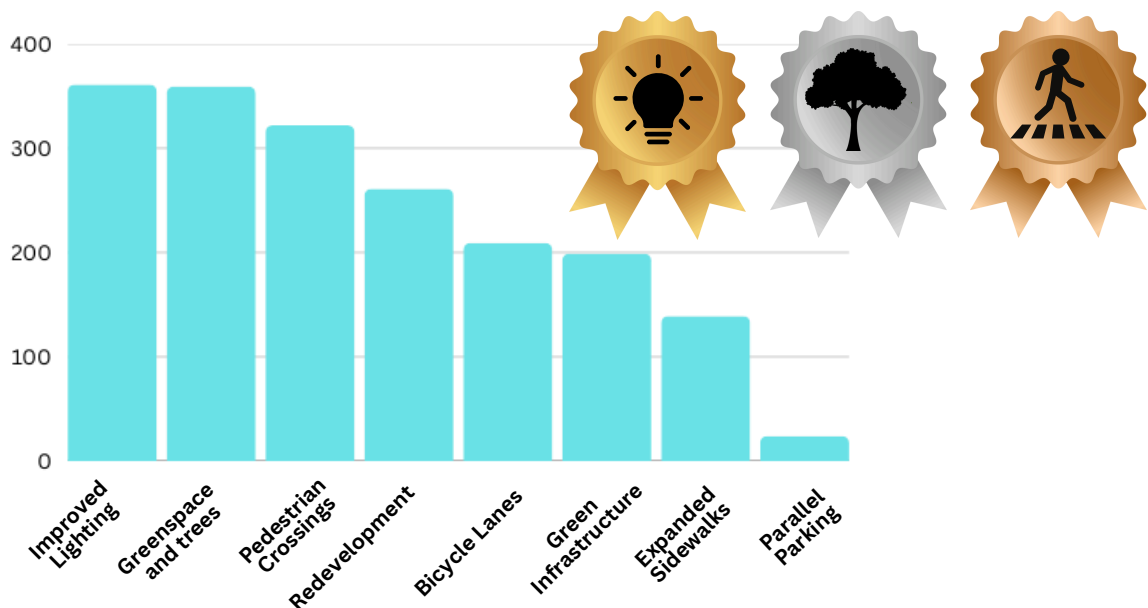
What's most important?



Between CAMPBELL ROAD AND STEPHENSON HIGHWAY, how important are the following features to you?



What's most important?



CONCERNS

- Community feedback Regarding Lane Conversion

Top Concerns



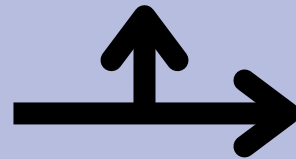
**Accidents/
Safety**
13.7%

12 Mile Rd

**Increased
traffic on other
major roads**
15.5%



**Congestion
and delays**
24.7%



**Cut-through
traffic in
neighborhoods**
24.8%



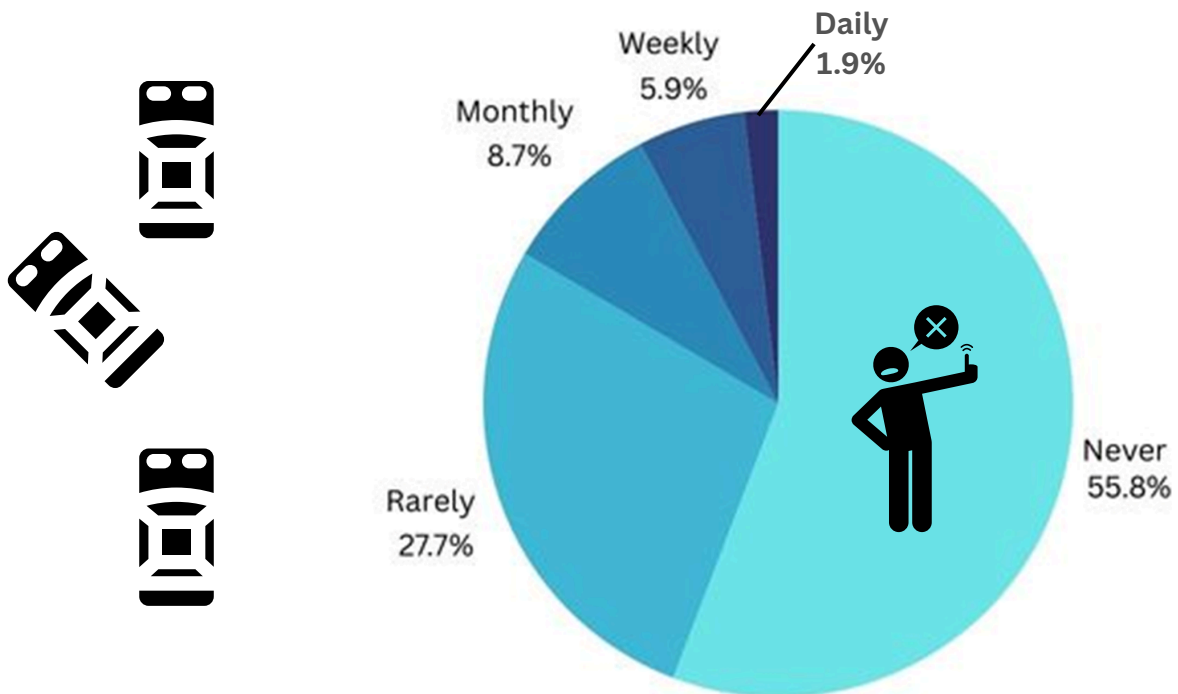
No concerns
12.2%

BEHAVIOR PROJECTIONS

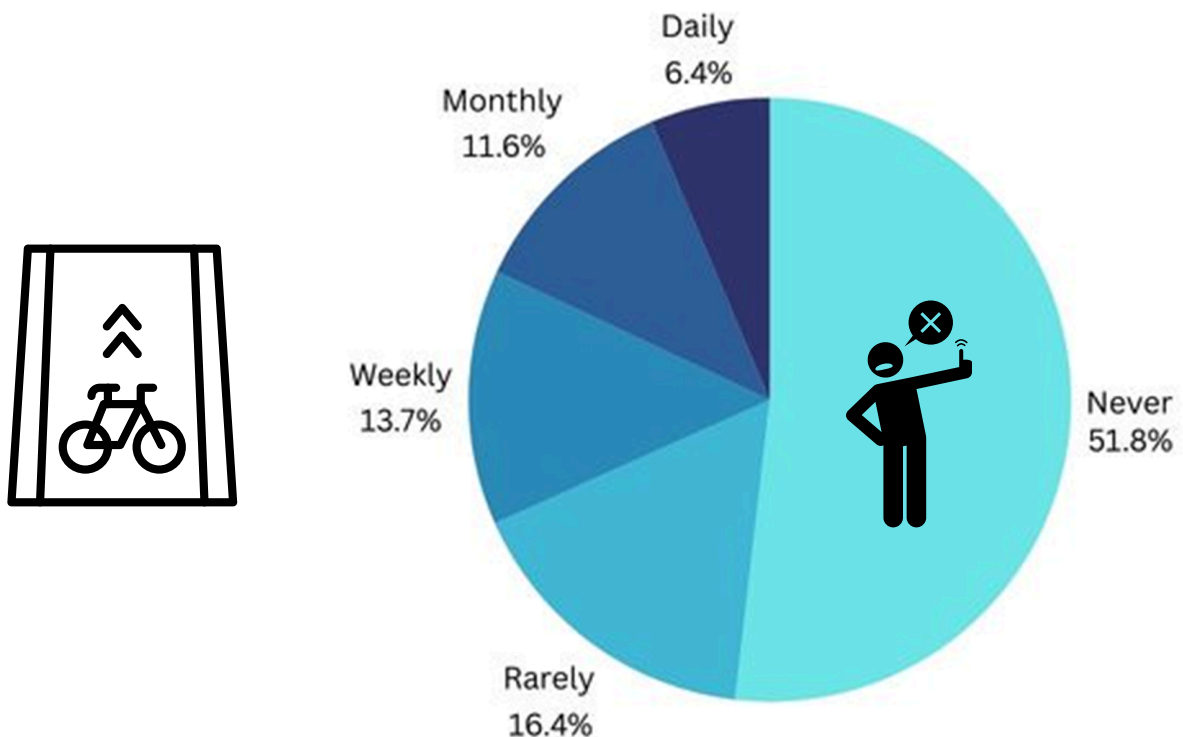
- Likelihood of Using On-Street Parking
- Likelihood of Using Bike Lanes



How likely are you to utilize parallel parking if implemented on 11 Mile Road?



How likely are you to utilize bicycle lanes if implemented on 11 Mile Road?



KEY TAKEAWAYS

- What we heard

What We Heard

Note on Written Comments: This section summarizes the key themes from the written comments submitted by survey respondents. While these insights offer valuable context, it's important to note that **only 5% of respondents provided written feedback**. As such, these comments reflect a smaller portion of the overall survey population and should be considered accordingly in relation to the broader quantitative results.

Traffic Congestion and Flow

Key Concern: Reduced lanes will increase backups and delays.

- Fear of worse traffic during rush hours
- Difficulty passing slower vehicles
- Frustration with increased travel times
- 11 Mile seen as critical east-west arterial, especially during highway detours

Turn Access and Safety

Key Concern: Lane reduction will make turning harder and more dangerous.

- Left turns into neighborhoods may back up traffic
- Frequent drive-thru backups (Taco Bell, Tim Horton's)
- Potential misuse of center turn lane

Construction Impacts

Key Concern: Disruption outweighs benefits.

- Concerns about duration and traffic during construction
- Fears that changes will hurt small businesses
- Questioning if the disruption is worth the outcome

Cost and Use of Funds

Key Concern: Is this the best use of taxpayer money?

- Seen by some as unnecessary spending
- Skepticism about benefits vs. cost
- "Change for change's sake" sentiment

Bike Lanes – Skepticism

Key Concern: Lack of demand and safety concerns

- Many doubt bike lanes will be used enough
- Preference for bike infrastructure on quieter streets
- Concerns about unprotected bike lanes and driver confusion

Pedestrian & Cyclist Safety

Key Concern: Safety must be prioritized and well-designed

- Support for better pedestrian and bike infrastructure if done right
- Calls for protected lanes and safer crosswalks
- Fears that unprotected lanes create new hazards

Spillover & Neighborhood Impacts

Key Concern: Traffic will move into residential areas

- Anticipated increase in cut-through traffic (e.g., Lincoln, 4th)
- Concerns about noise and livability

Business & Economic Impacts

Key Concern: Will the change hurt local businesses?

- Fears of reduced access and parking
- Concerns that slower traffic will deter customers
- On-street parking seen as unsafe or unnecessary

Frustration with Prior Examples

Key Concern: Other cities tried this and it didn't go well

- Negative comparisons to Ferndale's Woodward changes and Coolidge in Berkley
- Skepticism of traffic studies and outside consultants

Residents are asking:

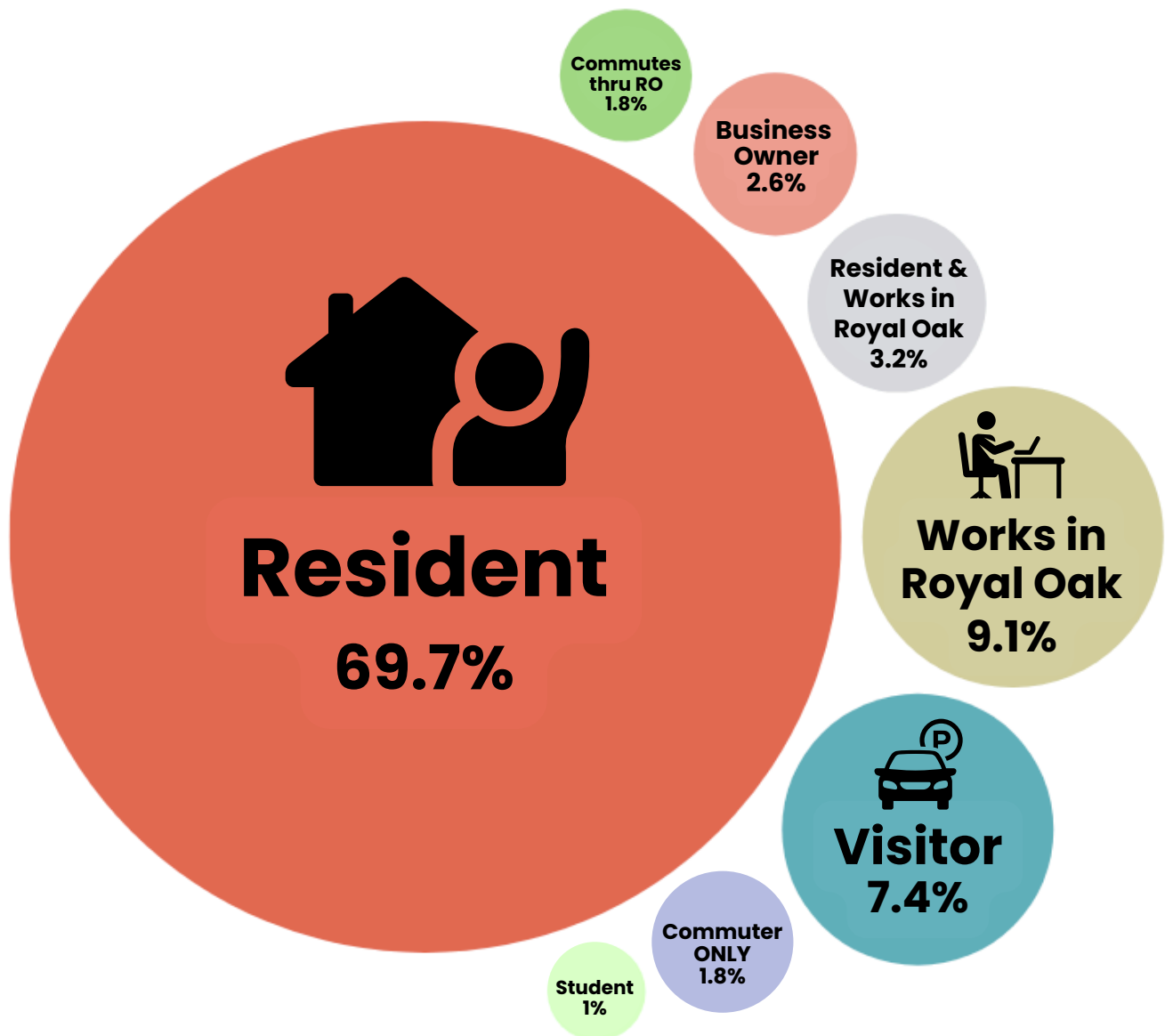
- Will this solve more problems than it creates?
- Are we planning for how the road is actually used?
- Can safety and accessibility improvements be made without major lane reductions?

WHO TOOK THE SURVEY?

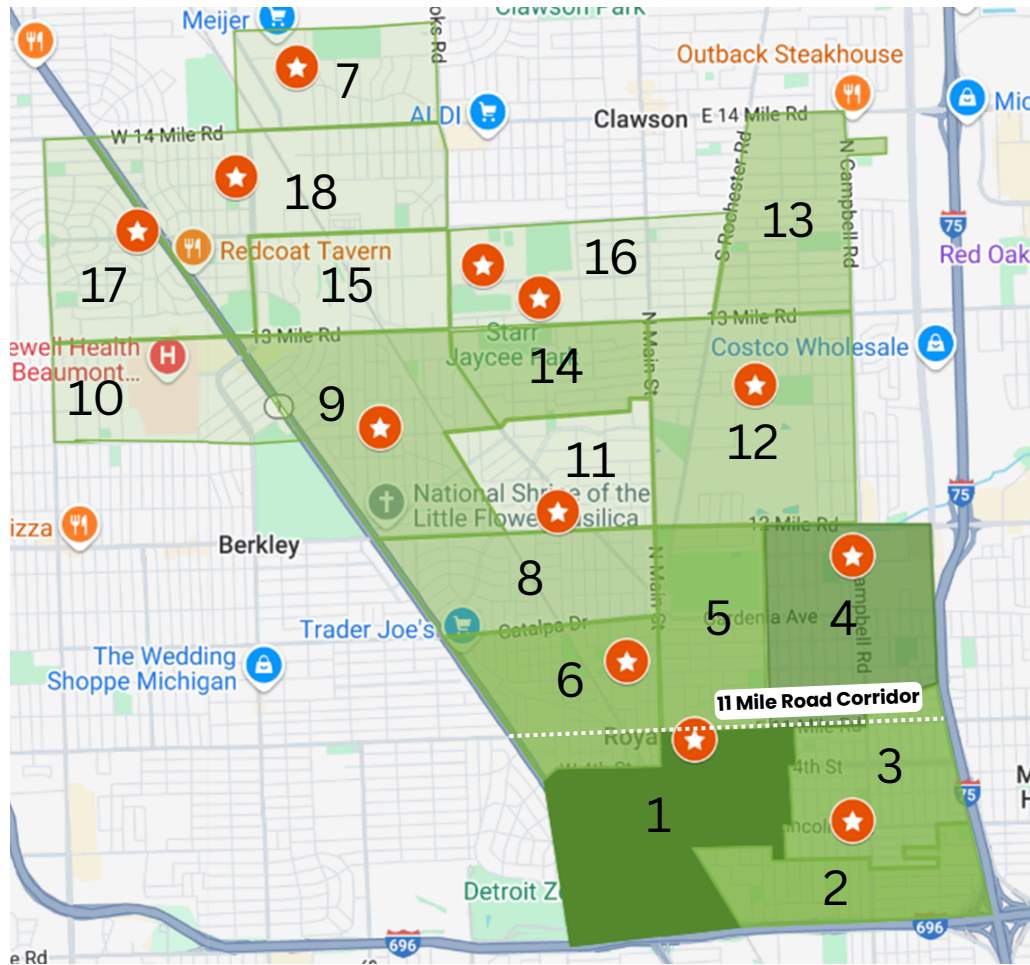
- I am a Royal Oak ...
- By voter precinct
- By age
- By zip code
- Insights along the corridor



I am a Royal Oak...



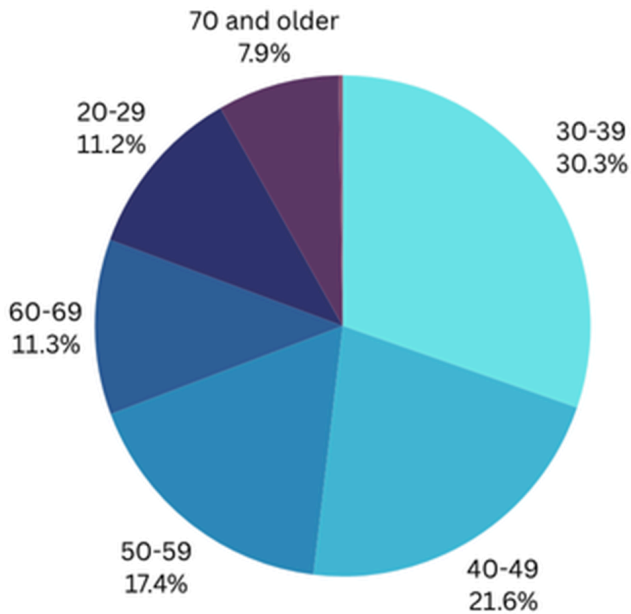
What is your voting precinct?



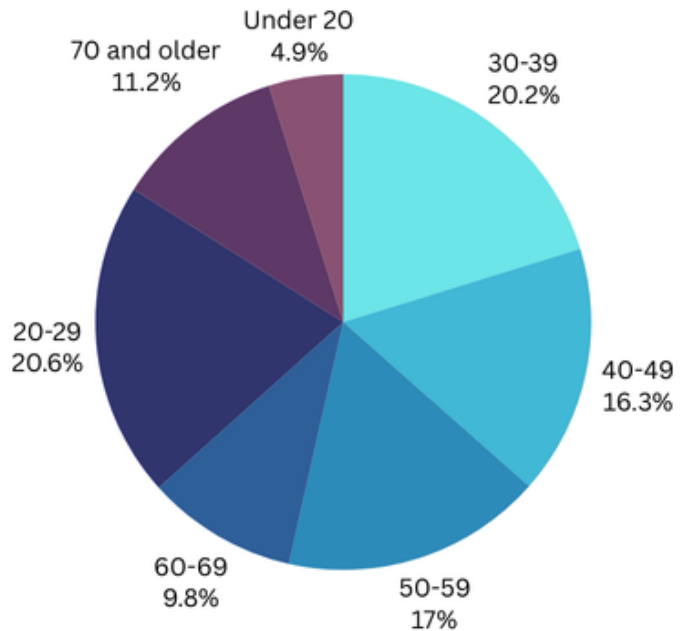
01 Farmer's Market	202
04 Keller School	189
00 Not Sure	160
02 Salter Community Center	136
05 Farmer's Market	133
06 Royal Oak Middle School	128
03 Salter Community Center	125
08 Northwood School	74
12 Churchill Community Center	70
09 Jane Addams School	65
14 Royal Oak High School	53
13 Woodside Church	51
11 Northwood School	47
16 Royal Oak High School	32
10 Jane Addams School	31
17 Emmanuel Bethel Church	27
15 M/M Senior Center	25
18 Upton School	23
07 Oakland Technical Center	12

What is your age group?

Survey



SEMCOG Data



How Well Does the Survey Match the Population?

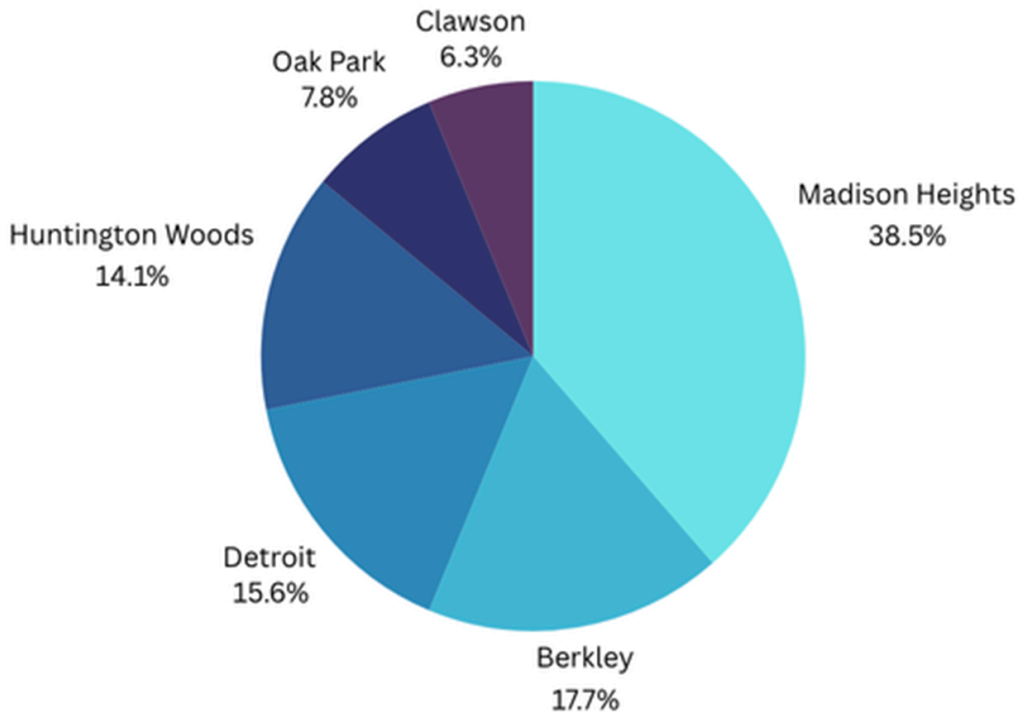
Overrepresented:

30-39 (way over)
40-49 (moderately over)
50-59 (very close to census)
60-69 (slightly over)

Underrepresented:

Under 20 (severely under)
20-29 (notably under)
70 and older (under)

What is your zip code? (Top Non-Resident)



All Michigan Zip Codes (Non Resident)

48009 – Birmingham	48214 – Detroit (Islandview/West Village)
48017 – Clawson	48220 – Ferndale
48025 – Franklin	48221 – Detroit (University District)
48030 – Hazel Park	48236 – Grosse Pointe Shores
48033 – Southfield	48237 – Oak Park
48035 – Clinton Township	48301 – Bloomfield Hills
48038 – Clinton Township	48302 – Bloomfield Township
48069 – Pleasant Ridge	48306 – Rochester Hills
48070 – Huntington Woods	48307 – Rochester
48071 – Madison Heights	48309 – Rochester Hills
48072 – Berkley	48310 – Sterling Heights
48075 – Southfield	48312 – Sterling Heights
48076 – Lathrup Village	48317 – Shelby Township
48082 – St. Clair Shores	48322 – West Bloomfield
48083 – Troy	48323 – West Bloomfield
48084 – Troy	48326 – Auburn Hills
48085 – Troy	48328 – Waterford
48089 – Warren	48335 – Farmington
48091 – Warren	48341 – Pontiac
48092 – Warren	48346 – Clarkston
48098 – Troy	48371 – Oxford
48101 – Allen Park	48377 – Novi
48124 – Dearborn	48807 – Bannister
48192 – Wyandotte	48970 – Lansing
48201 – Detroit (Midtown)	49091 – Sturgis
48202 – Detroit (New Center)	49931 – Houghton
48206 – Detroit (Boston-Edison)	49931 – Houghton
48208 – Detroit	

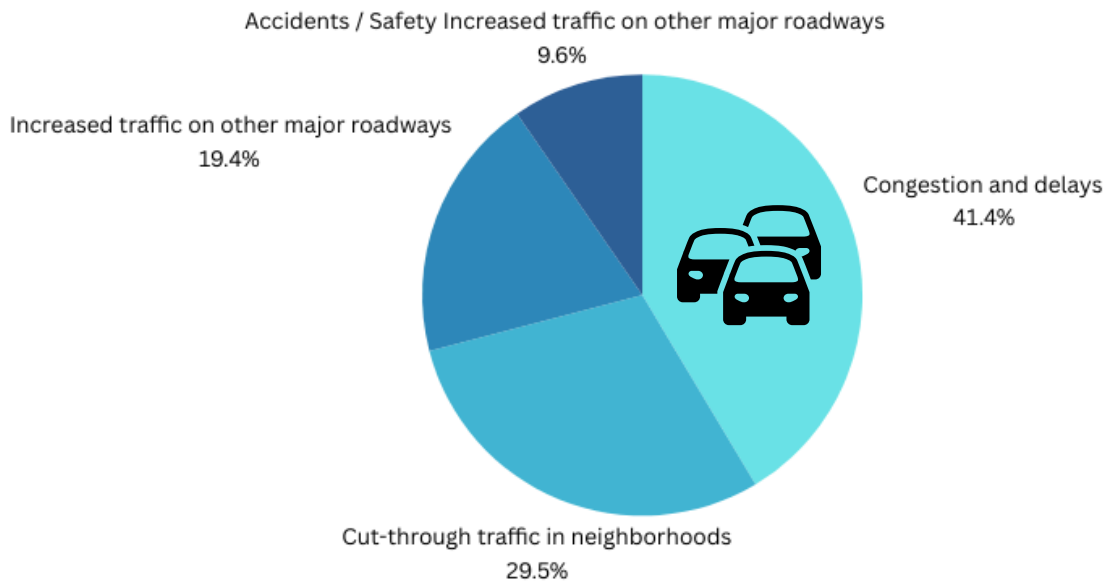
Along the Corridor

Insights from Precinct 1-6



54% Ride Bikes

Concerns



What's Important

