City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **August 14, 2015**

TO: **Joseph Valentine, City Manager**

FROM: **Paul T. O'Meara, City Engineer**

SUBJECT: **Multi-Modal Transportation Board**
2016 Paving Projects
Review and Recommendations

As you know, for several months, the Multi-Modal Transportation Board (MMTB) spent extensive time and effort on the City's largest 2016 paving project, W. Maple Rd. At the meeting of August 6, 2015, the Board reviewed the other street projects currently planned for next year. The projects that were reviewed were as follows:

W. Brown St. – Southfield Rd. to Chester St.
Hamilton Ave. – N. Old Woodward Ave. to Woodward Ave.
Park St – Hamilton Ave. to E. Maple Rd.
Webster Ave. – S. Adams Rd. to S. Eton Rd.
Torry St. – Haynes Ave. to Webster Ave.

The report as prepared by the Engineering Dept. is attached for your reference.

The MMTB agreed with the staff recommendations except for the following:

1. The southeast corner of N. Old Woodward Ave. and Hamilton Ave. was reconstructed to current Americans with Disabilities Act (ADA) standards in 2014 as part our routine sidewalk repair program. The attached preliminary plan prepared by the Engineering Dept. recommended that this corner be replaced next year to include a pedestrian bumpout toward Hamilton Ave. to match the one built previously on the northeast corner. It was noted that the N. Old Woodward Ave. intersection is planned for complete reconstruction in 2018, and that the final proposed width of the street has not yet been determined. It appears likely that this corner will have to be reconstructed in 2018 as a part of that project. The Board saw value in reducing the length of the crosswalk toward Hamilton Ave. as proposed. However, since the ramp is in good condition, and since it will need to be reconfigured again in 2018, the MMTB recommended that this ramp be left as is until it can be reconstructed in its final form in 2018.

2. The MMTB discussed the tight truck turning radii at the intersection of Hamilton Ave. and Ferndale St. Ferndale St. acts as an important route for trucks heading to loading zones in this part of downtown. Yet, the pavement is relatively narrow for a downtown street, due to its narrow 50 ft. wide right-of-way. As currently built, trucks cannot make the right turn at this corner without interfering with southbound Ferndale St. traffic.

Constructing a full bumpout at these corners would compound this problem. The suggested bumpout as designed on the conceptual plan for the northeast corner of Hamilton Ave. and Ferndale St. did not actually reduce the length of the pedestrian path in the street for either direction, although it provided some protection for those waiting to cross from eastbound traffic. The MMTB discussed the value of this design as compared to leaving it in its current conventional format. They concluded that it would be best to leave the corner as it is currently constructed.

When reviewing the attachments, it should be noted that only the west end of Brown St. (west of Chester St.) is being reconstructed in 2016. Other than Sharrows, no enhancements were recommended for this segment in the Multi-Modal Master Plan. Since lots of other pedestrian enhancements are recommended on other parts of the Brown St. corridor, our consultant F&V put together some conceptual drawings of the other locations of interest, for review. None of this work is planned now, other than installing Sharrows throughout the corridor.

Finally, the existing crosswalk at the corner of Haynes Ave. and Torry St. is excessively long. The proposal as recommended will remove this problem but still leave the City-owned sideyard corridor that acts as an extension of Torry St. to the north a good passageway for bicyclists as well as pedestrians.

SUGGESTED RESOLUTION:

To accept the recommendations of the Multi-Modal Transportation Board with respect to 2016 paving projects planned by the City of Birmingham, in accordance with the Master Plan, as follows:

1. Brown St. – Sharrows shall be painted on all segments of Brown St. from Southfield Rd. to Woodward Ave. Crosswalk bumpouts shall be installed as a part of future projects at the intersections of Brown St., Henrietta St., Pierce St., and S. Old Woodward Ave.

2. Hamilton Ave./Park St. – Crosswalk bumpouts shall be installed at the intersections of N. Old Woodward Ave., Ferndale St., Park St., and Woodward Ave. Three additional metered parking spaces shall be installed on the north side of Hamilton Ave., between Park St. and Woodward Ave. The south side sidewalk shall be widened on the block between Park St. and Woodward Ave. to enhance the streetscape.

3. Haynes St. & Torry St. intersection – A new handicap ramp shall be installed in the northeast section of the intersection (in front of 1601 Haynes St.), and the pavement markings for the crosswalk shall be removed and relocated to match the new and existing ramps at the east leg of the intersection.

DRAFT

CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, AUGUST 6, 2015
City Commission Room
151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, August 6, 2015. Vice Chairperson Andy Lawson convened the meeting at 6:05 p.m.

A. ROLL CALL

Present: Chairperson Johanna Slanga (arrived at 6:14 p.m.); Board Members Vionna Adams, Stuart Bordman, Lara Edwards, Andy Lawson, Michael Surnow, Amanda Warner

Absent: Student Representatives Daniel Evans, Rebecca Mendel

Administration: Mark Clemence, Deputy Chief of Police
Scott Drewery, Police Dept.
Austin Fletcher, Asst. City Engineer
Paul O'Meara, City Engineer
Carole Salutes, Recording Secretary

Also Present: Mike Labadie from Fleis & Vandenbrink ("F&V"), Transportation Engineering Consultants

B. INTRODUCTIONS

Mr. Clemence introduced Commander Scott Drewery of the Police Dept. who will be taking his place on the MMTB.

C. REVIEW AGENDA

Mr. O'Meara noted that a matter involving S. Eton will be taken up towards the end of the meeting. Also Mr. Malcomb Hendy has requested time to speak regarding Northlawn.

D. APPROVAL OF MINUTES, MEETING OF MAY 7, 2015

Moved and seconded to approve the Minutes of July 9, 2015 as presented.

Motion carried, 6-0.

E. 2016 CITY STREET PROJECTS

Mr. O'Meara advised the Board needs to review the remaining City street projects that are planned, and finalize any multi-modal improvements that should be included in these projects. Following is a list of the other street reconstruction projects planned and budgeted for 2016:
W. Brown St. – Southfield Rd. to Chester St.
Hamilton Ave. – N. Old Woodward Ave. to Woodward Ave.
Park St. – Hamilton Ave. to E. Maple Rd.
Webster Ave. – S. Adams Rd. to S. Eton Rd.
Torry St. – Haynes Ave. to Webster Ave.

At this time Chairperson Slanga arrived and Vice-Chairperson Lawson handed the gavel over to her.

W. Brown St.
The segment of Brown St. between Southfield Rd. and Chester St. is the only one that still has its original pavement. A complete reconstruction of the 36 ft. wide street is planned. Since Brown St. is an important corridor that has lots of pedestrian activity, it was decided to consider the whole corridor at this time. Only the pavement west of Chester St. would actually be constructed in 2016.

The Brown St. corridor is highlighted in two respects in the Master Plan. First it is part of a Neighborhood Connector route for bikes, connecting Southfield Rd. at its west end with the Woodward Ave. and Forest St. intersection on its east end. Likely due to the high traffic and parking demand in this area, no bike lanes are suggested, but sharrows are recommended.

Second, the Master Plan suggests improved pedestrian crossings at four locations:
• Bates St.
• Henrietta St.
• Pierce St.
• Mid-block crossing at Pierce St. Parking Structure entrance.
As projects are planned in the area, bumpouts are recommended on the south corners of Bates St., Henrietta St., and Pierce St., and all four corners of S. Old Woodward Ave. Mr. Clemence added this is a huge improvement because the bumpouts will make people feel safer with the crossing distance being shortened.

Mr. O'Meara noted that a bumpout is not recommended at the Pierce St. Structure due to the high number of left turns, as that would interfere with traffic. She wondered if that may also be an issue at the intersection of Pierce St. He advised that it could be a potential issue. Since this is a Master Plan proposal, it

would make sense to look at this question closer, and perhaps conduct counts, when the City is actually ready to make these improvements.

Hamilton Ave. and Park St.
The City has decided to move forward to implement the following changes. The work will be done on two phases.
1. The majority of the Park St. block will be rebuilt in 2016; however, the Maple Rd. intersection will be left as is. As a result, during the first year it will be left as a one-way street (northbound).
2. In 2017, this segment of Maple Rd. will be completely reconstructed. At that time, the Park St. intersection can be reconfigured to allow for two-way traffic. The traffic signal will remain as-is.

Bumpouts are recommended as follows:
• East leg of N. Old Woodward Ave. (with the south side matching what has already been built on the north side).
• Ferndale St., with particular emphasis on the existing crosswalk on the east leg of the intersection. (Ferndale St. acts as an important access to truck loading zones, and turning space is already inadequate for large vehicles at this intersection, therefore, the bumpout
improvements on the north side are minimal.)
• At Park St., all four corners.
• At Woodward Ave.

Two other changes are proposed for the block of Hamilton Ave. between Park St. and Woodward Ave. On the north side, the plan will propose the installation of three new metered parking spaces. On the south side, the existing Hunter House driveway makes on-street parking on this short block impractical. As long as parking is not allowed, the street can be rebuilt narrower, which will enhance the sidewalk in this area. (Before this is finalized, discussions with the adjacent property owner should be held to confirm if they have any plans to remove this driveway when the property is redeveloped. If so, it may be appropriate to rebuild Hamilton Ave. at its current width, and allow the installation of more on-street metered parking in the future.)

As a part of the detailed design, it is also recommended that staff review the current bike parking areas that are provided, and if additional opportunities exist, to include those enhancements as a part of the final project.

Chairperson Slanga asked about the upcoming plans for N. Old Woodward Ave. in the area of Hamilton Ave. Mr. O'Meara noted that N. Old Woodward Ave. is planned for reconstruction in 2018. The work that is proposed now would not extend out into that intersection, since it is subject to change. It was also noted that the S.E.corner ramp has just been rebuilt in the last year or two, and meets current code requirements.

Chairperson Slanga suggested that since this corner would likely change again in 2018, she thought it would be best to leave it as- is for now, and rebuild it complete in 2018.

The board discussed the design of the bumpout at the northeast corner of Ferndale St. Mr. O'Meara clarified that the bumpout as designed does not shorten the walking distance, but could give pedestrians some comfort because it extends out beyond the main sidewalk line. After debating the issue further, the board decided it would be best to delete this bumpout because, as Mr. Lawson pointed out, it doesn't really narrow the distance to cross the street.
Further, Ms. Warner noted it invites the public to use the bumpout instead of the marked crosswalk.

At 6:35 p.m. discussion regarding W. Brown St., Hamilton Ave., and Park St. was opened to the public.

Ms. Cecilia Ting, 1800 Northlawn, asked about the Brown St. bumpouts. She said she has noticed trucks go over the bumpout at Lincoln St. when they make a right turn. Therefore she feels the bumpout is too big. Mr. O'Meara indicated that the Brown St. bumpouts as proposed are smaller.

Webster Ave. and Torry St.
The Master Plan identifies Torry St. as part of a much larger Neighborhood Connector route, starting at Bowers St. and extending south to Woodward Ave. via Emmons Ave. Particular emphasis is suggested at the intersection of Haynes St. and Torry St. (installing ramps and high visibility markings). No improvements are suggested for Webster Ave.

Looking closer at the Haynes St. & Torry St. intersections, the following changes are recommended:
1. The existing marked crosswalk is at an awkward angle, and encourages pedestrians to take a longer path across Haynes St. than is necessary. The existing pedestrian markings should be removed. A new handicap ramp on the northeast section of the intersection (east of the driveway in front of 1601 Haynes St.) should be installed to line up with the ramp at the southeast corner of the intersection, and then a new, shorter marked crosswalk can be installed.
2. Since the sidewalk connector to Bowers St. is also part of a designated neighborhood connector (for bikes), it is recommended that this ramp be left as-is (without a marked crosswalk). The existing ramp will remain a benefit to bike riders using this intersection while heading north or south. In the winter the residents will help with shoveling the ramp.

No other changes are recommended.

Motion by Ms. Edwards
Seconded by Ms. Adams to move forward with the suggested recommendations 1, 2, and 3 as written by the city engineer. However, in no. 1, Brown St. becomes Bates St. In no. 2, eliminate the intersections of N. Old Woodward Ave. and N. side of Ferndale St. Add that N. Old Woodward

Ave. should be addressed when that intersection is rebuilt. The rest of the language to remain as-is:
1. Brown St. – Sharrows should be painted on all segments of Brown St. from Southfield Rd. to Woodward Ave. Crosswalk bumpouts shall be installed as a part of future projects at the intersections of Bates St., Henrietta St., Pierce St., and S. Old Woodward Ave.
2. Hamilton Ave./Park St. – Crosswalk bumpouts shall be installed at the intersections of S. side of Ferndale St., Park St., and Woodward Ave. Three additional metered parking spaces shall be installed on the north side of Hamilton Ave., between Park St. and Woodward Ave.
3. Haynes St. & Torry St. intersection – A new handicap ramp shall be installed in the northeast section of the intersection (in front of 1601 Haynes St.), and the pavement markings for the crosswalk shall be removed and relocated to match the new and existing ramps at the east leg of the intersection.

Comments on the motion were opened up to members of the public but no one spoke.

Motion carried, 7-0.

VOICE VOTE
Yeas: Edwards, Adams, Bordman, Lawson, Slanga, Surnow. Warner
Nays: None
Absent: None

F. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA

Northlawn
Mr. Malcolm Hendy who lives on Northlawn said that his street is an unimproved road and it has seriously deteriorated. Traffic has increased and the residents believe it has become a dangerous road. The following traffic calming changes are suggested:

- Speed bumps;
- Stop signs;
- No left turn off Southfield Rd. and no right turn off Cranbrook at specific hours;
- No access by heavy trucks;
- Replace the stop signs on Pleasant and put one on Golfview to impede the traffic flow onto Northlawn;
- Solar fixed radar speed monitor on the west. end of Northlawn.

Mr. Clemence advised the stop signs were removed from the intersection at Pleasant and east bound and west bound on Northlawn because an 18 month

study revealed the speed actually increased and the volume of traffic didn't change after the signs were installed.

Mr. Hendy said speeding is not of great concern to the residents; it is volume of traffic. Resurfacing the street and adding curbs and gutters will cost each resident approximately $10 – $15 thousand on an 80 ft. frontage. So their proposal this evening is to reinstate the stop signs at Pleasant and at Golfview.

Chairperson Slanga said this topic needs to be brought back for a more formal discussion on the stop signs as well as any update on the unimproved road.

Mr. Clemence noted that unfortunately neither of the two intersections on Northlawn at Pleasant and at Golfview meet the criteria necessary for stop signs to be installed. They met with the neighborhood association and suggested the residents should go to an improved road and add sidewalks. Obviously there is associated cost with that. The solar fixed radar speed monitor is ready to go but the Police Dept. wants to make sure that where they put it is acceptable to the residents.

Public comments were taken at 7:16 p.m.

Ms. Sharon Goodman, 1914 Northlawn, said people cut through because there is either zero or one stop sign on Northlawn. So, stop signs are needed at Pleasant and Golfview. That will decrease the volume of traffic because people will go down Lincoln because it is a better road.

Ms. Cecilia Ting said a stop sign at Northlawn and Pleasant would increase safety for the kids. Mr. Clemence noted the street is designed to handle 2,000 vehicles/day and the most recent study shows 1,500 vehicles/day go through there.

Mr. Labadie noted that stop signs are intended for assigning right-of-way.

S. Eton

Mr. O'Meara explained he was prepared to take all of the recommendations regarding S. Eton that were talked about at the last meeting to the City Commission. At that meeting Mr. Labadie had suggested perhaps they should acknowledge the American Assoc. of State Highway and Transportation Officials ("AASHTO") determination number for residential streets when setting yellow lines to help visibility at intersections. The board agreed to that, not really understanding what it meant. So after investigating further, staff found it is a much more significant zone than the board was envisioning. Therefore he did not feel comfortable moving the recommendations to the Commission without first checking with this board.

Mr. Labadie advised the corner sight distance is based on where the driver sits, how high the driver is, the obstructions, and what the speed limit is. Mr. O'Meara said this will be a major change from removing two parking spaces/block or 40 ft. to removing six spaces/block, or 119 ft., leaving two spaces left on each block. He thought the Commission may not want to proceed in this direction. He noted they would only be doing this for two blocks but that is where the biggest parking demand is.

Board members indicated they understand and agree with what was approved last month and that Mr. O'Meara should present the information to the City Commission. Mr. Clemence stated that when parking spaces are removed speeds will go up. Mr. Labadie established that parking helps to calm traffic, but it creates hazards for the people on the side streets and driveways. Discussion turned to incorporating a bike lane, but that idea was rejected.

Mr. Clemence agreed to run accident collision data on the whole corridor. If the collisions are really low, maybe they could go with the 40 ft. recommendation and at least allow some parking places to remain. He will bring the data to the next meeting and the board can re-discuss it. It was considered that Birmingham might set its own rules regarding intersections and then follow them in each instance going forward.

G. MISCELLANEOUS COMMUNICATIONS (none)

H. ADJOURNMENT

No further business being evident, the chairperson adjourned the meeting at 8 p.m.

_____
Jana Ecker, Planning Director

_____
Paul O'Meara, City Engineer

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **July 31, 2015**

TO: **Joseph Valentine, City Manager**

FROM: **Paul T. O'Meara, City Engineer**

SUBJECT: **2016 City Street Projects**

The Multi-Modal Transportation Board has studied and finished its review of the City's largest 2016 project, W. Maple Rd. Now that it is completed, the Board needs to review the remaining City street projects that are planned, and finalize any multi-modal improvements that should be included in these projects. Moving generally west to east, here is a list of the other street reconstruction projects planned and budgeted for 2016:

W. Brown St. – Southfield Rd. to Chester St.
Hamilton Ave. – N. Old Woodward Ave. to Woodward Ave
Park St. – Hamilton Ave. to E. Maple Rd.
Webster Ave. – S. Adams Rd. to S. Eton Rd.
Torry St. – Haynes Ave. to Webster Ave.

W. Brown St.

The segment of Brown St. between Southfield Rd. and Chester St. is the only one that still has its original pavement. A complete reconstruction of the 36 ft. wide street is planned. Since Brown St. is an important corridor that has lots of pedestrian activity, it was decided to consider the whole corridor at this time. The attached plan depicts future improvements that are suggested as projects make such opportunities practical, although only the pavement west of Chester St. would actually be constructed in 2016.

As a relatively high demand collector street, the busiest sections of Brown St. have two to three full lanes of marked traffic lanes. Where demand is slightly less, a parking lane was added in 2000 on the south side of the road (Chester St. to Pierce St.). The segment being rebuilt in 2016 has the least traffic demand. It is intended to generally remain as is, with two traffic lanes, and two lower demand parking lanes. At each end of this segment (Southfield Rd. and Chester St.), parking is reduced or eliminated to handle traffic queues.

The Brown St. corridor is highlighted in two respects in the Master Plan. First, it is part of a Neighborhood Connector route for bikes, connecting Southfield Rd. at its west end with the Woodward Ave. & Forest St. intersection on its east end (then extending easterly to S. Eton Rd.). Likely due to the high traffic and parking demand in this area, no bike lanes are recommended, but Sharrows are recommended. Since Sharrows are a relatively simple improvement, it is recommended that sharrows be added to the 2016 Brown St. project not only for the segment being rebuilt, but extending all the way to Woodward Ave. The Neighborhood Connector route will require changes to the Woodward Ave. intersection that are

not ready to be implemented at this time, therefore, signage designating this as a bike route would be premature.

The Master Plan also suggests improved pedestrian crossings at four locations:

- Bates St.
- Henrietta St.
- Pierce St.
- Mid-block crossing at Pierce St. Parking Structure entrance

Since a parking lane exists on the south side, we recommend bumpouts be installed on the south side of the three intersections, but not the mid-block crossing. At that location, significant left turn movements require that the adjacent passing lane be kept open to allow through traffic to flow freely past left turning vehicles.

In addition to what is shown on the plan, bumpouts are recommended at the S. Old Woodward Ave. intersection, which is currently planned for reconstruction in 2018. There are no opportunities for bumpouts between S. Old Woodward Ave. and Woodward Ave., as all lanes are open and needed to handle current traffic demands.

To summarize, as projects are planned in the area, bumpouts are recommended on the south corners of Bates St., Henrietta St., and Pierce St., and all four corners of S. Old Woodard Ave. The attached plan reflects these improvements as suggested.

<u>Hamilton Ave. & Park St.</u>

As part of an upcoming ambitious plan to rebuild several streets downtown in the upcoming years, the above streets will be completely reconstructed, including water and sewer systems, street lighting, and sidewalks.

Neither street segment is noted for improvements in the Master Plan. However, as an important component of downtown in a high pedestrian area, pedestrian improvements should be considered wherever possible.

When reviewing the plan, it is important to understand the long term plan for this section of Park St. When built in the early 1970's, this segment was built as one-way northbound, with three available lanes of traffic. The design was done to encourage westbound Maple Rd. vehicles to use the new Ring Road system, giving them an easy clear alternative to the more congested Maple Rd. Since creation of the 2016 Plan, the City has moved away from the Ring Road concept. A proposal to reconfigure this block has been planned for several years. It was initially going to be done as a part of the reconstruction of the vacant property adjacent to the Hunter House. However, since this project has not materialized, and the pavement on this block is in poor condition, the City has decided to move forward to implement these changes. The work will be done in two phases:

1. The majority of the block will be rebuilt in 2016, as shown on the attached drawing. To not disrupt traffic on Maple Rd., however, the Maple Rd. intersection will be left as is. As a result, during the first year, it will be left as a one-way street (northbound).

2. In 2017, this segment of Maple Rd. will be completely reconstructed. At that time, the Park St. intersection can be reconfigured to allow for two-way traffic. However, westbound Maple Rd. must remain free flowing as much as possible, therefore, the intersection will remain unique. The traffic signal will remain as is. Local vehicle traffic traveling south on Park St. will be forced to turn right on to Maple Rd. after obeying a STOP sign. Proceeding south to Peabody St., or turning left on to Maple Rd. will not be allowed. To allow these other movements, Maple Rd. traffic would have to be stopped for greater time periods, thereby queuing vehicles into Woodward Ave. to unacceptable levels (through traffic on Woodward Ave. must remain a priority for safety).

Changing Park St. to two way traffic will allow local traffic attempting to access properties or parking spaces in the area will have an option to access Maple Rd. from Hamilton Ave. without using Woodward Ave. to do so.

Referring to the plan attached, bumpouts are recommended as follows:

- East leg of N. Old Woodward Ave. (with the south side matching what has already been built on the north side).
- Ferndale St., with particular emphasis on the existing crosswalk on the east leg of the intersection. (Ferndale St. acts as an important access to truck loading zones, and large vehicles already cannot make a complete turn on to this street, therefore, the bumpout improvements on the north side are minimal.)
- At Park St., all four corners (note that Park St. itself cannot be reduced due to its three traffic lane configuration).
- At Woodward Ave.

Two other changes are proposed for the block of Hamilton Ave. between Park St. and Woodward Ave. On the north side, it is not clear why parking has never been allowed. The plan will propose the installation of three new metered parking spaces. On the south side, the existing Hunter House driveway makes on-street parking on this short block impractical. As long as parking is not allowed, the street can be rebuilt narrower, which will enhance the sidewalk in this area. (Before this is finalized, discussions with the adjacent property owner should be held to confirm if they have any plans to remove this driveway when the property is redeveloped. If so, if may be appropriate to rebuild Hamilton Ave. at its current width, and allow the installation of more on-street parking in the future.)

As a part of the detailed design, it is also recommended that staff review the current bike parking areas that are provided, and if additional opportunities exist, to include those enhancements as a part of the final project.

<u>Webster Ave. & Torry St.</u>

The Master Plan identifies Torry St. as part of a much larger Nieghborhood Connector route, starting at Bowers St. and extending south to Woodward Ave. via Emmons Ave. Particular emphasis is suggested at the intersection of Haynes St. and Torry St. (installing ramps and high visibility markings). No improvements are suggested for Webster Ave.

Looking closer at the Haynes St. & Torry St. intersections, the following changes are recommended:

1. The existing marked crosswalk is at an awkward angle, and encourages pedestrians to take a longer path across Haynes St. than is necessary. The existing pedestrian markings should be removed. A new handicap ramp on the northeast section of the intersection (east of the driveway in front of 1601 Haynes St.) should be installed to line up with the ramp at the southeast corner of the intersection, and then a new, shorter marked crosswalk can be installed.
2. Typically, the existing ramp on the north side would be removed as a part of the improvements described in #1. However, since the sidewalk connector to Bowers St. is also part of a designated neighborhood connector (for bikes), it is recommended that this ramp be left as is (without a marked crosswalk). The existing ramp will remain a benefit to bike riders using this intersection while heading north or south.

No other changes are recommended.

To summarize, the suggested Multi-Modal improvements for the 2016 street projects are as listed below:

SUGGESTED RECOMMENDATIONS:

The Multi-Modal Transportation Board has reviewed the remaining City street reconstruction projects for the 2016 construction season, and recommends to the City Commission that the following multi-modal improvements be included in accordance with the Master Plan:

1. Brown St. – Sharrows should be painted on all segments of Brown St. from Southfield Rd. to Woodward Ave. Crosswalk bumpouts shall be installed as a part of future projects at the intersections of Brown St., Henrietta St., Pierce St., and S. Old Woodward Ave.

2. Hamilton Ave./Park St. – Crosswalk bumpouts shall be installed at the intersections of N. Old Woodward Ave., Ferndale St., Park St., and Woodward Ave. Three additional metered parking spaces shall be installed on the north side of Hamilton Ave., between Park St. and Woodward Ave.

3. Haynes St. & Torry St. intersection – A new handicap ramp shall be installed in the northeast section of the intersection (in front of 1601 Haynes St.), and the pavement markings for the crosswalk shall be removed and relocated to match the new and existing ramps at the east leg of the intersection.

Brown Street Bumpout
Brown St & Henrietta St
Legend
Bates Street
Brown Street
Google earth
N
60 ft

Brown Street Bumpout
Brown St & Henrietta St
Legend
Henrietta Street
Brown Street
Google earth
N
60 ft

Brown Street Bumpout
Brown St & Pierce St
Legend
Pierce Street
Brown Street
Google earth
© 2015 Google
60 ft
N

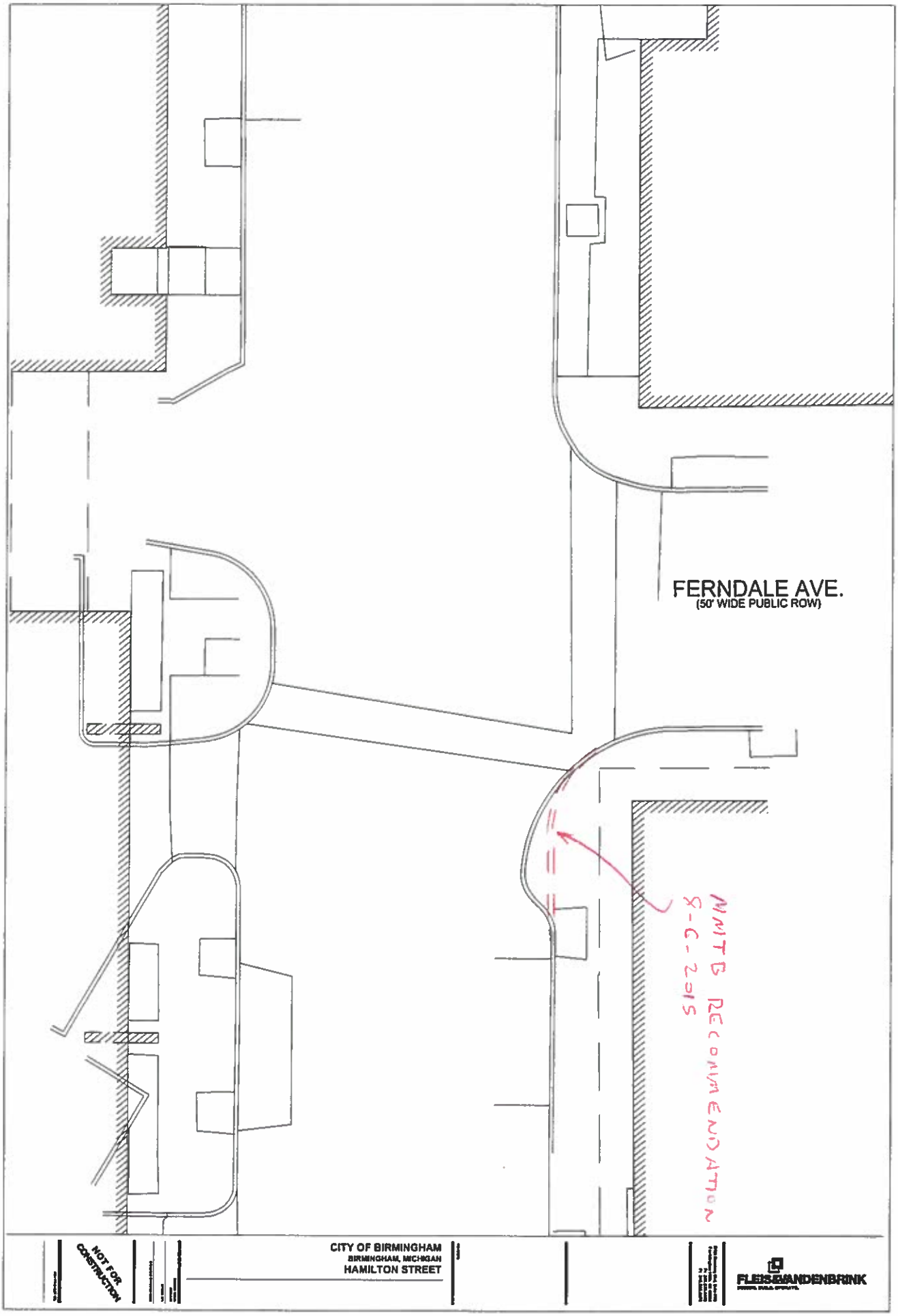
Old Woodward Avenue Bumpout

Old Woodward Ave & Brown St

FLEIS&VANDENBRINK

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
HAMILTON STREET

NOT FOR CONSTRUCTION


FERNDALE AVE.
(50' WIDE PUBLIC ROW)
MMTB RECOMMENDATION
8-6-2015
NOT FOR CONSTRUCTION
CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
HAMILTON STREET
FLEIS&VANDENBRINK

FLEIS&VANDENBRINK
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REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
HAMILTON STREET

DESIGN TEAM:
CKS:SJR

CHECK BY:

DRAWING INFORMATION:

NOT FOR CONSTRUCTION

F&V PROJECT NO.

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

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REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
HAMILTON STREET

DESIGN TEAM:
CKS/SJR

CHECK BY:

DRAWING INFORMATION:

NOT FOR CONSTRUCTION

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REVISION:

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HAMILTON STREET

DESIGN TEAM:
CKS/JJR

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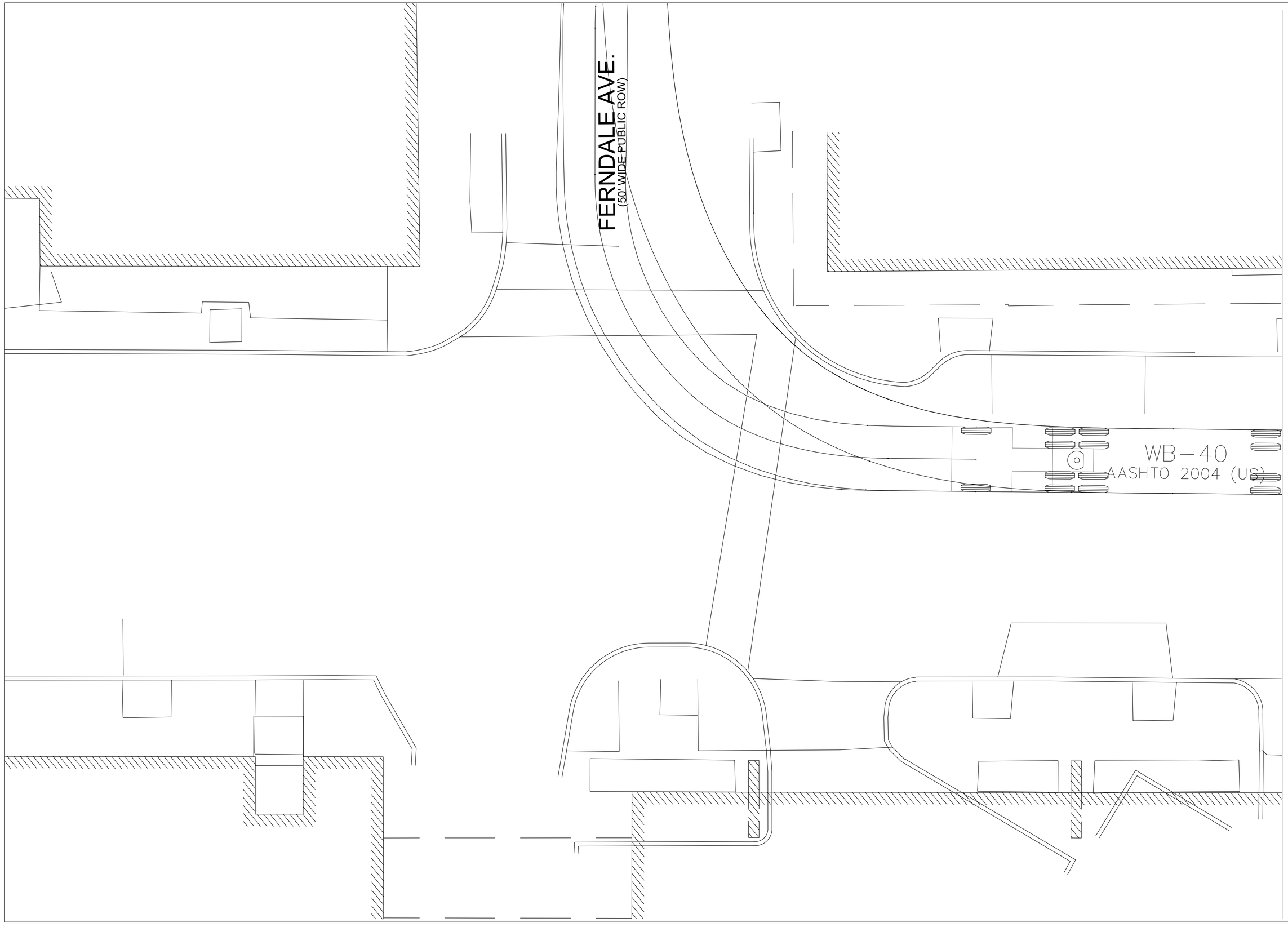
NOT FOR CONSTRUCTION

F&V PROJECT NO.



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REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
HAMILTON STREET

DESIGN TEAM:
CKS:SJR

CHECK BY:

DRAWING INFORMATION:

NOT FOR CONSTRUCTION

F&V PROJECT NO.

Park Street
Park Street Between Hamilton Row & Maple Road
Legend
Hamilton Row
Hamilton Row
Park Street
Woodward Ave
1
Maple Road
E Maple Rd
N
100 ft
Google earth
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Haynes Street
Torry Street & Haynes Street
Legend
Google earth
© 2015 Google
N
50 ft