AGENDA

REGULAR MEETING OF THE BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD

TUESDAY DECEMBER 5, 2023

151 MARTIN ST., CITY COMMISSION ROOM 205, BIRMINGHAM MI

**************************6:00 pm**************************

The City recommends members of the public wear a mask if they have been exposed to COVID-19 or have a respiratory illness. City staff, City Commission and all board and committee members must wear a mask if they have been exposed to COVID-19 or actively have a respiratory illness. The City continues to provide KN-95 respirators and triple layered masks for attendees.*

A. Roll Call
B. Introductions & Chairpersons Comments
C. Review of the Agenda
D. Approval of Minutes, Meeting of November 2, 2023
E. Unfinished Business
    1. **Arlington Rd. and Shirley Dr.**
F. New Business
    1. **Columbia Ave All-Way Stop Review**
G. Communications
    1. **Maple & Balwin**
    2. **Oak & Lakepark**
    3. **Ruffner Cut Through**
H. Meeting Open to the Public for items not on the Agenda
I. Miscellaneous Communications
J. Next Meeting – January 4, 2023
K. Adjournment

*Please note that board meetings will be conducted in person once again. Members of the public can attend in person at Birmingham City Hall or may attend virtually at

Link to Access Virtual Meeting: https://us06web.zoom.us/j/88295194746
Telephone Meeting Access: 929 205 6099 US Toll-free
Meeting ID: 824 7795 4435

City Of Birmingham Multi-Modal Transportation Board
Thursday, November 1, 2023
151 Martin Street, City Commission Room 205, Birmingham, MI

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, November 1, 2023. Chair White convened the meeting at 6:00 p.m.

A. Rollcall

Present: Chair Doug White, Vice-Chair Tom Peard; Board Members Mark Doolittle, Anthony Long, Joe Zane; Alternate Board Members Gordon Davies, Patrick Hillberg

Absent: Board Member David Hocker, Victoria Policicchio; Student Representatives Sophie Hanawalt, Angie Sharma

Staff: Senior Planner Cowan; City Engineer Coatta, City Transcriptionist Eichenhorn, Police Captain Kearney

F&V: Julie Kroll

MKSK: Brad Strader

B. Introductions & Chair Comments

Mr. Hillberg provided the Board's introductory comments.

C. Review of the Agenda
D. Approval of MMTB Minutes of October 5, 2023

Motion by Mr. Long
Seconded by VC Peard to approve the MMTB Minutes of October 5, 2023 as amended.

Motion carried, 7-0.

VOICE VOTE
Yeas: Doolittle, Peard, Davies, White, Long, Zane, Hillberg
Nays: None

E. New Business
1. N. Old Woodward and Oakland

SP Cowan presented the item and Staff answered informational questions from the Board.

A Board member stated that additional pavement markings and/or signage should be added to direct drivers into the appropriate turn lanes prior to the intersection.

Motion by Mr. Hillberg

Seconded by Mr. Long to recommend to the City Commission that the intersection of N. Old Woodward at Willits and Oakland be designed with permanent bumpouts and a concrete buffer island for the bus stop as indicated in Exhibit A, with the addition of additional pavement markings and/or signage to be added to direct drivers into the appropriate turn lanes prior to the intersection.

Motion carried, 7-0.

VOICE VOTE
Yeas: Doolittle, Peard, Davies, White, Long, Zane, Hillberg
Nays: None

F. Unfinished Business

2. Arlington Rd. and Shirley Dr.

SP Cowan presented the item and Staff answered informational questions from the Board.

Chair White explained the procedures for the discussion.

Public Comment
Jim Mirro, Lorretta Mirro, Midge Moran, Alice Silbergleit, and Mike Vansyckle opposed making changes to Arlington or Shirley.

Mr. Mirro opposed the tree removal citing sustainability and 'Tree City' concerns.

Bill Edmunds supported an environmental assessment of the project and, if the project is carried out, using City funds to fund the project rather than a special assessment.

Bob Epstein made comments in favor of the project with a greenbelt and suggested other funding methods be considered.

Mike Minnelli supported either options A or D with cost sharing and the addition of lights on the street.

Fremont Scott made a comment about speed reduction and sidewalks.

Gary Saltzgiver made a comment about trees on Shirley.

Tony Trease supported option A and suggested other funding methods be considered.

Karen Gaudette made a comment regarding the different conditions in different parts of the neighborhood, and supported a sidewalk at the corner of Lincoln and Shirley.

Lynn Trease supported the project.

Citing sustainability, Heidi Pinkert opposed adding sidewalks, improving the road, or removing trees.

Joe Durham supported adding sidewalks to one side of the road.

Niharika Ramdev supported maintaining the street width, reducing the interest rate for financing, and suggested other funding methods be considered.

Elaine Hazel and Kevin Marsh said that if the project moves forward, other funding methods should be used.

Diana Marsh spoke in favor of sidewalks.

Board comments were as follows:

- No recommendation will make all the residents happy, and the Board only makes recommendations to the Commission. The Commission ultimately decides if and how the project moves forward;
- Potentially adding a sidewalk to only one side of the street was an attempt to compromise between multiple resident preferences and City recommendations;
- If the streets are improved, they will not have to be improved again;
- Project funding is outside the purview of the Board;
- Birmingham's elected officials have already decided that adding sidewalks throughout the City is a priority. Accordingly, the Board is tasked with considering not whether to add sidewalks, but how best to add sidewalks;
- Removed trees are sometimes planted elsewhere in the City and as many removed trees as possible are replaced;
- The City puts significant effort into tree retention and replacement; and,
- Options A, B, D, and an option that, in addition to a sidewalk, adds a greenbelt that moves around trees on one side to preserve as many trees as possible should be discussed at a public hearing.

Motion by Mr. Zane
Seconded by VC Peard to reschedule the regularly scheduled December 7 meeting to December 5, and to have a public hearing on the repaving of Shirley and Arlington.

Motion carried, 7-0.

VOICE VOTE
Yeas: Doolittle, Peard, Davies, White, Long, Zane, Hillberg
Nays: None

G. Meeting Open to the Public for items not on the Agenda
H. Miscellaneous Communications
I. Next Meeting
J. Adjournment

No further business being evident, the Board adjourned at 8:41 p.m.

Brooks Cowan, Senior Planner

Laura Eichenhorn, City Transcriptionist

MEMORANDUM

Planning Division

DATE: December 1st, 2023

TO: Multi-Modal Transportation Board

FROM: Brooks Cowan, Senior Planner
Ryan Kearney, Police Lieutenant
Melissa Coatta, Engineering Department
With assistance from:
Brad Strader, MKSK
Julie Kroll, Fleis & Vandenbrink

SUBJECT: Public Hearing - Shirley Rd. and Arlington St. Capital Improvement Projects for Fiscal Year 2024-2025

INTRODUCTION:
Road and sewer construction projects are planned for Arlington St. and Shirley Rd. for the fiscal year of 2023-2024. The subject streets have been included in the City's long-range budget since fiscal year 2017-2018. At this time, the Multi-Modal Transportation Board is having a public hearing to receive input and make a recommendation to the City Commission regarding the street width and road design for Arlington St. and Shirley Rd. the final hearing on road design with City Commission is expected to occur on January 8th, 2024.

BACKGROUND:
Arlington St. and Shirley Rd. are currently 33' wide and do not have a sidewalk on either side of the street. The public right-of-way for each road is 50' wide, meaning the existing 8'-9' on each side of the road is City property. Shirley and Arlington are considered "unimproved streets" in Birmingham, meaning that they have a chip or cape seal finish. Shirley and Arlington have curbs on eacsh side of the road, though not all unimproved streets do.

The Multi-Modal Transportation Board's (MMTB) purview is related to the street width and the surface design of the public right-of-way. Once the MMTB makes a recommendation on the street width and design for the right-of-way, the recomendation will be considered by the City Commission along with sewer, water, and changing the road from "unimproved" to "improved". To learn more about the City's unimproved streets, please see the report from the Unimproved Streets Committee that was accepted by the City Commission December 21st, 2020. This report

was followed by a change in policy to have a City initiated project for unimproved roads. The new process occurred for Westwood Dr. in 2022.

In regards to relevant policies and Master Plans, The Multi-Modal Transportation Board refers to the City's Complete Streets Resolution (2011), the Multi-Modal Transportation Plan (2013), The 2040 Birmingham Plan, and the Residential Street Width Standards policy (2018).

On July 11th, 2011, The City of Birmingham adopted a resolution in support of a complete streets policy encouraging safe transportation design for all users. The resolution concludes with the following:

> *"Now, therefore, be it resolved, that the City of Birmingham City Commission hereby declares its support of complete streets policies and further directs City staff to develop a set of proposed policies and procedures to implement Complete Streets practices to make the City more accommodating to all modes of travel, including walkers, bicyclists and transit riders, of all ages and abilities."*

In 2013, the City Commission approved the Multi-Modal Transportation Plan which goes into more detail regarding recommendations to enhance pedestrian safety and multi-modal connectivity. The Multi-Modal Transportation Plan categorizes the subject area as a neighborhood where sidewalks should be completed. It recommends that the City pursue sidewalks on all sides of the street, particularly when the City is undertaking a road reconstruction process.

In 2023, Birmingham's City Commission adopted the 2040 Master Plan titled "The Birmingham Plan". Chapter 3 of the master plan, "Retain Neighborhood Quality – Keep Streets Pedestrian-oriented" discusses how widening streets encourages higher speeds and cut through traffic. It comments that street design must consider pedestrian comfort and safety, and street trees for public health, further saying;

> *Today, sidewalks are missing in numerous places, which should be surveyed and remedied. Similarly, street intersections which do not have accessible ramps to crossings should be remedied. These changes may cause trees to be removed, which should be replaced nearby to maintain the street tree canopy…*
>
> *The tree lawn is critical to street trees; sufficient root area results in greater canopy. Canopy health is very closely related with the health of residents, mental and physical, the ease of walking or biking along streets, and the success of children in school. In fact, programs exist across the country to re-establish urban tree canopies to improve the health outcomes of children. In neighborhoods, tree lawns should not be sacrificed for pavement width.*

In August of 2018, the City Commisison approved the Birmingham Residential Street Design Standards. The City's standard for residential street widths is 26' (28' back of curb to back of curb), with a curblawn for street trees and a 5'-6' sidewalk. The approved residential street width policy is included in the packet below.

On September 7th, 2023, the Multi-Modal Transportation Board held preliminary discussions regarding Arlington St. and Shirley Rd. and indicated an interest in pusuing a sidewalk on just

one side of the street within the existing 33' curb to curb space. Doing so would avoid disturbing the natural features.

The existing roads could be narrowed to 26' and accommodate a 5'-6.5' sidewalk on one side of the street without major disturbances to the existing natural features. In this case, the sidewalk curb would be immediately adjacent to the road without a curb lawn which staff refers to as a "carriage walk". A sidewalk on one side of the street without a curblawn is not typical for Birmingham residential neighborhoods, nor is it a recommended design in the The Birmingham Plan (2040 Master Plan recently approved in 2023).

On October 5th, 2023, the Multi-Modal Transportation Board reviewed concepts provided by staff for potential sidewalk locations and held a discussion regarding preferences. City staff commented that when there is a 50' right-of-way of City property, staff recommends maximizing the health, safety, and welfare of the entire space for the public good. In this case, that would entail finding a way to use all 50' of the right-of-way to place sidewalks on both sides of the street that includes a typical curb lawn between the sidewalk and road to act as a buffer between vehicles and pedestrians.

Staff also mentioned that Arlington St. and Shirley Rd. have a number of mature trees and in some cases elaborate landscaping in the public right-of-way. Such features may conflict with potential sidewalk placement on both sides of the street with standard curb lawns. Sidewalks in Birmingham are typically placed in a linear manner along the property line, however there are some cases where a meandering path could be merited, particularly in an area with a number of natural features.

Given the suggested concepts, The MMTB maintained a general preference towards a sidewalk on one side of the street. The board was concerned about disturbing the natural features located in the subject area, but also felt that walking in the current street was not safe for pedestrians along either of the roads. The MMTB indicated a general preference for reducing the road width from 33' to 26', and constructing a new sidewalk along the curb within the existing street space was a fair compromise. This way, the street width of 26' would align with the City standard for residential street widths and provide a safer space for pedestrians and people with disabilities.

Upon discussion amongst the board and input from the public, the MMTB requested to see concepts with a sidewalk on side of the street for the next meeting. There was also a request to include a concept with no sidewalks from members who believe the layout of Shirley and Arlington should be left as-is.

On October 16th, 2023, City staff held an informational meeting with residents of Shirley and Arlington to go over engineering topics related to sewer and water for each street, along with the upcoming design, approval, and special assessment process associated with infrastructure projects. Participants at the meeting raised questions regarding the street design and sidewalk placements. Those inquiring were informed that such topics will be discussed with the Multi-Modal Transportation Board and the City Commission at upcoming meetings.

On November 2nd, 2023, City staff presented data from a detailed survey of all trees within the public right-of-way conducted by Davey Environmental. The intent was to address concerns regarding the natural features in the righ-of-way. The memo provided online Friday October 27th,

2023 included tree data taken between 2012 to 2023, however staff requested an expedited survey from Davey Environental to reflect existing conditions before the meeting on November 2nd, 2023.

The updated tree survey data from Davey Environmental indicated 136 trees in the public right-of-way along Shirley Rd. and Arlington St. Staff also presented the City's tree species policy which is managed by the Department of Public Services (DPS) in conjunction with recommendations of Michigan's Department of Natural Resources. Staff indicated that 42 of the existing trees are classified as prohibited species and 89 of the trees are in fair, poor, or critical condition. 14 of the trees are recommended for removal in the near future. The data also indicated that 31 trees are in good condition and are small enough to potentially be transplanted.

Staff commented that due to the species and condition of the existing trees, deviating from the City standards for street and sidewalks is not recommended. Following the City standard design for the right-of-way would allow the City to plant new trees that are permitted species and meant to create a long-lasting, sustainable tree canopy for generations to come.

Staff then presented detailed topographic surveys of alternative street and sidewalk designs provided by Nowak and Fraus (N&F). Alternatives A, B, C, and D were discussed. Staff recommended Alternative A that aligns with the City standard road design. The reasoning was that the City should strive to protect the health safety and welfare of the City, and that providing sidewalks separated from the road with a tree lawn between them would align with the City's goals to provide a safe space for pedestrians, children, and people with disabilities.

The MMTB had a number of questions regarding the City's tree program and how street trees are classified based on condition and species. The MMTB also discussed the pros and cons of a sidewalk on one side of the street. They asked for alternative C to be modified to include a sidewalk on one side of the street with a 6' curblawn between the sidewalk and road. Staff indicated they could provide that design for the next meeting.

<u>December 5th, 2023 MMTB Public Hearing Updates:</u>
If the City were to reconstruct Shirley Rd. and Arlington St. to its residential standards of a 26' wide street, a 5' sidewalk on each side of the road, and a 6' curblawn between each sidewalk and road, DPS has indicated that the City would plant approximately 200-250 new trees that would include a diverse balance of permitted species that are intended to create a sustainable tree canopy meant to last for generations.

The City's Department of Public Services (DPS) has provided a memo regarding their input on the tree situation for Arlington St. and Shirley Rd. which is attached below. In summary, the existing tree species and tree conditions do not merit a strong reason to deviate from city standard sidewalks on each side of the street. Also, if a carriage sidewalk were installed along one side of the street, DPS would not plant trees within the public right-of-way due to property boundary and maintenance issues. This would mitigate the City's ability to achieve a quality street and sidewalk tree canopy. The creation of a greenlawn between a sidewalk and the road would enable 200-250 new trees to be planted that would provide a long-term enhancement of the City's tree canopy for generations to come.

In regards to the existing tree species, City staff met with arborist Lawrence Sobson from the Michigan Department of Natural Resources (DNR) and toured the trees along Arlington St. and Shirley Rd. The staff arborists and DNR's arborist reviewed the species and conditions of the trees along the right-of-way. The general consensus was that the majority of trees were either invasive species, non-native, and/or in poor condition. They also concluded that a number of newly planted trees could be transplanted onto private property. In discussion with DNR, the City would not lose its Tree City USA status by removing existing trees in the right-of-way along Shirley and Arlington and replacing them with recommended species.

To summarize the findings, there are 16 Pear trees (Callery Cleveland Select) within the right-of-way that are considered prohibited species in the right-of-way. It is a non-native invasive species and other places such as the state of Ohio have gone as far as to ban them in public spaces. There are 11 Norway Maples, 7 Silver Maples, and 3 Red Maples along the subject area. Norway Maples and Red Maples are considered invasive species and Silver Maples are not recommended as street trees. The aforementioned Maples rot from the inside, making it more dificult to detect damage and potential for breakage. According to the DNR, the Silver Maple accounts for the largest percentage of DTE's powerline trees damage.

The staff arborist and DNR representative also commented that a number of trees have the potential to be transplanted. There are 18 flowering crab apple trees, most planted in front of one house at 975 Shirley which have the potential to be transplanted.

Staff and the DNR also evaluated trees in good condition that had potential for a sidewalk to wrap around. An initial query of trees that are permitted species, in good condition condition, and are mature with a diameter at breast height (DBH) of 10" or greater returned three trees. Upon evaluation, staff arborist were hesitant that these particular trees merited deviating a sidewalk path for, and that planting a new tree in a greenlawn may create more long term benefits. Staff did identify two Beach Trees, a River Birch, and a Hickory Shagbark on or near the property line that the City should consider deviating the sidewalk from. It was recommended that the City give special consideration for the two Beach Trees at 737 Arlington, the River Birch at 175 Arlington, and the Hickory Shagbark at 377 Shirley. Staff would coordinate with the owners on further sidewalk design and tree maintenance, and do further analysis on a case-by-case basis on trees deemed worth caring for in the long run. A table of all tree species along Shirley Rd. and Arlington St. is included in the attachments below, along with the species count which are categorized by prohibited, not recommended, or overpopulated.

For more information on recommended tree species, Michigan's DNR Arborist Lawrence Sobson conducted a "Not MI Species" webinar discussing invasive species prevention on October 7th, 2023 titled "Where the Sidewalk Ends: Choosing Resilient Trees for Tomorrow's Urban Environments" (select link to view). The arborist discusses choosing resilient trees meant to create a long-lasting tree canopy and the importance of managing trees as "one big canopy". For more details on tree species related to Shirley Rd. and Arlington St., see minutes 8:00-20:00 of the video for issues regarding Pear Trees, Norway Maple, Silver Maple, and Red Maple. 34:30 is where the video references the DNR's list of recommended tree species – this is the list that the City of Birmingham references for its own tree maintenance program.

In regards to sustainability, City staff acknowledges that there are always trade-offs in accomplishing long term goals. Providing sidewalks may increase impervous surface, however

sidewalks would also provide a safe space for pedestrians which aligns with its sustainability goals of providing safe, non-motorized transportation alternatives for people to use. The addition of safe sidewalks and bike lanes are intended to have a long term effect of encouraging non-motorized transportation and reducing vehicles miles traveled. A city standard design would also enable 200-250 new trees that are permitted species and chosen to last for generations, providing a myriad of ecological benefits.

Birmingham Residential Street Design Standards Analysis:

Birmingham Residential Street Design Standards were approved by City Commission August 2018 in order to create a uniform street width policy. Section 3, "Public Notice and Public Hearing" states:

> *Whenever there is a street project where a change in the existing width is being considered, the Multi-Modal Transportation Board shall have a Public Hearing to inform residents of the project and provide an opportunity for comment. The City shall post a sign along the street that announces the street project. Design details shall be advertised and posted on the City's website. If residents express a desire for a non-standard street width at a public meeting, or through a public survey of street residents, those preferences shall be considered. However, engineering or safety factors listed in Section 4 must also be present to support a design exception*.

On November 2nd, 2023, the MMTB scheduled a public hearing regarding the street width of Shirley and Arlington. A review and analysis of the Birmingham Residential Street Design Standards Section 4, "Exceptions and Modifications to the Width Standards" is as follows:

> *Any modification must be consistent with the Intent of these standards and the engineering publications upon which they are based. Street width exceptions may only be approved to a minimum of 20 ft. and a maximum of 30ft. If residents express a desire for a non-standard street width at a public meeting or through a public survey of street residents, those preferences shall be considered (either wider or narrower) only if one or more of the following conditions exist:*
>
> a. *High or low frequency of use of on-street parking. When surveyed on-street parking is utilized 15% or less overnight, the width may be reduced. When parking density is classified as highly utilized, defined as over 25%occupancy throughout the day or more than 50% of the available curb space used overnight, the width may be increased. For calculation of parking, a minimum length of 22 ft. shall be used and not include driveways, spaces adjacent to fire hydrants, or other locations where parking is not allowed.*
>
> Parking counts were taken by the City's Police Department from Thursday November 9th, 2023 to Saturday November 11th, 2023 at 10am, 2pm, and 12am each day. Arlington's highest parking count was 39 at 10am on a Friday, while Shirley's highest parking count was 23 at 10am on a Thursday. Shirley and Arlington have approximately 7,892 feet of curb space, thus a parking capacity of approximately 359 vehicles. The highest

utilization rate during the daytime was 11% for Arlington and 6% for Shirley. Meanwhile, the nighttime utilization rate was between 0%-1% for both streets. **Thus, the Shirley and Arlington parking counts qualify the road width to be less than the City standard of 26', however the parking counts do not qualify the subject area to modify the street width standard to be wider than 26'.**

Arlington

Parking Counts	10am	2pm	12am
Thursday 11.09.23	32	36	0
Friday 11.10.23	39	30	0
Saturday 11.11.23	3	3	0

Arlington

Parking Occupancy	10am	2pm	12am
Thursday 11.09.23	9%	10%	0%
Friday 11.10.23	11%	8%	0%
Saturday 11.11.23	1%	1%	0%

Shirley

Parking Counts	10am	2pm	12am
Thursday 11.09.23	23	17	2
Friday 11.10.23	21	15	1
Saturday 11.11.23	6	8	4

Shirley

Parking Occupancy	10am	2pm	12am
Thursday 11.09.23	6%	5%	1%
Friday 11.10.23	6%	4%	0%
Saturday 11.11.23	2%	2%	1%

b. Daily traffic volumes exceed 1500 vehicles.

Daily traffic counts were taken on Arlington and Shirley from November 14th to November 17th, 2023. Traffic counts ranged from 263 to 1,563 per day. Shirley Rd. exceed 1,500 vehicles on two occasions but Arlington St. peaked at 1,420 vehicles. **Thus, Shirley may qualify for this exception, however Arlington does not.**

November 2023	Tue 14	Wed 15	Thur 16	Fri 17
Arlington	854	1,349	1,420	263
Shirley	1,145	1,522	1,563	291

c. The street is a published school bus route used by the Birmingham Public Schools or is a frequent emergency response route.

Shirley and Arlington are published school bus routes. The Fire Department has indicated that the subjects roads are not frequent emergency response routes. **Thus, Shirley and Arlington may qualify for this exception.**

d. Street is adjacent to a school, religious institution, City park, multiple-family residential development, or other use with access that generates higher traffic volumes.

Arlington and Shirley are not adjacent to uses considered to generate higher traffic volumes. Shirley is adjacent to the Rouge Trail and park, however this site does not have a parking lot and does not generate large amounts of vehicular traffic. The house on the corner of Arlington and Maple belongs to a religious institute (Birmingham First United Methodist

Church), however vehicular access to the church is off of W. Maple. **Thus, Shirley and Arlington do not qualify for this exception.**

e. *Presence of street trees, especially healthy, mature trees, such that rebuilding the road as proposed would result in the removal of two or more trees on any given block.*

There are 136 trees within the public right-of-way along Shirley and Arlington. A review of existing trees by Davey Environmental, City staff Arborists, and a DNR arborist has determined that the majority of street trees are either prohibited species, in poor to fair condition, or have the potential to be transplanted. Also, if the City were to pursue complete streets design with a 26' wide road, sidewalks on eack side of the street, and a 6' curblawn, the City would plant 200-250 new trees that align with the City's permitted street tree policy to enable a healthy, longlasting tree canopy. **Given the lack of healthy, mature trees in the subject area, staff finds that Shirley and Arlington do not qualify for this exception.**

f. *A speed study confirms that the 85th percentile speed is more than 5 miles per hour over the posted speed limit and/or city police or engineering departments have documented operational or safety concerns related to traffic patterns along the street.*

The Police Department consistently collects speed and volume counts for all residential streets on a rotating basis using clandestine recording devices. They have not used rubber strips in over ten years.

The most recent data for Shirley indicates an 85% speed of 30 mph and 32 mph for Arlington. Given the recorded speeds in the 85th percentile of 5-7 mph over the speed limit, the Police and Engineering Department are MORE inclined to recommend that the street width be reduced from existing 33' to the City standard of 26' in order to reduce speeds. The Police and Engineering Department also want to reitereate that speed bumps cannot be installed on unimproved streets with cape seal such as Arlington and Shirley due to the lack of road foundation. **Thus, Shirley and Arlington do not qualify for this exception.**

g. *Street may be as narrow as 20 ft. with parking on one side only if right-of-way is less than 50 ft.*

The right-of-way along Shirley and Arlington is 50' wide. **Thus, Shirley and Arlington do not qualify for this exception.**

Prior to analysis, the City sent out a survey to residents along Shirley Rd. and Arlington St. There are 80 properties along the subject area and the city received responses from 44 properties (some multiple) which is a 55% response rate for the properties. 36 properties indicated "No" for new sidewalks which is 45% of the subject properties. Meanwhile, 8 properties indicated "Yes" for

sidewalks which is 10% of the subject properties. Another 36 properties (45%) have not responded for one reason or another.

Upon analysis, Shirley and Arlington meet the criteria for consideration of exceptions to the residential street width standard due to being a school bus route and Shirley meets the criteria for exception due to recorded daily vehicle traffic exceeding 1,500. City staff does not recommend using the school bus route and daily vehicle count on Shirley as a reason to deviate from the City's residential street width standard. School buses traverse a number of other City roads that are 26' wide. City staff also finds that narrowing the road from 33' to 26' will assist in reducing vehicular speeds and discourage cut-through traffic as recommended by the City's 2040 Master Plan as well as acting as a traffic calming measure as mentioned in the intent of the Residential Street Design Standards.

Alternatives – Updated December 5th, 2023

The City has received a detailed topographic survey from its engineering consultant Nowak & Fraus. City staff requested that the engineeing firm provide conceptual designs for potential street designs and sidewalk locations. Attached are Exhibits A, B, and C of detailed topographic designs, along with supplemental maps and images to highlight details of each exhibit.

Exhibit A consists of a typical street design in Birmingham that maximizes the entire 50' right-of-way. Exhibit A provides the location of a 5' sidewalk near the property line on each side of the street and maximizes the 50' right-of-way for the potential of a 26' wide city standard street and space for curb lawns between the sidewalk and street for permitted City trees. This concept would involve removing the existing trees in the right-of-way and planting new trees that align with Birmingham's approved species list. This concept also provides the highest likelihood of providing ADA compliant sidewalks due to grading.

Exhibit B consists of the Multi-Modal Transportation Board's request to have a sidewalk on one side of the street within the existing road width. This exhibit consists of a sidewalk along the road's, referred to as a "carriage path". Exhibit B proposes Birmingham's residential street width standard of 26' along with a 6.5' sidewalk on one side of the street. The sidewalk is 6.5' to enable more space for driveway approaches to be ADA compliant. Sidewalks are required to be a minimum of 5' wide and cannot have a slope greater than 2 percent across the width. The length of sidewalks cannot exceed 5 a percent slope except for special exceptions such as being located on a hill.

For Exhibit B, city staff reviewed existing utilities, driveways, and right of way features to select the more convenient side of the street for a sidewalk. If placed on one side of the street, staff recommends the sidewalk be located on the eastern side of Arlington and the western side of Shirley in the northern portion of the subject area. The addition of the sidewalk would make the northern intersection of Arlington and Shirley eligible for a new crosswalk. A crosswalk would connect to a sidewalk on the eastern portion of the road where Arlington and Shirley combine. A crosswalk would then again be installed at the southern intersection of Shirley and Arlington. A sidewalk would then be placed on the eastern side of Arlington and the eastern side of Shirley in the sorthern portion of the subject area. The sidewalk on the eastern side of Shirley is meant to connect to Fairway Park and the Rouge Trail.

Exhibit C (updated from previous meeting) consists of a 26' wide city standard street with a sidewalk on one side of the street located along the property line and a 6' curblawn for street trees between the sidewalk and road. City staff has kept the sidewalks on the same side of the street as in Exhibit B for the same reasons of driveways and right-of-way features. This concept would expand the existing road use from its current 33' to approximately 39' width of use. Exhibit C matches part of the City's residential street standards while compromising part of the right-of-way to leave some natural features on one side of the street mostly undisturbed.

Shirley and Arlington's natural features of existing trees and landscaping have been referenced as a major concern for considering the location of sidewalks and street modifications. City staff has downloaded the list of properties who have pulled special treatment permits for this area and identified locations with existing landscaping in the right-of-way that would conflict with maximizing the public right-of-way. Special treatment permits are approved for residents with the condition that the City may remove such enhancements in the right-of-way without penalty during any public project. There are 12 properties who have applied for special treatment permits along Shirley and Arlington. Meanwhile, staff and consultants have identified an additional 26 properties with planted landscaping conflicts in the public right-of-way. Such properties are identified in the "Existing Tree Conditions and R.O.W. Landscaping Conflicts" map below.

SUMMARY

City staff recommends the design concept in Exhibit A with sidewalks on both sides of the street, a curb lawn for city trees, and a street width of 26' to align with the residential street width standard the City has adopted. Staff understands that the concepts in Exhibit B and Exhibit C could be a considered a fair compromise. However, given the analysis of speeds, traffic counts, on-street parking, and trees in the public right-of-way, staff does not recommend compromising a safe pedestrian street built to city standards with 200-250 new trees that are permitted species. Exhibit A will provide a safe pedestrian design and a healthy tree canopy for the existing and future generations of Birmingham residents.

The following four options are for discussion and consideration regarding sidewalks on Arlington St. and Shirley Rd.:

1. Exhibit A - 5' sidewalk on both sides of street, allowing space for curb lawns with city trees, residential street width standard of 26', and uses all 50' of public right-of-way. Nearly all existing trees and landscaping would be removed and new permitted street trees would be planted. This options allows the most practical installation of ADA compliant due to the grading and driveway approaches.
2. Exhibit B - New 6.5' sidewalk on one side of the street along the street curb, residential street width standard of 26', and minor change in existing paved width from 33' to 34.5'. Nearly all existing landscaping is preserved.
3. Exhibit C – New 5' sidewalk on one side of the street with a 6' curblawn for new street trees, residential street width standard of 26'. Existing street trees and landscaping on non-sidewalk side would remain in place.
4. No change to existing layout. Street design maintains existing width and no new sidewalks.

ATTACHMENTS:

- Department of Public Services Memo regarding Arlington St. and Shirley Rd. street trees
- Residential Street Width Standards

- Complete Streets Resolution, July 11th, 2011
- Multi-Modal Transportation Plan (2013) – relevant sidewalk recommendations
- The Birmingham Plan (2023) – relevant neighborhood sidewalk recommendations
- Sidewalk location map – 2021
- Special Treatment Permit and right-of-way liability language
- Michigan DNR Not MI Species Webinar – "Where the Sidewalk Ends: Choosing Resilient Trees for Tomorrow's Urban Environments"
- Charts of Arlington St. and Shirley Rd. tree species
- Birmingham prohibited species list
- Birmingham permitted species list
- Map of street tree existing conditions and Special Treatment Permit locations
- Map of Street tree species use classification
- Map of Street trees in good condition, DBH > 10 inch, and use classification map
- Properties with landscaping conflicts in the right-of-way
- Exhibit A – Conceptual sidewalk location
- Exhibit B – Conceptual sidewalk location
- Exhibit C – Conceptual sidewalk location
- Arlington St. and Shirley Rd. speed data
- Arlington St. and Shirley Rd. vehicle counts
- Arlington St. and Shirley Rd. parking counts
- Resident surveys, letters, and map of respondents

SUGGESTED ACTION:
Move to recommend to the City Commission that Arlington St. and Shirley Rd. be constructed per the City's residential street standards as indicated in Exhibit A with a 26' street width and a 6' curblawn for street trees and 5' sidewalk on each side of the street.

OR

Move to recommend to the City Commission that Arlington St. and Shirley Rd. be constructed as indicated in Exhibit _____ with the following design standards:

a.) _____
b.) _____
c.) _____

BIRMINGHAM
A WALKABLE CITY

MEMORANDUM

(Department of Public Services)

DATE: December 5, 2023

TO: Brooks Cowan, City Planner

FROM: Brendan McGaughey, Parks and Forestry Foreman
Scott Zielinski, Director of Public Services

SUBJECT: Forestry Comments re: Shirley and Arlington Engineering Project

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INTRODUCTION:

The Multi-Modal Transportation Board and Engineering Department have been reviewing potential construction design options in order to make a recommendation regarding installation of sidewalks on Shirley and Arlington streets. In general, sidewalk installation in any capacity will potentially cause conflicts with City-owned trees and landscaping within the easement, as well as nearby private trees and landscaping. The Department of Public Services is responsible for the maintenance of the City's urban forest, and are consulted on both potential and upcoming engineering projects as they relate to public and private trees.

BACKGROUND:

As sustainability is at the forefront of the City's efforts – it's a key goal of the City Commission which declared a climate emergency and instituted an Ad Hoc Environmental Sustainability Committee in early 2023. The Planning Department is currently working on the Birmingham Green Healthy Climate Plan and recently completed the 2040 Birmingham Master Plan (in which sustainability is encouraged throughout the plan). Finally, the ongoing development of the 2024-2028 Parks and Recreation Master Plan recommends sustainable landscaping and green infrastructure as a primary focus for all future park development. The definition of "sustainability" can take on many different forms when it's used in the instances of environmental preservation and public policy, but ultimately they all trend to growing and sustaining green infrastructure (additional trees, storm water capture, etc.) long into the future to have a healthier climate.

Birmingham's urban forest, located in street right-of-ways, parks and public property, is undoubtedly the most valuable and important part of green infrastructure owned by the City. Our current inventory of 15,547 trees provide the following environmental benefits:

- 1,189,646 pounds of carbon dioxide is sequestered annually
- 2,771,413 gallons of runoff is avoided annually
- 12,683,407 gallons of rainfall is intercepted annually – approximately 253,668,139 gallons of rainfall intercepted over the next 20 years

A recent inventory of Shirley and Arlington by Davey Resource Group (DRG) identified approximately 136 trees either within the City right-of-way or encroaching into the defined project area. Prohibited species (42) and non-prohibited trees in poor to fair condition (51) comprise 93 of the 136 (68%) of the trees in consideration. An onsite visit was also conducted by staff along with Lawrence Sobson of Michigan's Department of Natural Resources. Staff reviewed each approved species and recommended for use as a residential street tree in good or excellent condition with a DBH of greater than 5", and were unable to find any trees that should prevent sidewalk installation in the City standard location (which is approximately 1' from private property in the easement).

If a "carriage" sidewalk placement is used to prioritize the preservation of as many City trees as possible, 68% of which have been inventoried as prohibited species or already in fair or poor condition, the trees will likely suffer root damage anyway and they will not be replaced once they are eventually removed. The City does not plant trees on the private side of sidewalks to avoid liability and damage to private property, so eventually this option would eliminate City trees entirely if a carriage sidewalk is used. Furthermore, a carriage sidewalk placement would cause additional maintenance issues and would provide a less safe walking path without approximately 6' of grassy easement which helps separate pedestrians from traffic. DPS is firmly against this option as we want to sustain a long term urban forest on residential streets for hundreds of years, not just for the next 5-20 years.

DPS recommends conforming with residential improved road standards (28' width and a sidewalk on both sides of the roads placed ~12" from private property). This option will allow for a healthier, sustainable and successful urban forest where at least 200-250 trees could be planted following the majority of construction activities. These trees would all be approved species, conform to proper spacing guidelines and will all be recommended for use as residential street trees. The total amount of City-owned trees (approximately 130) would be increased by approximately 70-120 trees, which would provide numerous environmental and green infrastructure benefits to the entire community and help achieve the City's ongoing efforts to become more sustainable.

City of Birmingham
A Walkable Community

BIRMINGHAM CITY COMMISSION
REGULAR MEETING, JULY 11, 2011
RESOLUTION # 07-185-11

Present: Commissioners Dilgard, Hoff, McDaniel, Moore, Nickita, and Sherman
Absent: Mayor Rinschler

MOTION: Motion by Hoff, seconded by Dilgard:
To formally support the Complete Streets principles in the City of Birmingham:

WHEREAS, Complete Streets are defined as a design framework that enables safe and convenient access for all users, including pedestrians, bicyclists, transit riders, and drivers of all ages and abilities: and

WHEREAS, the Michigan Legislature adopted Public Acts 134 and 135 of 2010 to enact Complete Streets legislation that requires the Michigan Department of Transportation to consider all users in transportation related projects; and

WHEREAS, Complete Streets are achieved when transportation agencies routinely plan, design, construct, re-construct, operate, and maintain the transportation network to improve travel conditions for bicyclists, pedestrians, transit, and freight in a manner consistent with, and supportive of, the surrounding community; and

WHEREAS, development of multi-modal transportation infrastructure, including accommodations for pedestrian, bicycle, and transit riders, offers long-term cost savings by reducing costly infrastructure retrofits and opportunities to create safe and convenient non-motorized travel; and

WHEREAS, streets that support and invite multiple uses, including safe, active, and ample space for pedestrians, bicycles, and transit are more conducive to the public life and efficient movement of people than streets designed primarily to move automobiles; and

WHEREAS, increasing active transportation (e.g. walking, bicycling and using public transportation) offers the potential for improved public health, economic development, a cleaner environment, reduced transportation costs, enhanced community connections, social equity, and more livable communities; and

WHEREAS, existing City of Birmingham plans and policies already support principles that facilitate progress toward developing a network of Complete Streets consistent with the objectives of the Michigan Complete Streets legislation and with the practices promoted by the National Complete Streets Coalition; and

WHEREAS, Complete Streets principles have been and continue to be adopted nation-wide at state, county, MPO, and city levels in the interest of proactive planning and adherence to federal directives that guide transportation planning organizations to promote multi-modal transportation options and accessibility for all users; and

WHEREAS, the adoption of this Complete Streets Proclamation allows the City of Birmingham to remain competitive in the pursuit of future state transportation project funding.

NOW, THEREFORE, BE IT RESOLVED, that the City of Birmingham City Commission hereby declares its support of Complete Streets policies and further directs City staff to develop a set of proposed policies and procedures to implement Complete Streets practices to make the City more accommodating to all modes of travel, including walkers, bicyclists and transit riders, of all ages and abilities.

VOTE: Yeas, 6
Nays, None
Absent, 1 (Rinschler)

I, Laura M. Pierce, City Clerk of the City of Birmingham, do hereby certify that the above is a true and correct copy of a resolution adopted by the Birmingham City Commission at their regular meeting of July 11, 2011.

Laura M. Pierce
City Clerk

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.
Planning Department
Police Dept.

DATE: **July 13, 2018**

TO: **Joseph A. Valentine, City Manager**

FROM: **Jana Ecker, Planning Director**
Scott Grewe, Police Dept.
Paul O'Meara, City Engineer

SUBJECT: **Residential Street Width Standards**

On January 22, 2018, the City Commission considered future street widths for Bennaville, Chapin and Humphrey. Several residents appeared on behalf of Bennaville Ave., and additional residents appeared on behalf of the one block of Chapin Ave. After much discussion, the City Commission endorsed the recommendations of the Multi-Modal Transportation Board ("MMTB") with regards to the future street width. However, during the discussion, the Commission expressed confusion as to what the City's policy is for determining the width of a new street. As a result, the MMTB was asked to study the issue in further detail, and send information and policy direction back to the Commission.

In March 2018, the MMTB began their discussion by identifying goals for residential road width standards, and reviewed the national standards and best practices from professional organizations and peer cities. The board agreed that standards should be created, but that there may be factors to permit some modifications if certain criteria are met.

On May 3, 2018, the MMTB passed a unanimous motion to recommend approval of Residential Street Width Standards to the City Commission.

On June 4, 2018, the City Commission reviewed the proposed Residential Street Width Standards recommended by the MMTB. After much discussion, the City Commission directed the standards back to the MMTB for further refinement in the following areas:

- Expand on the introduction and policy goals section to clarify purpose of standards;
- Identify clearly the professional organizations on which the standards are based;
- Change language in (2) from mandatory (shall) to optional (may); and
- Emphasize the role of public involvement by adding language to (4).

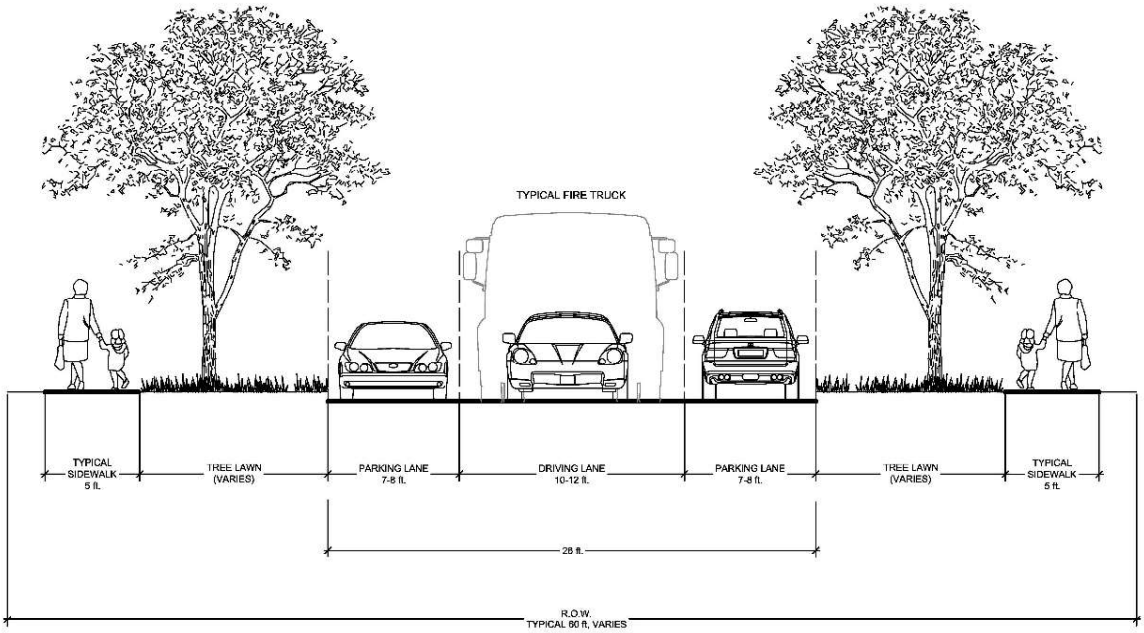
Accordingly, City staff made the changes requested by the City Commission to the Residential Street Width Standards and took the issue back to the MMTB on July 12, 2018. Board members recommended minor revisions, and then voted unanimously to recommend approval of the revised standards to the City Commission.

Please find attached all research considered by the MMTB, draft standards and all staff reports and minutes from the MMTB discussions for your review.

Suggested Action:

To approve the Residential Street Width Standards as recommended by the Multi-Modal Transportation Board on May 3, 2018, and as further refined and recommended on July 12, 2018.

POLICY STATEMENT:
BIRMINGHAM RESIDENTIAL STREET DESIGN STANDARDS



INTRODUCTION: The City Commission asked the Multi-Modal Transportation Board (MMTB) to establish a City policy for determining the width of a new street. Accordingly, the MMTB identified goals for residential road width standards, and reviewed the national standards and best practices from professional organizations and peer cities. The board created standards and allowed for modifications if certain criteria are met.

INTENT: The purpose of these standards is to provide consistent street widths throughout the city but with flexibility for very specific situations. The goals for identifying a standard road width for residential roads include the following:

- Functionality;
- Consistency **with adjacent streets**;
- Accident reduction **and public safety**;
- **Adhering to Complete Streets principles;**
    - **Enhancing walkability;**
- **Character of community;**
    - **Block length;**
    - **Size of lots;**
    - **Building setback and lengths;**
- Traffic calming;
- Expediency in planning and engineering;

- Infrastructure costs; and/or
- Storm water runoff management.

The following standards are based on residential street design recommendations published by **American Association of State Highway and Transportation Officials** (AASHTO), the Institute of Transportation Engineers (ITE), the Urban Land Institute (ULI), the Congress for New Urbanism, **National Association of City Transportation Officials** (NACTO), and those used by peer cities. Using those standards as a base, these standards are also based on emergency response access, winter weather, the existing street widths in the city, and the characteristics of different neighborhoods in the City. These widths typically allow for parking along both sides of the street with room for a vehicle to pass in one direction. When there is opposing traffic (vehicles going both ways) one of the motorists will need to yield to the other. This is commonly classified as a "Yield" or "Courtesy" Street.

STREET DESIGN STANDARDS (see also attached flow chart):

1. **NEW AND EXISTING, UNIMPROVED RESIDENTIAL STREETS THAT ARE BEING IMPROVED**

   When streets are improved or newly constructed, the standards below shall ~~be strictly~~ **generally be** applied. **Exceptions may be considered when factors, such as those described in Section 4, are evident.**

   a. **Standard Streets:** 26 ft. in width from curb to curb.
   b. If the right-of-way is less than 50 ft., the street width shall be a minimum of 20 ft. with parking allowed on one side only (generally the side without fire hydrants).

2. **EXISTING, IMPROVED RESIDENTIAL STREETS**

   When previously built streets are reconstructed, this standard shall generally be applied. Exceptions may be considered when factors, such as those described in Section 4, are evident.

   Standard Streets: 26 ft. in width from curb to curb.

   Existing Street is 28 feet or less in width: If existing street width is 28 ft. or less in width, street ~~shall~~ **may** generally be reconstructed at the existing width **provided there is a reason present under section 4**.

3. **PUBLIC NOTICE AND PUBLIC HEARING**

   Whenever there is a street project where a change in the existing width is being considered, the Multi-Modal Transportation Board shall have a Public Hearing to inform residents of the project and provide an opportunity for comment. The City shall post a sign along the street that announces street project. Design details shall be advertised and posted on the City's website. If residents express a desire for a non-

standard street width at a public meeting or through a public survey of street residents, those preferences shall be considered. However, engineering or safety factors listed in Section 4 must also be present to support a design exception.

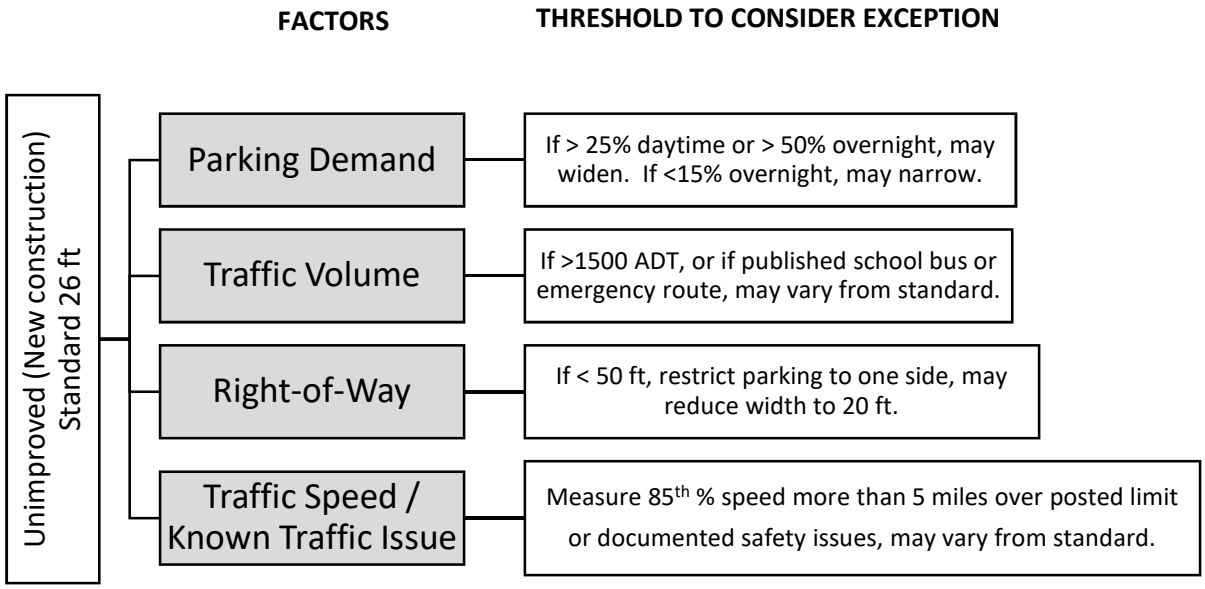
4. EXCEPTIONS AND MODIFICATIONS TO THE WIDTH STANDARDS

Any modification must be consistent with the Intent of these standards and the engineering publications upon which they are based. Street width exceptions may only be approved to a minimum of 20 ft. and a maximum of 30ft. **If residents express a desire for a non-standard street width at a public meeting or through a public survey of street residents, those preferences shall be considered (either wider or narrower)** ~~Modifications to street widths may~~ **only** ~~be considered~~ **if one or more of the following conditions exist:**

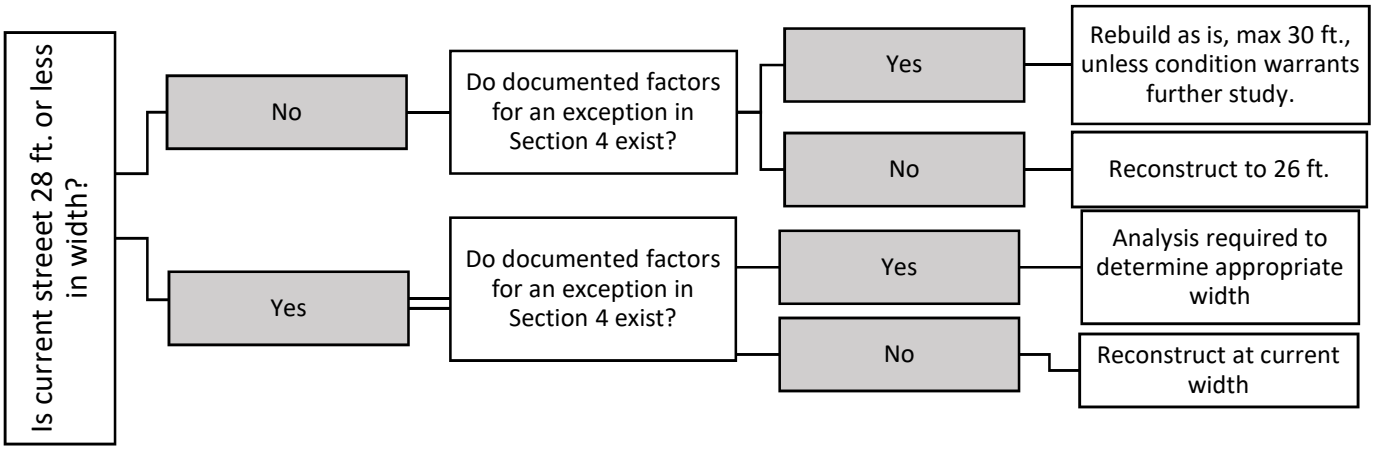
a. High or low frequency of use of on-street parking. When surveyed on-street parking is utilized 15% or less overnight, the width may be reduced. When parking density is classified as highly utilized, defined as over 25% occupancy throughout the day or more than 50% of the available curb space used overnight, the width may be increased. For calculation of parking, a minimum length of 22 ft. shall be used and not include driveways, spaces adjacent to fire hydrants, or other locations where parking is not allowed.
b. Daily traffic volumes exceed 1500 vehicles.
c. The street is a published school bus route used by the Birmingham Public Schools or is a frequent emergency response route.
d. Street is adjacent to a school, religious institution, City park, multiple-family residential development, or other use with access that generates higher traffic volumes.
e. Presence of street trees, especially healthy, mature trees, such that rebuilding the road as proposed would result in the removal of two or more trees on any given block.
f. A speed study confirms that the 85th percentile speed is more than 5 miles per hour over the posted speed limit and/or city police or engineering departments have documented operational or safety concerns related to traffic patterns along the street.
g. Street may be as narrow as 20 ft. with parking on one side only if right-of-way is less than 50 ft.

5. BOULEVARD STREETS

Reconstruction of streets with a boulevard, median, or other unique design feature, shall be reconstructed to match the current configuration unless geometric changes are needed based on safety or engineering analysis.



RECONSTRUCTION OF IMPROVED STREET



3.2 SIDEWALKS

DESCRIPTION

Sidewalks are the unsung heroes of a multi-modal system. They are usually the first facilities to be constructed and provide a backbone to a complete multi-modal network. They are one of the key components to a walkable community and should be completed on both sides of all roads in an urban area.


Sidewalk

A community's long term goal should be to provide sidewalks on both sides of the roadway along all roads. Sidewalks are proven to reduce pedestrian crashes and are critical to children safely walking to school, especially in dark conditions. Providing a complete sidewalk network along all roadways is important from a safety and connectivity standpoint and the city should work towards completing its network.

For the most up-to-date guidelines please refer to AASHTO's *Guide for the Planning, Design, and Operation of Pedestrian Facilities.*

All newly constructed and reconstructed sidewalks and shared use pathways should be in compliance with Title II of the Americans with Disabilities Act of 1990 (ADA). Please refer to the *Accessible Public Rights-of-Way: Planning and Designing for Alternatives* guide for more information.

RECOMMENDATIONS

The first priority is to provide sidewalks along all the major roadways. In the near-term the City should focus on completing sidewalk gaps along S Cranbrook Road to connect to the high school and dog park and along S Old Woodard to connect on-street parking to the businesses along the corridor. Please refer to the Network Implementation Plan for more details.

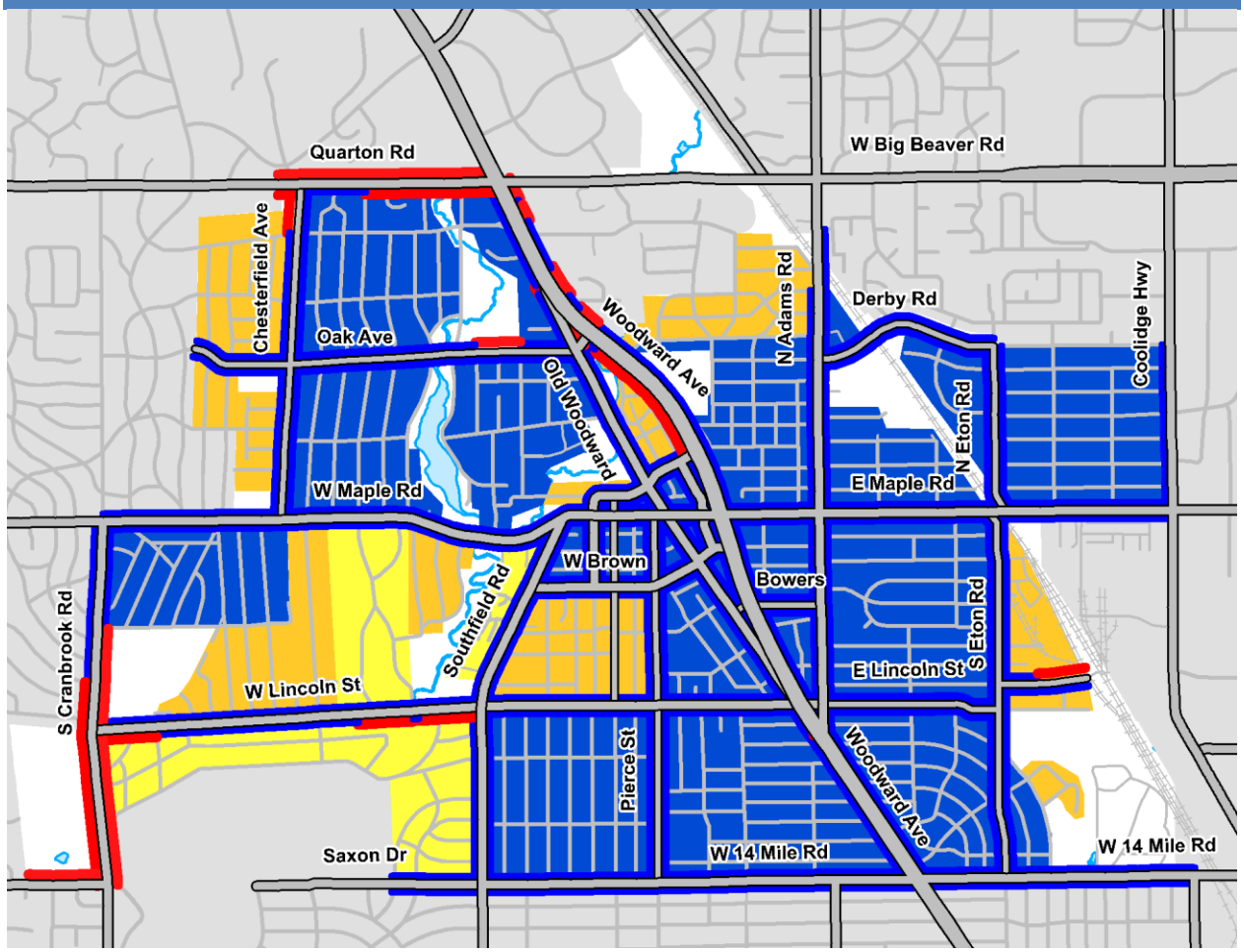
The second priority should be to complete the sidewalk gaps in neighborhoods that already have an existing sidewalk system partially in place.

The third priority should be to complete sidewalks in all neighborhoods.

In general, sidewalks should be installed by developers when constructing or reconstructing buildings or homes and by local city, county or state agencies during a roadway improvement project. Sidewalks should be a minimum of 5' wide. 6' is preferred along Collector roadways and 8' is preferred along Arterial roadways.

Please refer to Fig. 3.2A for a map of the proposed sidewalks.

FIGURE 3.2A PROPOSED SIDEWALKS



Proposed Sidewalks:

- Existing Sidewalks
- Prioirty 1: Complete Sidewalks along Major Roads
- Prioirty 2: Complete Sidewalk Gaps in Neighborhood
- Priority 3: Add Sidewalks to Neighborhood

APPROXIMATELY 2.5 MILES OF SIDEWALK ARE PROPOSED ALONG PRIMARY ROADS IN THE CITY OF BIRMINGHAM

Web Survey Results:

- About 38% of respondents walk to work and/or the store daily or weekly
- About 80% of respondents walk for fun and/or exercise daily or weekly
- Around 79% of respondents feel a complete sidewalk system is very important to non-motorized trips actually happening in the future

Keep Streets Pedestrian-oriented

Streets are the most pervasive public space in a city, and generally, Birmingham's streets are exceptionally beautiful and pleasant (See Fig. 37). However, moving cars is too often primary focus of street design, which results in widening to make driving easier. In most cases, widening neighborhood streets reduces their safety for pedestrians and bicyclists, reduces street tree canopy, and increases vehicle speeds. Fortunately, Birmingham has resisted calls to widen streets. As a result, the city retains a extensive tree canopy and pleasant streets to walk and bike along.

Yet today, calls for wider streets continue. If widened, cars will move more quickly and those streets become convenient ways to cut around areas of congestion. There are some streets in Birmingham that are too narrow, like Westchester Way, paved approximately 16 feet yet operating two-way with parking. Streets narrower than 20 feet paved and operating two-way with on-street parking should be considered for a change to one-way or removal of some street parking, perhaps widening. Most other streets should not.

Beyond the space to accommodate automobiles, street design must consider pedestrian comfort and safety, bicyclist comfort and safety, and street trees for public health.

Pedestrian comfort and safety is influenced by the size and location of sidewalks. Birmingham's historic neighborhood standard was a minimum 4 foot sidewalk, which is insufficient by today's standards. In most neighborhoods, sidewalks should be a minimum of 5 feet wide, and 6 feet in neighborhoods near mixed-use districts or streets with multi-unit housing. The recently passed Residential Street Design Standard specifies a 5 foot minimum, which works for most places. In areas with smaller lots and multi-unit housing, sidewalks should be at least 6 feet wide. In a mixed-use context, sidewalks should be wider, no less than 14 feet from curb to edge of right-of-way assuming a paved tree lawn with tree wells. Shared space streets are a special exception to be handled on a case-by-case basis.

Today, sidewalks are missing in numerous places, which should be surveyed and remedied. Similarly, street intersections which do not have accessible ramps to crossings should be remedied. These changes may cause trees to be removed, which should be replaced nearby to maintain the street tree canopy.

Bicyclist and micro-mobility comfort and safety is principally influenced by the speed of vehicles and availability of dedicated facilities. In most streets, narrow lanes result in slow car movement, which provide for bike and micro-mobility needs. But more so than cars, frequent stopping is extremely inconvenient. Bicycle boulevards should be considered to solve this issue, arranging intersection control to prefer bike and micro-mobility through movement and diverting cars to avoid cut through movement. Strategically located bicycle boulevards can also be used to reduce cut-through traffic, such as that between Quarton, Maple, Lincoln, and 14-Mile. Along streets with speeds above 25mph, however, dedicated facilities should be provided or other means of slowing traffic pursued.

The tree lawn is critical to street trees; sufficient root area results in greater canopy. Canopy health is very closely related with the health of residents, mental and physical, the ease of walking or biking along streets, and the success of children in school. In fact, programs exist across the country to re-establish urban tree canopies to improve the health outcomes of children. In neighborhoods, tree lawns should not be sacrificed for pavement width.

Figure 37. A pleasant, right-sized street in the Quarton district.

With these concerns in mind, the ideal roadway width will depend upon the right-of-way width and what the street should best accommodate. Lincoln is perhaps the most difficult decision point in Birmingham. It needs on-street parking but is also an important route for cyclists. Certainly Lincoln needs to sustain its tree canopy. And as a major vehicular connector, Lincoln must accommodate cars. With recent crosswalk improvements, the means of accommodating bicycles must be carefully considered. Today, Lincoln is too busy a street to feel safe for many bicyclists.

Standards were set for residential streets by the Multi-modal Transportation Board and City Commission due to recurring resident

requests for wider streets. The current policy sets a standard residential street at 26 feet from curb-to-curb where the right-of-way is 50 feet or greater and 20 feet with parking along one side where the right-of-way is less than 50 feet. The policy provides for modifications for a number of specific conditions that may legitimately require greater paving, such as school bus routes. Generally these standards align with best safety practices.

Current street roadway standards should be retained, and augmented to simplify the exception criteria, aligning it with future land use. Minor modification is also needed to accommodate wider sidewalks along district seams. The residential street standards provide a modification of roadway width from 26 feet to 28 feet where on-street parking is in more active use. Because on-street parking will be more actively used in neighborhoods with Fine Grained and Traditional Fabric, the standard here may default to 28 feet. Similarly, neighborhoods with Picturesque Fabric will have low on-street parking usage and should be less justified to allow for wider streets.

To further support pedestrian and bicycling safety, the posted speed throughout town should be lowered as much as possible. Unfortunately current legislation does not permit posting speeds below 25 mph, while across the world, including in other US states, “20 is Plenty” campaigns have reduced speeds on residential streets to 20mph or below. Today, speeds should be lowered as much as possible, and future support provided to any legislative campaigns that would permit speeds to be lowered further by municipalities.

The main remaining issue with streets is parking beyond the roadway on unimproved streets as it encourages cut-through traffic and speeding. Once streets are improved this issue will be resolved.

MASTER PLAN ACTIONS

1. Update the Residential Street Standards, aligning the following streetscape elements with Future Land Use categories. Update the Multi-modal Plan accordingly.
    a. Sidewalk width;
    b. Planter width and type;
    c. Type and extent of on-street parking;
    d. Frequency of curb cuts; and
    e. Width of roadway.
2. Update the Multi-modal Plan, including:
    a. Study bicycle accommodation alternatives along Lincoln.
    b. Complete gaps in sidewalks, add accessible corner ramps where not already specified, and replace street trees which are displaced by the process.
3. Lower the posted speed on streets throughout town as much as possible.

STREETSCAPE BEST PRACTICES BY LAND-USE CATEGORY

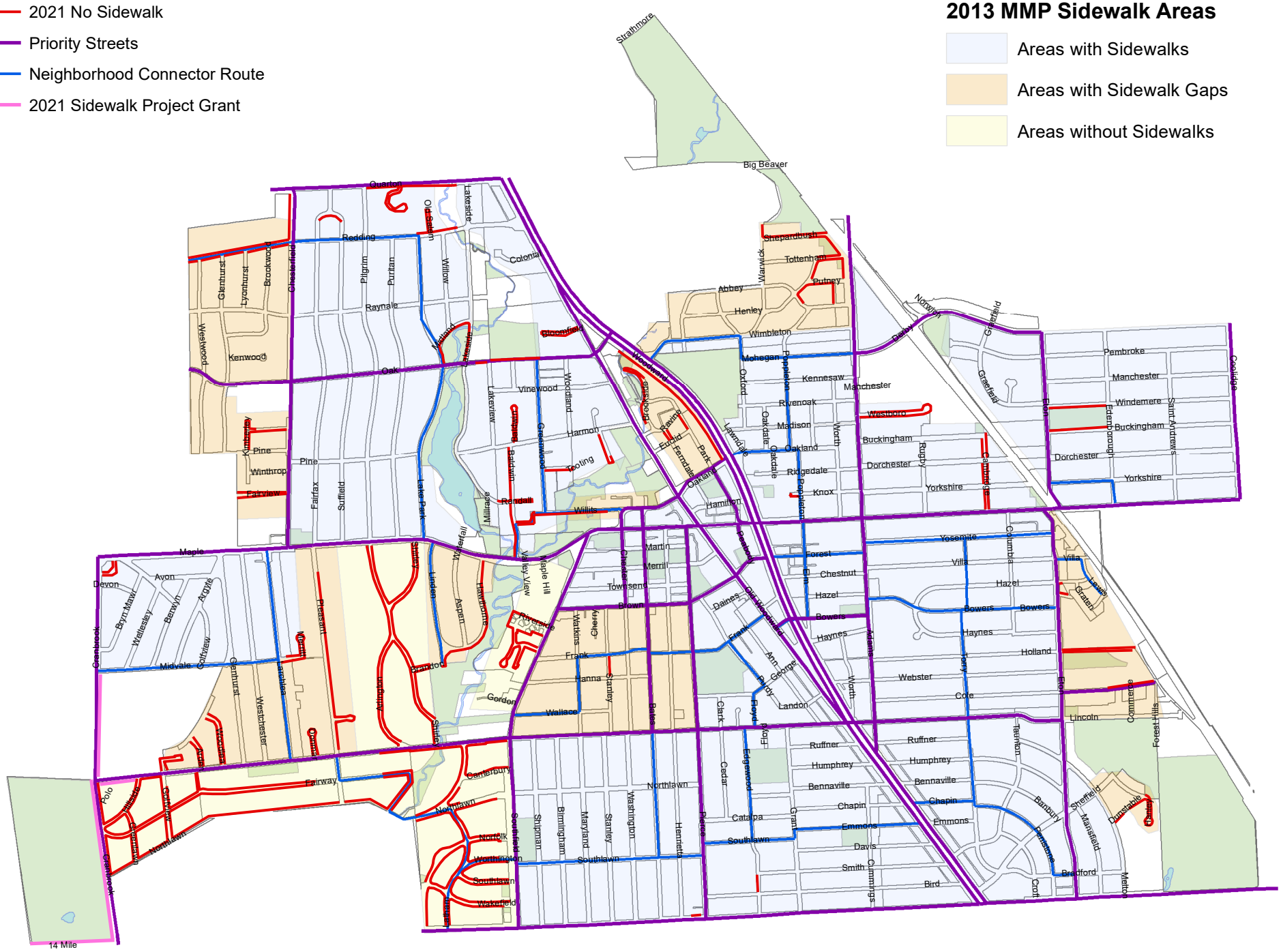
1. Mixed-use Center: 8 foot sidewalks or wider, excluding a paved tree lawn area; 5-to-6 foot tree lawn principally paved with tree wells; on-street parking both sides.
2. Fine Grained Fabric: 6 foot sidewalk; tree lawns 6 feet or wider, appropriate for long tree wells or continuous planters; on-street parking both sides.
3. Traditional and Picturesque Fabric: 5 foot sidewalk; tree lawns 8 feet or wider; on-street parking on one or both sides.
4. Buffer and Activity District Seam: 6-to-8 foot sidewalk; tree lawns 6 feet or wider, appropriate for long tree wells; on-street parking both sides.
5. Access District Seam: 6 foot sidewalk, tree lawns 6 feet or wider; on-street parking both sides.

Future Sidewalk Construction Recomendation Priorities

- 2021 No Sidewalk
- Priority Streets
- Neighborhood Connector Route
- 2021 Sidewalk Project Grant

2013 MMP Sidewalk Areas

- Areas with Sidewalks
- Areas with Sidewalk Gaps
- Areas without Sidewalks



Future Sidewalk Construction Recomendations

Prioritized Sidewalk Installation

- 1: Major Roads, Improved Streets, & Neighborhood Connector Route
- 2: Neighborhoods without Sidewalks
- 3: Neighborhoods with Sidewalk Gaps
- 4: Neighborhoods & Commercial Areas with Majority Sidewalks
- Unimproved Streets
- 2021 Sidewalk Project Grant

2013 MMTP Sidewalk Priority Areas

- Areas with Sidewalk Gaps
- Areas without Sidewalks
- Areas with Majority Sidewalks

CITY OF BIRMINGHAM
ENGINEERING DEPARTMENT
151 Martin Street, P.O. Box 3001
Birmingham, Michigan 48012-3001
(248) 530-1850

DO NOT WRITE IN THIS BOX
Permit No. _____
Date of Issuance _____

APPLICATION AND PERMIT TO INSTALL SPECIAL TREATMENTS IN PUBLIC RIGHT OF WAY

_____
Address of Proposed Special Treatment

_____ _____
Property Owner's Name Tenant's Name (if other than owner)

_____ _____
Property Owner's Signature Date Tenant's Signature Date

_____
Property Owner's Email Address

By providing your e-mail to the City, you agree to receive news and notifications from the City. If you do not wish to receive these messages, you may unsubscribe at any time.

_____ _____
Telephone Number Fax Number

The above named owner (and tenant, if any) makes application for a revocable permit to place in the public right-of-way adjacent to the above address, decorative treatments or other improvements described as follows: (give location and detailed description - attach sketch).

_____

_____

_____

Will trees be affected? If yes, Signature of City Forester Required _____ _____
City Forester Date

Attached to Application: Plans _____

Other _____

If a permit is granted, the above named owner (and tenant, if any) shall do the following:

1. Conform with all City Ordinances, standards, and regulations relating thereto.
2. Install and maintain the improvement at no expense to the City of Birmingham.
3. Defend and hold the City harmless from any and all liability incidental to the construction, use, and maintenance of the improvement.
4. Remove the improvement and make necessary restoration to the right-of-way, upon revocation of the permit by the City.
5. **WAIVE AND RELEASE ANY AND ALL CLAIMS OF ANY NATURE AGAINST THE CITY OF BIRMINGHAM AND ANY PUBLIC UTILITY COMPANY FOR DAMAGES TO SUCH IMPROVEMENT CAUSED BY OR ARISING FROM THE USE OF THE RIGHT-OF-WAY.**

A permit, as requested in the foregoing application subject to the conditions to which applicant therein agrees, is hereby granted.

CITY OF BIRMINGHAM

By _____
Engineering Department

THIS PERMIT IS SUBJECT TO REVOCATION AT ANY TIME BY THE CITY OF BIRMINGHAM.

Thank you for your interest in the Not MI Species Webinar Series Webinar **"Where the Sidewalk Ends: Choosing Resilient Trees for Tomorrow's Urban Environments"** that we held on Tuesday.

You can now access a recording of the webinar at https://us06web.zoom.us/rec/share/rnTXF5f1Wla4jpDN12mhhuIxWinYHrUfQS61mQdgnlGe_7QvVqOoOzjHmvrU3_k-.bM_s-GGS9jxSpIX5.

If you attended the webinar or viewed the recording, and haven't done so already, please take a moment to complete a short evaluation for the webinar at Where the Sidewalk Ends: Choosing Resilient Trees for Tomorrow's Urban Environments-10/03/23 Survey (surveymonkey.com).

RESOURCES

- Michigan's Invasive Species Webpage: www.michigan.gov/invasives
- Not Mi Species Webinar Information: www.michigan.gov/egle/outreach/not-mi-species-webinar-series
- DNR Tree Species Lists (Also added as an excel attachment): Recommended trees for community planting (michigan.gov)
- Michigan DNR Urban and Community Forestry Webpage (Grant Programs and other information): Urban and community forestry (michigan.gov)
- Recent canopy inventories of Detroit and Grand Rapids and more: Common Tree Species, Planting Initiatives, and Diversity: An Analysis of Over 5 Million Urban Trees in 63 US Cities (treevitalize.com)

Upcoming Webinar

Tuesday, November 7, 9:00 a.m. to 10:00 a.m.

Must You Find Another Shrubbery? Understanding the Impacts of Invasive Box Tree Moth in Michigan

Box tree moth (*Cydalima perspectalis*) was first detected in Michigan in fall 2022. This invasive pest, native to East Asia, poses a major threat to the boxwood plant, an ornamental shrub that is a valuable part of the U.S. (and Michigan) nursery and horticultural industry. Join Susie Iott, MDARD invasive species program specialist, to learn more about identification, impacts and the state's response to limit the spread of this invasive pest.

Thanks!

Ryan Blazic
Water Resources Liaison
Environmental Support Division
Michigan Department of Environment, Great Lakes, and Energy (EGLE)
517-732-1187 | 800-662-9278
Follow Us | **Michigan.gov/EGLE**

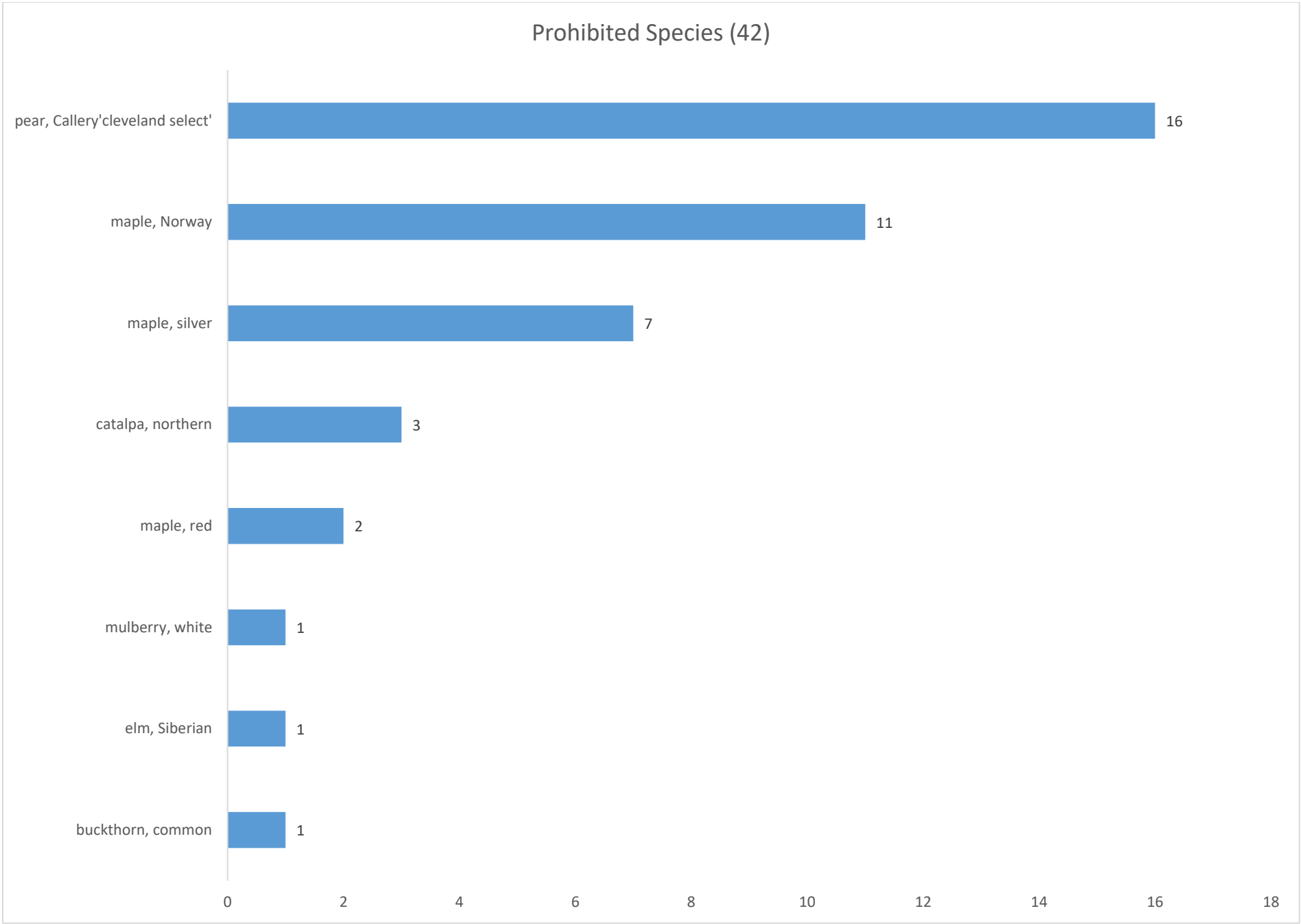
Tree Species Count and Classification

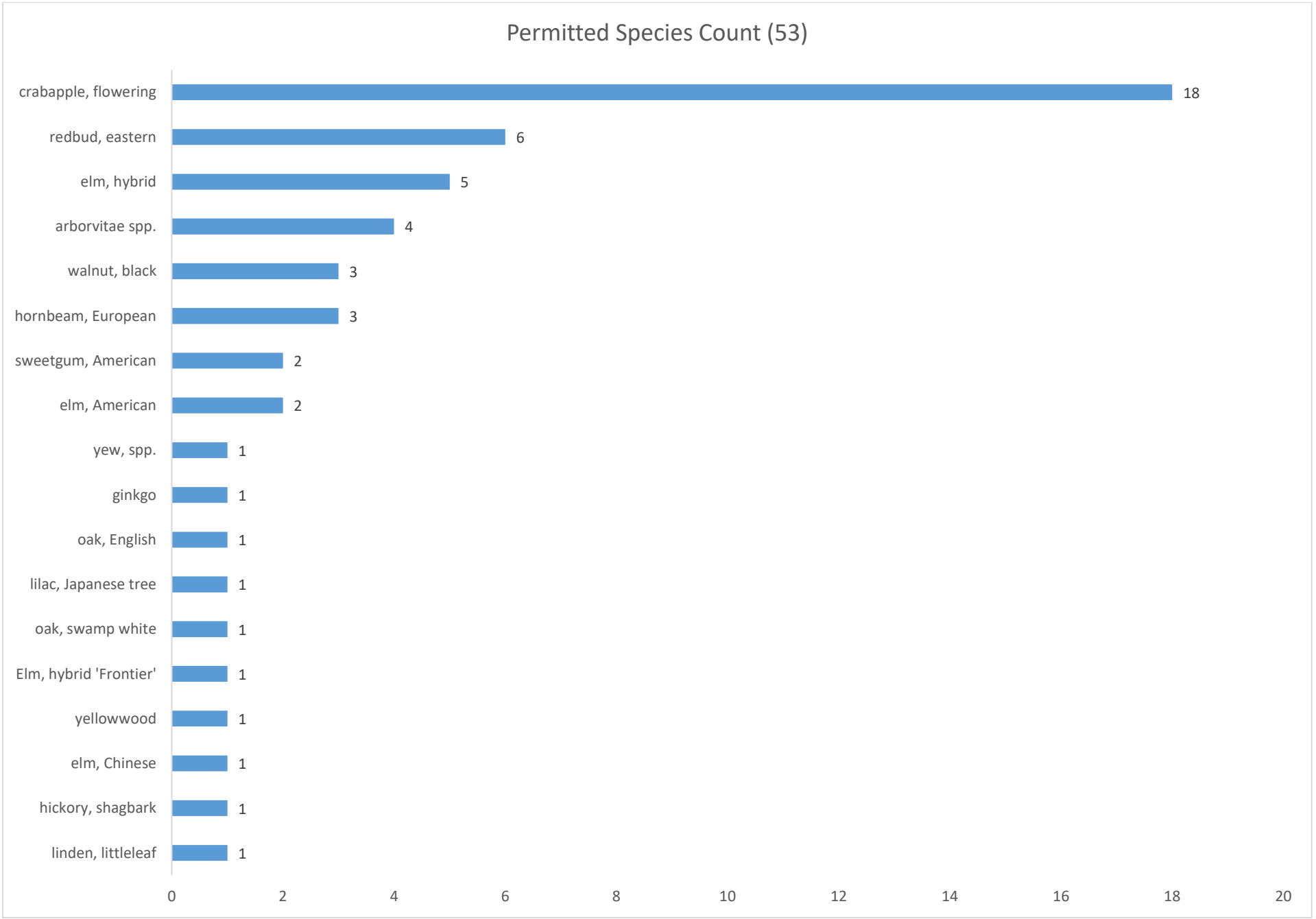
Species	Count	Prohibited
crabapple, flowering	18	No
redbud, eastern	6	No
elm, hybrid	5	No
arborvitae spp.	4	No
hornbeam, European	3	No
walnut, black	3	No
elm, American	2	No
sweetgum, American	2	No
ginkgo	1	No
hickory, shagbark	1	No
lilac, Japanese tree	1	No
linden, littleleaf	1	No
mulberry, white	1	No
oak, English	1	No
oak, swamp white	1	No
yellowwood	1	No
yew, spp.	1	No

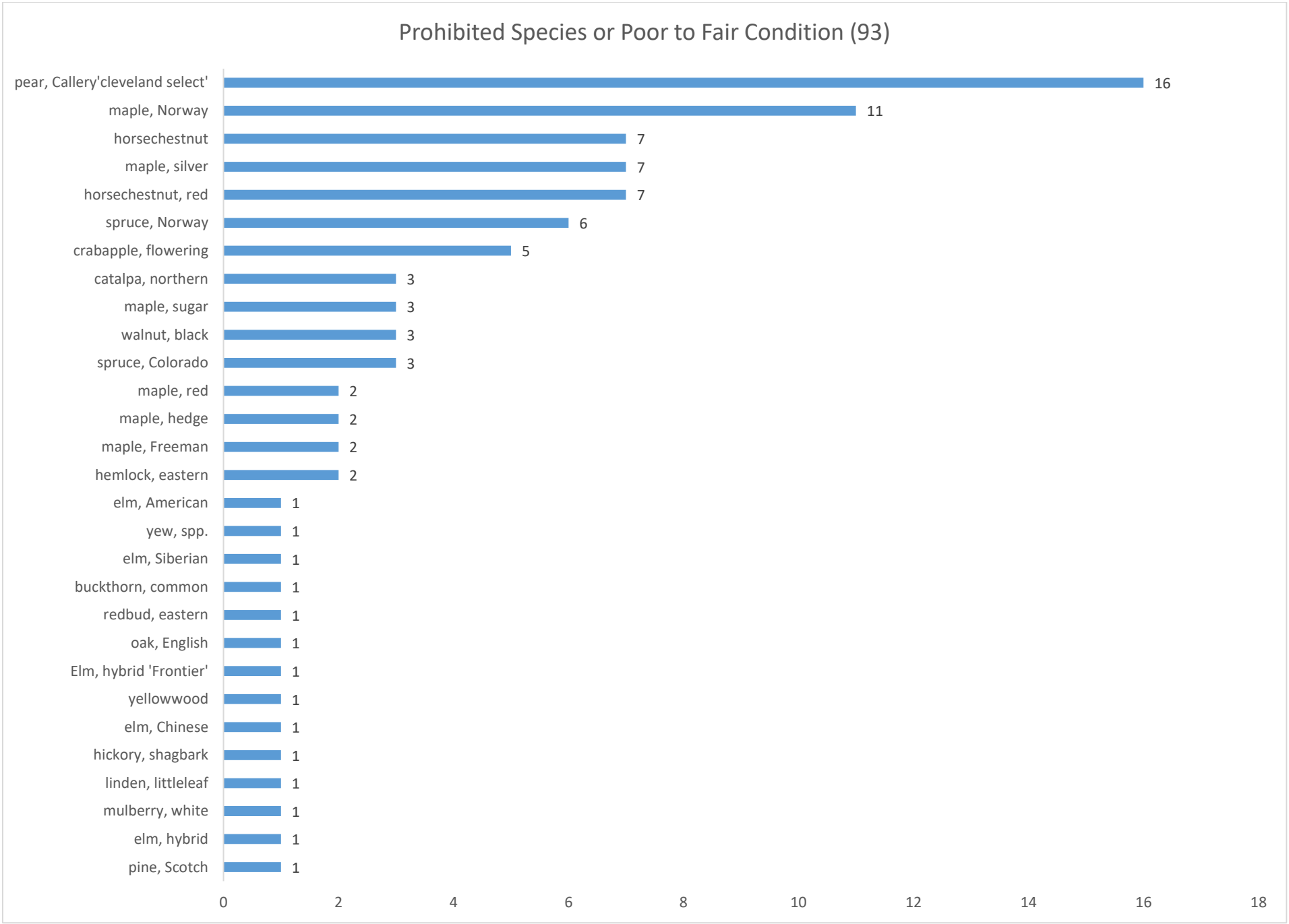
Species	Count	Prohibited
maple, sugar	3	Overpopulated
maple, Freeman	2	Overpopulated
maple, hedge	2	Overpopulated

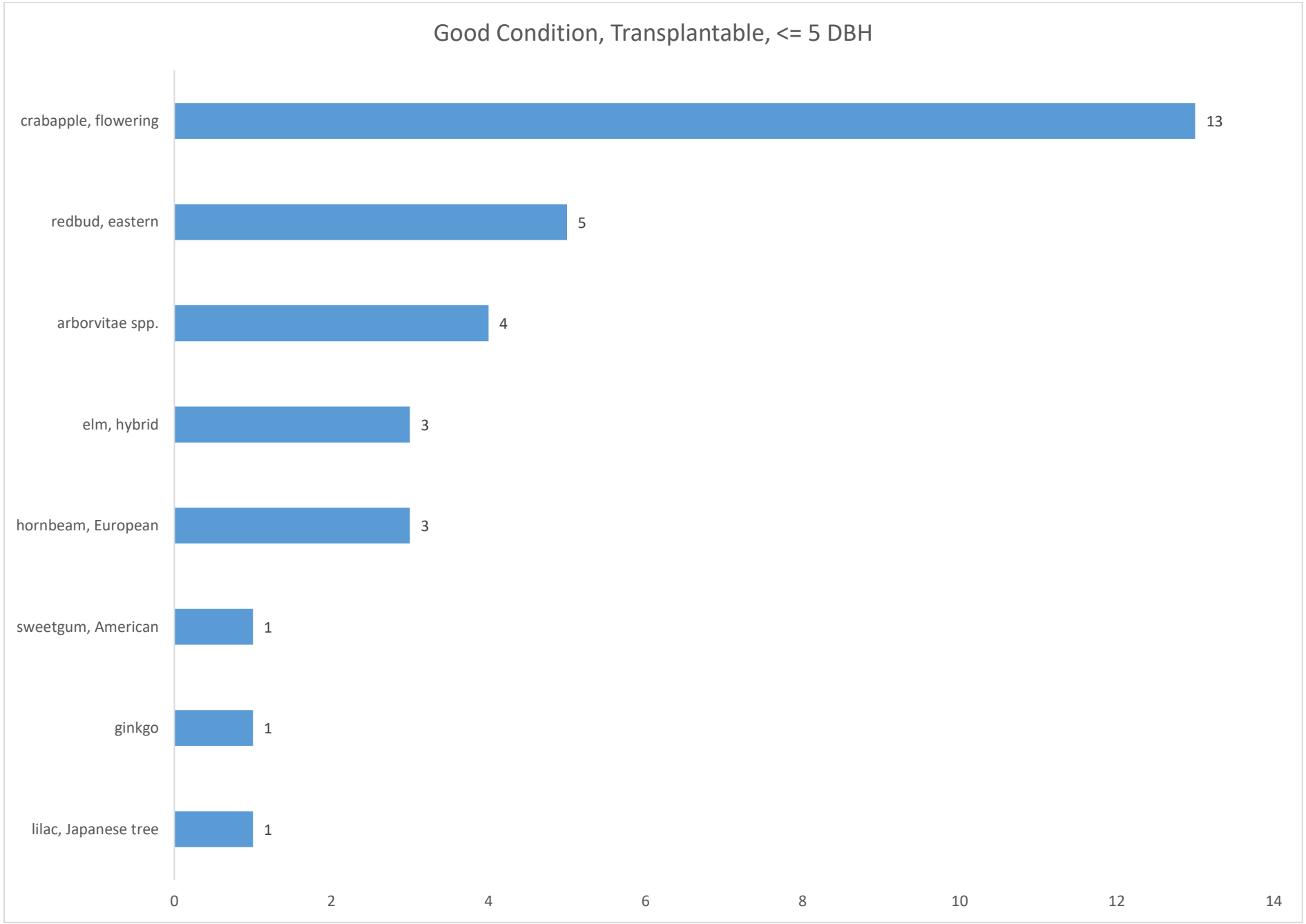
Species	Count	Prohibited
pear, Callery'cleveland select'	16	Yes
maple, Norway	11	Yes
maple, silver	7	Yes
catalpa, northern	3	Yes
maple, red	2	Yes
buckthorn, common	1	Yes
elm, Chinese	1	Yes
elm, Siberian	1	Yes

Species	Count	Prohibited
spruce, Norway	7	Not Recommended
horsechestnut	7	Not Recommended
horsechestnut, red	7	Not Recommended
spruce, Colorado	7	Not Recommended
hemlock, eastern	2	Not Recommended
pine, Scotch	2	Not Recommended
Elm, hybrid 'Frontier'	1	Not Recommended
oak, northern red	1	Not Recommended
pine, eastern white	1	Not Recommended


Prohibited Species (42)
pear, Callery'cleveland select'
16
maple, Norway
11
maple, silver
7
catalpa, northern
3
maple, red
2
mulberry, white
1
elm, Siberian
1
buckthorn, common
1
0
2
4
6
8
10
12
14
16
18


Permitted Species Count (53)
crabapple, flowering
18
redbud, eastern
6
elm, hybrid
5
arborvitae spp.
4
walnut, black
3
hornbeam, European
3
sweetgum, American
2
elm, American
2
yew, spp.
1
ginkgo
1
oak, English
1
lilac, Japanese tree
1
oak, swamp white
1
Elm, hybrid 'Frontier'
1
yellowwood
1
elm, Chinese
1
hickory, shagbark
1
linden, littleleaf
1
0
2
4
6
8
10
12
14
16
18
20


Prohibited Species or Poor to Fair Condition (93)
pear, Callery'cleveland select' 16
maple, Norway 11
horsechestnut 7
maple, silver 7
horsechestnut, red 7
spruce, Norway 6
crabapple, flowering 5
catalpa, northern 3
maple, sugar 3
walnut, black 3
spruce, Colorado 3
maple, red 2
maple, hedge 2
maple, Freeman 2
hemlock, eastern 2
elm, American 1
yew, spp. 1
elm, Siberian 1
buckthorn, common 1
redbud, eastern 1
oak, English 1
Elm, hybrid 'Frontier' 1
yellowwood 1
elm, Chinese 1
hickory, shagbark 1
linden, littleleaf 1
mulberry, white 1
elm, hybrid 1
pine, Scotch 1
0 2 4 6 8 10 12 14 16 18


Good Condition, Transplantable, <= 5 DBH
crabapple, flowering
13
redbud, eastern
5
arborvitae spp.
4
elm, hybrid
3
hornbeam, European
3
sweetgum, American
1
ginkgo
1
lilac, Japanese tree
1
0
2
4
6
8
10
12
14

APPENDIX B
PROHIBITED SPECIES LIST

Common Name	**Scientific Name**
Ash	*Fraxinus* spp.
Boxelder	*Acer negundo*
Catalpa	*Catalpa* spp.
Common Buckthorn	*Rhamnus cathartica*
Common Privet	*Ligustrum vulgare*
Cottonwood	*Populus deltoides*
Dame's Rocket	*Hesperis matronalis*
Elm (except disease-resistant varieties)	*Ulmus* spp.
English Ivy	*Hedera helix*
Euonymus	*Euonymus* spp.
Garlic Mustard	*Alliaria petiolata*
Honeysuckle	*Lonicera* spp.
Horse Chestnut (nut bearing)	*Aesculus hippocastanum*
Japanese Barberry	*Berberis thunbergii*
Kentucky Bluegrass	*Poa pratensis*
Mulberry Trees	*Morus* spp.
Multiflora Rose	*Rosa multiflora*
Norway Maple	*Acer platanoides*
Orchard Grass	*Dactylis glomerata*
Oriental Bittersweet	*Celastrus orbiculatus*
Periwinkle	*Vinca* spp.
Poison Ivy	*Toxicodendron radicans*
Poplar	*Populus* spp.
Purple Loosestrife	*Lythrum salicaria*
Quack Grass	*Elymus repens*
Ribes (Gooseberry)	*Ribes* spp.
Siberian Elm	*Ulmus pumila*
Soft Maple (Red, Silver)	*Acer rubrum, Acer saccharinum, Acer freemanii*
Succulent fruit bearing trees	
Tree of Heaven	*Ailanthus altissima*
White Clover	*Trifolium repens*
Willow	*Salix* spp.
Winged Wahoo	*Euonymus alatus*

APPENDIX A
RECOMMENDED TREE SPECIES

Deciduous Trees						
Large Deciduous Trees: Greater than 45 Feet in Height at Maturity						
Common Name	**Scientific Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
baldcypress	*Taxodium distichum*	Pyramidal	Native to adjacent states	Drought and flood tolerant, tolerant of salt spray, prefers acidic soil, no serious pests	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
beech, American	*Fagus grandifolia*	Round	Native	May be difficult to find in nurseries, prefers acidic soil	Currently very few	Parks, Yard tree
beech, European	*Fagus sylvatica*	Pyramidal, Round	Non-native	Drought and flood intolerant, salt intolerant	Currently very few	Residential street tree, Parks, Yard tree
birch, river	*Betula nigra*	Pyramidal, Round	Native	Flood tolerant, intolerant of alkaline soil, ALB host, recommended cultivars 'Dura-Heat' and 'Heritage'	Currently very few	Residential street tree, Parks, Yard tree
corktree, Amur	*Phellodendron amurense*	Open, Round	Non-native	Plant male cultivars only (male trees are fruitless, female trees have invasive potential), moderately tolerant of drought and salt, flood intolerant	Currently very few	Residential street tree, Parks, Yard tree
cucumbertree	*Magnolia acuminata*	Oval, Pyramidal	Native to Ohio and Indiana	Showy flowers, salt intolerant, drought and flood intolerant, no serious pests	Currently very few	Residential street tree, Parks, Yard tree
elm, American	*Ulmus americana*	Vase	Native	Drought and flood tolerant, salt tolerant, highly tolerant of urban conditions, ALB host, plant Dutch elm disease resistant cultivars, recommended cultivars: Jefferson, New Harmony, Princeton, Valley Forge	Currently few	Commercial street tree, Residential street tree, Parks, Yard tree
elm, Chinese	*Ulmus parvifolia*	Round	Non-native	Drought and flood tolerant, salt tolerant, ALB host	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
elms, hybrid	*Ulmus* x	Vase, Arching, Oval, Upright	Non-native, various hybrids between native American elms and European and Asian elm species	Drought and flood tolerant, salt tolerant, highly tolerant of urban conditions, ALB host, resistant to Dutch elm disease, recommended varieties: Accolade, Frontier, Homestead, Patriot, Pioneer, Regal	Currently few	Commercial street tree, Residential street tree, Parks, Yard tree
ginkgo	*Ginkgo biloba*	Broad, Pyramidal, Upright	Non-native	Drought tolerant, no serious pests, plant male trees only, columnar cultivars are available for sites with restricted aboveground space	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
hackberry	*Celtis occidentalis*	Oval, Round, Vase	Native	ALB host, drought and flood tolerant	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
hazel, Turkish	*Corylus colurna*	Oval, Pyramidal	Non-native	Drought tolerant, salt intolerant, no serious pests	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree

Large Deciduous Trees: Greater than 45 Feet in Height at Maturity *(continued)*						
Common Name	**Scientific Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
hickory, bitternut	*Carya cordiformis*	Oval, Round, Upright	Native	May be difficult to find in nurseries, edible fruit	Currently very few	Residential street tree (use sparingly), Parks, Yard tree
hickory, shagbark	*Carya ovata*	Irregular, Oval	Native	May be difficult to find in nurseries, drought tolerant, edible fruit, attractive bark	Currently very few	Residential street tree (use sparingly), Parks, Yard tree
hickory, shellbark	*Carya laciniosa*	Oval	Native	May be difficult to find in nurseries, prefers moist soil, intolerant of alkaline soil, edible fruit	Currently very few	Residential street tree (use sparingly), Parks, Yard tree
honeylocust, thornless	*Gleditsia triacanthos f. inermis*	Broad, Round	Native	Drought and flood tolerant, salt tolerant, no serious pests	Use sparingly, species currently overrepresented	Commercial street tree, Residential street tree, Parks, Yard tree
Japanese pagoda tree	*Styphnolobium japonicum*	Round	Non-native	Drought tolerant, salt tolerant, messy fruit, potentially invasive, avoid planting near natural areas	Currently very few	Commercial street tree, Residential street tree
katsura tree	*Cercidiphyllum japonicum*	Oval, Pyramidal, Round	Non-native	ALB host, flood tolerant, salt tolerant, drought intolerant, plant in protected sites	Currently very few	Residential street tree, Parks, Yard tree
Kentucky coffeetree	*Gymnocladus dioicus*	Irregular, Oval	Native	Drought and flood tolerant, salt tolerant, no serious pests, leaves and seeds are poisonous when ingested, male cultivars are fruitless	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
larch, eastern	*Larix laricina*	Pyramidal	Native	May be difficult to find in nurseries, flood tolerant, prefers wet sites, drops needles in winter	Currently very few	Parks, Yard tree
larch, European	*Larix decidua*	Irregular, Pyramidal	Non-native	Drought and flood intolerant, drops needles in winter	Currently very few	Parks, Yard tree
linden, American	*Tilia americana*	Oval, Pyramidal, Round	Native	Salt intolerant, no serious pests	Currently few	Residential street tree, Parks, Yard tree
linden, littleleaf	*Tilia cordata*	Oval, Pyramidal, Upright	Non-native	Salt intolerant, drought tolerant, no serious pests	Currently few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
linden, silver	*Tilia tomentosa*	Pyramidal	Non-native	Salt tolerant, no serious pests	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
London planetree	*Platanus × acerifolia*	Pyramidal, Rounded	Non-native	Drought and flood tolerant, ALB host, often early leaf drop due to anthracnose	Currently few	Commercial street tree, Residential street tree, Parks, Yard tree
maple, black	*Acer saccharum subsp. nigrum*	Oval, Round, Upright	Native	Salt intolerant, prefers acidic soil, salt intolerant, flood intolerant	Use sparingly, genus currently overrepresented	Residential street tree, Parks, Yard tree

Large Deciduous Trees: Greater than 45 Feet in Height at Maturity *(continued)*						
Common Name	**Scientific Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
maple, Freeman's	*Acer freemanii*	Columnar, Oval, Pyramidal, Upright	Native	ALB host, moderately tolerant of salt spray, flood tolerant	Use sparingly, genus currently overrepresented	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
maple, red	*Acer rubrum*	Irregular, Oval, Round, Cultivars come in various forms	Native	ALB host, salt intolerant, flood tolerant	Use sparingly, genus currently overrepresented	Residential street tree, Parks, Yard tree
maple, sugar	*Acer saccharum*	Oval, Round, Upright	Native	ALB host, salt intolerant, fall color	Use sparingly, genus currently overrepresented	Residential street tree, Parks, Yard tree
oak, bur	*Quercus macrocarpa*	Upright, Oval, Spreading	Native	Drought and flood tolerant, moderately salt tolerant, no serious pests, some resistance to oak wilt	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
oak, English	*Quercus robur*	Oval, Rounded	Non-native	Drought tolerant, moderately tolerant of salt spray, columnar cultivars are available for sites with restricted aboveground space, some resistance to oak wilt	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
oak, overcup	*Quercus lyrata*	Oval, Rounded	Native to Illinois and Indiana	Drought and flood tolerant, some resistance to oak wilt	Currently very few or none	Residential street tree, Parks, Yard tree
oak, swamp white	*Quercus bicolor*	Upright, Oval, Rounded	Native	Drought and flood tolerant, moderately salt tolerant, no serious pests, some resistance to oak wilt	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
oak, white	*Quercus alba*	Broad, Irregular, Round	Native	Fall color, intolerant of alkaline soil, drought and flood intolerant, some resistance to oak wilt	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
redwood, dawn	*Metasequoia glyptostroboides*	Upright, Pyramidal	Non-native	Flood tolerant, intolerant of alkaline soil, no serious pests	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
sweet-gum, American	*Liquidambar styraciflua*	Pyramidal, Oval	Native to Ohio and Illinois	Recommended cold hardy cultivar 'Moraine', fall color, messy gumball fruit, no serious pests, intolerant of alkaline soil, columnar cultivar 'Slender 'Silhouette' for sites with restricted aboveground space	Currently few	Residential street tree, Parks, Yard tree
tuliptree	*Liriodendron tulipifera*	Pyramidal, Oval	Native	Showy flowers, no serious pests, salt intolerant, weak wood	Currently few	Residential street tree, Parks, Yard tree
tupelo, black	*Nyssa sylvatica*	Pyramidal, Oval	Native	Fall color, intolerant of alkaline soil, no serious pests	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
walnut, black	*Juglans nigra*	Round	Native	May be difficult to find in nurseries, messy fruit, can stunt growth of other trees, plant near trees tolerant of black walnut toxicity	Currently very few	Residential street tree (use sparingly), Parks, Yard tree
zelkova, Japanese	*Zelkova serrata*	Vase	Non-native	Drought and flood tolerant, salt tolerant, no serious pests, cultivars come in various sizes and forms, columnar cultivar 'Musashino' for sites with restricted aboveground space	Currently few	Commercial street tree, Residential street tree, Parks, Yard tree

Medium Deciduous Trees: 31 to 45 Feet in Height at Maturity						
Common Name	**Scientific Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
buckeye, Ohio	*Aesculus glabra*	Round	Native	Moderately drought and flood tolerant, intolerant of soil salt, prefers acidic soil, ALB host	Currently very few or none	Residential street tree, Parks, Yard tree
cherry, amur choke	*Prunus maackii*	Pyramidal, Rounded	Non-native	Drought tolerant, heat intolerant, plant in protected sites	Currently very few or none	Residential street tree, Parks, Yard tree
cherry, Sargent	*Prunus sargentii*	Vase	Non-native	Salt tolerant, showy flowers, susceptible to black knot, columnar cultivar 'Columnaris' for sites with restricted aboveground space	Currently very few or none	Commercial street tree, Residential street tree, Parks, Yard tree
golden rain tree	*Koelreuteria paniculata*	Rounded	Non-native	Drought and flood tolerant, salt tolerant, no serious pests, columnar cultivars 'Fastigiata' and 'Gold Candle' for sites with restricted aboveground space	Currently very few or none	Commercial street tree, Residential street tree, Parks, Yard tree
hardy rubbertree	*Eucommia ulmoides*	Broad, Round	Non-native	Drought and flood tolerant, no serious pests	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
hophornbeam, eastern	*Ostrya virginiana*	Oval, Rounded	Native	Drought tolerant, no serious pests	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
hornbeam, European	*Carpinus betulus*	Oval, Upright	Non-native	Drought and flood tolerant, salt intolerant, columnar cultivar 'Fastigiata' for sites with restricted aboveground space	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
horse-chestnut, red	*Aesculus × carnea*	Upright, Oval	Non-native	Drought and flood intolerant, tolerant of salt spray, prefers acidic soil, ALB host	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
maackia, Amur	*Maackia amurensis*	Round, Vase	Non-native	Drought tolerant, showy flowers, attractive exfoliating bark, no serious pests	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
maple, three-flowered	*Acer triflorum*	Oval, Upright	Non-native	Flood intolerant, intolerant of alkaline soil	Use sparingly, genus currently overrepresented	Residential street tree, Parks, Yard tree
mountain silverbell	*Halesia tetraptera*	Broad, Rounded	Native	Prefers acidic soil, no serious pests	Currently very few or none	Residential street tree, Parks, Yard tree
parrotia, Persian	*Parrotia persica*	Rounded, Vase	Non-native	Drought tolerant, salt intolerant, flood intolerant	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
smoketree, American	*Cotinus obovatus*	Irregular, Oval, Upright, Shrub	Native to southern United States	Showy flowers, fall color	Currently very few	Parks, Yard tree
yellowwood, American	*Cladrastis kentukea*	Rounded, Vase	Native to adjacent states	Showy flowers, fall color, no serious pests	Currently very few	Residential street tree, Parks, Yard tree

Small Deciduous Trees: 15 to 30 Feet in Height at Maturity						
Common Name	**Scientific Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
cherry, common choke	*Prunus virginiana*	Irregular, Oval, Round, Thicket-forming	Native	Showy flowers, drought tolerant, susceptible to many pests and diseases	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
cherry, Japanese flowering	*Prunus serrulata*	Round, Vase	Non-native	Showy flowers, salt tolerant, drought and flood intolerant, susceptible to many pests and diseases, columnar cultivar 'Amanogawa' for sites with restricted aboveground space	Currently very few or none	Commercial street tree, Residential street tree, Parks, Yard tree
crabapple, flowering	*Malus* spp.	Rounded	Native to region	Drought tolerant, flood intolerant, moderately salt tolerant, prefers acidic soil, choose disease resistant cultivars, columnar cultivars are available for sites with restricted aboveground space	Currently few	Commercial street tree, Residential street tree, Parks, Yard tree
dogwood, cornelian cherry	*Cornus mas*	Multi-stemmed, Oval, Round	Non-native	Showy flowers, showy fruit, fall color	Currently very few or none	Residential street tree (use sparingly), Parks, Yard tree
dogwood, flowering	*Cornus florida*	Round	Native	Showy flowers, drought and flood intolerant, salt intolerant, plant in protected sites with part shade, requires acidic soil, no serious pests	Currently very few	Residential street tree (use sparingly), Parks, Yard tree
dogwood, Kousa	*Cornus kousa*	Round	Non-native	Showy flowers, flood intolerant, plant in protected sites with part shade, prefers acidic soil, no serious pests	Currently very few	Residential street tree (use sparingly), Parks, Yard tree
fringetree, Chinese	*Chionanthus retusus*	Round, Vase	Non-native	Showy flowers, drought and flood intolerant, salt intolerant	Currently very few or none	Residential street tree, Parks, Yard tree
fringetree, white	*Chionanthus virginicus*	Oval, Rounded	Native to Ohio	Showy flowers, drought and flood intolerant, intolerant of salt spray, may have potential to become emerald ash borer host	Currently very few or none	Residential street tree, Parks, Yard tree
hawthorn species	*Crataegus* spp.	Round	Native	Showy fruit and flowers, drought tolerant, salt intolerant, many suitable species and varieties, choose rust resistant varieties or plant away from*Juniperus* spp.	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
hornbeam, American	*Carpinus caroliniana*	Round	Native	Salt intolerant, flood tolerant, no serious pests	Currently very few	Residential street tree, Parks, Yard tree
lilac, Japanese tree	*Syringa reticulata*	Oval, Rounded	Non-native	Showy flowers, moderately drought tolerant, salt tolerant, no serious pests	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
lilac, Pekin	*Syringa pekinesis*	Multi-stemmed, Oval, Round, Upright	Non-native	Attractive peeling bark, showy flowers, moderately salt tolerant	Currently very few or none	Commercial street tree, Residential street tree, Parks, Yard tree
magnolia, saucer	*Magnolia* x *soulangeana*	Pyramidal, Round	Non-native	Showy flowers, drought and flood intolerant, salt intolerant, plant in protected sites with full sun or part shade, no serious pests	Currently very few	Residential street tree, Parks, Yard tree
magnolia, star	*Magnolia stellata*	Multi-stemmed, Round	Non-native	Showy flowers, drought and flood intolerant, moderately salt tolerant, plant in protected sites with full sun or part shade, no serious pests	Currently very few or none	Residential street tree, Parks, Yard tree

Small Deciduous Trees: 15 to 30 Feet in Height at Maturity *(continued)*						
Common Name	**Scientific Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
maple, Japanese	*Acer palmatum*	Broad, Multi-stemmed, Round, Weeping, Shrub-like	Non-native	Drought intolerant, plant in protected sites with part shade, rarely ALB host	Use sparingly, genus currently overrepresented	Parks, Yard tree
maple, paperbark	*Acer griseum*	Oval, Round, Upright	Non-native	Flood tolerant, ALB host	Use sparingly, genus currently overrepresented	Residential street tree, Parks, Yard tree
maple, Shantung	*Acer truncatum*	Oval, Round, Upright	Non-native	Drought tolerant, prefers acidic soil, fall color, ALB host	Use sparingly, genus currently overrepresented	Residential street tree, Parks, Yard tree
maple, trident	*Acer buergerianum*	Oval, Rounded	Non-native	Drought tolerant, salt tolerant, ALB host	Use sparingly, genus currently overrepresented	Residential street tree, Parks, Yard tree
redbud, eastern	*Cercis canadensis*	Rounded, Irregular, Vase	Native	Showy flowers, sensitive species, drought and flood intolerant, salt intolerant, plant in protected sites with part shade, no serious pests	Currently very few	Residential street tree, Parks, Yard tree
serviceberry, Allegheny	*Amelanchier laevis*	Irregular, Multi-stemmed, Narrow, Round	Native	Flood tolerant, salt intolerant, showy flowers, edible fruit, no serious pests, columnar cultivar 'Cumulus' for sites with restricted aboveground space	Currently very few	Residential street tree, Parks, Yard tree
serviceberry, downy	*Amelanchier arborea*	Upright	Native	Drought and flood tolerant, prefers acidic soil, edible fruit, showy flowers	Currently very few	Residential street tree, Parks, Yard tree
serviceberry, juneberry	*Amelanchier* x *grandiflora*	Multi-stemmed, Round, Upright	Native, hybrid of native *Amelanchier* spp.	Flood intolerant, edible fruit, showy flowers	Currently very few	Residential street tree, Parks, Yard tree
snowbell, Japanese	*Styrax japonicus*	Rounded	Non-native	Drought tolerant, prefers acidic soil, no serious pests	Currently very few or none	Residential street tree, Parks, Yard tree
witch-hazel, common	*Hamamelis virginiana*	Shrub, Irregular, Round, Upright	Native	Drought intolerant, salt tolerant, no serious pests	Currently very few	Parks, Yard tree

Evergreen Trees

Large Evergreen Trees: Greater than 45 Feet in Height at Maturity

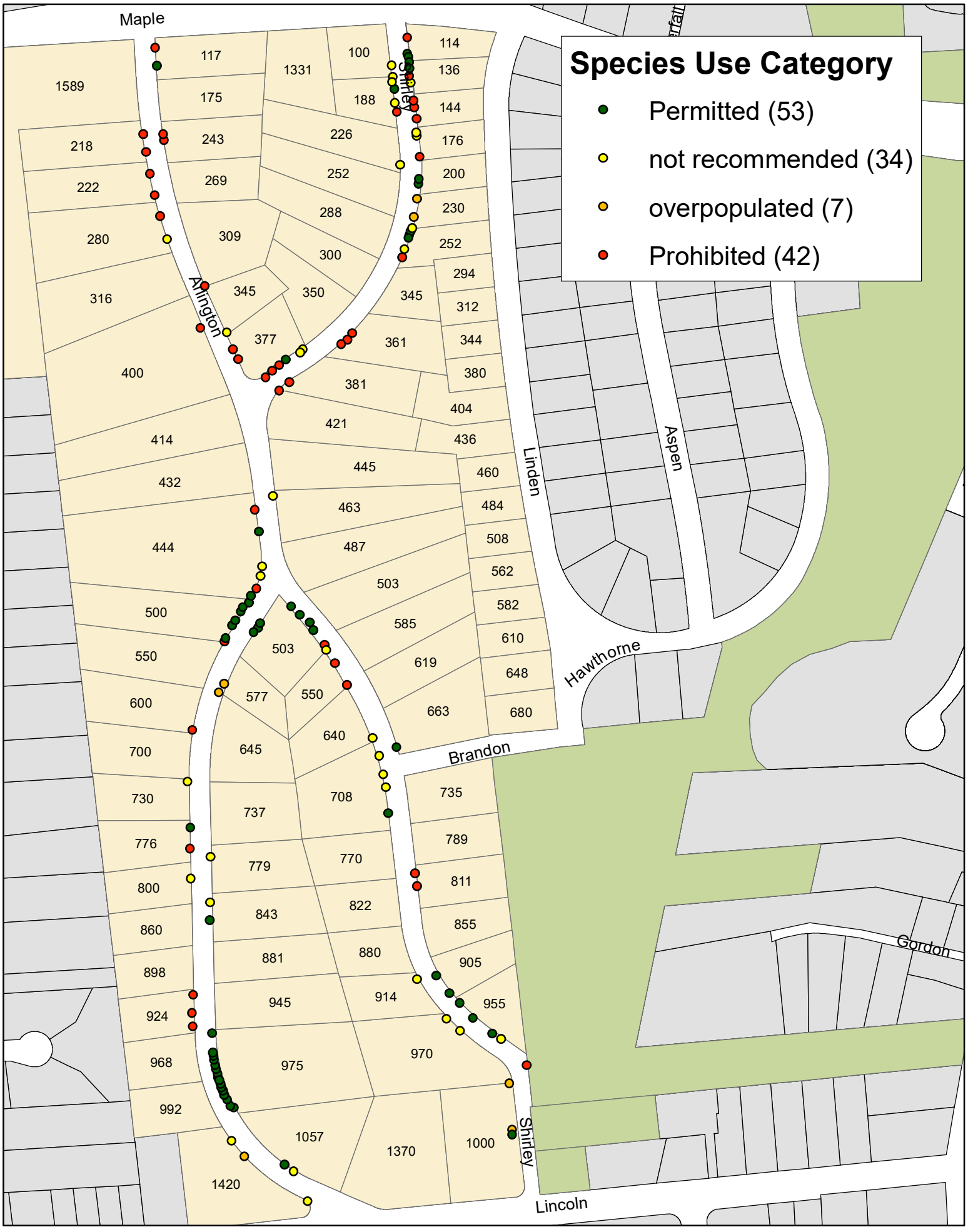
Common Name	Scientific Name	Growth shape	Native to Michigan	Additional Information	Species Abundance in Birmingham	Recommended Use
cedar, Atlantic white	*Chamaecyparis thyoides*	Columnar, Narrow	Native to eastern United States	Drought intolerant, prefers acidic soil, no serious pests	Currently very few or none	Residential street tree (use sparingly), Parks, Yard tree
falsecypress, Nootka	*Chamaecyparis nootkatensis*	Columnar, Pyramidal, Upright	Native to western United States	Cold hardy, no serious pests	Currently very few or none	Residential street tree (use sparingly), Parks, Yard tree
fir, balsam	*Abies balsamea*	Mounded, Pyramidal	Native	Cold hardy, salt intolerant	Currently very few	Parks, Yard tree
fir, Douglas	*Pseudotsuga menziesii*	Pyramidal	Native to western United States	Moderately salt tolerant, drought and flood intolerant	Currently very few	Parks, Yard tree
fir, fraser	*Abies fraseri*	Pyramidal	Native to southeastern United States	May be difficult to find in nurseries, prefers acidic soil, no serious pests	Currently very few	Parks, Yard tree
fir, white	*Abies concolor*	Pyramidal	Native to western United States	Cold hardy, drought tolerant, salt intolerant, no serious pests	Currently very few	Parks, Yard tree
hemlock, eastern	*Tsuga canadensis*	Pyramidal	Native	Cold tolerant, salt intolerant, drought and flood intolerant, heat intolerant	Currently very few	Parks, Yard tree
holly, American	*Ilex opaca*	Pyramidal	Native to Indiana and Ohia	Salt tolerant, prefers acidic soil, marginally hardy	Currently very few or none	Residential street tree (use sparingly), Parks (use sparingly), Yard tree (use sparingly)
pine, eastern white	*Pinus strobus*	Broad, Irregular, Pyramidal	Native	Cold tolerant, salt intolerant, drought intolerant	Currently very few	Parks, Yard tree
spruce, Norway	*Picea abies*	Pyramidal	Non-native	Drought and flood intolerant, moderately salt tolerant, susceptible to several diseases and pests	Currently very few	Parks, Yard tree
spruce, Oriental	*Picea orientalis*	Pyramidal	Non-native	Salt intolerant	Currently very few or none	Parks, Yard tree
spruce, Serbian	*Picea omorika*	Narrow, Pyramidal	Non-native	Flood intolerant, moderately drought tolerant, salt intolerant, shelter from strong winds	Currently very few or none	Parks, Yard tree
spruce, white	*Picea glauca*	Pyramidal	Native	Drought and flood intolerant, salt intolerant	Currently very few	Parks, Yard tree

Medium Evergreen Trees: 31 to 45 Feet in Height at Maturity						
Scientific Name	**Common Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
cedar, eastern red	*Juniperus virginiana*	Narrow, Pyramidal, Upright	Native	Salt tolerant, drought tolerant	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
pine, lacebark	*Pinus bungeana*	Broad, Pyramidal	Non-native	Flood intolerant, salt intolerant	Currently very few or none	Parks, Yard tree
pine, limber	*Pinus flexilis*	Upright, Pyramidal	Native to western United States	Drought tolerant, no serious pests	Currently very few	Parks, Yard tree
pine, Swiss stone	*Pinus cembra*	Columnar, Narrow, Pyramidal, Upright	Non-native	Tolerant of salt spray, drought tolerant, cold tolerant	Currently very few or none	Parks, Yard tree
arborvitae	*Thuja occidentalis*	Narrow, Pyramidal, Round	Native	Moderately salt tolerant, medium to large tree	Currently very few	Parks, Yard tree
Small Evergreen Trees: 15 to 30 Feet in Height at Maturity						
Scientific Name	**Common Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
pine, mugo	*Pinus mugo*	Mounded, Shrub-like	Non-native	Tolerant of alkaline soil, flood intolerant	Currently very few or none	Parks, Yard tree
yew, Japanese	*Taxus cuspidata*	Broad, Irregular, Pyramidal, Upright	Non-native	Flood intolerant	Currently very few	Parks, Yard tree
juniper, Chinese	*Juniperus chinensis*	Creeping, Narrow, Oval, Pyramidal, Round, Upright	Non-native	Rust host, plant in full sun, moderately salt tolerant, drought tolerant, sizes vary by cultivar	Currently very few or none	Parks, Yard tree

This recommended species list was compiled through the use of the references Dirr's Hardy Trees and Shrubs (Dirr, 2003), Manual of Woody Landscape Plants (5th Edtion) (Dirr, 1998), The Morton Arboretum's Tree Selector (mortonarb.org), Missouri Botanical Garden Plant Finder (missouribotanicalgarden.org), and the USDA Forest Service species fact sheets and website.

Existing Tree Conditions & R.O.W. Landscaping Conflicts

Tree Species Use Category

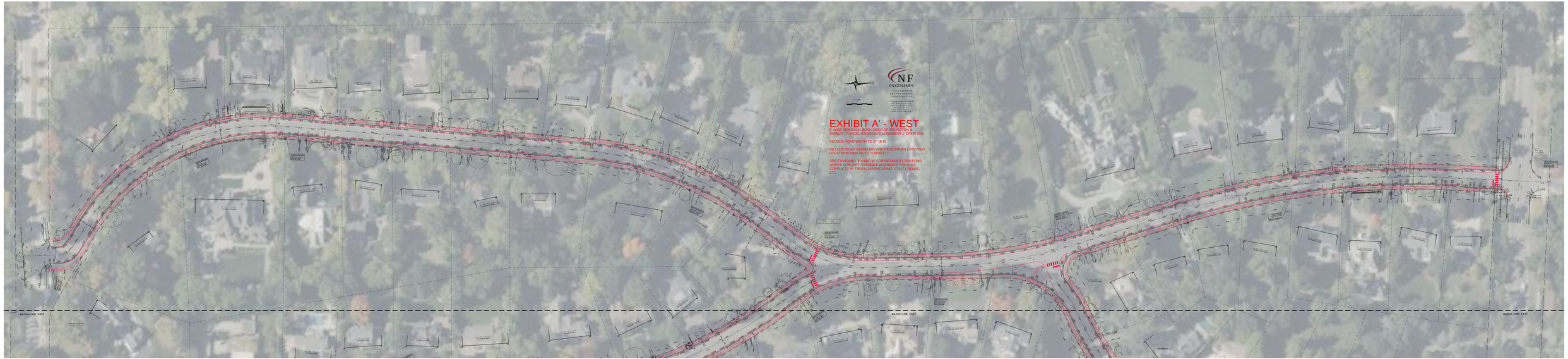


Poor, Fair, Critical Condition or Prohibited Species

Good Condition, Permitted, and DBH <= 5 Inches

Good Condition, Permitted, and DBH >= 10 Inches


MATCH-LINE WEST
MATCH-LINE WEST
MATCH-LINE WEST
EXHIBIT A' - EAST
8' WIDE SIDEWALK SOUTH SIDE OF ALIGNMENT & SHIRLEY, TYPICAL BACKWALK ALIGNMENT 6' OFF R.O.W.
REDUCE ROAD WIDTH TO 22' (5-6)
INCLUDE ROAD GEOMETRY AND PEDESTRIAN CROSSING LOCATIONS SIMILAR TO "EXHIBIT C"
SEE STANDARD "EXHIBIT A" FOR DETAILED LOCATIONS WHERE CONCRETE SIGNALS ALIGNMENT CREATES CONFLICTS W/ TREES, LANDSCAPING, UTILITY POLES, ETC.
NOTE: CONSTRUCT 5' CUT RETAINING WALL FOR APPROX. 110' BEGINNING AT STA. 2+00 RIGHT (NEAR N. 11TH TERRACE) & 5' CUT RETAINING WALL FOR APPROX. 110' BEGINNING AT STA. 3+00 RIGHT (NEAR N. 11TH TERRACE)
NF ENGINEERS
Land Engineers
Land Surveyors
Land Planners
SOUTH DAKOTA OFFICE
1000 N. West Ave., Suite 100
Sioux Falls, SD 57104
Phone: 605.988.9900
Fax: 605.988.9904
NEBRASKA OFFICE
Phone: 402.499.0400


NF
ENGINEERS
EXHIBIT A' - WEST
5' WIDE SIDEWALK, BOTH SIDES OF ARLINGTON &
SHIRLEY, TYPICAL BACKING ALLEMENTS 1' OFF R.O.W.
REDUCE ROAD WIDTH TO 27' (9-B)
INCLUDE ROAD GEOMETRY AND PEDESTRIAN CROSSING
LOCATIONS SIMILAR TO "EXHIBIT C"
SEE STANDARD "EXHIBIT A' FOR DETAILED LOCATIONS
WHERE CONCEPT SIDEWALK ALIGNMENT CREATES
CONFLICTS W/ TREES, LANDSCAPING, UTILITY POLES,
ETC.
MATCH-LINE EAST
MATCH-LINE EAST
MATCH-LINE EAST


MATCH-LINE WEST
MATCH-LINE WEST
MATCH-LINE WEST
EXHIBIT B - EAST
E1 AXLE RETSURFACING, WALK/CRB ("CURRAGE WALK") ON EAST SIDES OF ARLINGTON & SHIRLEY (EXCEPT ON WEST SIDE OF 10-HIGH N/O OF ARLINGTON). HOLD EXISTING OPPOSITE CURB LINES TO ALLOW FOR POSSIBLE RESURFACING AND TO MINIMIZE R.O.W. DISRUPTION OUTSIDE EX. ROAD LIMITS (TOTAL PROPOSED ROAD & CURRAGE WALK WIDTH = 40' ROAD WIDTH). NARROW NORTH TRAVEL LANES TO 33' (+/-) TO ACCOMMODATE CARRIAGE WALK.
NF ENGINEERS
Civil Engineers
Land Surveyors
Land Planners
10 Mill Pond Lane
Simsbury, CT 06070
Phone: 860.658.5526
Fax: 860.658.5531
www.nfengineers.com
REMOVE EXISTING GUIDE RAIL AND INSTALL NEW GUIDE RAIL AS SHOWN
REMOVE EXISTING GUIDE RAIL AND INSTALL NEW GUIDE RAIL AS SHOWN
REMOVE EXISTING GUIDE RAIL AND INSTALL NEW GUIDE RAIL AS SHOWN
MATCH EXISTING CURRAGE WALK ELEVATIONS. CONTRACTOR TO FIELD VERIFY ALL ELEVATIONS PRIOR TO CONSTRUCTION
SHIRLEY PLACE
ARLINGTON PLACE


NF
ENGINEERS
Civil Engineering
Land Planning
EXHIBIT B - WEST
8'6" WIDE INTEGRAL WALK/CURB ("CARRIAGE WALK") ON EAST SIDES OF ARCHDUKE SHIRLEY (EXCEPT ON WEST SIDE OF SHIRLEY NORTH OF ARMISTEAD HOLD EXISTING SIDEWALK) TO BE CONSTRUCTED WITH ASPHALT SURFACING AND TO MINIMIZE R.O.W. DISRUPTION OUTSIDE (EX. ROAD LIMITS (TOTAL PROPOSED ROAD & WALK WIDTH – EX. 33' B-B TYPICAL ROAD WIDTH). NARROW BOTH TRAVEL LANES TO 13 (+/-) TO ACCOMMODATE CARRIAGE WALK.
MATCH–LINE EAST
MATCH–LINE EAST
MATCH–LINE EAST


MATCH-LINE WEST
MATCH-LINE WEST
MATCH-LINE WEST
EXHIBIT C - EAST
5' WIDE
SIDEWALK ON EAST SIDES OF ARLINGTON AND SHIRLEY
CIRCUIT ON SHIRLEY NORTH OF ARLINGTON, WHERE 5'
WIDE WALK IS SHOWN ON WEST SIDE OF SHIRLEY'S
TYPICAL SIDEWALK ALIGNMENT 1' OFF R.O.W./BRIDGE
ROAD WIDTH TO 77' (0-BS). INCLUDE ROAD GEOMETRY AND
SIDEWALK ALIGNMENT AT CORNERS OF ARLINGTON/1ST
ST. SEE "CONNECT AT FOR DETAILED LOCATIONS WHERE
CONCEPT SIDEWALK ALIGNMENT CREATES CONFLICTS W/
TREES, LANDSCAPING, UTILITY POLES, ETC.
NF
ENGINEERS
Civil Engineers
Land Surveyors
Land Planners
NOTE: CONCEPTUAL PAVING LAYOUT
ONLY. FIELD TIES TO BE REVIEWED WITH
CITY PRIOR TO FINAL DESIGN AND
INSTALLATION OF ANY ELEMENTS


NF
ENGINEERS
EXHIBIT C - WEST
5' WIDE SIDEWALK ON EAST SIDE OF MR. NED DRIVE AND SHIRLEY (EXCEPT ON SHIRLEY NORTH OF ARLINGTON, WHERE 5' WIDE WALK IS SHOWN ON WEST SIDE OF SHIRLEY). TYPICAL BACKWALK ALIGNMENT 1' OFF R.O.W. REDUCE ROAD WIDTH TO 27' (B-B). INCLUDE ROAD GEOMETRY AND PEDESTRIAN CROSSING LOCATIONS SIMILAR TO "EXHIBIT B". SEE "EXHIBIT B" FOR: 08 FAILED LOCATIONS WHERE, DUE TO EXISTING ALIGNMENT OR UTILITY CONFLICTS, W TREES, LANDSCAPING, UTILITY POLES, ETC.
MATCH-LINE EAST
MATCH-LINE EAST
MATCH-LINE EAST

Birmingham Police Department

SPEED DATA ANALYSIS

Location

Shirley
Between Lincoln & Brandon
Latitude: 0.000000
Longitude: 0.000000

Analysis Time Period

Start	End
11/14/2023 10:21 AM	11/17/2023 9:22 AM

Speed Limit

25

Vehicles Analyzed

4,518

Average Speed

25

85th Percentile Speed

30

Peak Time of Violations

11/16/2023
8:21 AM

Birmingham Police Department

SPEED DATA ANALYSIS

Location

Arlington
Between Maple & Shirley
Latitude: 0.000000
Longitude: 0.000000

Analysis Time Period

Start	End
11/14/2023	11/17/2023
10:45 AM	9:27 AM

Speed Limit

25

Vehicles Analyzed

3,885

Average Speed

25

85th Percentile Speed

32

Peak Time of Violations

11/16/2023
8:45 AM

Birmingham Police Department

Location 1: Shirley
Location 2: Between Lincoln & Brandon
Start Date: 11-14-23
End Date: 11-27-23

Averaged Daily Totals

0.000000
0.000000

Combined

	<= 10	>10 to 12	>12 to 14	>14 to 16	>16 to 18	>18 to 20	>20 to 22	>22 to 24	>24 to 26	>26 to 28	>28 to 30	>30 to 32	>32 to 34	>34 to 36	>36 to 38	>38 to 40	>40 to 42	>42 to 44	>44 to 46	>46 to 48	>48 to 50	>50 to 52	>52 to 54	>54 to 56	>56 to 58	>58 to 60	>60 to 62	>62 to 64	>64 to 66	> 66	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tuesday	13	18	23	25	39	79	133	155	201	179	149	72	37	14	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,145
Wednesday	14	12	20	34	48	82	132	175	249	278	242	122	62	33	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1,522
Thursday	22	18	32	32	58	118	156	223	268	235	186	132	48	18	7	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1,563
Friday	4	7	8	12	8	12	25	47	46	54	38	20	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	291
Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	53	55	83	103	153	291	446	600	764	746	615	346	155	65	30	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4,521

South, 1

	<= 10	>10 to 12	>12 to 14	>14 to 16	>16 to 18	>18 to 20	>20 to 22	>22 to 24	>24 to 26	>26 to 28	>28 to 30	>30 to 32	>32 to 34	>34 to 36	>36 to 38	>38 to 40	>40 to 42	>42 to 44	>44 to 46	>46 to 48	>48 to 50	>50 to 52	>52 to 54	>54 to 56	>56 to 58	>58 to 60	>60 to 62	>62 to 64	>64 to 66	> 66	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tuesday	7	9	11	15	19	37	60	67	94	76	72	37	19	4	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	535
Wednesday	11	4	15	16	27	36	70	81	121	133	129	61	32	21	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	763
Thursday	17	11	19	15	28	54	69	100	109	117	97	64	24	11	4	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	747
Friday	4	4	6	5	2	7	11	19	20	21	21	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135

Birmingham Police Department

Location 1: Shirley
Location 2: Between Lincoln & Brandon
Start Date: 11-14-23
End Date: 11-27-23

Averaged Daily Totals

0.000000
0.000000

Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	39	28	51	51	76	134	210	267	344	347	319	171	81	36	16	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2,180

North, 2

	<= 10	>10 to 12	>12 to 14	>14 to 16	>16 to 18	>18 to 20	>20 to 22	>22 to 24	>24 to 26	>26 to 28	>28 to 30	>30 to 32	>32 to 34	>34 to 36	>36 to 38	>38 to 40	>40 to 42	>42 to 44	>44 to 46	>46 to 48	>48 to 50	>50 to 52	>52 to 54	>54 to 56	>56 to 58	>58 to 60	>60 to 62	>62 to 64	>64 to 66	> 66	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tuesday	6	9	12	10	20	42	73	88	107	103	77	35	18	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	610
Wednesday	3	8	5	18	21	46	62	94	128	145	113	61	30	12	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	759
Thursday	5	7	13	17	30	64	87	123	159	118	89	68	24	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	816
Friday	0	3	2	7	6	5	14	28	26	33	17	11	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	156
Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	27	32	52	77	157	236	333	420	399	296	175	74	29	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,341

Birmingham Police Department

Location 1: Arlington
Location 2: Between Maple & Shirley
Start Date: 11-14-23
End Date: 11-17-23

Averaged Daily Totals

0.000000
0.000000

Combined

	<= 10	>10 to 12	>12 to 14	>14 to 16	>16 to 18	>18 to 20	>20 to 22	>22 to 24	>24 to 26	>26 to 28	>28 to 30	>30 to 32	>32 to 34	>34 to 36	>36 to 38	>38 to 40	>40 to 42	>42 to 44	>44 to 46	>46 to 48	>48 to 50	>50 to 52	>52 to 54	>54 to 56	>56 to 58	>58 to 60	>60 to 62	>62 to 64	>64 to 66	> 66	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tuesday	5	16	18	24	35	53	74	120	126	138	104	64	47	17	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	854
Wednesday	6	23	58	54	76	135	138	145	172	177	136	107	61	33	13	7	4	1	0	0	1	2	0	0	0	0	0	0	0	1,349
Thursday	14	28	38	44	53	87	114	153	161	186	221	142	80	41	30	20	1	1	0	1	5	0	0	0	0	0	0	0	0	1,420
Friday	3	6	8	20	12	14	31	36	29	29	27	22	12	5	2	6	0	0	1	0	0	0	0	0	0	0	0	0	0	263
Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	73	122	142	176	289	357	454	488	530	488	335	200	96	56	35	5	2	1	1	6	2	0	0	0	0	0	0	0	3,886

South, 1

	<= 10	>10 to 12	>12 to 14	>14 to 16	>16 to 18	>18 to 20	>20 to 22	>22 to 24	>24 to 26	>26 to 28	>28 to 30	>30 to 32	>32 to 34	>34 to 36	>36 to 38	>38 to 40	>40 to 42	>42 to 44	>44 to 46	>46 to 48	>48 to 50	>50 to 52	>52 to 54	>54 to 56	>56 to 58	>58 to 60	>60 to 62	>62 to 64	>64 to 66	> 66	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tuesday	5	5	5	6	12	34	43	60	61	59	36	22	16	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	369
Wednesday	6	14	24	23	40	73	77	80	90	66	46	32	8	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	589
Thursday	14	9	12	22	30	41	61	93	96	100	117	79	12	3	5	2	0	0	0	1	0	0	0	0	0	0	0	0	0	697
Friday	1	2	4	4	8	10	21	23	17	10	8	9	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	121

Birmingham Police Department

Location 1: Arlington
Location 2: Between Maple & Shirley
Start Date: 11-14-23
End Date: 11-17-23

Averaged Daily Totals

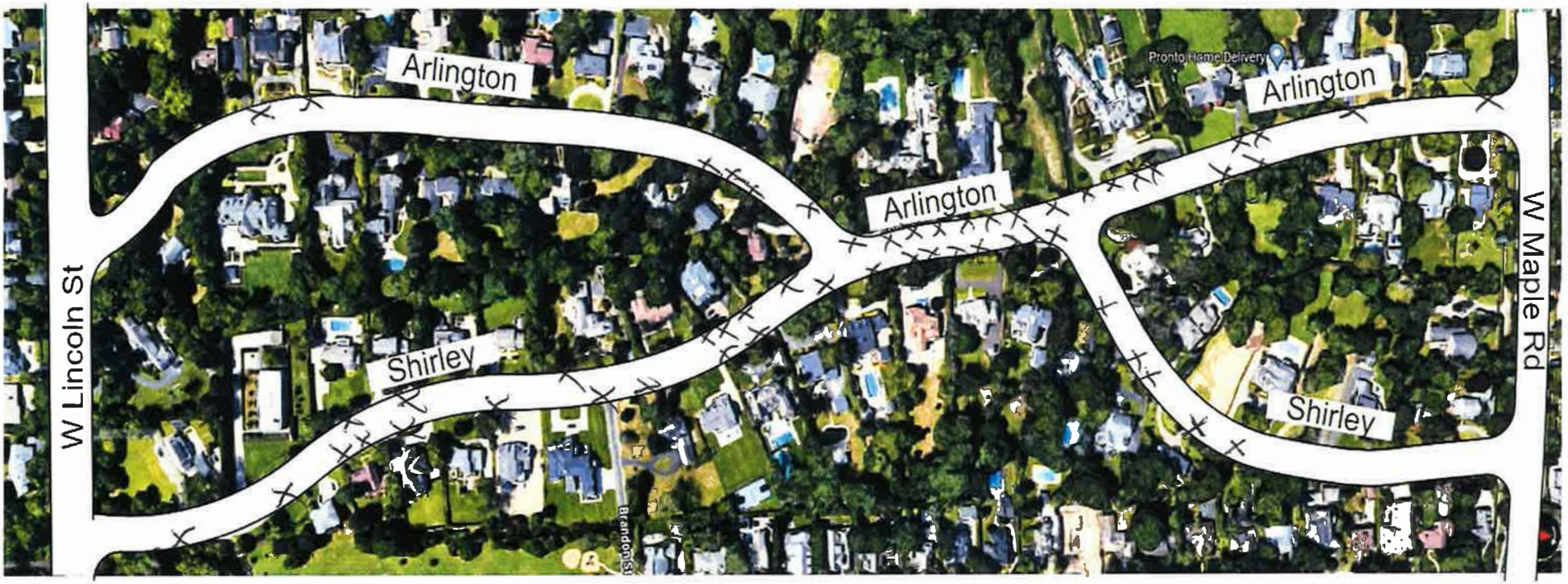
0.000000
0.000000

Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	30	45	55	90	158	202	256	264	235	207	142	39	12	9	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1,776

North, 2

	<= 10	>10 to 12	>12 to 14	>14 to 16	>16 to 18	>18 to 20	>20 to 22	>22 to 24	>24 to 26	>26 to 28	>28 to 30	>30 to 32	>32 to 34	>34 to 36	>36 to 38	>38 to 40	>40 to 42	>42 to 44	>44 to 46	>46 to 48	>48 to 50	>50 to 52	>52 to 54	>54 to 56	>56 to 58	>58 to 60	>60 to 62	>62 to 64	>64 to 66	> 66	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tuesday	0	11	13	18	23	19	31	60	65	79	68	42	31	14	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	485
Wednesday	0	9	34	31	36	62	61	65	82	111	90	75	53	27	10	6	4	1	0	0	1	2	0	0	0	0	0	0	0	0	760
Thursday	0	19	26	22	23	46	53	60	65	86	104	63	68	38	25	18	1	1	0	0	5	0	0	0	0	0	0	0	0	0	723
Friday	2	4	4	16	4	4	10	13	12	19	19	13	9	5	2	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	142
Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	43	77	87	86	131	155	198	224	295	281	193	161	84	47	30	5	2	1	0	6	2	0	0	0	0	0	0	0	0	2,110

Arlington/Shirley Parking Count



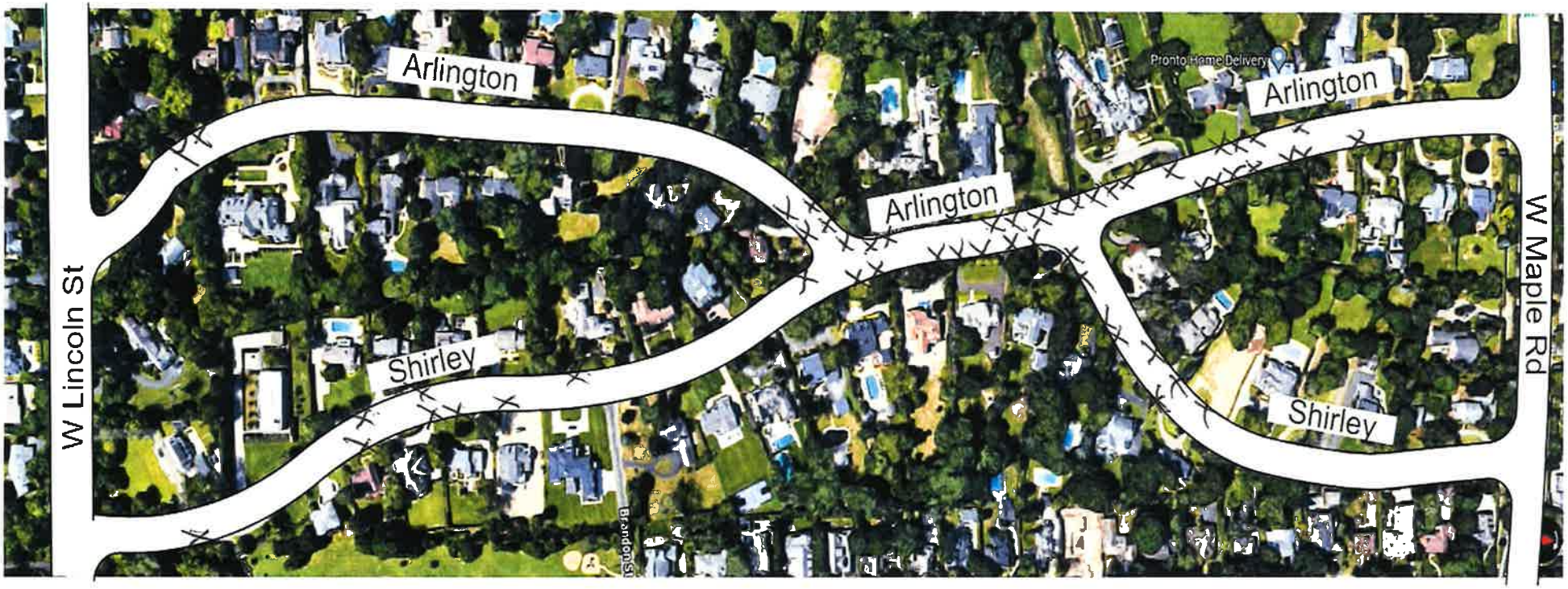
Date: Thursday, 11/09/2023

Time: 10AM-11AM (10:20AM)

Vehicles on Arlington: 32 **Vehicles on Shirley:** 23

Please mark parked vehicle locations on the map with a "X"

Arlington/Shirley Parking Count



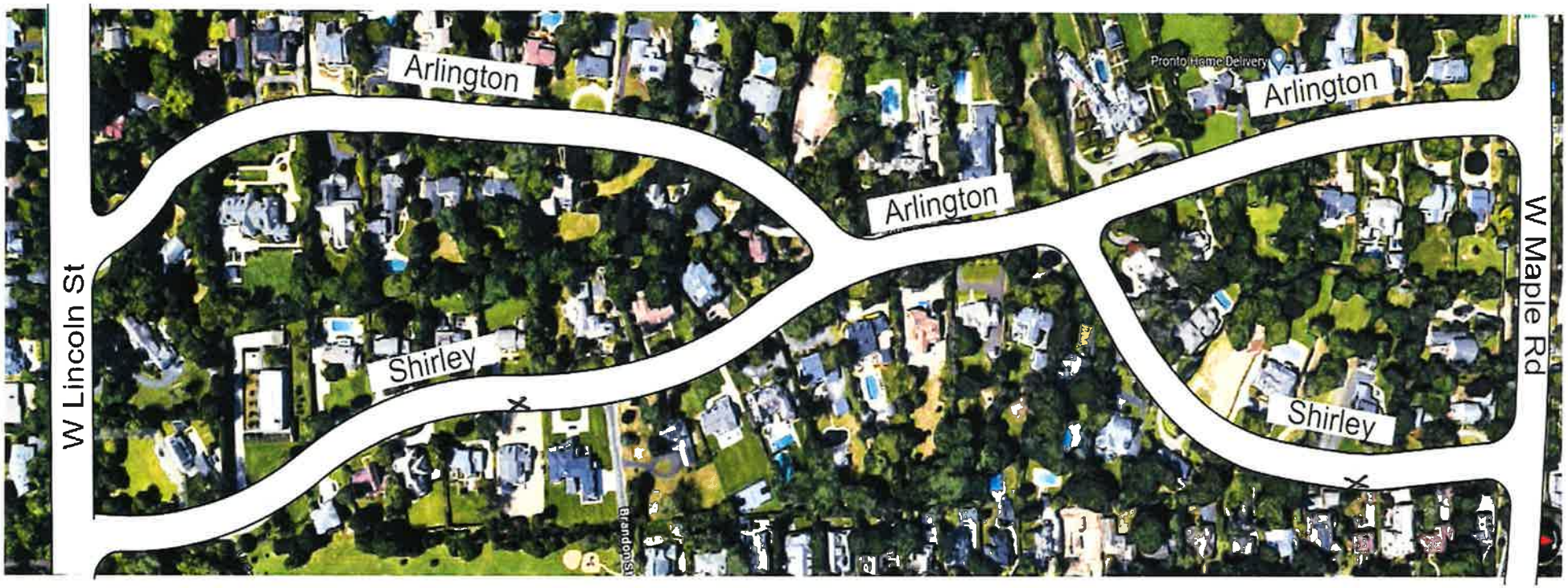
Date: Thursday, 11/09/2023

Time: 2PM-3PM (2:10 PM)

Vehicles on Arlington: 36 **Vehicles on Shirley:** 17

Please mark parked vehicle locations on the map with a "X"

Arlington/Shirley Parking Count



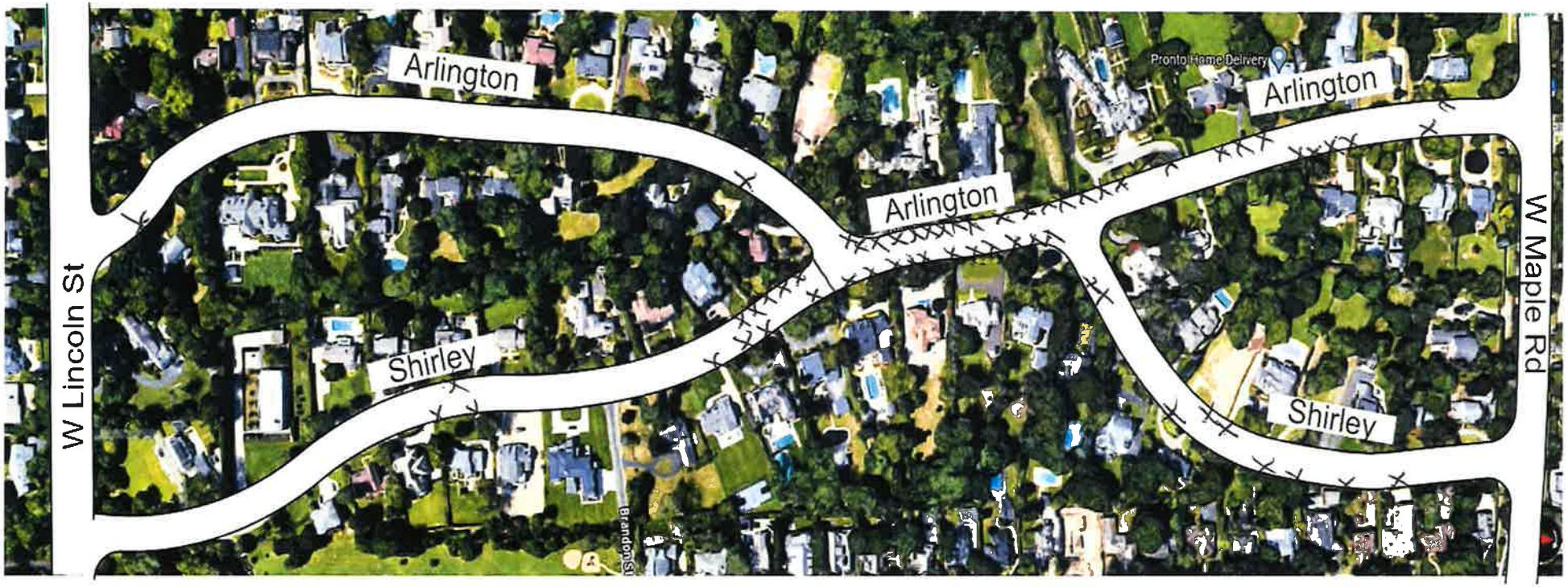
Date: Friday, 11/10/2023 (00:03)

Time: 12AM-1AM

Vehicles on Arlington: 0 **Vehicles on Shirley:** 2

Please mark parked vehicle locations on the map with a "X"

Arlington/Shirley Parking Count



TIME: 1010 AM

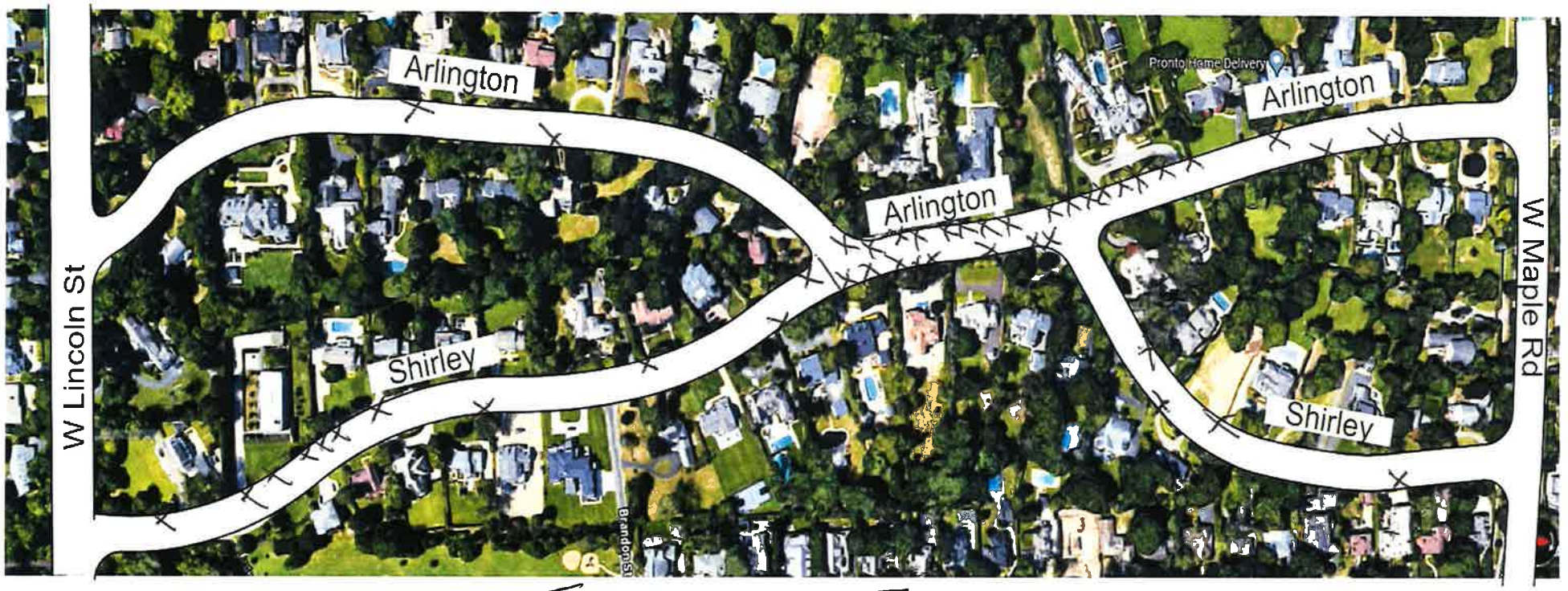
Date: Friday, 11/10/2023

Time: 10AM-11AM

Vehicles on Arlington: 39 **Vehicles on Shirley:** 21

Please mark parked vehicle locations on the map with a "X"

Arlington/Shirley Parking Count



TIME 14:35

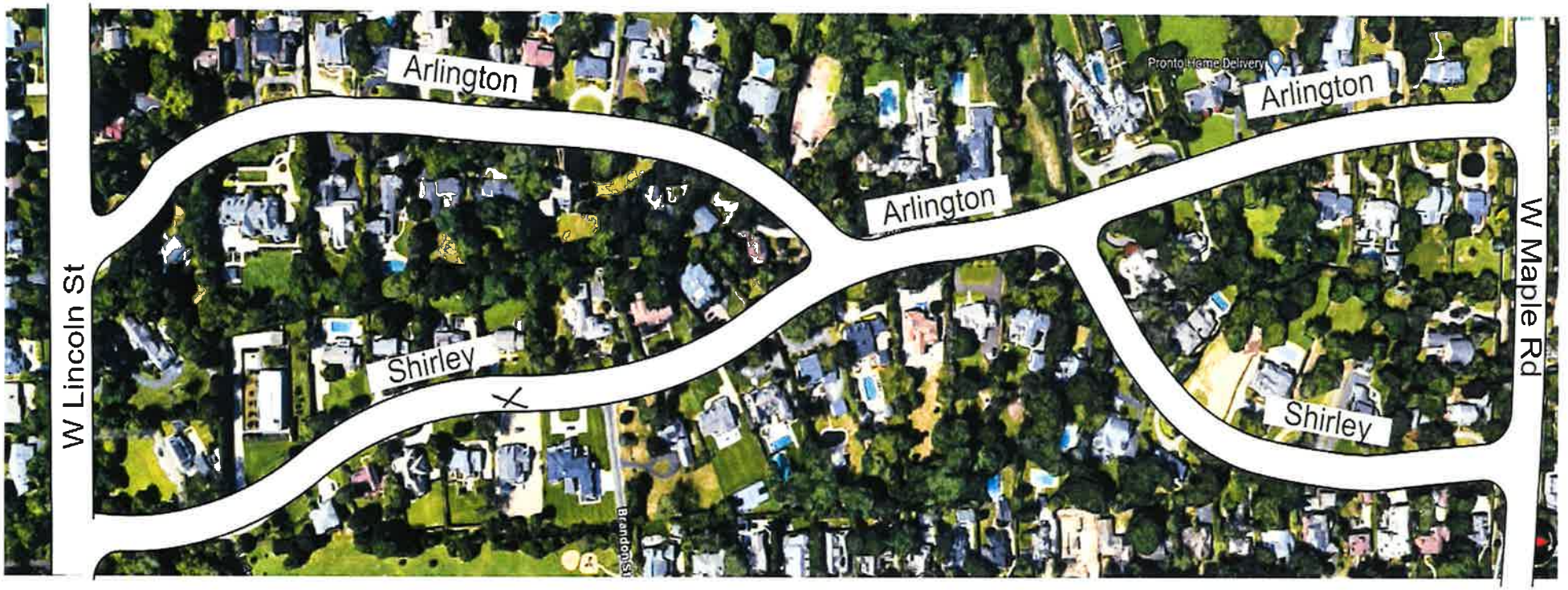
Date: Friday, 11/10/2023

Time: 2PM-3PM

Vehicles on Arlington: 30 **Vehicles on Shirley:** 15

Please mark parked vehicle locations on the map with a "X"

Arlington/Shirley Parking Count



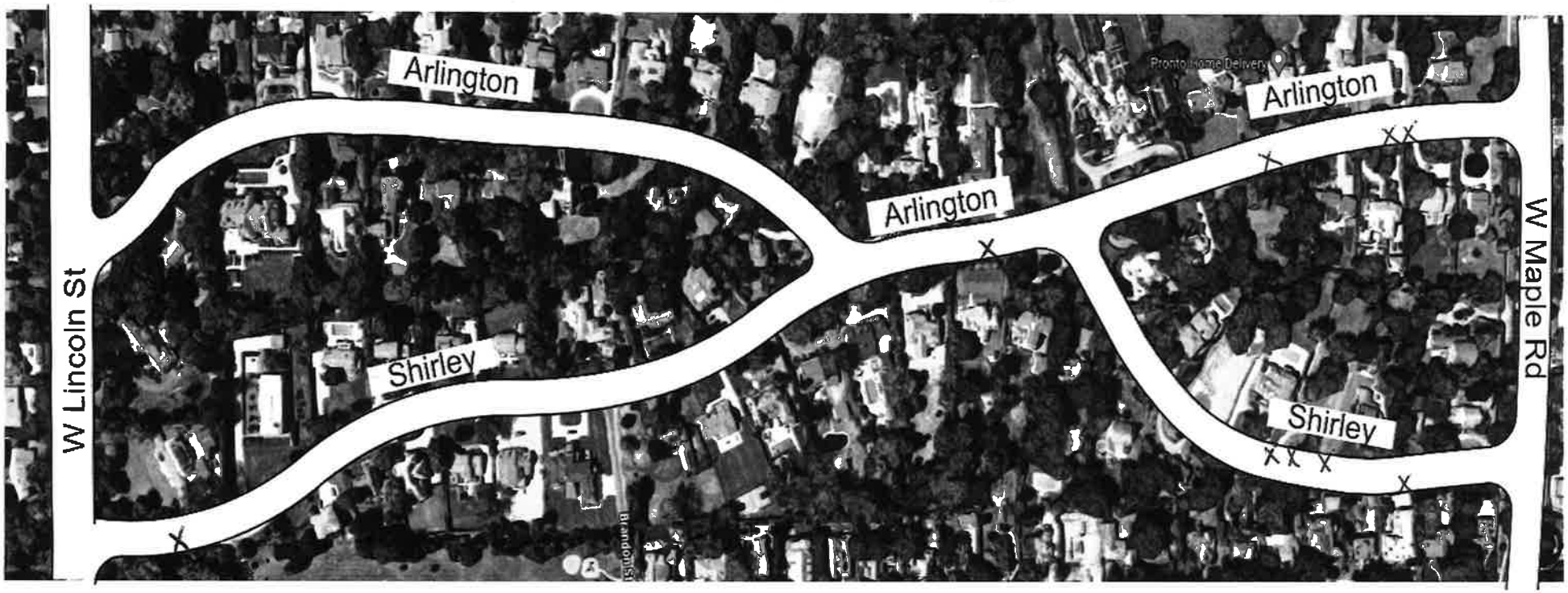
Date: Saturday, 11/11/2023

Time: 12AM-1AM

Vehicles on Arlington: ∅ at 12:30AM **Vehicles on Shirley:** 1 at 12:30AM

Please mark parked vehicle locations on the map with a "X"

Arlington/Shirley Parking Count



Date: Saturday, 11/11/2023

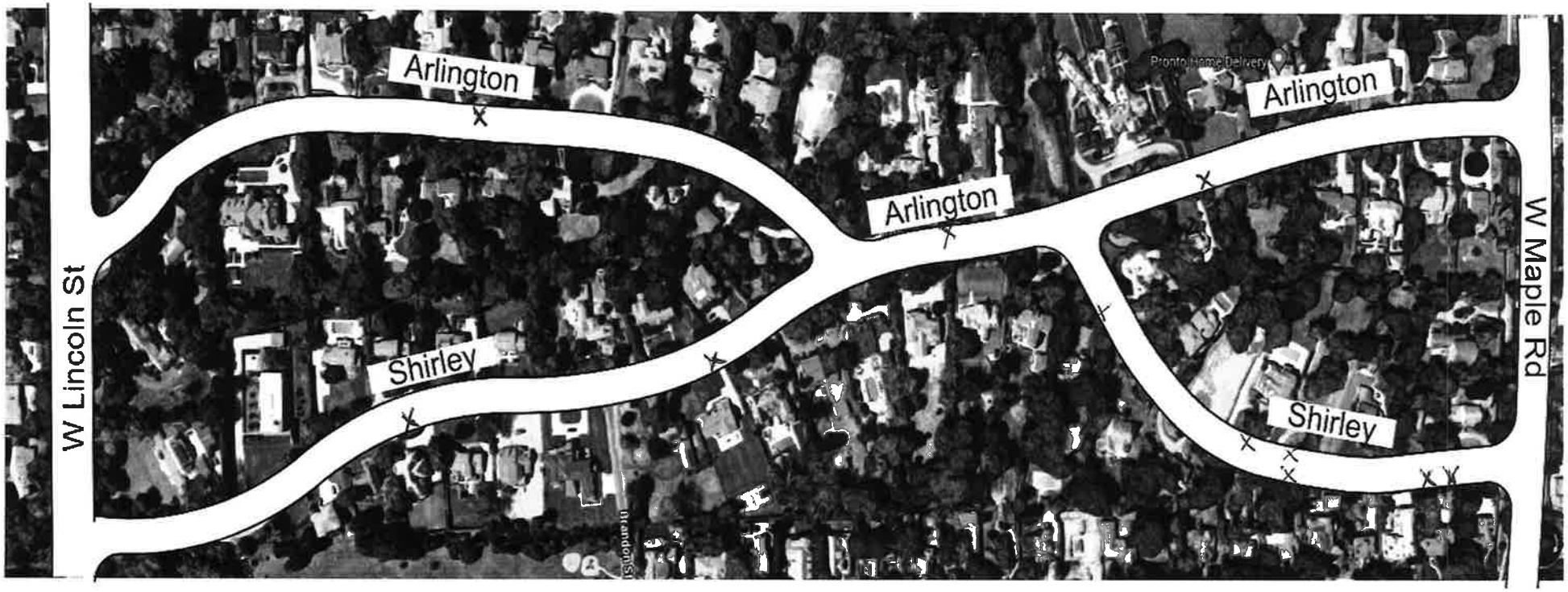
Time: 10AM-11AM 10:25am

Vehicles on Arlington: 3 **Vehicles on Shirley:** 4

Please mark parked vehicle locations on the map with a "X"

completed by A. Mahn

Arlington/Shirley Parking Count



Date: Saturday, 11/11/2023

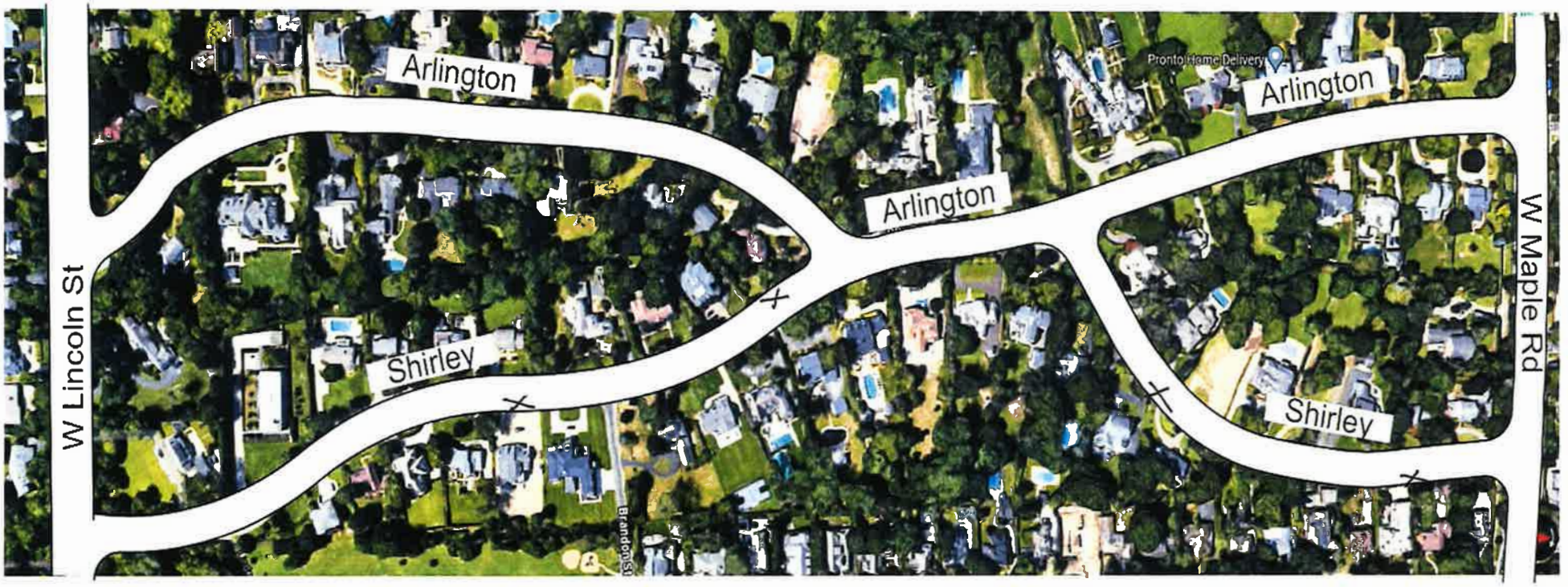
Time: 2PM-3PM 2:04pm

Vehicles on Arlington: 3 **Vehicles on Shirley:** 8

Please mark parked vehicle locations on the map with a "X"

Completed by A Mann

Arlington/Shirley Parking Count



Date: Sunday, 11/12/2023

Time: 12AM-1AM

Vehicles on Arlington: ∅ @ 12:45AM

Vehicles on Shirley: 4 @ 12:45 AM

Please mark parked vehicle locations on the map with a "X"

BIRMINGHAM
A WALKABLE CITY

NOTICE OF UPCOMING PROJECT AND
EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT
SHIRLEY RD, LINCOLN TO MAPLE
ARLINGTON ST, LINCOLN TO MAPLE

September 25, 2023

Dear Property Owner,

The City of Birmingham has selected Shirley Road and Arlington Street to improve the water main and relief sewer, and install sidewalk. Because these streets are currently considered to be unimproved, the cost related to either cape seal or reconstructing the street with an improved permanent surface (concrete or asphalt) will be subject to a special assessment to the adjoining property owners, as has been the policy of the City for many years. Costs related to the improvements to the water main and sewer systems (not including the sewer or water laterals) are covered by the City and not part of the street improvement special assessment. This project will take place in 2024.

Introduction:
The City Commission adopted a modified policy related to special assessments on October 25, 2021. Changes were made to Sections 94-4 through 94-8 of City Code that provide for the City to initiate a public improvement project that may result in a special assessment to the property owners that benefit from the project. The main purpose for making these modifications is to allow the City to better plan and budget for necessary infrastructure improvements on unimproved streets.

Your answers to the enclosed survey questions will help us ascertain the level of interest that the neighborhood has for completing the street improvement project. The answers you provide on this form are not binding in any way, and you will have another opportunity to express your official position on these or other issues related to the project at the Public Hearings that are required to be before any Special Assessment District (SAD) can be established by the City Commission.

Upcoming Meetings:
There will be several upcoming meetings for this project. Because the existing street width of 33' in the project areas do not match the adopted City standards for residential street widths, a street width public hearing will be scheduled by the MMTB and the required notices will be sent out by the City Clerk's office. Below is information for each meeting, which will be held in person in the City Commission Room at City Hall located at 151 Martin Street.

Thursday, October 5, 2023, 6 p.m.: Multi-Modal Transportation Board (MMTB) –Sidewalk Locations
Thursday, October 19, 2023, 5:30-7:00 p.m.: Resident Meeting

Thursday, November 2, 2023, 6 p.m.: Multi-Modal Transportation Board (MTTB) – Public Hearing Road Width

The MMTB meetings are also online via Zoom (www.zoom.us; meeting ID 824 7795 4435). The MMTB meetings will be recorded and can be watched afterward at your convenience.

The resident meeting will present more information about the project, including specific design details and updated schedule for finalizing the design and starting construction, and allow us to answer questions you may have before the project initiation process moves to City Commission for consideration. Attendance is not mandatory, regardless of your position on these issues. However, we encourage you to attend. At your discretion, it may be constructive to share this information with tenants if appropriate.

The final decision to proceed with the street improvement special assessment rests with the City Commission. It has been the Commission's preference to hear feedback from affected property owners when considering their decisions. If the City Commission elects to proceed with the street improvement, they will schedule a date for the Public Hearing of Necessity and Public Hearing of Confirmation, which are required by City Ordinance for all potential special assessment districts. The City Clerk's office will notify all property owners by mail of any public hearings that are scheduled.

Preliminary Estimated Improving Permanent Surface SAD Costs:
The costs associated with constructing the new, improved street section are considered to be subject to special assessment by City policy and precedence. Assessable costs include grading, street surfaces, driveway approaches, sidewalks, curb and gutter, drainage structures and final restoration. Typically, the City pays 15% of the paving costs, and the remaining 85% are included in the paving special assessment to the adjacent property owners. Based on recent similar paving projects, the preliminary estimated paving assessment cost is $290 to $400 per foot of frontage, depending on the width of the street, as measured along the side of the lot fronting the street being paved. Note that on corner properties, if the side street is being paved, the paving assessment will be charged for one-third of the lot length along the side street. Other special assessments may also apply for replacing the driveway approaches and sewer or water laterals that do not meet current City standards. The cost of these other special assessments will vary from property to property, and property owners usually cover 100% of the actual costs for the work.

Interest Survey Response:
The policy for a City-initiated street improvement project requires that the affected property owners be engaged early in the project design process so they have ample opportunity to express their opinions related to the project. This notice is the first in a series of engagement opportunities. Please fill out the attached "Expression of Interest Survey" and return by Wednesday October 4, 2023. The contact information you provide will also help assist us with future communication efforts.

If you have any questions relative to the meetings, or the project in general, please contact the Engineering Department by email provided below, or by phone at 248-530-1840.

Sincerely,

Melissa A. Coatta

Melissa A. Coatta, P.E.
City Engineer
mcoatta@bhamgov.org

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$300.00 per ft =	$ 30,000
Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street?_____

2. Are you supportive of the project to improve the sewer system along your street?_____

3. Are you supportive of constructing an improved street upon completion of the underground utility work?_____

4. Are you supportive of constructing sidewalk along the street?_____

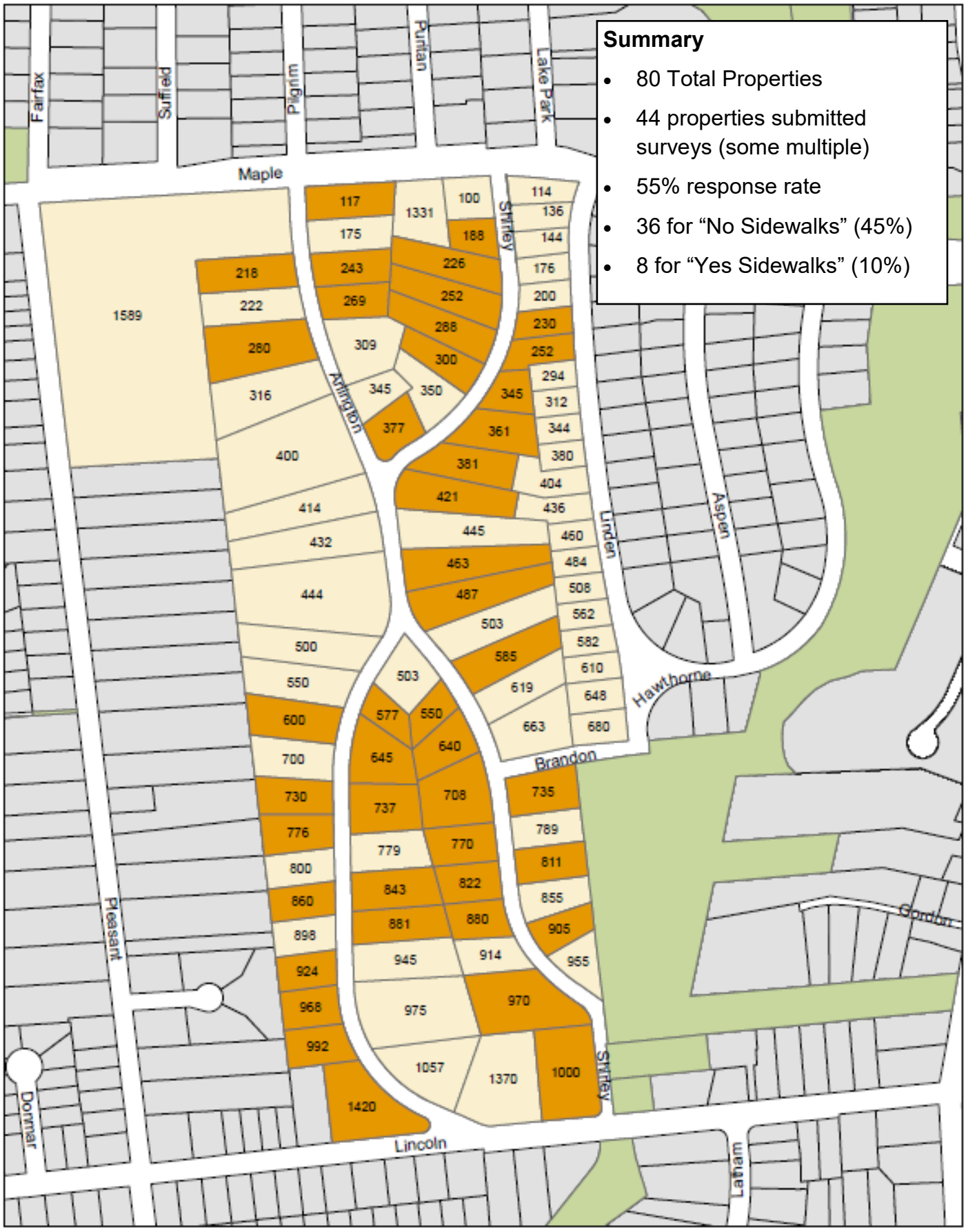
PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name:_____ Phone Number:_____

Address:_____ Email:_____

Survey Respondents



EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO
2. Are you supportive of the project to improve the sewer system along your street? NO
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: EDWARD L. BALLGHMAN JOANN & Phone Number: 248-642-8720

Address: 117 ARLINGTON Bhm 48009 Email: JOLOBMAN@SBCGLOBAL.NET

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$300.00 per ft =	$ 30,000
Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO!
2. Are you supportive of the project to improve the sewer system along your street? NO!
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO!
4. Are you supportive of constructing sidewalk along the street? NO! Too expensive; damaging to environment; destructive of plants & trees; spoiling natural beauty of street; snow shoveling

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Elaine Hazel Phone Number: 248 647-4588

Address: 188 Shirley Rd Email: echazel2@yahoo.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$300.00 per ft =	$ 30,000
Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO
2. Are you supportive of the project to improve the sewer system along your street? NO

Seem fine. Why waste taxpayer $

3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO - too $$$
4. Are you supportive of constructing sidewalk along the street? NO - too destructive of existing landscaping

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Gary Saltzgiver
Elaine C. Hanzel

Phone Number: (248) 647-4588

Address: 188 Shirley

Email: gsaltzgiver@yahoo.com
echazel2@yahoo.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water utilities (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$368.00 per ft =	$ 36,080
Drive Approach:	200 sq ft @	$13.00 per sq ft =	$ 2,600
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,790

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO
2. Are you supportive of the project to improve the sewer system along your street? NO
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO!

"PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCCATT@BIRMINGHAM.ORG BY WEDNESDAY, OCTOBER, 2023."

Contact Information:

Name: Kerry Millican Phone Number: 248 294 1763

Address: 218 Arlington Email: kerrymillican@gmail.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$300.00 per ft =	$ 30,000
Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No
2. Are you supportive of the project to improve the sewer system along your street? No
3. Are you supportive of constructing an improved street upon completion of the underground utility work? No
4. Are you supportive of constructing sidewalk along the street? No

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Nick Shebib Phone Number: 248703-6929

Address: 226 Shirley Email: NShebib@yahoo.com.

151 Martin Street • P.O. Box 3001 • Birmingham, MI 48012-3001
(248) 530-1800 • Fax (248) 530-1080 • www.bhamgov.org

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No - We get our water on Linden Rd
2. Are you supportive of the project to improve the sewer system along your street? No - We get our sewer on Linden Rd
3. Are you supportive of constructing an improved street upon completion of the underground utility work? No
4. Are you supportive of constructing sidewalk along the street? No - not needed - nor wanted

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: John R. Smith Phone Number: 248-496-1874

Address: 230 Linden Rd. Email: johnjrspop@aol.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$300.00 per ft =	$ 30,000
Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No - it appears to be fine
2. Are you supportive of the project to improve the sewer system along your street? No - it appears to be fine
3. Are you supportive of constructing an improved street upon completion of the underground utility work? Yes - the street surface is an embarrassment in it's current condition; friends and family routinely comment how terrible the surface has become
4. Are you supportive of constructing sidewalk along the street? no

We picked this street for it's charm and privacy with no sidewalks.

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Lisa Drake & Mike Walsh Phone Number: 248.761.1167

Address: 243 Arlington Email: LDRAKE@foud.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No.
2. Are you supportive of the project to improve the sewer system along your street? No.
3. Are you supportive of constructing an improved street upon completion of the underground utility work? No.
4. Are you supportive of constructing sidewalk along the street? No.

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Robert Drew Billmeyer Phone Number: 248-854-0926

Address: 262 Shirley, Birmingham MI Email: rbillmey@gmail.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$300.00 per ft =	$ 30,000
Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? yes
2. Are you supportive of the project to improve the sewer system along your street? yes
3. Are you supportive of constructing an improved street upon completion of the underground utility work? ~~NO~~ yes
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Midge Moran — Phone Number: 248-514-4084

Address: 269 Arlington — Email: midgemoran@me.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO
2. Are you supportive of the project to improve the sewer system along your street? NO
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: K. Sherrill Phone Number: 248 752-1305

Address: 252 Linden Road Email: kitsherrill252@gmail.com

This is the most annoyant thing I have ever received.

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$300.00 per ft =	$ 30,000
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Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? yes
2. Are you supportive of the project to improve the sewer system along your street? yes
3. Are you supportive of constructing an improved street upon completion of the underground utility work? ~~NO~~ yes
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Midge Moran — Phone Number: 248-514-4084

Address: 269 Arlington — Email: midgemoran@me.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO
2. Are you supportive of the project to improve the sewer system along your street? NO
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Midge Moran Phone Number: 248-514-4084

Address: 269 Arlington Email: midgemoran@kw.com

10/30/2023 final

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No
2. Are you supportive of the project to improve the sewer system along your street? No
3. Are you supportive of constructing an improved street upon completion of the underground utility work? I assume there will be a rule as current. No
4. Are you supportive of constructing sidewalk along the street? No.

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: NIHARIKA RAMDEV Phone Number: (347) 429-4438

Address: 280 ARLINGTON ST Email: n.ramdev@yahoo.com

Birmingham, MI

Updated based on most recent information. Please disregard prior survey.

City should be responsible to maintain water & sewer systems - we should not have to pay for it.

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

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3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
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PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: ALFRED FISHER

Phone Number: 248-515-5705

Address: 288 SHIRLEY
BIRMINGHAM, MI 48009

Email: AJFISHER4@FISHERCO.COM

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

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3. Are you supportive of constructing an improved street upon completion of the underground utility work? No
4. Are you supportive of constructing sidewalk along the street? No

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: David Mendelson Phone Number: 248-453-1248

Address: 300 Shirley, Bham Email: dm@mendelsonlaw.net

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO
2. Are you supportive of the project to improve the sewer system along your street? NO
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Alice & Richard Silbergleit Phone Number: 313-671-5133

Address: 345 Shirley Road Email: asilbergleit@gmail.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO!

2. Are you supportive of the project to improve the sewer system along your street? NO!

3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO!

4. Are you supportive of constructing sidewalk along the street? ABSOLUTELY NOT!!
   WE HAVE BEEN HERE 40 YEARS, raised 4 young children without sidewalks!

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: DR CREAGH MILFORD Phone Number: 248 330-4817 / 248 318 618

Address: 361 SHIRLEY RD Email: Kmilford47@ad.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO!
2. Are you supportive of the project to improve the sewer system along your street? NO!
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO!
4. Are you supportive of constructing sidewalk along the street? NO! NO! NO!

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Minelli Family

Address: 377 Arlington St
Birmingham, MI 48009

Phone Number: 248 593 9868

Email: mike@minellifamily.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT
SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? YES
2. Are you supportive of the project to improve the sewer system along your street? YES
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO - NOT AT OUR EXPENSE !!!
4. Are you supportive of constructing sidewalk along the street? NO
   Absolutely NOT! We have been here 27 years - sidewalks not needed!

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: ERIC HEAD Phone Number: 248-229-0692

Address: 381 SHIRLEY RD. Email: KALEY328@AOL.COM

Karyn Davis - co owner

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? YES
2. Are you supportive of the project to improve the sewer system along your street? YES
3. Are you supportive of constructing an improved street upon completion of the underground utility work? YES
4. Are you supportive of constructing sidewalk along the street? YES - WE REALLY WANT/NEED SIDEWALKS - FOR SAFETY - LOTS OF LITTLE KIDS -

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Vanessa & JOE DURHAM Phone Number: 248-977-9500

Address: 421 ARLINGTON ST. Email: Vanessar626@yahoo.com
BIRMINGHAM, MI 48009 Joemdurham@gmail.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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4. Are you supportive of constructing sidewalk along the street? YES

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Calvin + Sarah Ford

Phone Number: 313-961-0500

Address: 463 Arlington Street

Email: HF17CRFD@AOL.COM

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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3. Are you supportive of constructing an improved street upon completion of the underground utility work? yes
4. Are you supportive of constructing sidewalk along the street? yes

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Douglas DelGrosso

Phone Number: 248 719 1038

Address: 487 Arlington

Email: dgdelgrosso@comcast.net

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? Yes
2. Are you supportive of the project to improve the sewer system along your street? Yes
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: JOHN GRAHAM

Phone Number: 248 613 2286

Address: 550 SHIRLEY RD

Email: JOHNYG411@GMAIL.COM

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? YES
2. Are you supportive of the project to improve the sewer system along your street? YES
3. Are you supportive of constructing an improved street upon completion of the underground utility work? YES - 100%!!!
4. Are you supportive of constructing sidewalk along the street? YES

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Douglas & Dorothy Friedel

Phone Number: 313.701.3321

Address: 577 Arlington Birmingham MI 48009

Email: DougJR@DDPDM.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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3. Are you supportive of constructing an improved street upon completion of the underground utility work? Yes
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Andrea Brown

Phone Number: 248-417-9701

Address: 585 Shirley Rd.

Email: Andrea@AndreaBrown interiors.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? Yes.
2. Are you supportive of the project to improve the sewer system along your street? Yes.
3. Are you supportive of constructing an improved street upon completion of the underground utility work? Undecided, interested in hearing more details on the project and the opinions of our neighbors.
4. Are you supportive of constructing sidewalk along the street? Definite no, we love the wider street and would not want to see trees and plants removed and replaced with sidewalks.

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Ryan Chayka Phone Number: (248) 330-3375

Address: 600 Arlington St., Birmingham, MI 48009 Email: ryanchayka@mac.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Paving Assessment:	100 ft @	$300.00 per ft =	~~$30,000~~ $38,400
Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
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Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No
2. Are you supportive of the project to improve the sewer system along your street? No
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO - Our neighborhood is constantly under construction the trucks will ruin a new road
4. Are you supportive of constructing sidewalk along the street? No

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Joseph Carter

Address: 640 Shirley

Phone Number: 586-876-9166

Email: joseph-carter@live.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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Questionnaire:

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3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER 3, 2023.

Contact Information:

Name: I Mira

Phone Number: 248-420-8665

Address: 645 Arlington

Email: Imira@intromarketing.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? Yes
2. Are you supportive of the project to improve the sewer system along your street? Yes
3. Are you supportive of constructing an improved street upon completion of the underground utility work? Yes
4. Are you supportive of constructing sidewalk along the street? Yes

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: SAFI HAMID

Address: 708 Shirley Rd

Phone Number: 248 760 1218

Email: sbh_999@yahoo.com
safi.hamid248@gmail.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO
2. Are you supportive of the project to improve the sewer system along your street? NO
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER 3, 2023.

Contact Information:

Name: Bob & Heidi Meyers Phone Number: 201-562-0323

Address: 730 Arlington Email: gtbmidr@gmail.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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Contact Information:

Name: DUNCAN ALDRED

Address: 735 SHIRLEY ROAD
BIRMINGHAM, MI
48009

Phone Number: 313 910 0283

Email: duncan.aldred@gmail.com

Melissa

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Contact Information:

Name: _____ Phone Number: _____

Address: _____ Email: _____

Will these "NO" answers just affect lateral sewer & water lines? Please call me Tues AM 248.420.5117 Jim Mino

151 Martin Street • P.O. Box 3001 • Birmingham, MI 48012-3001
(248) 530-1800 • Fax (248) 530-1080 • www.bhamgov.org

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO
2. Are you supportive of the project to improve the sewer system along your street? NO
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER 3, 2023.

Contact Information:

Name: JAMES MIRRO

Address: 737 ARLINGTON

Phone Number: 248-420-5113

Email: jmirro@intromarketing.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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Questionnaire:

1. *Are you supportive of the project to improve the water system along your street?* YES
2. Are you supportive of the project to improve the sewer system along your street? YES
3. Are you supportive of constructing an improved street upon completion of the underground utility work? YES
4. Are you supportive of constructing sidewalk along the street? DEFINITELY NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: MARK ROGERS

Phone Number: 248 229 7977

Address: 770 Shirley

Email: TeamR5@comcast.net

BIRMINGHAM
A WALKABLE CITY

Melissa Coatta <mcoatta@bhamgov.org>

Arlington/Shirley plans

1 message

Fremont Scott <sawbone@comcast.net> Thu, Oct 5, 2023 at 9:00 AM
To: "mcoatta@bhamgov.org" <mcoatta@bhamgov.org>

Disagree with all proposal re Water/Sewers/Resurfacing and Sidewalks

Scott

776 Arlington

Sent from Mail for Windows

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? no
2. Are you supportive of the project to improve the sewer system along your street? no
3. Are you supportive of constructing an improved street upon completion of the underground utility work? no
4. Are you supportive of constructing sidewalk along the street? no

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: STUART BORMAN Phone Number: 248-420-2600

Address: 811 Shirley Email: SB@Borman.net

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? YES
2. Are you supportive of the project to improve the sewer system along your street? YES
3. Are you supportive of constructing an improved street upon completion of the underground utility work? DEPENDS ON DESIGN. BUT YES, GENERALLY
4. Are you supportive of constructing sidewalk along the street? YES, ON ONE SIDE, DEPENDING ON DESIGN. NO CURB ADJACENT = SIDEWALK

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: BALLER

Address: 822 SHIRLEY

Phone Number: 248-703-8365

Email: cmballer@avidpays.com
judy.baller@gmail.com

EXPRESSION OF INTEREST SURVEY FOR STREET I

SPECIAL ASSESSMENT COST EXAMPLE

is example is provided to illustrate how the special assessment costs are calculated for a typical residential operty. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to place the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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uestionnaire:

Are you supportive of the project to improve the water system along your street? Yes

Are you supportive of the project to improve the sewer system along your street? Yes

Are you supportive of constructing an improved street upon completion of the underground utility work? No

Are you supportive of constructing sidewalk along the street? Strongly opposed

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Brian Connolly Phone Number: 2486468919

Address: 843 Arlington Email: bconnolly1@aol.com

bconnolly1@aol.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? We haven't experienced issues with our water supply, but assume its time to replace
2. Are you supportive of the project to improve the sewer system along your street? Yes, we have common issues with flooding and improper drainage that would presumably get fixed?
3. Are you supportive of constructing an improved street upon completion of the underground utility work? I'm not supportive of the improvement and do not want to create a street for easier Maple to Lincoln cutthroughs. We already have this issue and the only
4. Are you supportive of constructing sidewalk along the street? I STRONGLY OPPOSE adding a sidewalk. I walk my dogs everyday and have no issue having no sidewalks. It is unfair to change the layout as it was when we bought the property and

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Contact Information:

Name: Kevin Marsh Phone Number: 248-808-8011

Address: 860 Arlington Email: kmarsh@angleadvisors.com

Sidewalks will only further narrow our street that is over taken nearly EVERY weekday with work trucks, contractors, and other vehicles lining both sides of the street. It is hard to drive down the street already with those vehicles and sidewalks make it worse!

way to keep the speed down is with a bumpy unimproved street

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? WE ARE SUPPORTIVE
2. Are you supportive of the project to improve the sewer system along your street? WE ARE SUPPORTIVE
3. Are you supportive of constructing an improved street upon completion of the underground utility work? WE ARE SUPPORTIVE
4. Are you supportive of constructing sidewalk along the street? WE ARE SUPPORTIVE

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: CHRISTOPHER & KAREN GAUDETTE Phone Number: 248-705-0492

Address: 880 SHIRLEY RD Email: cgaudette@aegai.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No

2. Are you supportive of the project to improve the sewer system along your street? NO

3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO

4. Are you supportive of constructing sidewalk along the street? NO

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Contact Information:

Name: Mike & Lindsay VanSyckle Phone Number: 415-602-9343

Address: 881 Arlington St Email: lindsay.lee.vansyckle@gmail.com

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? Yes
2. Are you supportive of the project to improve the sewer system along your street? Yes
3. Are you supportive of constructing an improved street upon completion of the underground utility work? Yes but interested to know more about it. have questions
4. Are you supportive of constructing sidewalk along the street? Yes

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Tony + Lynn Trense
Phone Number: 248.731.7740
Address: 905 Shirley
Email: lynn.trense@comcast.net

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3. Are you supportive of constructing an improved street upon completion of the underground utility work? No
4. Are you supportive of constructing sidewalk along the street? No

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Contact Information:

Name: G. TRIVAX

Phone Number: 248.417.7093

Address: 924 ARLINGTON BHAM

Email: GATREE@AOL.COM.

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? YES
2. Are you supportive of the project to improve the sewer system along your street? YES
3. Are you supportive of constructing an improved street upon completion of the underground utility work? YES
4. Are you supportive of constructing sidewalk along the street? ABSOLUTELY NOT

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: SAWYER

Phone Number: 704-904-9250

Address: 968 ARLINGTON

Email: RSAWYER824@AOL.COM

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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Questionnaire:

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2. Are you supportive of the project to improve the sewer system along your street? YES
3. Are you supportive of constructing an improved street upon completion of the underground utility work? ???
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Ed Levy, Jr. (for Linda Diener) Phone Number: 313-849-9225

Address: 970 Shirley Rd. Email: elevy@edwlevy.net

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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Questionnaire:

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3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Janet/Jean Lannen Phone Number: 650-580-7271

Address: 992 ARLINGTON Email: jeanlannen@mac.com

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2. Are you supportive of the project to improve the sewer system along your street? No

3. Are you supportive of constructing an improved street upon completion of the underground utility work? No

4. Are you supportive of constructing sidewalk along the street? No

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Simon Leopold and Sarah Winkler Phone Number: 917-687-1165

Address: 1000 Shirley Rd Email: SarahWinkler@detroitpublictheatre.org
Birmingham, MI 48009

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO – OUR PROPERTY RECEIVES [redacted] WATER FROM WEST LINCOLN, NOT ARLINGTON. WE SHOULD NOT HAVE TO PAY FOR WATER SYSTEM IMPROVEMENTS ALONG ARLINGTON.
2. Are you supportive of the project to improve the sewer system along your street? NO - THE SEWER AND DRAINAGE SYSTEMS ON ARLINGTON APPEAR TO BE PERFORMING ADEQUATELY WITH NO SIGNIFICANT BACK-UPS OR FLOODING. ALSO WE PREVIOUSLY REPLACED OUR SEWER LINE TO THE STREET (ARLINGTON) AT OUR OWN EXPENSE.
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO – VEHICLES ARE CURRENTLY DRIVEN AT EXCESSIVE SPEEDS ON ARLINGTON (OFTEN MORE THAN 35 MPH). IF THE STREET IS IMPROVED, CARS WILL BE DRIVEN EVEN FASTER, AND PUBLIC SAFETY WILL BE ENDANGERED.
4. Are you supportive of constructing sidewalk along the street? NO – THIS WOULD RESULT IN THE DESTRUCTION OF MANY TREES AND NEGATIVELY AFFECT THE AESTHETICS OF THE BEAUTIFUL LOTS ON ARLINGTON AND SHIRLEY.

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: WILLIAM AND NANCY EDMUNDS

Address: 1420 WEST LINCOLN
BIRMINGHAM, MI 48009

Phone Number: 248-763-9741 (WILLIAM – CELL #)

Email: Williamcedmunds@gmail.com

To: Multi-Modal Transportation Board
From: A concerned resident who prefers to remain anonymous
Re: Arlington/Shirley road improvements
Date: October 5, 2023

This project is special because it is a large improvement project, in both scope and expense, and one of the first unimproved streets to be improved since the commission adopted the Ad Hoc Unimproved Streets Committee recommendations.

It presents many opportunities:

- To show that the city can successfully execute on projects that require buy-in and significant investment by property owners.
- To innovate on design and recognize that one size can't fit all while also imposing some important standards such as street width and sidewalk installation.
- To develop a communications and engagement template that gains as much consensus as possible among property owners and decision makers.

It's very important that you get it right, and I urge everyone involved to take their time. No one is interested in a rush job, and it's better to do it right than do it on time.

So what will doing it right look like? What will achieve the greatest consensus?

Any design MUST:

- Retain the stately character of the neighborhood. Large lots. Big lawns. Deep setbacks. Sweeping curves.
- Calm traffic and reduce the appeal to cut-through traffic.
- Provide a safe pedestrian experience, measured not by accidents or number and speed of cars, but by pedestrian perception.
- Strictly limit the use of curb-adjacent sidewalks, which should be used only as last resort.
- Respect existing trees and other significant landscaping in the right-of-way.
- Dignify entrance(s) to park.

Please consider the following:

- Including Brandon in the project scope. This street is in terrible shape. At least cape seal it and improve the park entrance.
- A sidewalk on one side, possibly crossing from side to side as appropriate; wider than normal; designed as a "path" or "trail" that meanders, not necessarily following property lines.
- Speed humps or speed tables.
- Seeking easements where necessary to preserve existing landscaping. Though this may take time, it is worth it if necessary.
- Reducing the size of the two Shirley/Arlington intersections with bump-outs or small, landscaped roundabouts.
- A treatment of the east side of Shirley just south of Maple, a unique condition where the right-of-way is adjacent to rear lots and treatment varies according to property owner whim.
- Bio-swales and biodiverse plantings where appropriate.

thank you for this and moving all to bcc in my reply - clearly the city has no idea what is going on our two streets - given the number of construction trucks etc... anything the city would build would be destroyed in less than a year - when our kids were younger we would have loved to have have something like this considered but in our current living environment we are more of a construction zone than a neighborhood - my 2 cents

[Quoted text hidden]

--

Mike Minelli
Mobile (313) 303-4331

CORYELL PARK ASSOCIATION
(Arlington & Shirley Property Owners)

October 27, 2023

Dear MMT Board Members:

We thank the City of Birmingham for considering a number of changes to our streets for 2024-2025. Here are our property owners' positions on these considerations.

First, a tabulation of the Expression of Interest surveys obtained via a FOIA request shows that 88% of the property owners surveyed are not in favor of adding sidewalks to our streets. This is due to the environmental damage it would cause to many "heritage trees" (over 100 years old) in the city right-of-way space, damage to landscape/sprinkler systems down to the curb, the sloping/hilly nature of many front yards, the City's requirement to clear sidewalks of snow, a construction period of 4 to 6 months and the high assessment expense due to our many large, contiguous and corner lots. Our neighborhood already has one sidewalk on Shirley for city residents to reach Linden Park from West Lincoln and the majority of our 71 property owners believe that this is sufficient, especially since our streets are not the only ones in the city without sidewalks.

Second, without a need for sidewalks, the vast majority of our property owners also see no reason to downsize the streets from their existing 33-foot width or to replace our unimproved streets with improved streets. Most property owners (especially seniors) need maintenance help with grass mowing, lawn fertilization and leaf raking which often results in commercial trucks on both sides of our streets, not to speak of coping with new house construction which is intense. But, our wide streets still allow passage of vehicles in both directions at these times. Downsizing our streets to the city standard would not only eliminate this benefit, but create less safe conditions for bicyclists, children using the school bus, residents taking out trash and less space for leaf collection. While our unimproved streets are not perfect, they meet our needs and the few rough spots help reduce the speed of cut-through vehicles that an improved street would only make worse.

Third, while our sewer and water main pipes are old, they are meeting our needs due to the suburb quality of materials and workmanship used at the time of installation which cannot be said for today when most construction companies cannot find materials or workers, let alone ones with the needed expertise. While we believe in "planning for the future," we also believe in "not fixing something that is not broken." Finally, due to our large lots, we cannot afford the assessments in the $40,000 to $100,000 range if the City's plans are recommended by you and approved by the City Commission.

In summary, our property owners are requesting the status quo for our two streets. Please recommend use of the maintenance budget to handle street/sewer/water main repairs as required, but not change our unimproved streets and existing sewers/water mains.

Midge Moran

Midge Moran, President

Jim Mirro

Jim Mirro, Project Coordinator

CORYELL PARK ASSOCIATION
(Arlington & Shirley Property Owners)

October 30, 2023

Dear MMTB Members,

This is the reaction of the majority of property owners to the City's detailed street plan provided to us during the past weekend. It should be considered in addition to our letter of 10-27-23, which was written before knowledge of the plan's details had been received.

First, there is disappointment with the level of insensitivity in the City's proposed plan to destroy 107 mature living trees and nearly all landscaping in our right-of-way spaces. This is to make room for sidewalks that the vast majority of property owners do not want and will be rarely used by anyone since there is already a pedestrian path to Linden Park and Rouge Trail off Maple Road. This plan goes against the City's stated goals for sustainability/biodiversity and does not make economic or ecological sense. It calls for replacement of all 107 destroyed trees with new trees that will take years to reach the appearance/oxygen productivity we have today and that makes our streets so beautiful.

Second, to justify this plan by classifying most of these trees as "fair" or "poor" or "not recommended" and therefore worthy of destruction also shows a level of insensitivity and lack of respect for the historic tradition of our neighborhood that was founded in 1915 as the Coryell Nursery. John Coryell chose the layout of our streets to preserve many of these trees which can now be designated by the State of Michigan DNR as "Heritage Trees" by surpassing 100 years of age. Saving these trees will also help our neighborhood and Birmingham maintain its reputation of being environmentally friendly.

Third, the plan refers to two pedestrian deaths on Woodward Avenue in 2021 as a reason to propose sidewalks for Arlington and Shirley. We too want to avoid accidents and, to the best of our knowledge, there has never been even a near-accident event involving a pedestrian or biker and a vehicle on our streets. In fact, a narrowing of our streets for sidewalk space will actually INCREASE the likelihood of an accident for bicyclists and vehicles because it will reduce the viewing space and driving space for both. This would be a problem for the charity bike events on our streets approved by the City each year.

Fourth, we cannot support the plan for sidewalks on both sides of our streets or the "compromise plan" for sidewalks on one side only. Sidewalks on one side only would disfigure our neighborhood and clearly be an unfair assessment outcome to the sides chosen. This proposal represents an insensitivity to our neighborhood's spirit of fairness.

In summary, we ask MMTB to recommend to the Commissioners that no sidewalks or street narrowing be considered for Arlington/Shirley and we also be allowed to keep our present sewer/water mains and unimproved surfaces that are serving us well. Thank you.

Midge Moran, President

Jim Mirro, Project Coordinator

CORYELL PARK ASSOCIATION
(Arlington & Shirley Home Owners)

Dear MMTB Members,

November 1, 2023

Arlington/Shirley home owners received information yesterday you should know about when meeting tomorrow to discuss the Arlington/Shirley sidewalk/street proposal.

A few days ago, the Michigan Department of Natural Resources was contacted about the City's plan and has expressed 5 different concerns. The first concern is the destruction of 107 mature living trees in the street right-of-way (ROW) spaces to make room for sidewalks when other alternatives are available. Second, the DNR warns that, besides direct destruction of trees in the ROW space, construction of new sidewalks and streets will likely lead to the mortality of many other trees on adjacent private property caused by root disturbance. Third, the destruction of so many trees for a cause not favored by a majority of property owners creates bad optics for a city that requested and was awarded on National Arbor Day just this year the designation of "Tree City USA." This was based on a recommendation by the Urban and Community Forestry Division of the DNR. Fourth, the optics become even worse when some of these trees may be categorized as "Heritage Trees" by having been planted in the Coryell Nursery property over 100 years ago. Fifth, if the City proceeds with its plan, it may decrease its chances to obtain a portion of the record level $4.5 million in 2024 grant funds that are available to Tree City USA designees. Because of these concerns, Program Director Lawrence Sobson, who holds a degree in Forestry and Environmental Engineering, said he is willing to meet with the MMTB to seek a better way forward than the present plan.

Also in the past few days, the City's Planning and Engineering Departments received a FOIA request that would provide our property owners with information on specific sewer and water main leaks/breaks or fire hydrant pressure problems and where on Arlington and Shirley streets these leaks/breaks/problems are located. The answer provided yesterday is that this information is not currently available and would require staff work to provide answers. It must be concluded from this answer that the information for home owners to agree to a replacement program does not now exist. If information exists about specific problems to justify replacement other than "old age," it would help to see it.

The Westwood Street repaving project last year replaced a street surface satisfactory to most users with one that is not holding up well to the demands of new home construction (attached photo). Arlington and Shirley currently have 10 new home construction and remodeling projects underway with more expected next year. Our existing pavement is holding up well to this and, based on the Westwood paving experience, we prefer to keep a proven surface rather than a new one that may be an on-going problem.

Midge Moran, President

Jim Mirro, Project Coordinator

Nicholas Dupuis

To: Brad Host & Jana Ecker November 15, 2023

Cc: Other Commissioners, MMTB, Department Directors, Staff Members

Dear Brad & Jana,

I want to thank both of you for the outstanding support that both of you have given to the Coryell Park Association of Arlington and Shirley property owners regarding the proposal to add sidewalks and to narrow our streets. As the Project Coordinator appointed by the officers of Coryell Park to this project, I have needed information for our 71 property owners to arrive at a position and to file an appropriate petition to the MMTB and to the Board of Commissioners that reflects their best interest and the best interest of the rest of the City. Toward this end, your cooperation has been invaluable.

Brad, the assistance you have provided truly exemplifies what "representative government" means to all the City's residents. When we have asked questions about navigating the process with MMTB and the Board of Commissioners, you have been there to answer every question in an objective and unbiased manner. You have told us which other streets have gone through this process and who to talk to on those streets to obtain their opinion and what they would have done differently in retrospect. You have told us how to provide information and answers that are needed by the MMTB to arrive at their recommendation and to the Commissioners in arriving at their vote. You have always answered the phone when we have called. You are the perfect Commissioner and I think all of Birmingham knows this since you received the most votes of anyone running for office in this past election. Congratulations and keep up the good work.

Jana, the assistance you and your staff have provided has allowed us to analyze the data related to sidewalk benefits and disadvantages, street conditions, sewer/water main alternatives and street width benefits/disadvantages. When I asked your assistant, Ann, for a meeting with you on Monday, she said that you could meet with me a day earlier on Friday. And you asked all Department Directors to attend for an hour so that no question would go unanswered. When I had met earlier with your staff members and asked a question or for a presentation page from previous meetings, they stopped what they were doing and provided me with the best answer they had available at the time or emailed me the information/page the next day. You have a superbly responsive team of professionals which we citizens appreciate very much. Cherish each and every one of them.

Summary: I think that the secret to Birmingham's success is allowing its citizens to talk with everyone involved in the process all along the way. This is not only "freedom of speech" enshrined in our Constitution, but the secret to making all government work well for the people it represents. Please know how much we, the citizens, appreciate your protection of this secret ingredient for the well being of our City and never, ever lose it.

Sincerely,

Jim Mirro, CPA Project Coordinator

BIRMINGHAM
A WALKABLE CITY

MEMORANDUM

Police Department

DATE: November 30, 2023

TO: Multi-Modal Transportation Board

FROM: Brooks Cowan, City Planning
Ryan Kearney, Police Captain
Melissa Coatta, Engineering Department
Brad Strader, MKSK
Julie Kroll, Fleis & Vandenbrink

SUBJECT: Columbia Street Corridor– All-Way Stop Intersection Evaluations

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INTRODUCTION

The City received resident requests to evaluate traffic safety measures for the intersections along Columbia Street.

BACKGROUND

Columbia is a residential street south of E Maple between S Adams Rd and S Eton St. Columbia shares intersections with Yosemite Blvd, Villa Rd, Hazel St, Bowers St, and Haynes St.

Residents have noted a large amount of cut-through and speeding traffic from E Maple and substantial on-street parking due to the condominium complexes in the corridor contributing to sight-distance issues at the intersections of Columbia.

EVALUATION

City Traffic Consultants, Fleis & Vandenbrink (F&V) performed a field study on Monday, November 13, 2023, to review the intersection sight distance concerns noted by residents requesting traffic control. The current signage for intersection control is as follows:

- Two-way STOP control is provided on the minor street approaches at all study intersections, except Haynes, where a YIELD sign is posted on the Columbia southbound approach.
- A 'No Parking Here to Corner' sign is located on the north leg of the intersection of Columbia and Yosemite along the east side of Columbia.
- 'No Parking Here to Corner' signs are located on the south leg of the intersection of Columbia and Villa along both sides of Columbia.

The study utilized guidance from the Michigan Manual on Uniform Traffic Control Devices and applicable criteria, including evaluation of the Crash History, Traffic Volumes, and Sight Distance at the intersections, which resulted in the following:

1. The intersection of Columbia and Villa does not have the necessary intersection sight distance to operate as a two-way stop. Line of sight obstructions were identified from the on-street parking both north and south of the intersection on Columbia Street.
2. The intersection of Columbia and Haynes does not have the necessary sight distance to operate as yield-controlled due to line-of-sight obstructions.

RECOMMENDATION
Motion to recommend All-way stop control to the City Commission at the intersections of Columbia St & Villa Rd and Columbia St & Haynes St.

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

MEMO

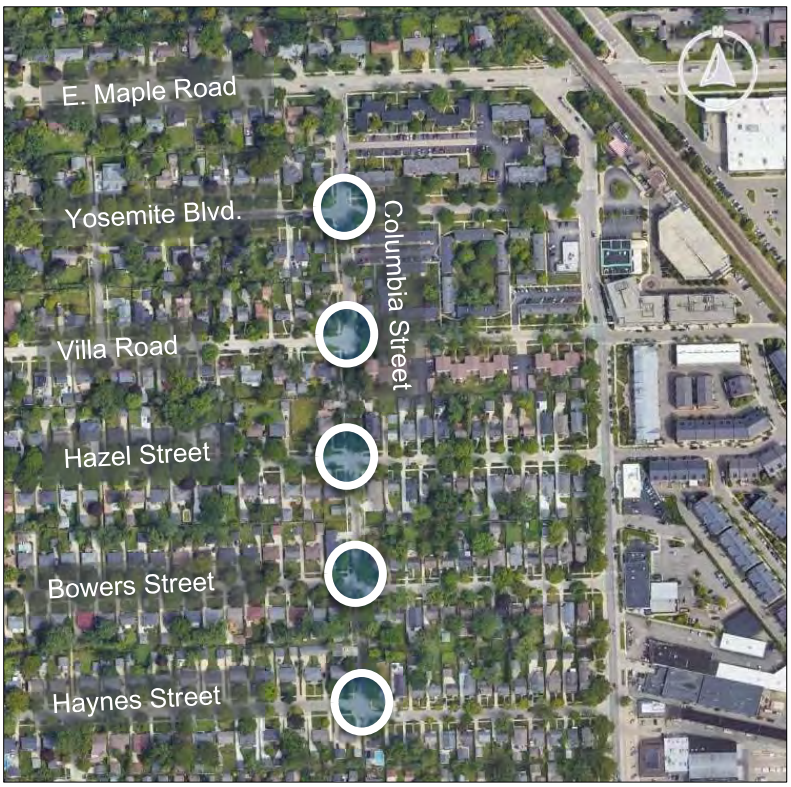
VIA EMAIL: RKearney@bhamgov.org

To:	**Cpt. Ryan Kearney** **Birmingham Police Department**
From:	**Julie M. Kroll, PE, PTOE** **Paul Bonner, EIT** **Fleis & VandenBrink Engineering**
Date:	**November 28, 2023**
Re:	**Columbia Street Corridor** **All Way Stop Intersection Evaluations**

Fleis & VandenBrink (F&V) staff is pleased to present this memo to the City of Birmingham for your use in evaluating the recommended traffic control signing for the Columbia Street intersections, shown in Figure 1 below. This study was performed to determine if All Way Stop Control is recommended at the intersections on Columbia Street south of Maple Road:

1. Columbia Street & Yosemite Boulevard
2. Columbia Street & Hazel Street
3. Columbia Street & Haynes Street
4. Columbia Street & Villa Road
5. Columbia Street & Bowers Street

FIGURE 1: STUDY INTERSECTION LOCATION MAP



27725 Stansbury Boulevard, Suite 195
Farmington Hills, MI 48334
P: 248.536.0080
F: 248.536.0079
www.fveng.com

The guidance regarding regulatory traffic measures is provided in the *Michigan Manual of Uniform Traffic Control Devices (MMUTCD)* Sections 2B.04, 2B.06, and 2B.07. Additional information is provided in the American Association of State Highway and Transportation Officials (AASHTO) *Geometric Design of Highway and Streets (Green Book)*. F&V referenced the *MMUTCD* and additional documents to evaluate the existing intersection conditions and develop recommendations. The results of the analysis and recommendations are included herein.

FIELD REVIEW

F&V staff performed a field review of the study intersections on Monday, November 13, 2023, to review the intersection, sight distance, and concerns as noted by residents requesting traffic control. The photos taken during the field visit are attached.

Key findings from the field review are summarized below:

- Two-Way STOP control is provided on the minor street approaches at all of the study intersections, with the exception of Haynes Street, where a YIELD sign is posted on the Columbia Street southbound approach.
- A No Parking Here To Corner sign is located on the north leg of the intersection of Columbia Street and Yosemite Boulevard along the east side of Columbia Street.
- No Parking Here To Corner signs are located on the south leg of the intersection of Columbia Street and Villa Road along both sides of Columbia Street.

INTERSECTION CONTROL ANALYSIS

The study intersections along Columbia Street are four-leg intersections with two-way stop control on the minor approaches with the exception of the intersection of Columbia Street at Haynes Street is a T-intersection with a YIELD sign along southbound Columbia Street. Section 2B.07 of the *MMUTCD* provides a set of criteria to evaluate in order to determine when the installation of multi-way stop should be considered at an intersection. The applicable criterion includes the evaluation of the *Crash History*, *Traffic Volumes*, and *Sight Distance* at the intersection.

A. TRAFFIC VOLUMES

A. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour, for any 8 hours of an average day.

B. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but

C. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

When no single criterion is satisfied, but where Criteria A, B, and the Crash Criteria are all satisfied to 80 percent of the minimum values. Criterion C is excluded from this condition.

- The Birmingham Police Department collected speed and volume data on the Columbia Street corridor.

B. SIGHT DISTANCE

Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.

- F&V evaluated intersection sight distance at all of the study intersections in accordance with the guidelines outlined in the AASHTO *Green Book*. Speed data was collected in April 2023 by the Birmingham Police Department that showed an 85th percentile speed of 25 mph that was used in the sight distance evaluation.

C. Crash History

Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

- The Birmingham Police Department provided five (5) years of crash for the Columbia Street corridor.

Columbia Street & Yosemite Boulevard

A. **Traffic Volumes:** The volume data at the intersection does not meet the volume thresholds.
B. **Sight Distance:** The intersection of Columbia Street and Yosemite Boulevard provides the necessary sight distance to continue to operate as a Two-Way Stop controlled intersection.
C. **Crash History:** The most recent five (5) years of crash data for the intersection of Columbia Street and Yosemite Boulevard were evaluated and indicated that only two (2) crashes occurred that could be corrected by changes in traffic control devices.

The results of the analysis show that All-Way Stop control is not recommended for the intersection of Columbia Street and Yosemite Boulevard. The analysis results are summarized below.

Columbia Street & Villa Road

A. **Traffic Volumes:** The volume data at the intersection does not meet the volume thresholds.
B. **Sight Distance:** The results of the sight distance evaluation indicates that the intersection of Columbia Street and Villa Road does not have the necessary intersection sight distance to operate as a two-way stop intersection. Line of sight obstructions were identified from the on-street parking both north and south of the intersection on Columbia Street.
C. **Crash History:** The most recent five (5) years of crash data for the intersection of Columbia Street and Villa Road were evaluated and indicated that no crashes occurred that could be corrected by multi-way stop control.

The results of the analysis show that All-Way Stop control is recommended for the intersection of Columbia Street and Villa Road. The analysis results are summarized below.

Columbia Street & Hazel Street

A. **Traffic Volumes:** The volume data at the intersection does not meet the volume thresholds.
B. **Sight Distance:** The intersection of Columbia Street and Hazel Street provides the necessary sight distance to continue to operate as a Two-Way Stop controlled intersection.
C. **Crash History:** The most recent five (5) years of crash data for the intersection of Columbia Street and Hazel Street were evaluated and indicated that no crashes occurred that could be corrected by multi-way stop control.

The results of the analysis show that All-Way Stop control is not recommended for the intersection of Columbia Street and Hazel Street. The analysis results are summarized below.

Columbia Street & Bowers Street

A. **Traffic Volumes:** The volume data at the intersection does not meet the volume thresholds.
B. **Sight Distance:** The intersection of Columbia Street and Bowers Street provides the necessary sight distance to continue to operate as a Two-Way Stop controlled intersection.
C. **Crash History:** The most recent five (5) years of crash data for the intersection of Columbia Street and Bowers Street were evaluated and indicated that no crashes occurred that could be corrected by multi-way stop control.

The results of the analysis show that All-Way Stop control is not recommended for the intersection of Columbia Street and Bowers Street. The analysis results are summarized below.

COLUMBIA STREET & HAYNES STREET

A. TRAFFIC VOLUMES: The volume data at the intersection does not meet the volume thresholds.

B. SIGHT DISTANCE: The results of the sight distance evaluation indicates that the intersection of Columbia Street and Haynes Street does not have the necessary intersection sight distance to operate as a Yield controlled intersection due to line of sight obstructions.

C. CRASH HISTORY: The most recent five (5) years of crash data for the intersection of Columbia Street and Haynes Street were evaluated and indicated that no crashes occurred that could be corrected by multi-way stop control.

The results of the analysis show that All-Way Stop control is recommended for the intersection of Columbia Street and Haynes Street.

SUMMARY

The results of the multi-way stop evaluation at the study intersection are summarized below:

Multi-Way Stop Sign Criterion (MMUTCD Section 2B.07)		Yosemite	Villa	Hazel	Bowers	Haynes
		Met?	Met?	Met?	Met?	Met?
A. Traffic Volumes	*A. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day.* *B. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but* *C. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.* *When no single criterion is satisfied, but where Criteria A, B, and the Crash Criteria are all satisfied to 80 percent of the minimum values. Criterion C is excluded from this condition.*	No	No	No	No	No
B. Sight Distance	*Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.*	No	**Yes**	No	No	**Yes**
C. Crashes	*Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*	No	No	No	No	No
Multi-Way Stop Control Recommended		**No**	**Yes**	**No**	**No**	**Yes**

RECOMMENDATIONS

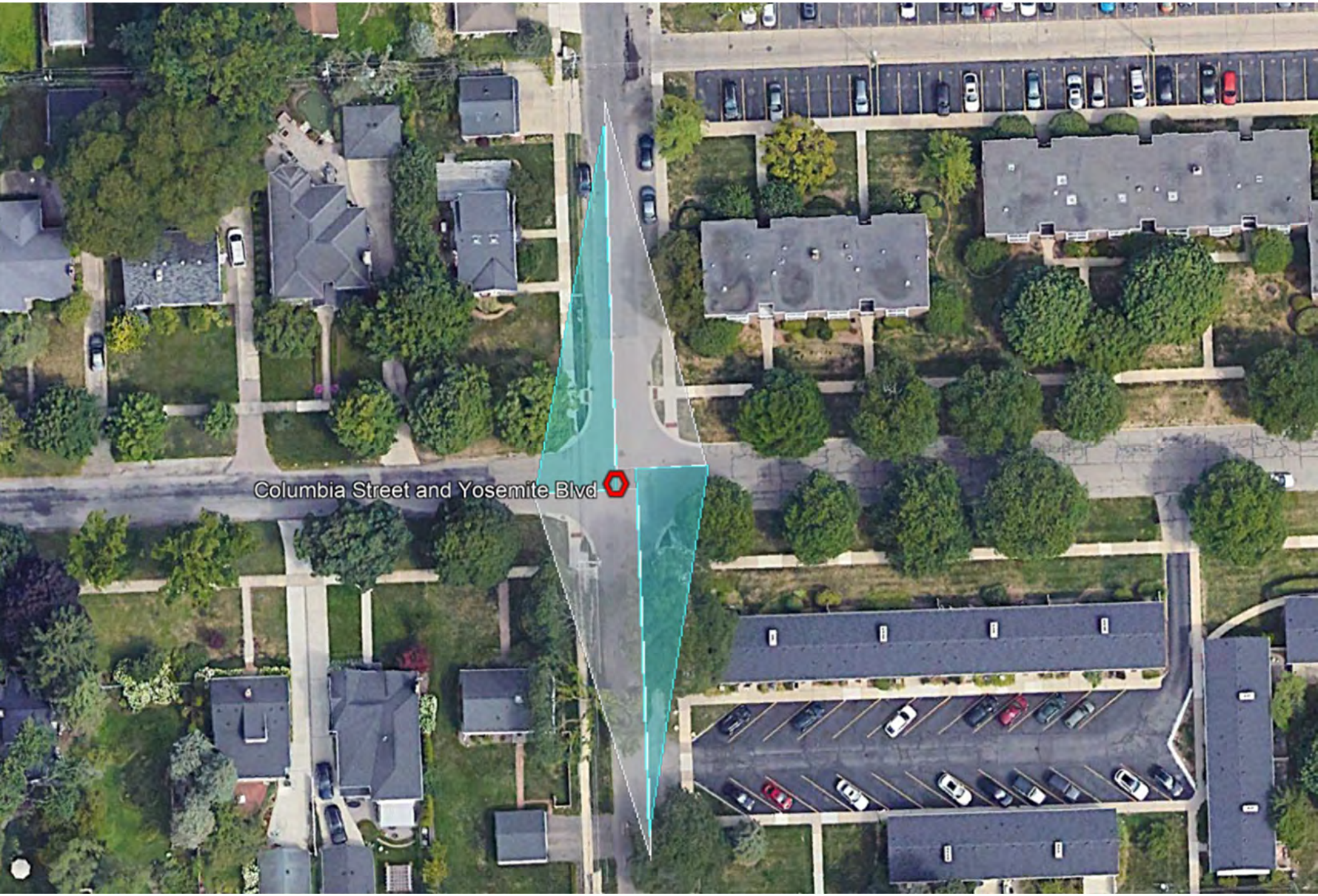
Based on the results of this study, All-Way Stop control is recommended for each of the following intersections:

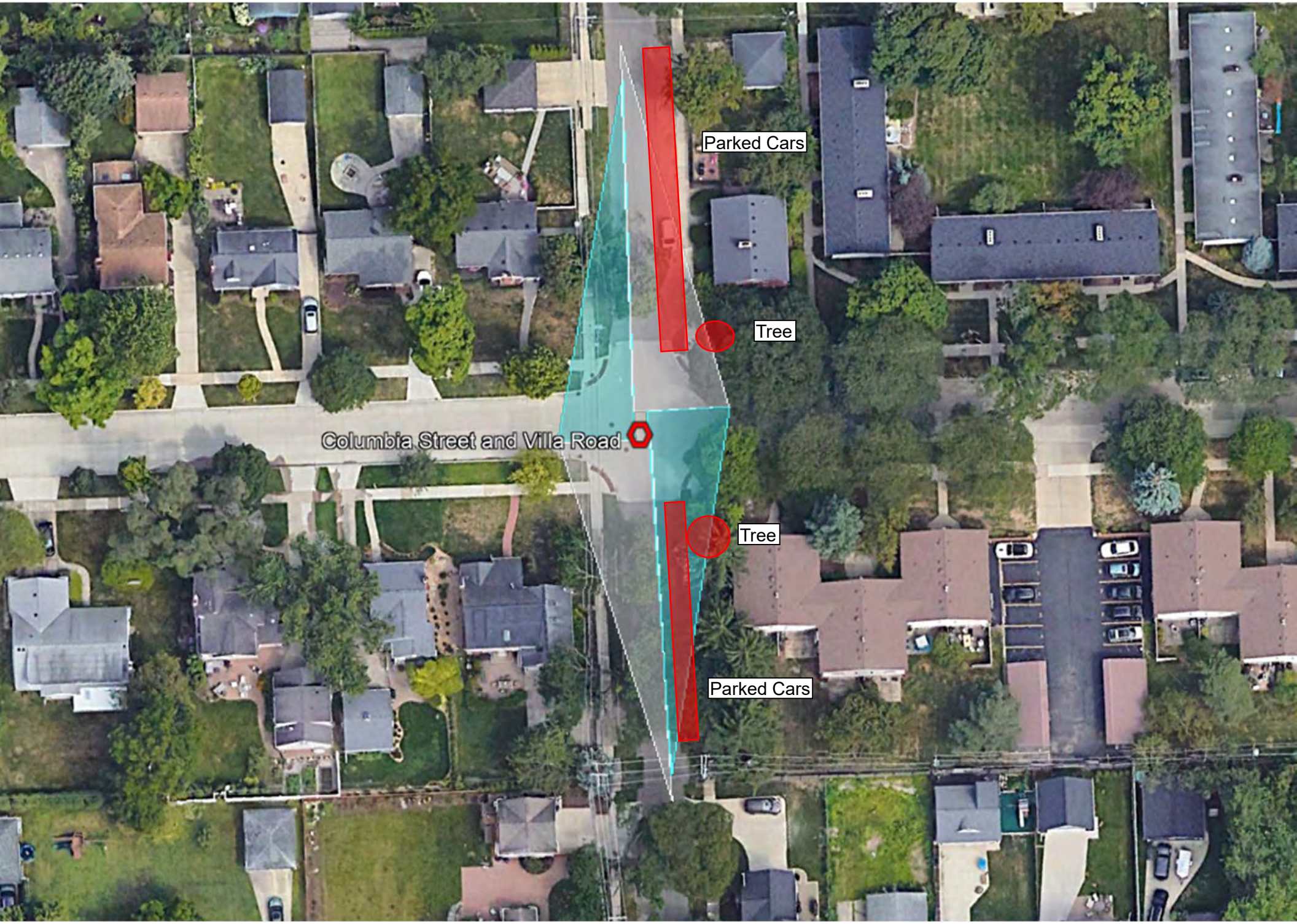
- Columbia Street & Villa Road, and
- Columbia Street & Haynes Street.

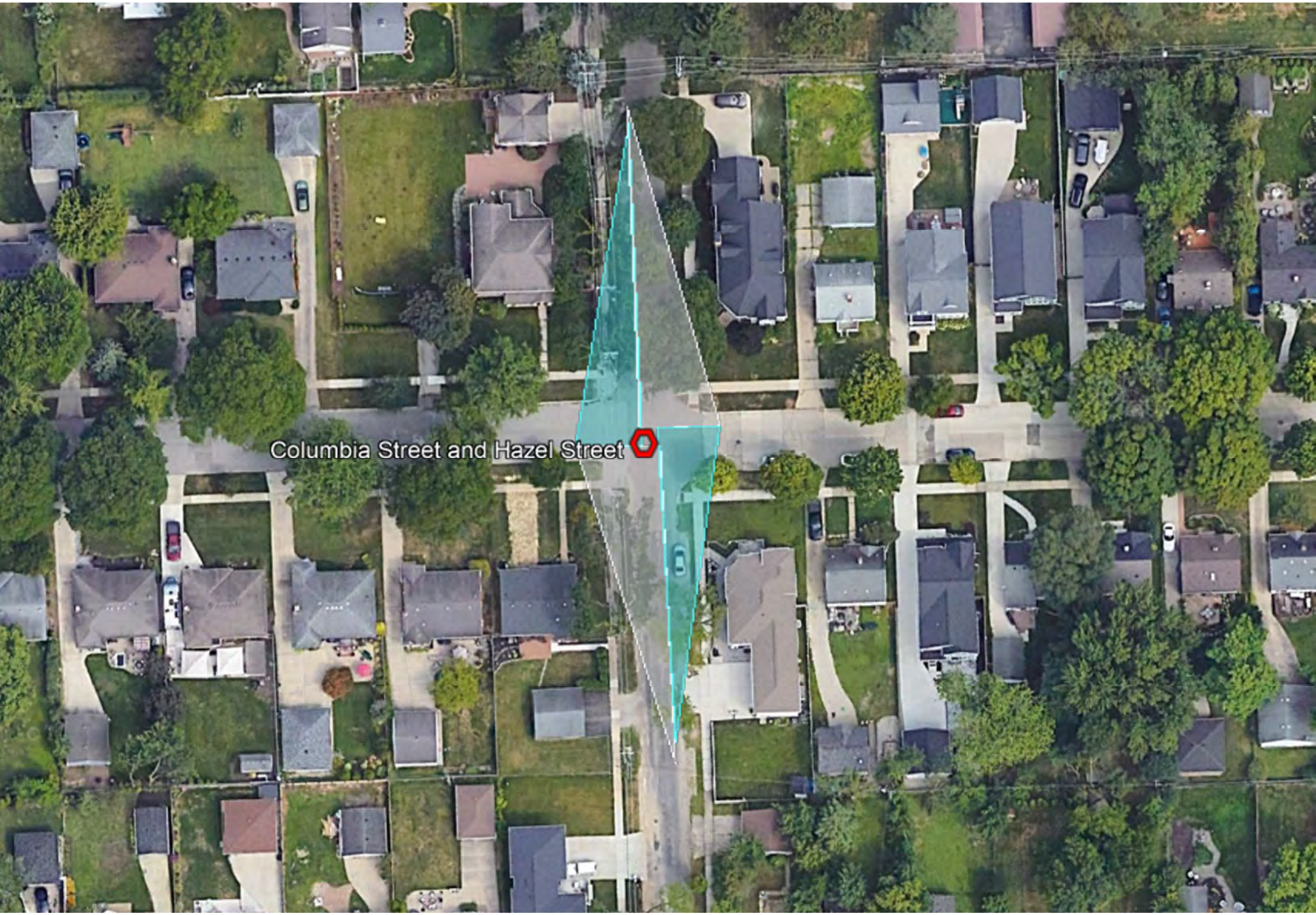
If you have any questions or concerns regarding this engineering analysis, please do not hesitate to contact our office.

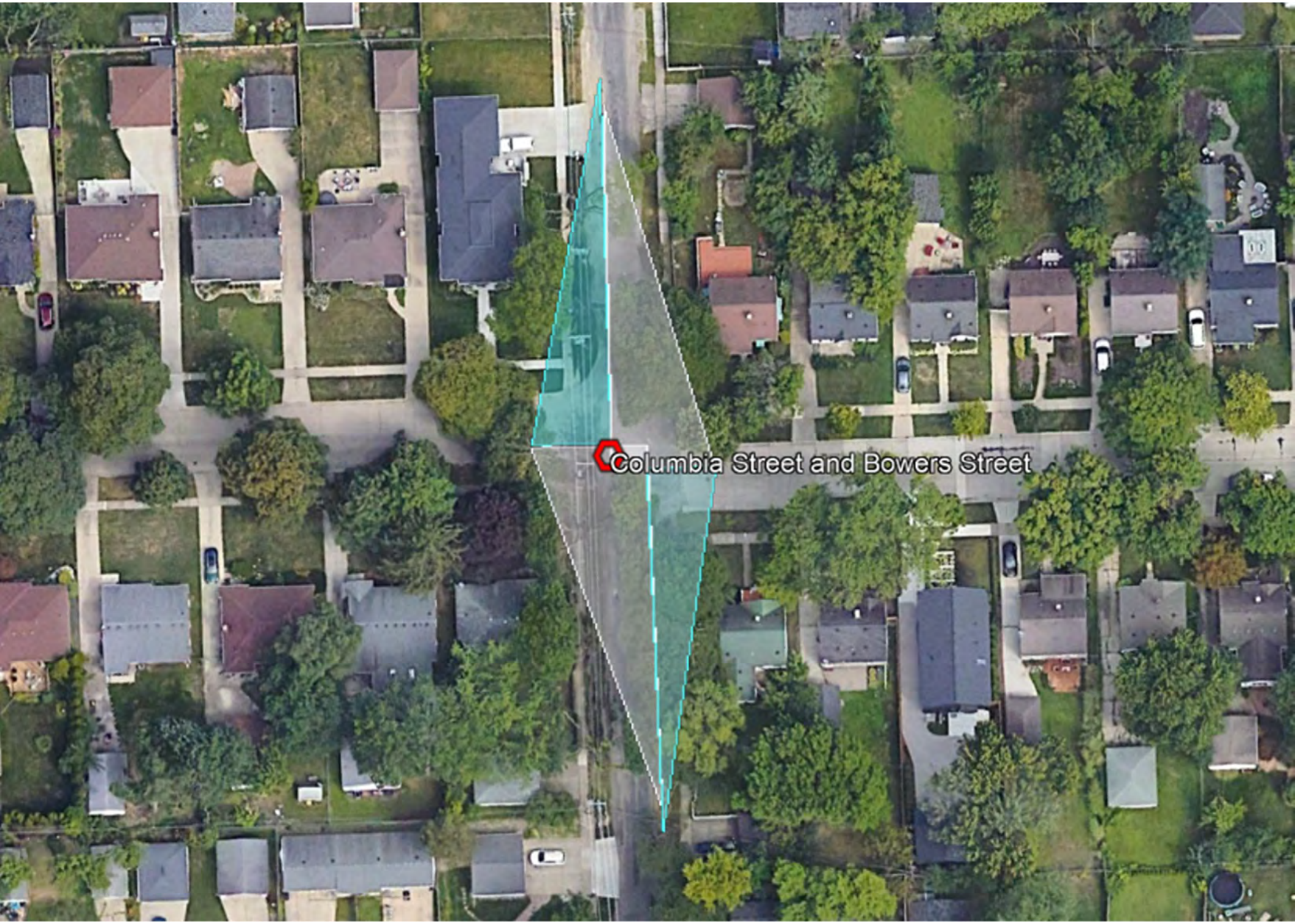
cc: Brooks Cowan, City Planner
Melissa Coatta, PE, City Engineer

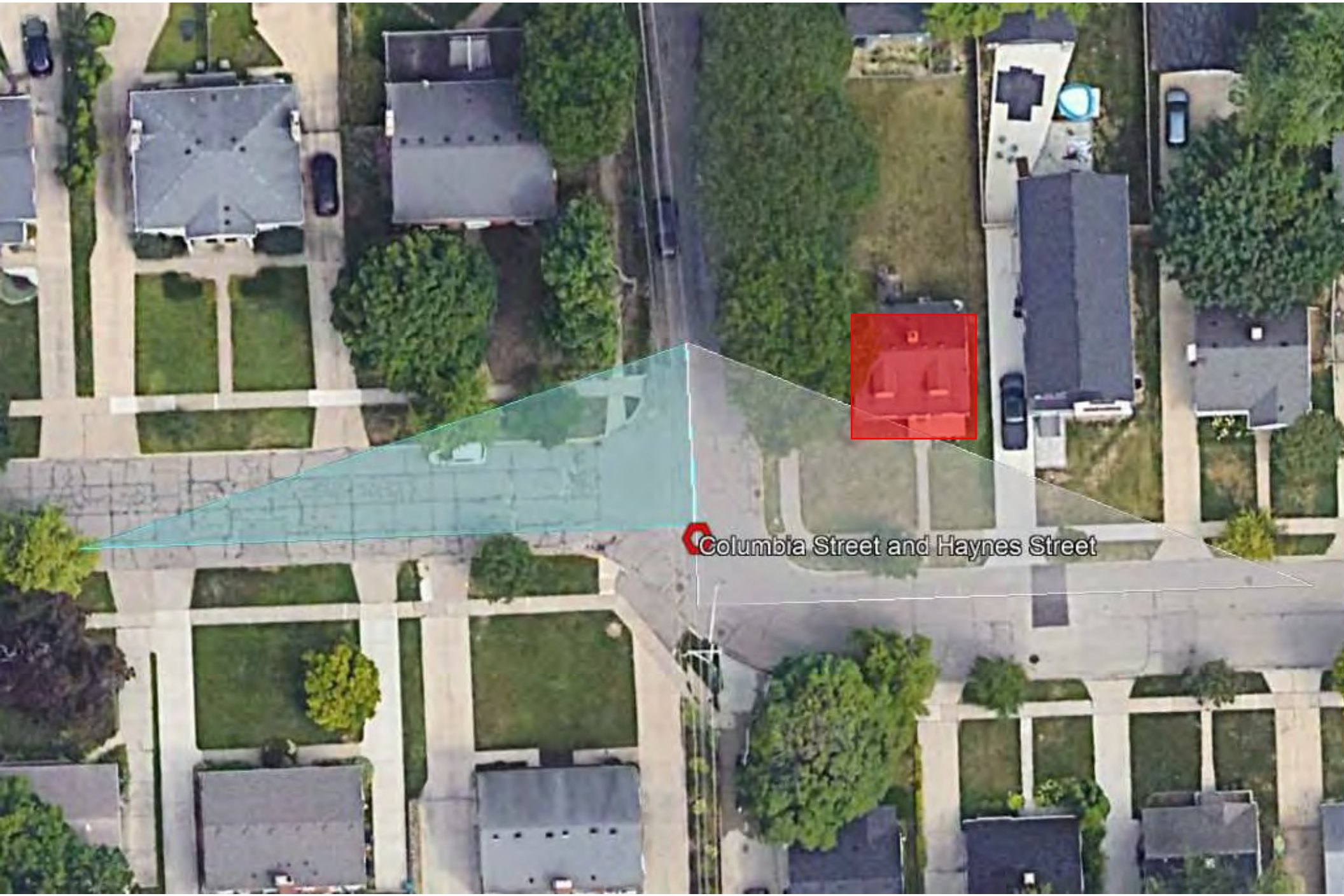
Attachments: Sight Distance Exhibits
Intersection Photos


Columbia Street and Yosemite Blvd


Parked Cars
Tree
Columbia Street and Villa Road
Tree
Parked Cars


Columbia Street and Hazel Street

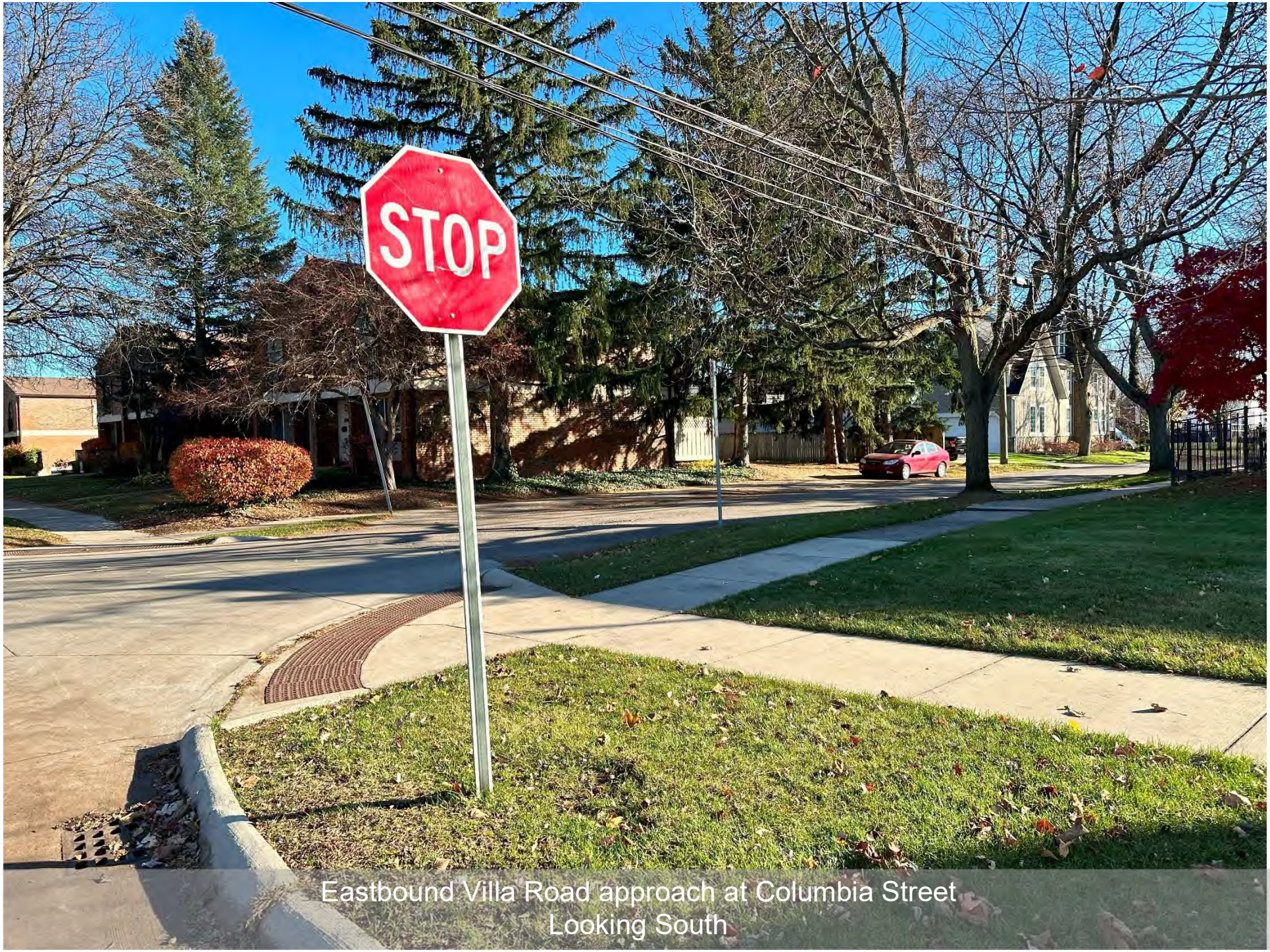

Columbia Street and Bowers Street


Columbia Street and Haynes Street

Eastbound Yosemite Boulevard approach at Columbia Street
Looking North

Westbound Yosemite Boulevard approach at Columbia Street
Looking North

Westbound Yosemite Boulevard approach at Columbia Street
Looking South



Eastbound Villa Road approach at Columbia Street
Looking South

Eastbound Villa Road approach at Columbia Street
Looking North

Westbound Villa Road approach at Columbia Street
Looking North

Westbound Villa Road approach at Columbia Street
Looking South

Westbound Hazel Street approach at Columbia Street
Looking West

Westbound Hazel Street approach at Columbia Street
Looking South

Eastbound Hazel Street approach at Columbia Street
Looking South

Eastbound Hazel Street approach at Columbia Street
Looking North

Eastbound Hazel Street approach at Columbia Street
Looking North

Eastbound Hazel Street approach at Columbia Street
Looking South

Westbound Bowers Street approach at Columbia Street
Looking North

Westbound Bowers Street approach at Columbia Street
Looking South

Westbound Bowers Street approach at Columbia Street
Looking West

Eastbound Bowers Street approach at Columbia Street
Looking South

Eastbound Bowers Street approach at Columbia Street
Looking North

Eastbound Bowers Street approach at Columbia Street
Looking South

Eastbound Bowers Street approach at Columbia Street
Looking North

Eastbound Haynes Street approach at Columbia Street
Looking North

Westbound Haynes Street approach at Columbia Street
Looking North

Southbound Columbia Street approach at Haynes Street
Looking East

Southbound Columbia Street approach at Haynes Street
Looking South

City of Birmingham

Report a Concern

Admin

Reference #: RAC-2023-00807
Source: GovAlert
Status: Closed
Disposition: No Issue
Date Entered: 10/30/2023 9:27:00 AM
Date In Progress:
Closed Date: 10/31/2023

Concern Details

Type: Street Signage
Description: Why are there no Stop Signs on Columbia? —it's a race track!
Address: N/A , N/A
Block:
Lot:
Location: near 355 Columbia St, Birmingham, MI

Complainant Details

Name: Brad Host
Address:
Email: Braddhost@gmail.com
Phone # (248) 219-2249

Property Owner Details

Name:
Address:
Email:

Work Details

Total Hours: 0.00
Total Material: $0.00
Total Labor: $0.00
Total Cost: $0.00

Status	Date Assigned	Date Completed	Employee Assigned	Work Cost	License Plate #

Violation Details

Notice Date:
Comply Date:

Status	Date Abated	Ordinance	Comments

Summons Details

Summons #	Issue Date	Ordinance	Disposition

Notes

Date & Time	By	Note Type	Note
10/31/2023 1:25:00 PM	Scott Grewe	Internal Note	

MEMORANDUM

Planning Division

DATE: December 1, 2023

TO: Multi-Modal Transportation Board

FROM: Brooks Cowan, Senior Planner
Ryan Kearney, Police Lieutenant
Melissa Coatta, Engineering Department
With assistance from:
Brad Strader, MKSK
Julie Kroll, Fleis & Vandenbrink

SUBJECT: Communications

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1. Maple & Balwin
    a. Crosswalk review

2. Oak & Lakepark
    a. Sight distance review for tall grass in median

3. Ruffner Cut Through
    a. Signage per MDOT recomendations

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MEMO

VIA EMAIL RKearney@bhamgov.org

To:	**Cpt. Ryan Kearney** **Birmingham Police Department**
From:	**Julie M. Kroll, PE, PTOE** **Paul Bonner, EIT** **Fleis & VandenBrink Engineering**
Date:	**November 28, 2023**
Re:	**Baldwin Road** **Pedestrian Crossing Evaluation**

Fleis & VandenBrink (F&V) staff is pleased to present this memorandum to the City of Birmingham for your use in evaluating a crosswalk requested on Baldwin Road. An inquiry from GovPilot requested the consideration of a marked crosswalk on the Baldwin Road approach at Maple Road, location shown in **Figure 1**.

Figure 1: Site Location Map

27725 Stansbury Boulevard, Suite 150
Farmington Hills, MI 48334
P: 248.536.0080
F: 248.536.0079
www.fveng.com

CROSSWALK EVALUATION

FIELD REVIEW

F&V staff performed a field review of the intersection on Monday, November 13, 2023, to review the existing pedestrian crossing location, photos taken during the field visit are attached. Key findings from the field review are summarized below:

- The current ADA ramps were installed in 2009 as part of the new bridge construction project on Baldwin Road. The ramps were installed per current design criteria at the time the construction was performed.
- The ramps do not meet current ADA standards; however, they are not required to be replaced.

CITY OF BIRMINGHAM CROSSWALK STANDARDS

The City of Birmingham crosswalk standards were reviewed to determine if the pedestrian crossing would be considered for pavement markings.

Criteria	Meets?
Jurisdiction - City of Birmingham	Yes
Are there sidewalks and curbs?	Yes
Location Factors (3)	Yes
• Stop Sign	
• Designated Key Crossing route on Multi-Modal Plan	
• Located within ¼ mile of midblock trail crossing	
Recommendation	**Provide marked crosswalk**

RECOMMENDATIONS

The following treatments are recommended:

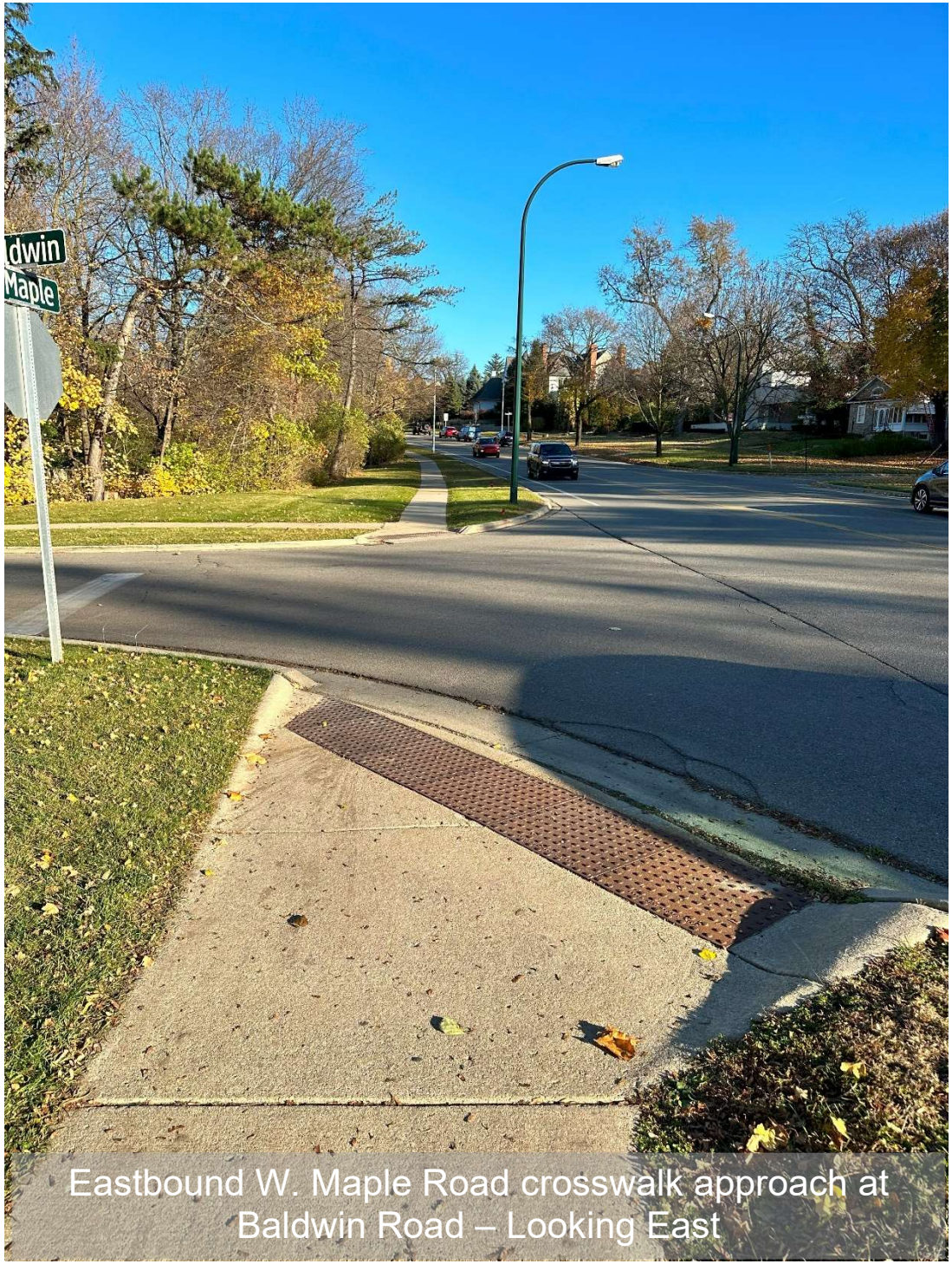
- Provide a marked crosswalk, 6-feet wide consistent with the City standards.
- Consider programming improvements at the intersection to provide upgraded ADA ramps at the intersection consistent with current PROWAG requirements.

If you have any questions, please do not hesitate to contact us.

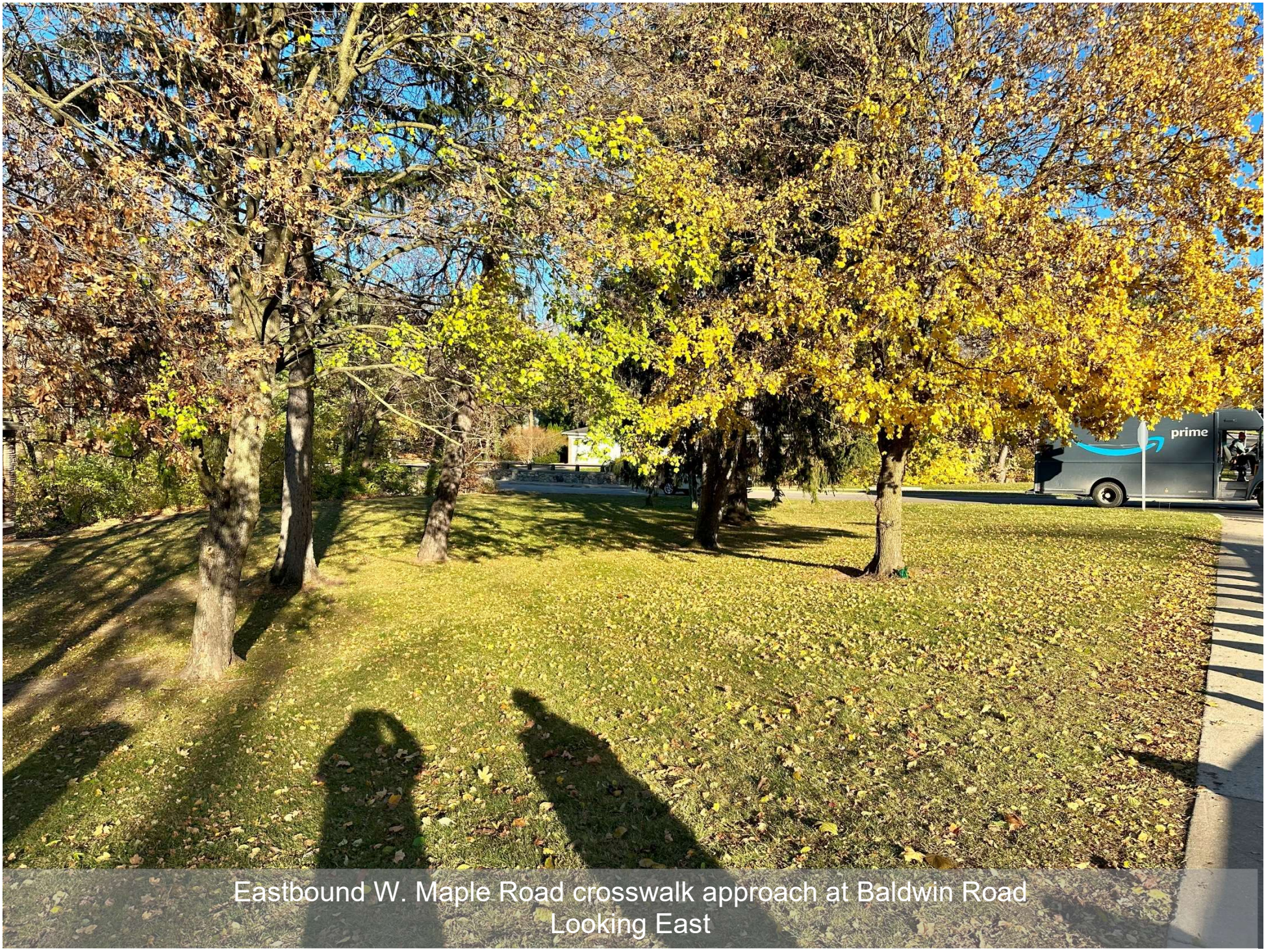
Attachments: Intersection Photos

cc: Brooks Cowan, City Planner
Melissa Coatta, PE, City Engineer

Westbound W. Maple Road crosswalk approach at Baldwin Road – Looking West



Eastbound W. Maple Road crosswalk approach at Baldwin Road – Looking East



Eastbound W. Maple Road crosswalk approach at Baldwin Road
Looking East

Southbound Baldwin Road approach at W. Maple Road
Looking West

Southbound Baldwin Road approach at W. Maple Road
Looking South

Northbound Baldwin Road at bridge over Rouge River
Looking North

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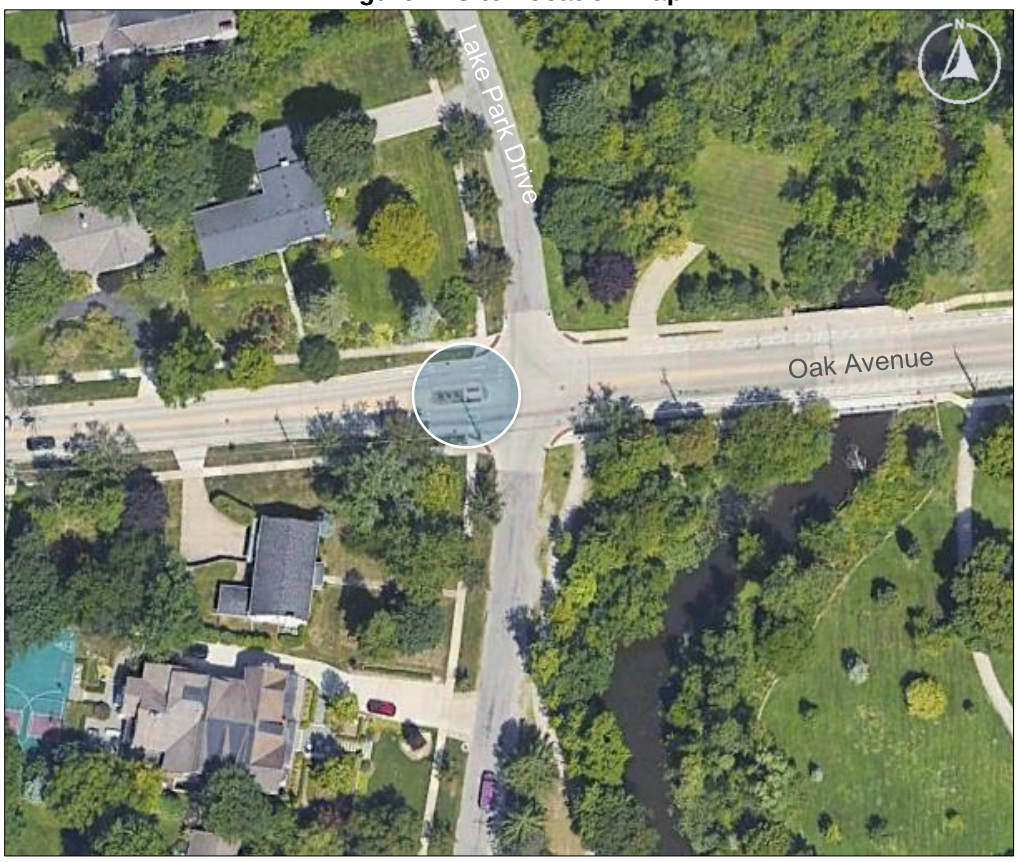
MEMO

VIA EMAIL RKearney@bhamgov.org

To:	**Lt. Ryan Kearney** **Birmingham Police Department**
From:	**Julie Kroll, PE, PTOE** **Paul Bonner, EIT** **Fleis & VandenBrink Engineering**
Date:	**December 1, 2023**
Re:	**Oak Avenue & Lake Park Drive – Sight Distance Evaluation**

Fleis & VandenBrink (F&V) staff is pleased to present this memorandum to the City of Birmingham for your use in evaluating the intersection of Oak Avenue & Lake Park Drive. The City of Birmingham has received input from neighborhood residents regarding the safety of this intersection and requested an evaluation to determine if the raised median landscape on Oak Ave is creating an obstruction to the intersection sight distance. The study intersection is shown on Figure 1.

Figure 1: Site Location Map



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FIELD REVIEW

F&V staff performed a field review on Monday, November 13, 2023, to review the sight distance at the Oak Ave and Lake Park Ave intersection. At the time of the field review, vegetation on the median refuge island located west of Lake Park Drive was pruned. The photos taken during the field visit are attached.

SIGHT DISTANCE

The intersection sight distance evaluation is shown on Figure 2, there is adequate sight distance provided at the intersection. However, it was observed that there is vegetation planted within the raised median. At the time of the field review, the vegetation had been sheered. AASHTO calculates sight distance based upon a 3.5 ft driver eye height. Therefore, any items located within the clear vision areas and sight triangles should be less than the driver eye height.

Figure 2: Oak Ave. & Lake Park Drive Intersection Sight Distance

RECOMMENDATIONS

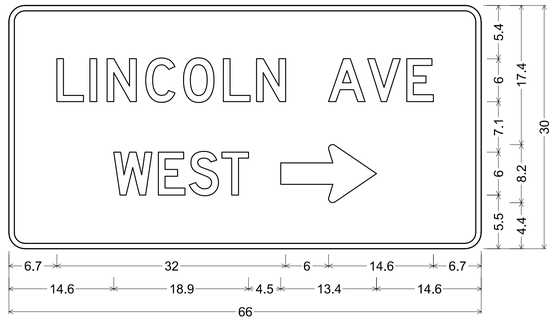
- Landscaping items located within the clear vision areas should be less than 3.5 feet, as measured from the adjacent street or gutter pan, where applicable.

Any questions related to this memorandum, study, analysis, and results should be addressed to Fleis & VandenBrink.

cc: Brooks Cowan, City Planner
Melissa Coatta, PE, City Engineer

Attachments: Intersection Photos

PAB:jmk



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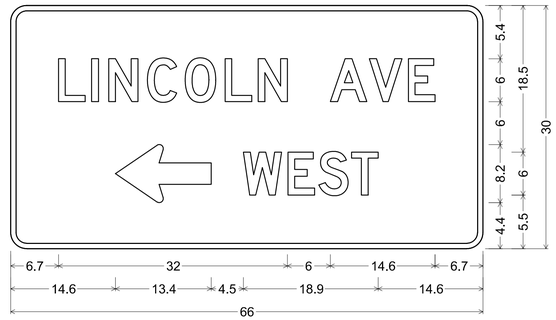
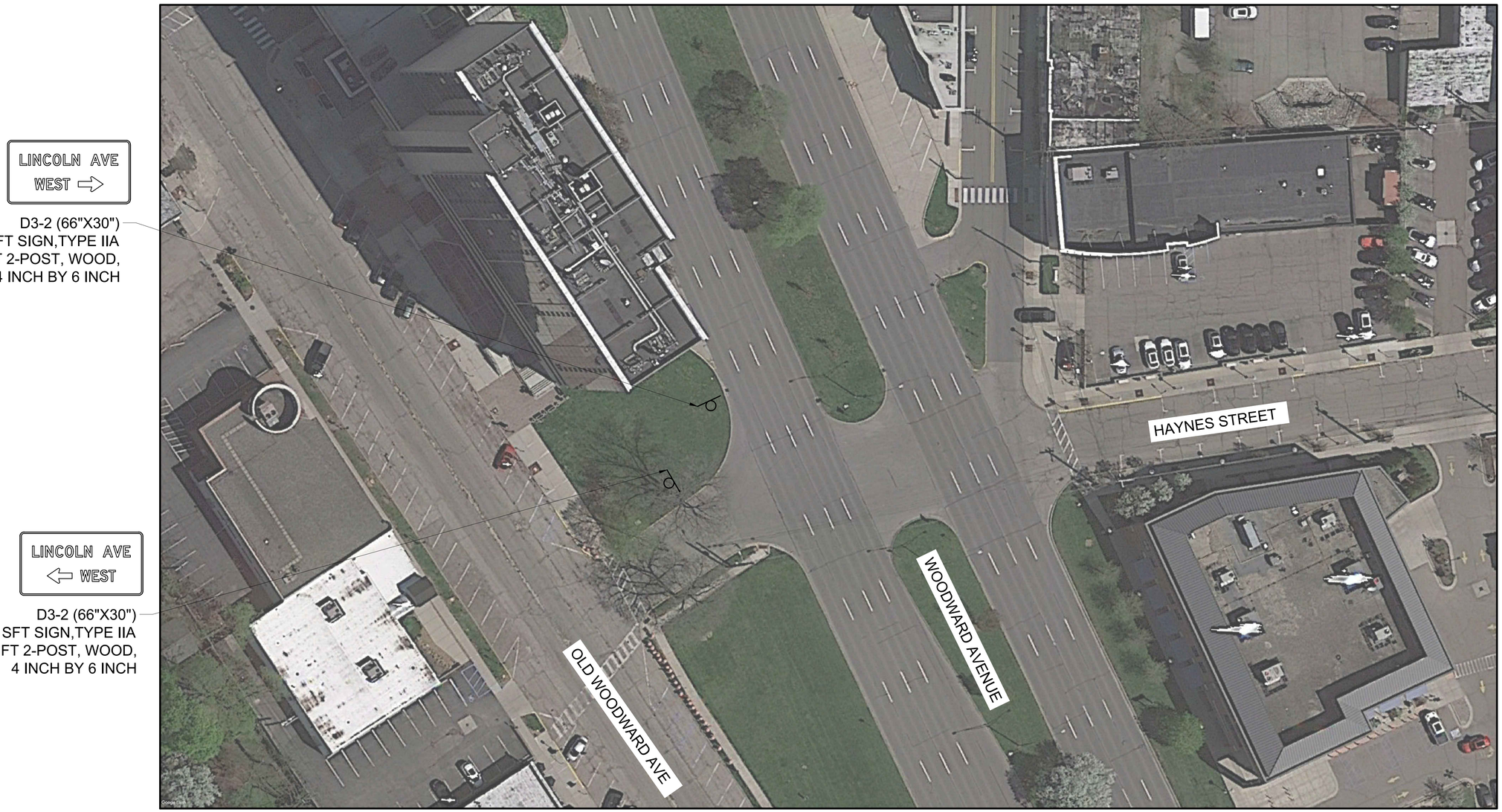
Standard Arrow Custom 13.4" X 8.1" 0°;



D3-2_VARx30;
2.3" Radius, 0.8" Border, White on Green;
"LINCOLN", D 2K; "AVE", D 2K;
Standard Arrow Custom 13.4" X 8.1" 180°; "WEST", D 2K;

NORTH



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REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
LINCOLN AVE GUIDE SIGNS

SIGN DETAILS AND PLAN

DESIGN TEAM:	PROJ MNGR:	JMK
	DESIGNED BY:	GEH
	DRAWN BY:	DH
	CHECK BY:	

DRAWING INFORMATION:
823806_Lincoln_Signs
111423 gregory.hickey

NOT FOR CONSTRUCTION

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