

SOUTH ETON REDESIGN

PUBLIC WORKSHOP #2

APRIL 18, 2023



BIRMINGHAM

A WALKABLE CITY

S. ETON REDESIGN

PROJECT GOALS

- 1 SAFETY FOR ALL USERS
- 2 ENHANCE PEDESTRIAN CROSSINGS
- 3 SMOOTH TRAFFIC FLOW
- 4 INCREASE BIKE USAGE AND CONNECTIVITY
- 5 IMPROVE VISIBILITY AT CROSS STREETS
- 6 PROVIDE ROOM FOR TRUCKS
- 7 IMPROVE SIDEWALKS/LIGHTING
- 8 DESIGN THAT FITS THE CITY’S BUDGET

WORKSHOP FORMAT

- >> BRIEF PRESENTATION
- >> RESPOND TO GENERAL QUESTIONS
- >> REVIEW THE BOARDS AND PROVIDE INPUT
- >> SPEAK WITH CITY REPRESENTATIVES

PROJECT TEAM



Brooks Cowan - Senior City Planner
Melissa Coatta - City Engineer
Ryan Kearney - Operations Captain,
Birmingham Police Dept.



Brad Strader - Principal Planner
Kevin Miller - Planner



Julie Kroll - City Traffic Engineer
Jacob Swanson - Traffic Engineer

S. ETON REDESIGN

PROJECT STUDY AREA



PROJECT SCHEDULE

2023 SCHEDULE



#1 - JANUARY

- Project introduction
- Present preliminary design alternatives
- Gather public input, identify ideas and concerns



#2 - WINTER/SPRING

- Multi-Modal Transportation Board (MMTB) to review alternatives
- Refine the alternatives per input and research



#3 - APRIL/MAY

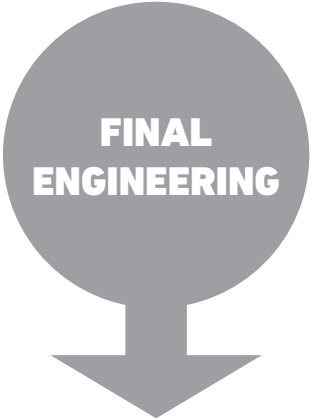
- Present the refined alternatives
- Public Workshop #2
- Summary of Workshop Input
- Focus Groups or Individual Discussions
- Multi-Modal Transportation Board meeting May 4



#4 - LATE SPRING/EARLY SUMMER

- City Commission to review design plans
- Comments and possible approval
- Begin design of engineering plans

2024 SCHEDULE



#5 - LATE SPRING

- Meeting with individual property owners
- Final engineering plans



- Engineering plans are presented



#6 - SUMMER/FALL

- Construction begins
- On going communication with property owners

SUMMARY OF FEEDBACK FROM PUBLIC WORKSHOP #1 AND INTERACTIVE MAP

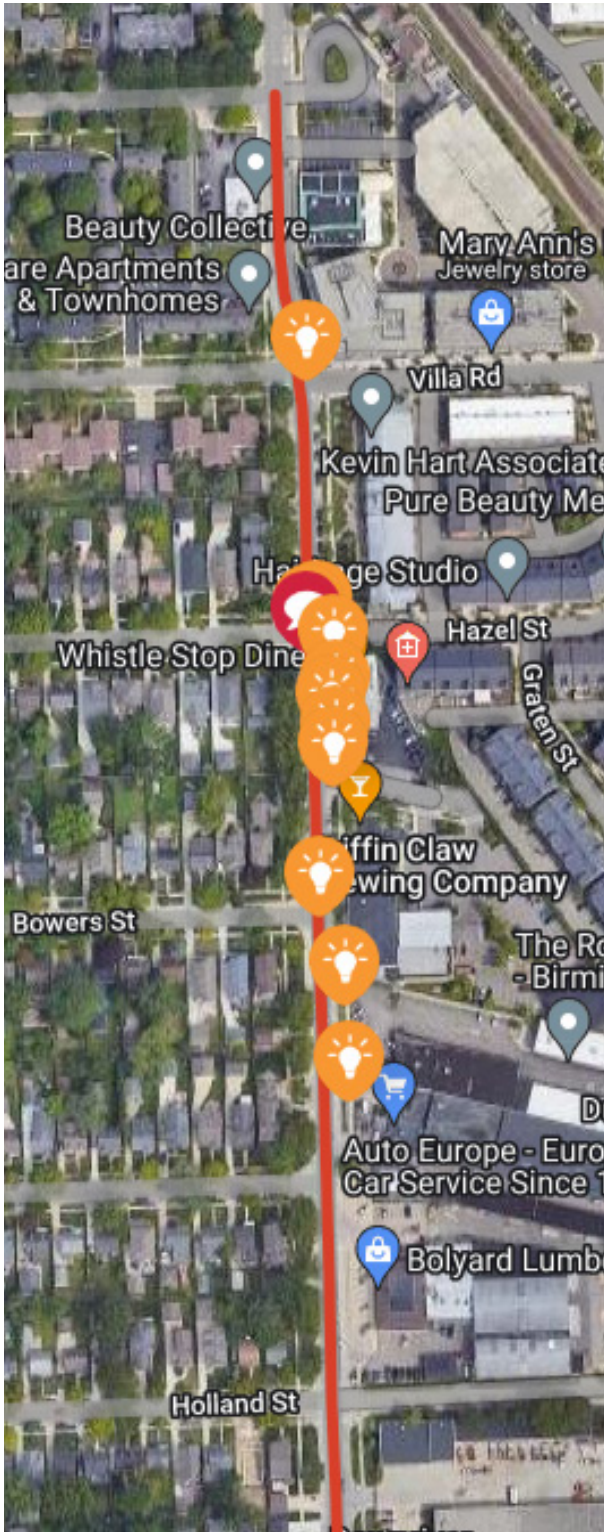
FROM FIRST PUBLIC WORKSHOP

- Raised Bike Lanes (Alt B) was favored
- On-street parking blocking sight distance, mainly around the Griffin Claw Brewery and Whistle Stop
- A few businesses asked about on-street parking
- Other comments about pedestrian crossings/safety at certain intersections
- Request for additional lighting
- Some worries about how the presented alternatives with affect existing street trees, driveway lengths, utility poles, etc.

INTERACTIVE MAP

- An online, interactive map tool was provided online for community members to provide location-specific comments.

- Scan the QR code to go to the interactive map



COMMENT CARD AND INTERACTIVE MAP COMMENTS

*"Look at **eliminating or reducing street parking** on east side points of emphasis: Griffin Claw, Hazel (Whistle Stop, Webster, Cole)"*

*"Traffic at Eton+Hazel is dangerous...It is **hard to see around parked cars** and lighting at night is nonexistent"*

"Difficult to pull out of Griffin Claw and see traffic in both directions"

*"Must create a **safe place to cross** around Griffin Claw and Whistle Stop... Something with clear separation. I'm concerned with safety, too many distracted drivers."*

*"Cole St + Eton are **dangerous to cross due to blind spots**"*

INTERACTIVE MAP

<https://mksk.mysocialpinpoint.com/birmingham-s-eton/birmingham-s-eton-map#/>

PREVIOUS ALTERNATIVES

ALTERNATIVES FROM FIRST PUBLIC WORKSHOP

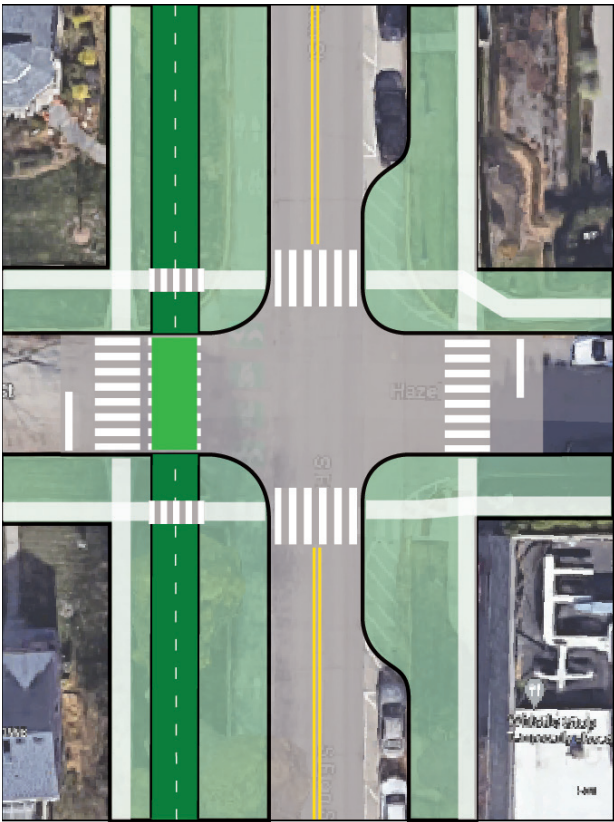
From the comments and additional technical evaluation, additional study was conducted:

- **Additional counts of on-street parking usage**, and area needed between the curb and sidewalk to park a vehicle.
- Reviewed the **sight distance compared to Michigan’s standards**.
- More **detailed evaluation of the existing conditions**, block-by-block.
- Evaluated the **impact on underground utilities**.

Based on that evaluation:

- Alternatives with *a two-way cycle track and an option of on-street parking along the east side, next to the curb (ALT. A), and with bike lanes between the parking and travel lanes (ALT. C),* were dropped.
- **Additional Alternatives were added to improve visibility and safety at the intersections**, and meet the state standards for sight distance.

ALTERNATIVE A:
TWO WAY RAISED CYCLE TRACK



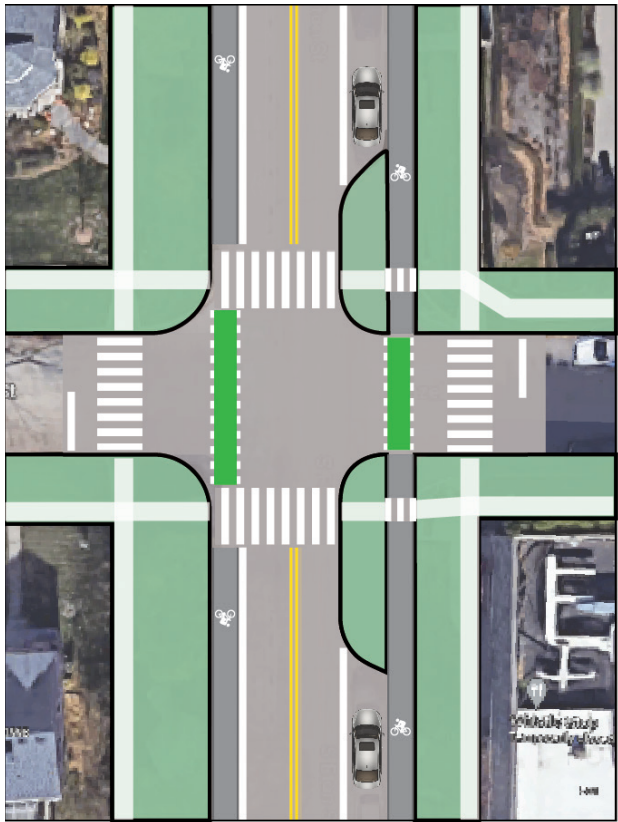
ALTERNATIVE DROPPED

ALTERNATIVE B:
RAISED BIKE LANES



ALTERNATIVE REFINED

ALTERNATIVE C:
ON-STREET BIKE LANES w/ PARKING BUFFER

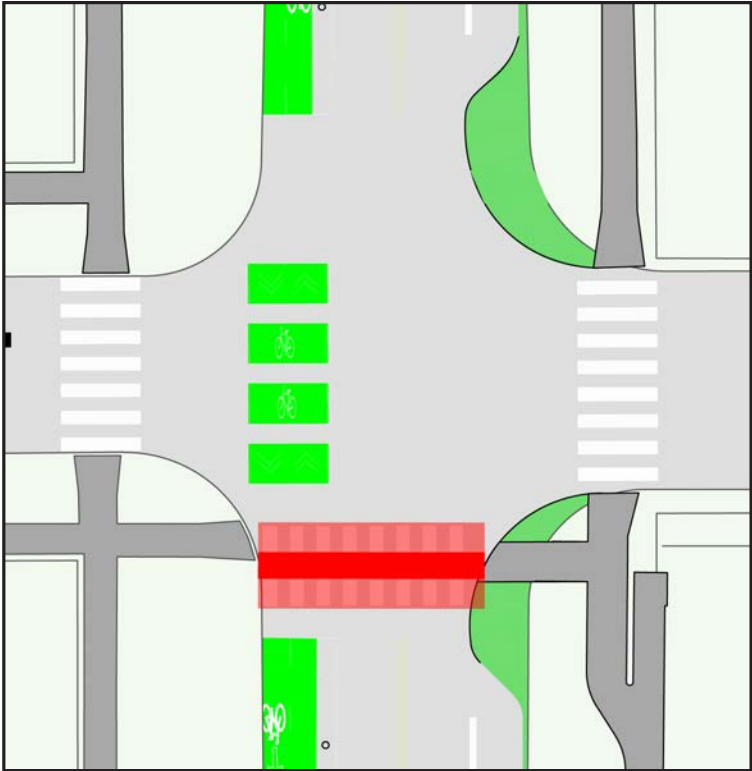


ALTERNATIVE DROPPED

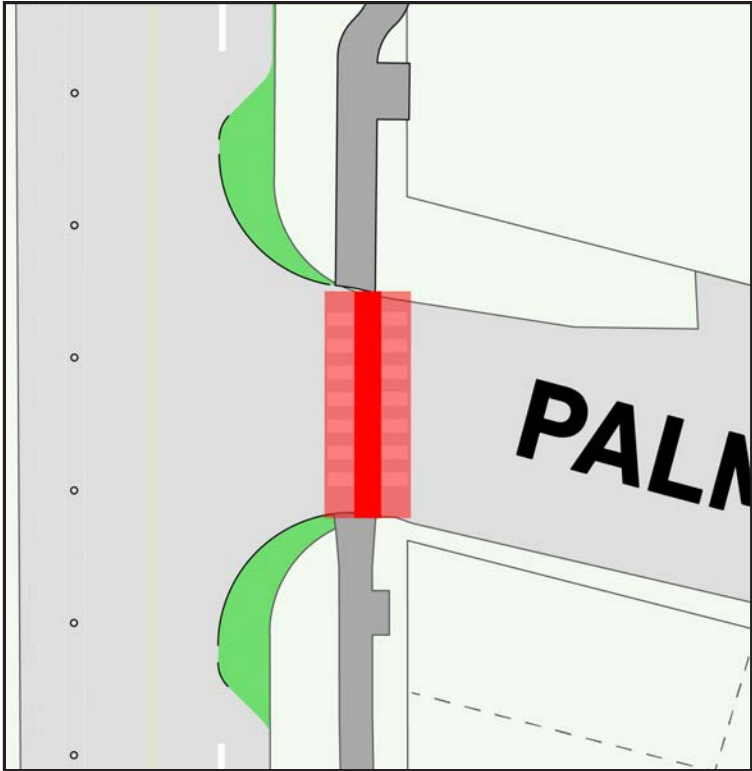
SIGHT DISTANCE ISSUES

CROSSWALKS IDENTIFIED TO THE POLICE DEPARTMENT OR AT THE WORKSHOP AS HAZARDOUS

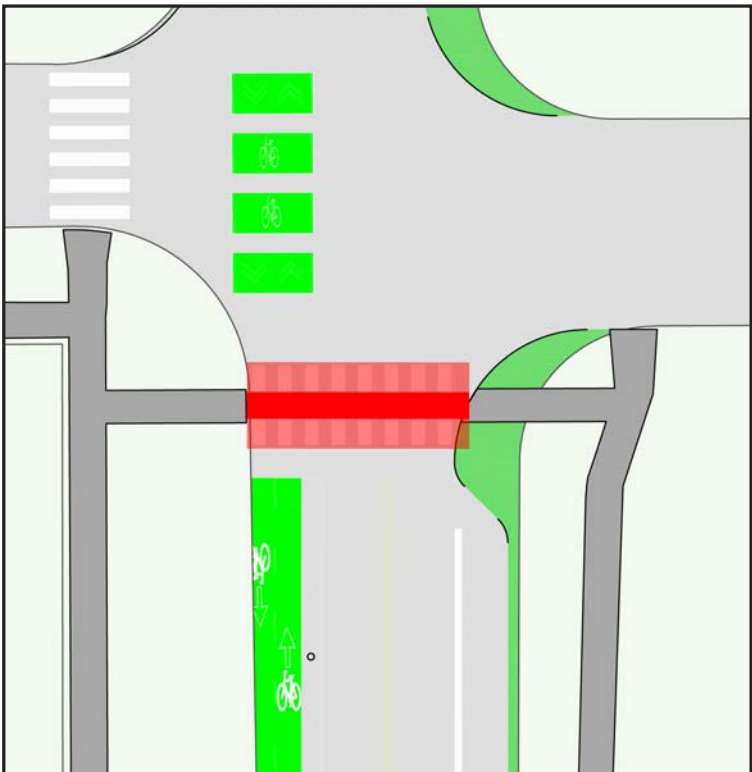
S ETON ST AND HAZEL ST CROSSWALK



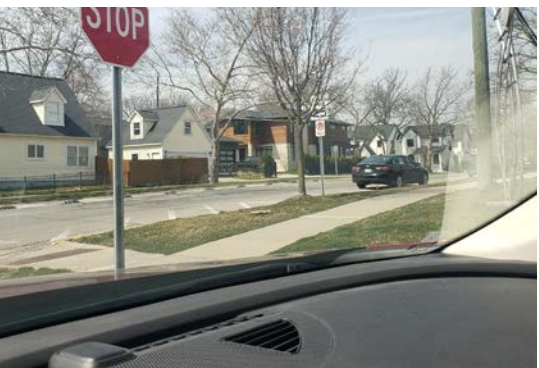
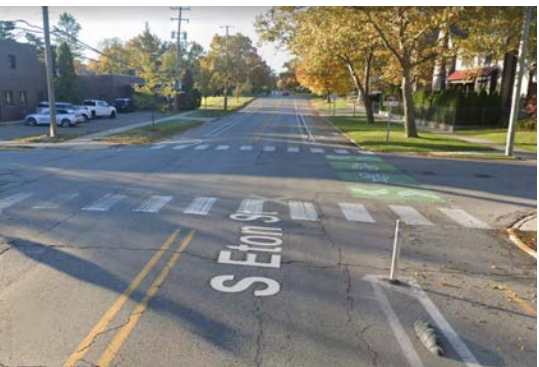
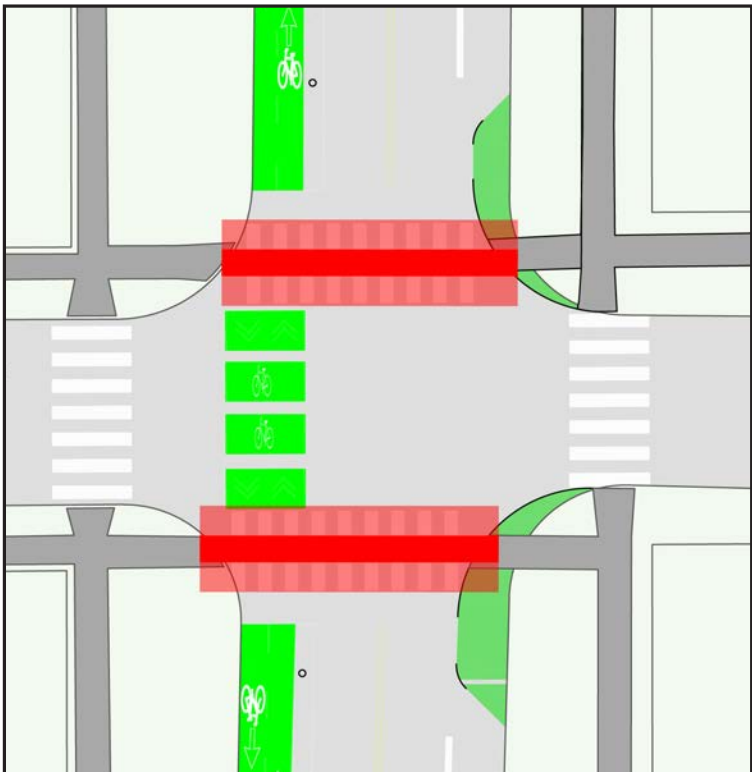
S ETON ST AND PALMER ST CROSSWALK



S ETON ST AND VILLA RD CROSSWALK

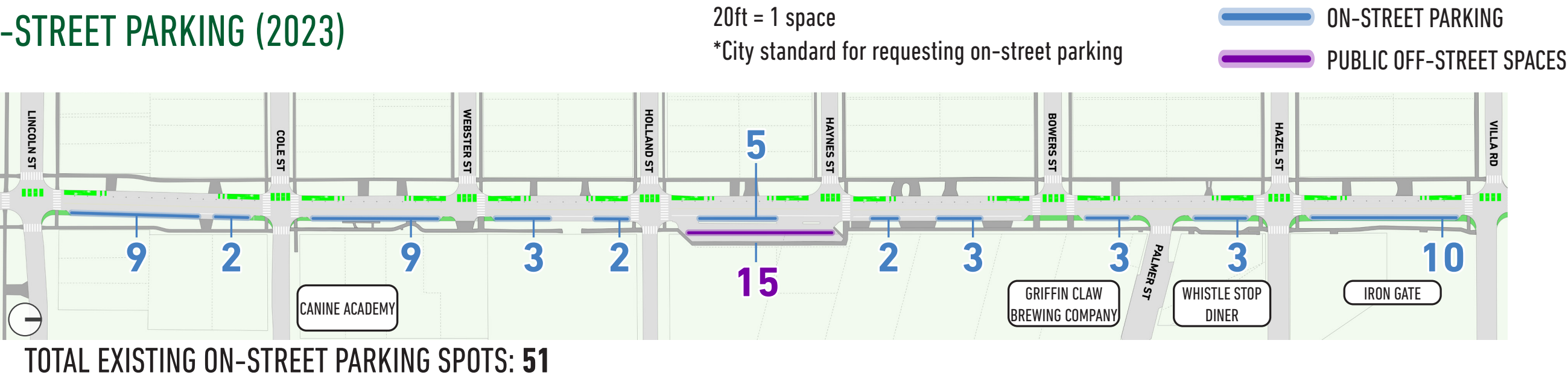


S ETON ST AND COLE ST CROSSWALK

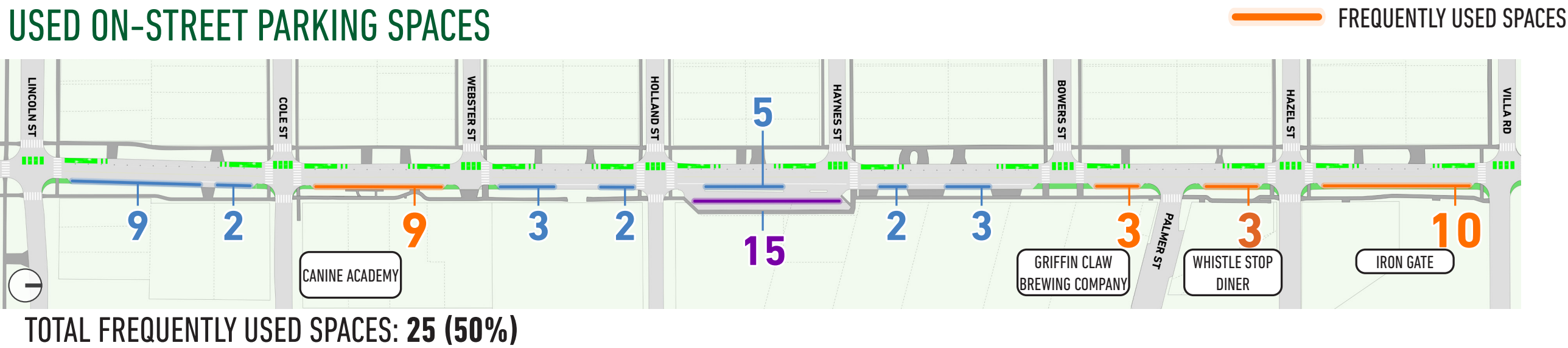


ON-STREET PARKING ALONG S ETON

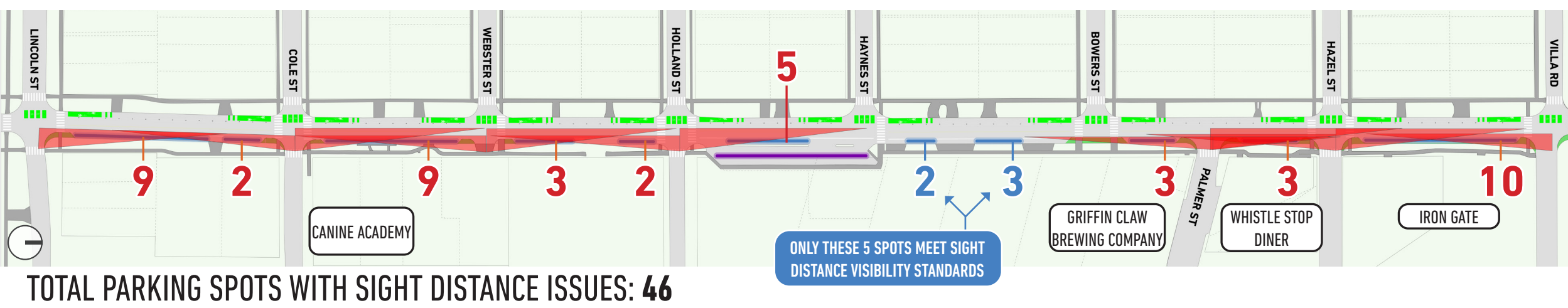
EXISTING ON-STREET PARKING (2023)



FREQUENTLY USED ON-STREET PARKING SPACES

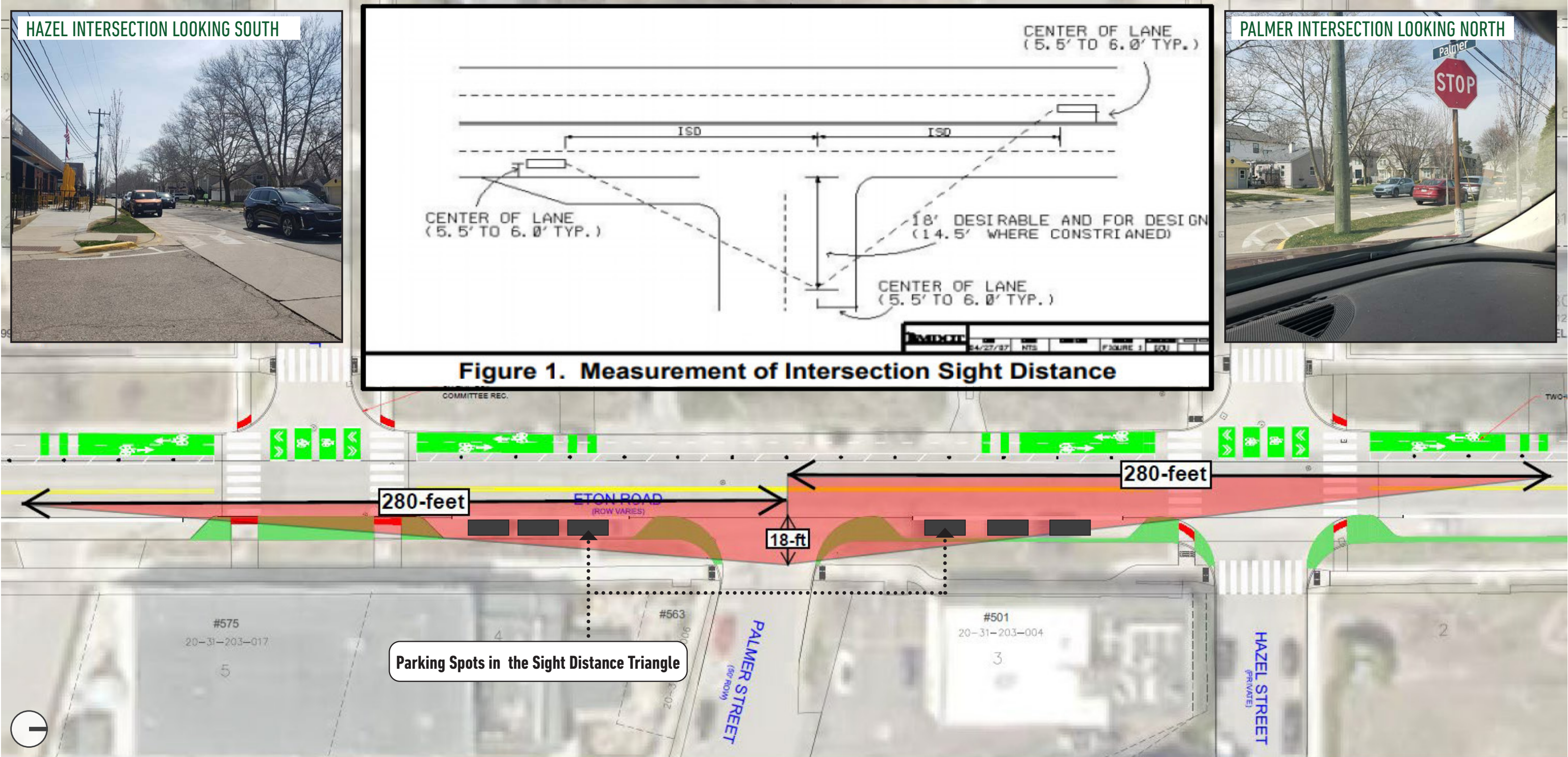


EXISTING SIGHT DISTANCE ISSUES - ILLUSTRATES WHERE SIGHT DISTANCE STANDARDS NOT MET



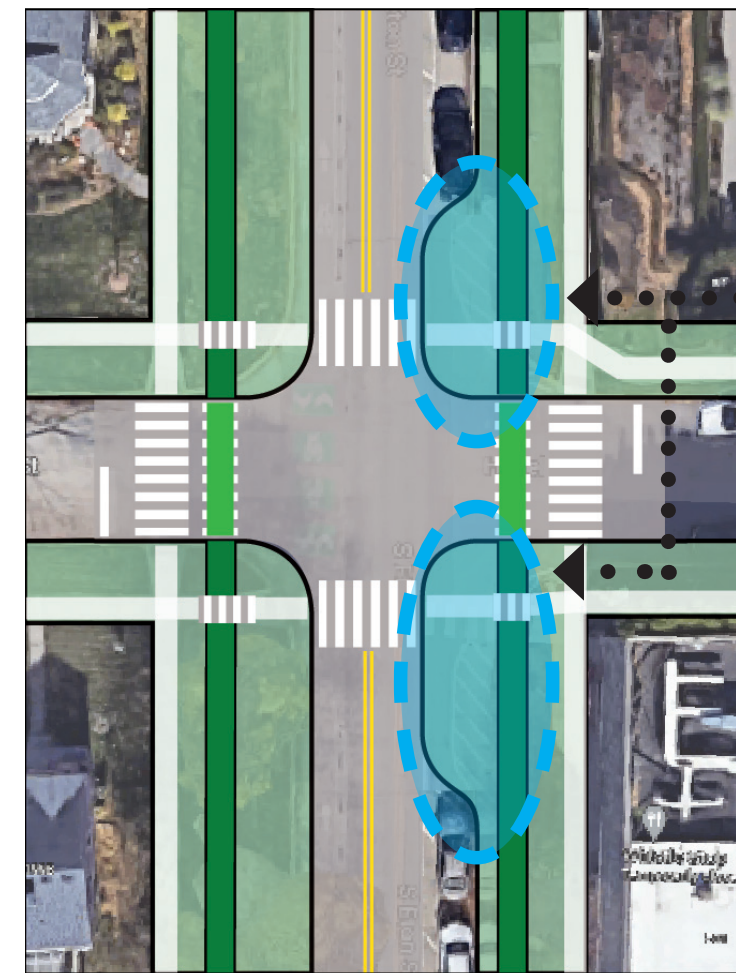
ON-STREET PARKING ALONG S ETON

ZOOM-IN OF PALMER ST INTERSECTION SIGHT DISTANCE ISSUES



PEDESTRIAN ENHANCEMENTS

- Bump outs to help improve:
 - Sight distance issues
 - Pedestrian safety
 - Vehicle speeds
- Enhanced high visibility crosswalks
- Amenities to alert drivers (signs, flashing beacons)
- Potential locations:
 - Villa Rd
 - Bowers St
 - Cole St
 - Hazel St



New bump outs
will be curbed
(as shown above)

- Replace the existing painted bump outs with bollards and curbed built-in bump outs

High Visibility Crosswalks



Intersection Bump Outs



REFINED CONCEPTS

S. ETON - NORTH OF LINCOLN MAP

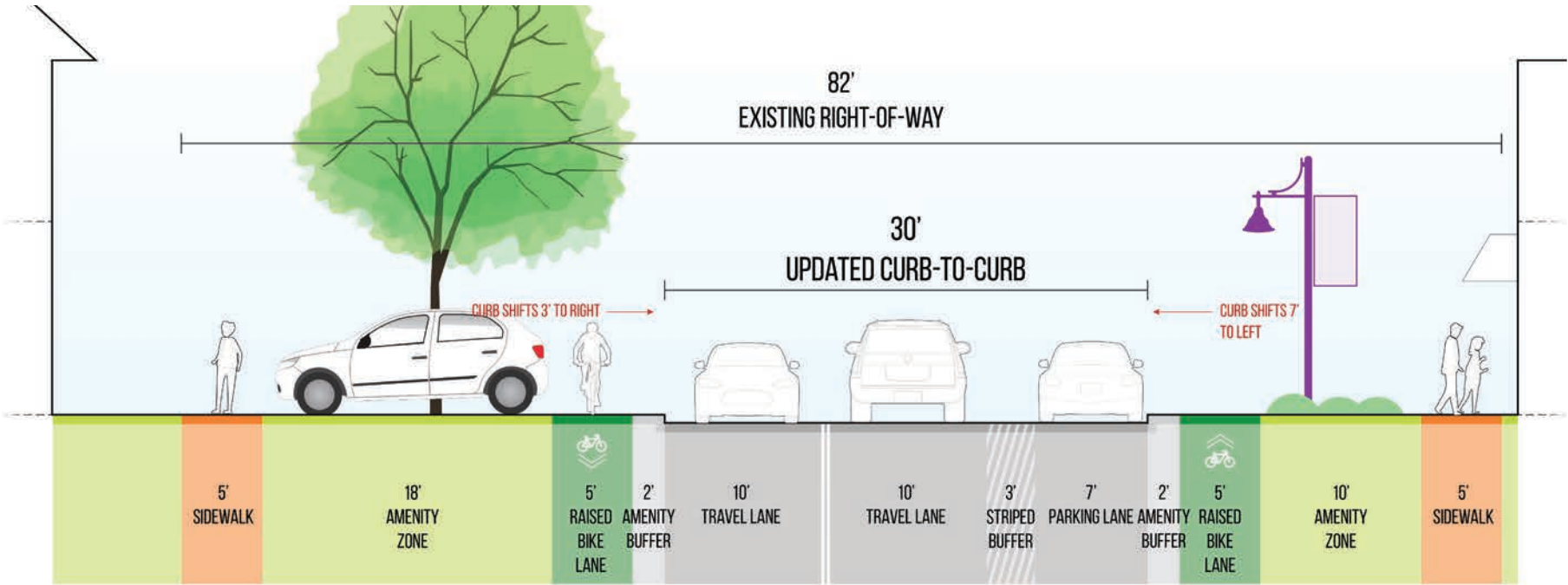


REFINED CONCEPTS

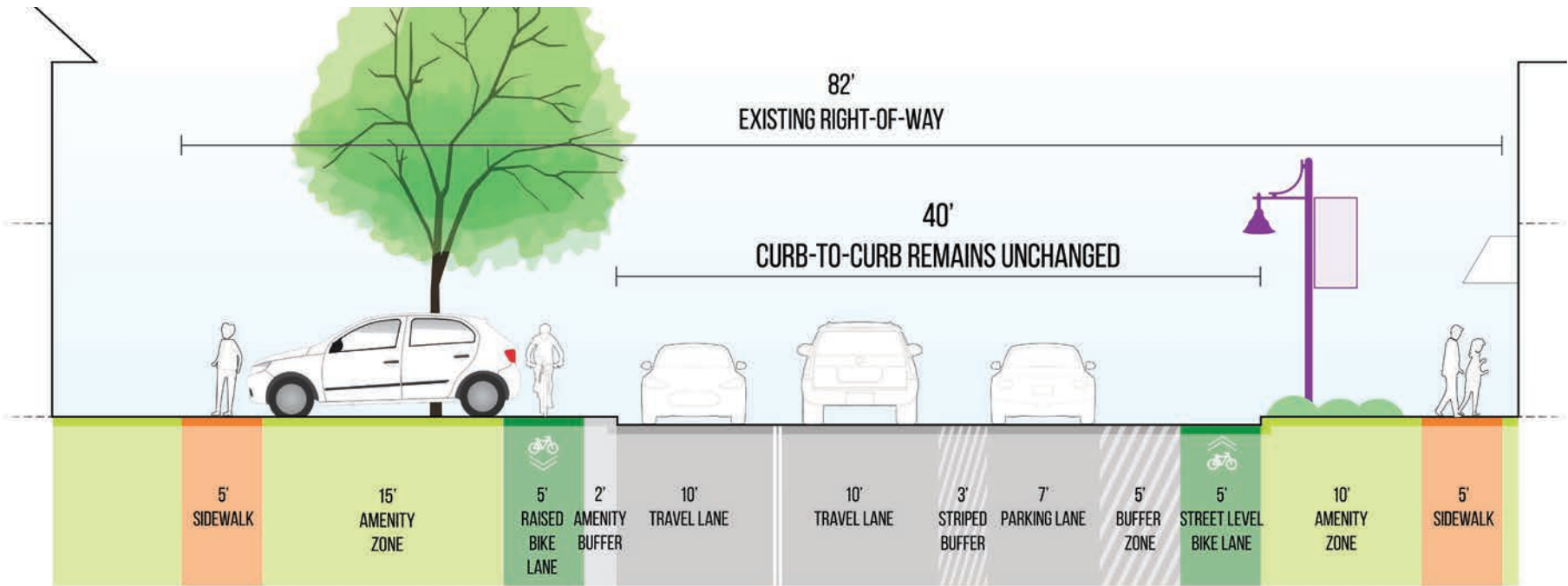
S. ETON - NORTH OF LINCOLN OPTIONS RAISED BIKE LANES, ON-STREET PARKING REMAINS

ON-STREET PARKING REMAINS
CURB MOVES
Alternative B1: <ul style="list-style-type: none">Raised Bike Lanes in both directions w/ amenity buffers
CURB DOESN'T MOVE
Alternative B2: <ul style="list-style-type: none">Raised Bike Lane w/ amenity buffer SB and Street Level Bike Lane w/ buffer zone NB

ALTERNATIVE B1 - RAISED BIKE LANES, BOTH CURBS MOVE



ALTERNATIVE B2 - RAISED BIKE LANE SB / STREET LEVEL BIKE LANE NB

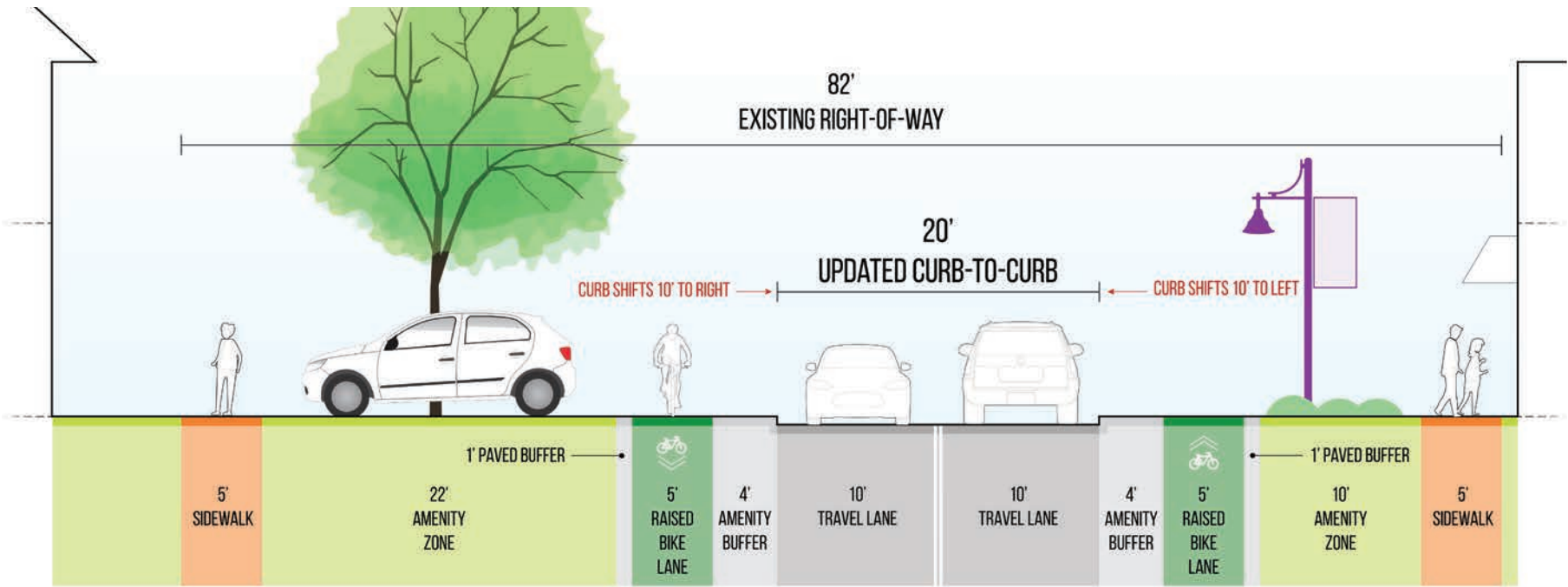


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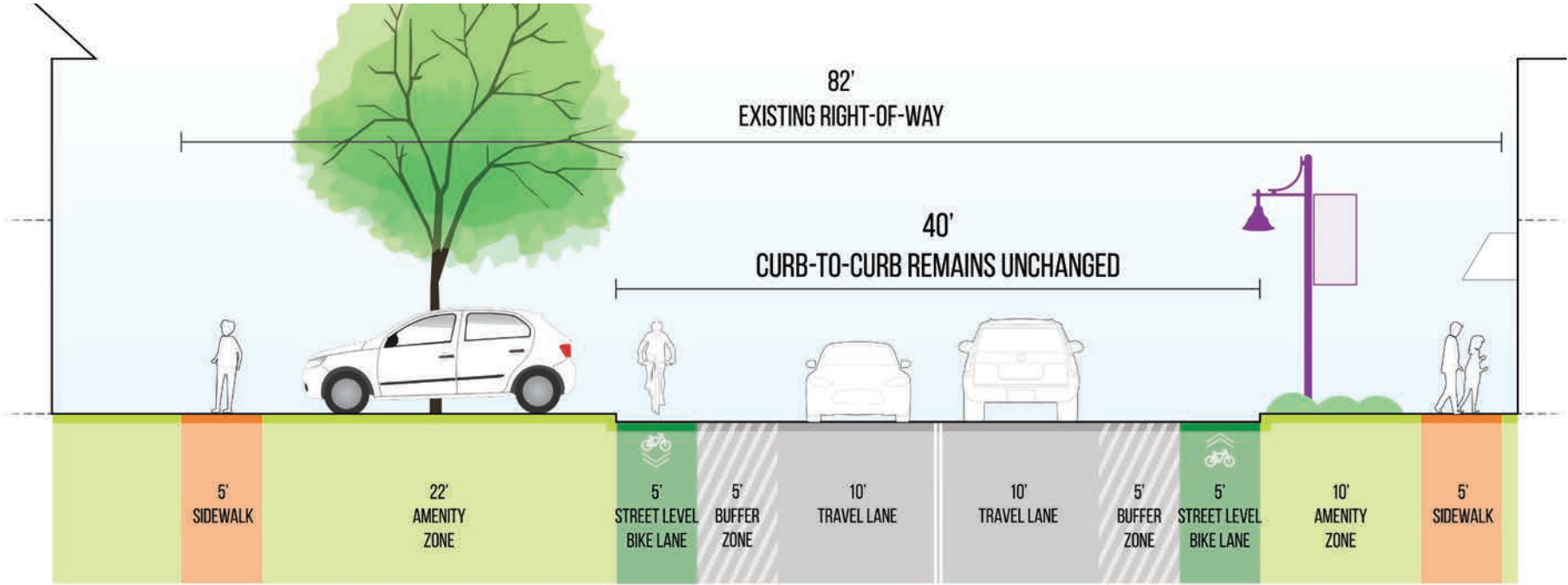
S. ETON - NORTH OF LINCOLN OPTIONS (REMOVAL OF ON-STREET PARKING)

REMOVAL OF ON-STREET PARKING
CURB MOVES
Alternative B3: <ul style="list-style-type: none">Raised Bike Lanes in both directions w/ amenity buffers
CURB DOESN'T MOVE
Alternative C3: <ul style="list-style-type: none">Street Level Bike Lanes in both directions w/ buffer zones

ALTERNATIVE B3 - RAISED BIKE LANES, BOTH CURBS MOVE



ALTERNATIVE C3 - STREET LEVEL BIKE LANES, NO CHANGE TO CURB



BUFFER OPTIONS FOR ALTERNATIVES B2 AND C3



RUMBLE STRIPS



STRIPED PAINTED BUFFER



STAMPED/RIBBED CONCRETE



CONCRETE SPACED MEDIANS



POST BARRIERS WITH BUMPOUTS AT INTERSECTIONS

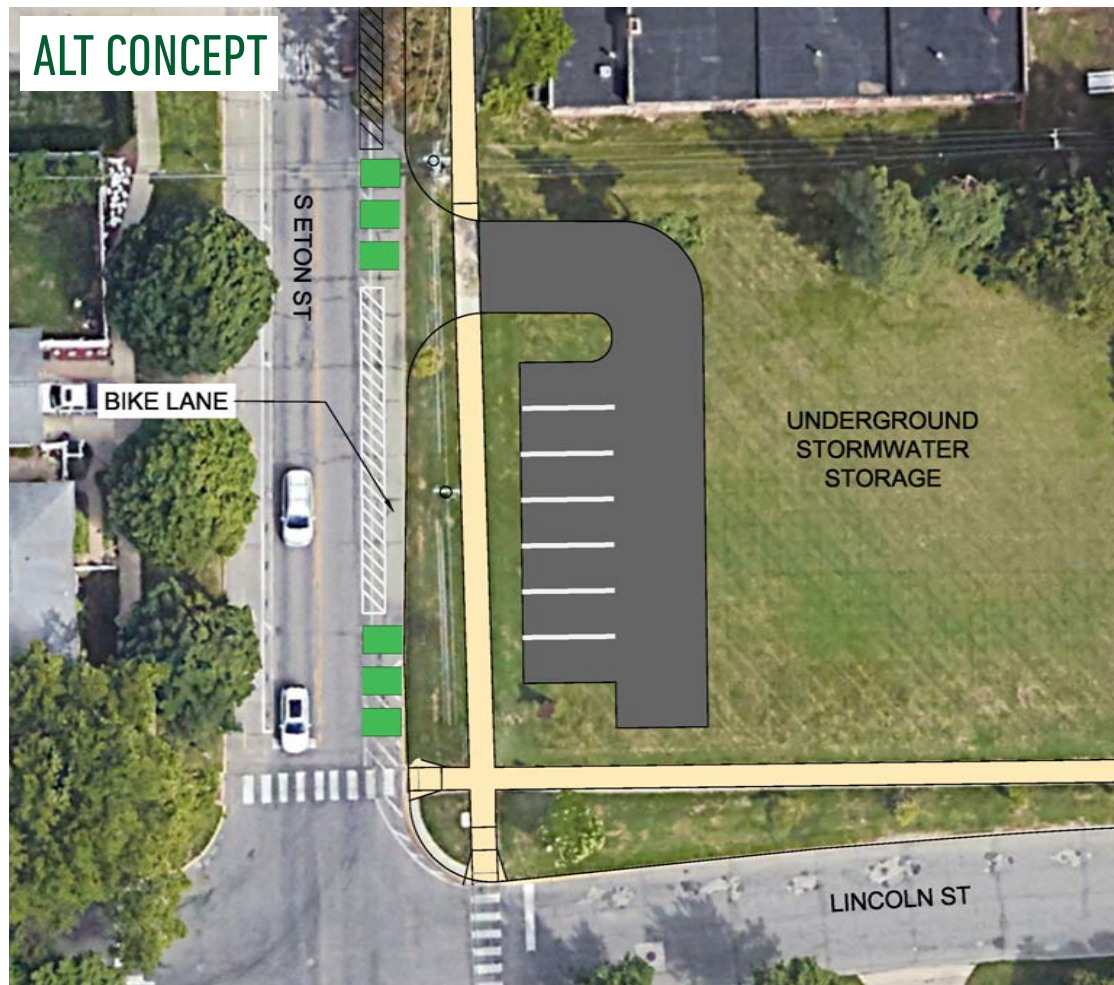


COLORS CONCRETE

POTENTIAL FOR ADDITIONAL PUBLIC PARKING, NORTH OF LINCOLN

Additional parking lot could help to offset the loss of on-street parking near Lincoln Ave and Cole Street

- Provides 7 additional spaces and 1 handicap space
- Underground stormwater to improve area drainage
- Leaves room for park space and events
- Sculpture remains or is moved



REFINED CONCEPTS

S. ETON - SOUTH OF LINCOLN MAP

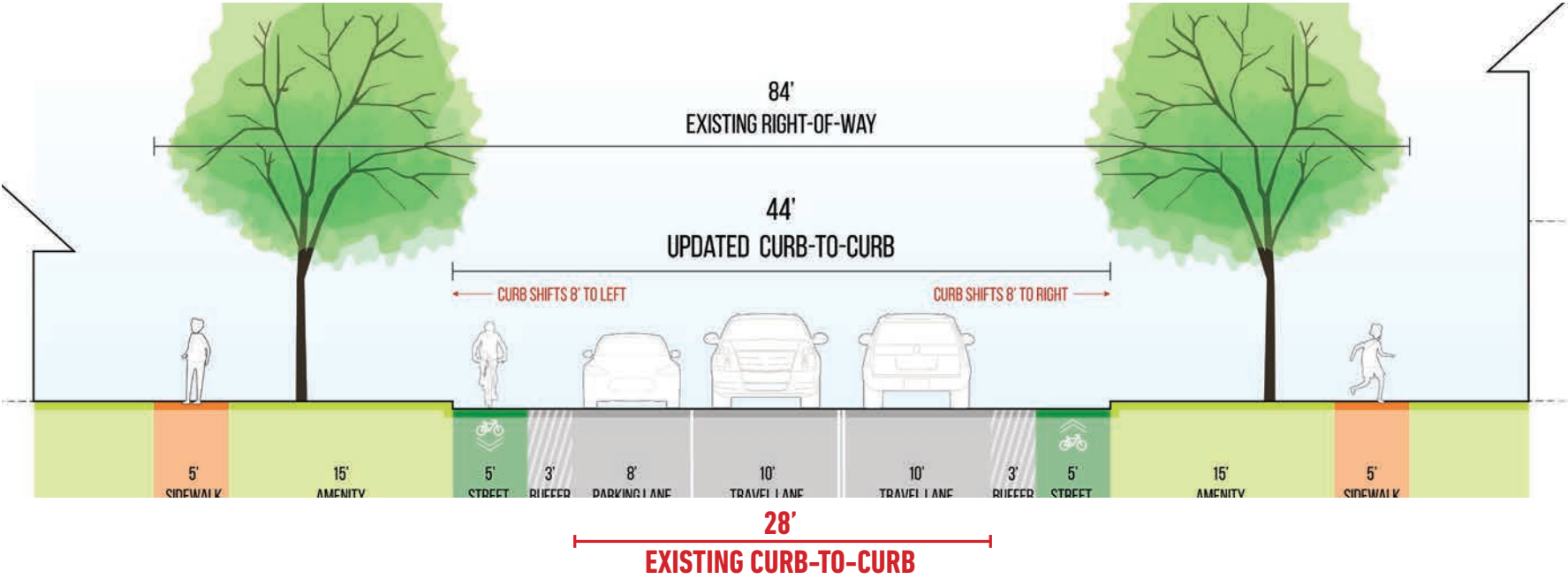


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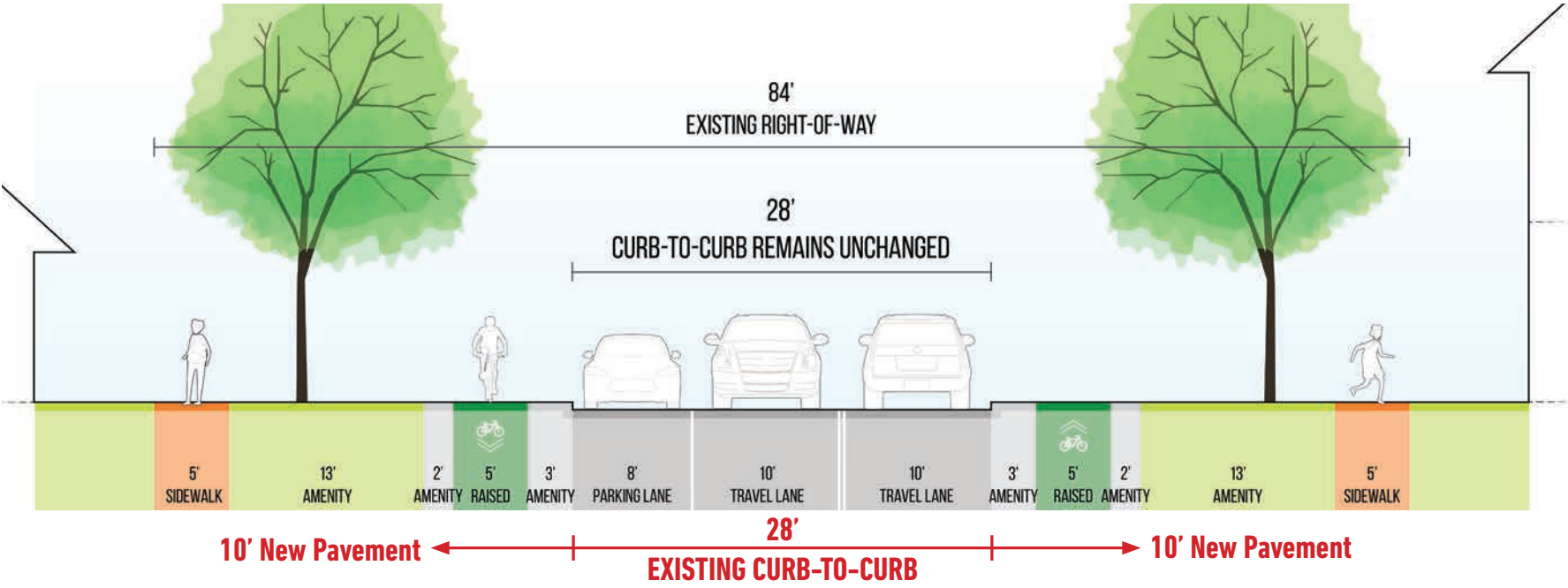
S. ETON - SOUTH OF LINCOLN OPTIONS

ON-STREET PARKING REMAINS
CURB MOVES
Alternative C1: <ul style="list-style-type: none">Street Level Bike Lanes in both directions w/ buffer zones
CURB DOESN'T MOVE
Alternative B1: <ul style="list-style-type: none">Raised Bike Lanes in both directions w/ amenity buffers

ALTERNATIVE C1 - STREET LEVEL BIKE LANES (LOOKING NORTH)



ALTERNATIVE B1 - RAISED BIKE LANES (LOOKING NORTH)



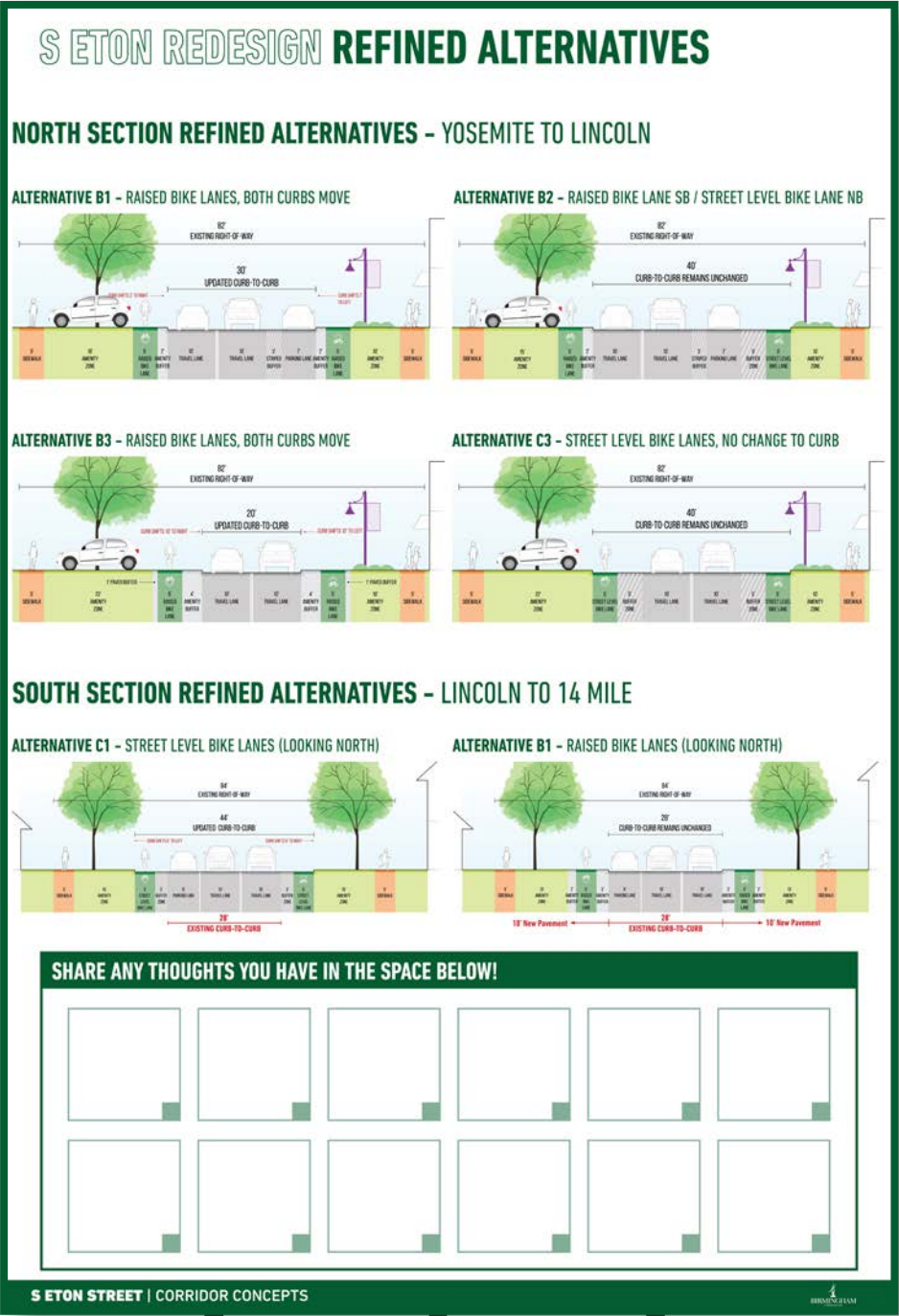
REFINED CONCEPTS

- 1 Meets City Plan goals (reduce pedestrian conflicts, create bike lane connectivity)
- 2 Overall safety
- 3 Walkability (less crossing distance, etc.)
- 4 Bikeability
- 5 Parking impacts on businesses
- 6 Parking impacts on homes

Opportunities for comment:

- Alternatives Preferences
- Ranking Priorities for Design
- Bike Lane Buffer Preferences
- Pedestrian Crossing Improvements
- Parking Lot Design
- General Comment Cards

Go to the following boards to provide your feedback



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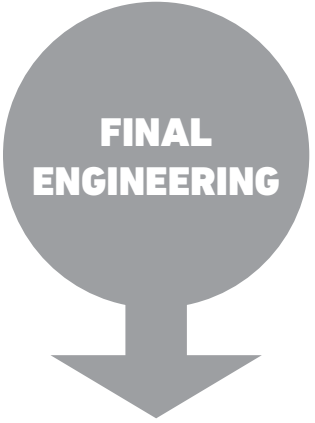
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