City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **September 11, 2015**

TO: **Joseph Valentine, City Manager**

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

SUBJECT: **E. Eton Rd. – Villa Ave. to Lincoln Ave.**
Multi-Modal Transportation Board Recommendations

On February 23, 2015, the City Commission reviewed and approved an amendment to the Special Land Use Permit (SLUP) for the Griffin Claw Brewery located at 563 S. Eton Rd. Modifications and building additions pursued by the owner are resulting in the loss of 18 on site parking spaces. During this meeting, the Commission heard from some neighbors in the immediate area that were concerned about the lack of parking spaces during certain business hours at the site, and the concern about the proposal to take out more. Since the property still meets zoning requirements, the Commission proceeded to approve the changes, but also asked that this matter be referred to the Multi-Modal Transportation Board (MMTB). The Board was asked to study various parking configurations for this corridor, and determine if changes could be made to improve the parking capacity.

ON-STREET PARKING LAYOUT

The MMTB briefly reviewed the question of parking on Eton Rd. at its meeting of March 5. It was discussed in more detail at its meeting of April 9. Three different versions of potential parking layouts were studied for this corridor:

1. Existing conditions (parallel parking on both sides)
2. Elimination of parallel parking on southbound, to be replaced by a buffered bike lane (as recommended in the Multi-Modal Master Plan)
3. Angled parking for northbound traffic only.

While more detail can be found in the memo prepared for the Board, the following table helps summarize the amount of parking each scenario would provide:

Plan	Parking Count	Parking Count	Parking Count	Total
	Villa to Hazel	Hazel to Holland	Holland to Lincoln	
#1 - Existing	18	37	27	82
#2 - Master Plan Option	11	17	18	46
#3 -Angled Parking Option	18	21	25	64

The existing condition provides substantially more parking than either of the alternatives listed. The Board discussed the idea that Option #2 would enhance the corridor for southbound bikes. Option #3 provides benefits for sight distance for those entering Eton Rd. from the west,

although the sight distance would also be made worse for those entering from the east. In the end, it was felt that these other benefits do not outweigh the loss of parking that would result. No changes were recommended for the parking.

The Board then asked staff to focus more on other potential improvements for this corridor, particularly for pedestrians. The issue was not discussed again for several weeks while the Board focused on finalizing the recommendation for W. Maple Rd. It was discussed again at the meeting of July 9.

As noted in the attachments, staff collected data on pedestrian crossing demand at the intersections of Hazel Ave., Bowers Ave., Cole Ave., and Lincoln Ave. The desire to cross Eton Rd. during peak traffic hours during pleasant weather in early June was surprisingly low. The one anomaly was adjacent to Griffin Claw, from 6 to 9 PM on a Friday. Given input received from the neighborhood, it appears that a large number of the pedestrian demand may be coming from patrons that are parking on residential streets, instead of parking lots in the commercial area. (A recommendation for a new Residential Permit Parking Zone on Bowers Ave. was forwarded and subsequently approved by the City Commission in July.)

The Board discussed in detail the desirability of installing bumpouts for pedestrians on S. Eton Rd. at this time. Generally, bumpouts have been installed on City streets when done in conjunction with a road rehabilitation project, rather than in isolation. Such a practice helps keep costs down. No such projects are planned for S. Eton Rd. at this time (the road was resurfaced in 2009, and is still in good condition.) Since current traffic patterns do not identify a logical location for such an installation, the Board did not recommend bumpouts at this time. Several other smaller cost items were reviewed and ultimately recommended, as noted below:

SHARROWS

Sharrows are pavement markings that depict a bike rider moving in the same direction as traffic, and is placed on the right side of the travel lane). The Master Plan recommended the installation of sharrows for northbound S. Eton Rd. in this area, under the assumption that a bike lane would be provided for southbound. To help meet the recommendations of the Plan, the Board is recommending the installation of sharrows for both north and southbound S. Eton Rd.

DEMARCATED PARKING LANES

Like most streets, S. Eton Rd. is generally marked by a simple double yellow line at the centerline. Providing a white line to demarcate the parking lane has proven successful for slowing traffic on Lincoln Ave. Staff suggested that this tactic be tried here as well. It was noted that the difference (and subsequent benefit) may not be as great on this street as some others due to the differing pavement materials (asphalt center lanes and concrete parking lanes), but the Board felt it was a worthwhile addition.

CORNER SIGHT DISTANCE IMPROVEMENTS

Most intersections have an average 20 ft. clearance zone measured from the curved section of curb at the corner to provide room and sight distance for turning vehicles. Since staff had received several complaints about poor sight distance in the area of the Griffin Claw, staff suggested that extended yellow curb zones, supplemented with signs stating NO PARKING HERE TO CORNER should be installed in the areas where parking demand is most prevalent:

SW Corner of Hazel Ave.
NW and SE Corners of Bowers Ave.
NW Corner of Haynes Ave.

During discussion with the Board, Mike Labadie, consultant with Fleis & Vandenbrink, suggested that there is a specified distance that is recommended from the American Assoc. of State Highway and Transportation Officials (AASHTO) for this situation. Although the motion was not modified, the Board directed staff to use the AASHTO recommendation if appropriate. After further research, it appeared that the AASHTO clearance zone would remove most of the available parking for the two subject blocks (as shown on the drawings attached). Concerned that this was not what the Board may have intended, this topic was brought back to them at the August meeting. The Board asked staff to study the crash history for the last three years for the corridor to see if there is a demonstrated problem with sight distance causing problems. After researching the topic, staff identified five crashes that may have been related to sight distance, but none were located at the subject intersections. As a result, the Board decided that the original motion should stand, and No Parking zones that are 40 ft. long should be created at the four subject locations.

The Multi-Modal Transportation Board recommends that the City Commission authorize the following improvements for S. Eton Rd. between Villa Ave. and Lincoln Ave.:

1. Maintain the current parallel parking on both sides of the street.
2. Install Sharrows for both north and southbound traffic.
3. Provide a demarcated parking lane for both directions using a solid white line pavement marking.
4. Provide additional corner clearance no parking areas for improved sight distance at the locations specified.

A complete suggested resolution is provided below:

SUGGESTED RESOLUTION:

The Multi-Modal Transportation Board recommends that the City Commission authorize the following improvements for S. Eton Rd. between Villa Ave. and Lincoln Ave.:

1. Maintain the current parallel parking on both sides of the street.
2. Install Sharrows for both north and southbound traffic.
3. Provide a demarcated parking lane for both directions using a solid white line pavement marking.
4. Provide additional corner clearance no parking areas for improved sight distance, designated with signs and yellow curbs, at the following corners:

   SW Corner of Hazel Ave.
   NW and SW Corners of Bowers Ave.
   NW Corner of Haynes Ave.

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **February 27, 2015**

TO: **Multi-Modal Transportation Board**

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

SUBJECT: **S. Eton Rd. Corridor**

The Griffin Claw Brewery was opened as a new business at 575 S. Eton Rd. in 2013. The facility contains an on-site brewery, kitchen, and indoor and outdoor dining areas. Thanks to the relatively large parcel it was built on, the parking lot contained more parking spaces than what is required in the zoning ordinance. During the time that the business has been open, there has been some feedback from the residential neighbors to the west relative to street parking. Neighbors have expressed concerns in two areas:

1. The high demand for street parking on both sides of S. Eton Rd. has made it more difficult to see when attempting to access S. Eton Rd. from the adjacent local streets.
2. Patrons of the business sometimes park on the local streets in front of homes, instead of either in the designated parking lot.

The owner has applied for a permit to make modifications to the property. An addition to the main building, as well as a separate outbuilding at the rear of the property are proposed to allow the business to make whiskey on site, as well as slightly enlarge the outdoor dining area. The resulting changes would result in a loss of 18 existing parking spaces, which would still meet the requirements of the zoning ordinance.

The project plan was reviewed by both the Planning Board and the City Commission. Some neighbors have expressed concerns about the current conditions being exacerbated if this expansion is allowed to move forward. In order to appease the situation, the owner offered the following remedies, which became a condition to the final City Commission approval:

1. Formal shared parking agreements will be made with the adjacent businesses (Robot Garage and Whistle Stop), since those businesses tend to attract customers at different times of the day. Signs will be changed, and when necessary, staff will be present to encourage Griffin Claw customers to use these other parking lots, rather than the adjacent streets.
2. The owner will require all employees to park in the parking garage north of Villa Ave., which is owned by the same organization.

To further help the situation, the City Commission asked the Multi-Modal Transportation Board to prioritize the S. Eton Rd. corridor, and make recommendations for the future. The Board should consider the current problems that have been identified:

1. Parallel parking on southbound S. Eton Rd. is causing sight distance problems.

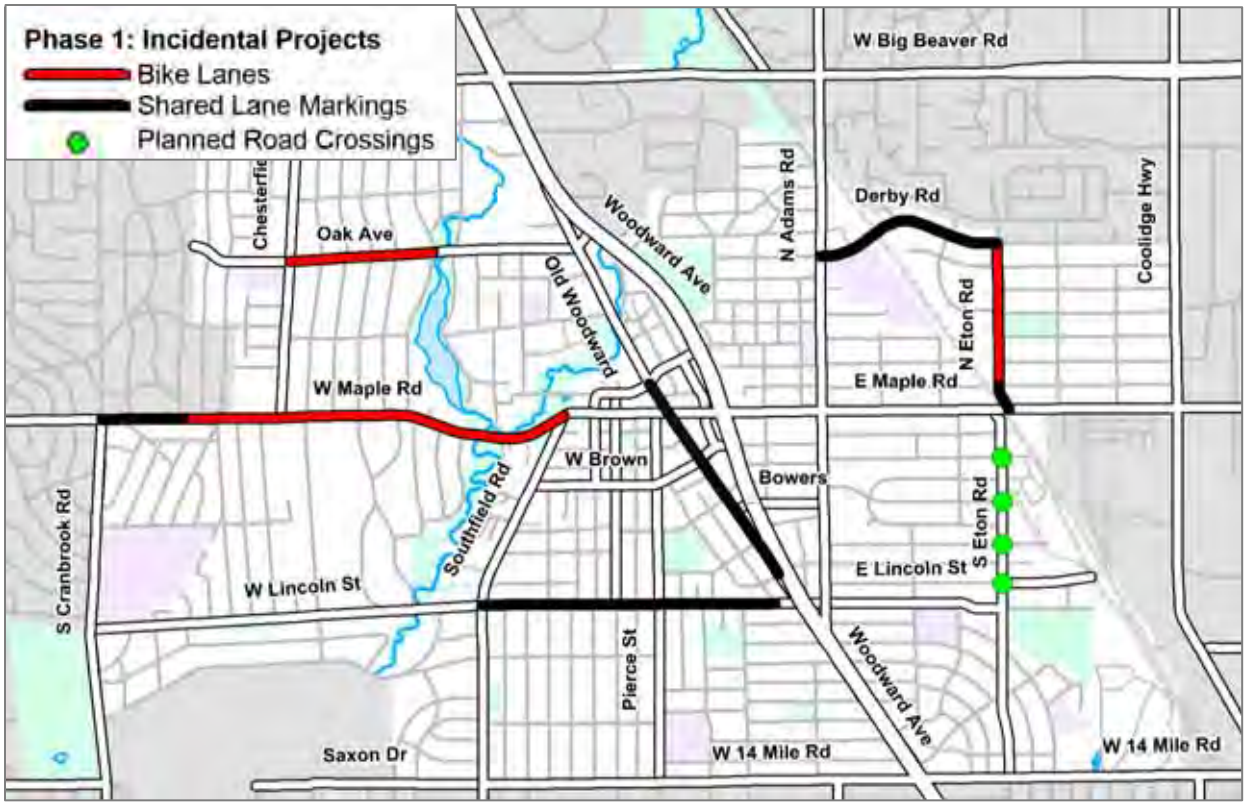
2. The general lack of parking in the area is causing problems for the adjacent residential area. Modifications to the road design should consider ways to increase parking capacity for this business and others that may come in the future. (The Commission specifically asked that the Board consider removing the parallel parking on the southbound side, and implementing angled parking on the north side.)

The direction to explore this issue was just received this week. To start the study, it is suggested that the Board review the Master Plan for this corridor, and to review the existing conditions via aerial photography. If appropriate, F&V can be directed to study the issue in further detail as needed so that the Board can ultimately make a recommendation for future changes.

The pertinent recommendations from the Master Plan are attached for your reference.

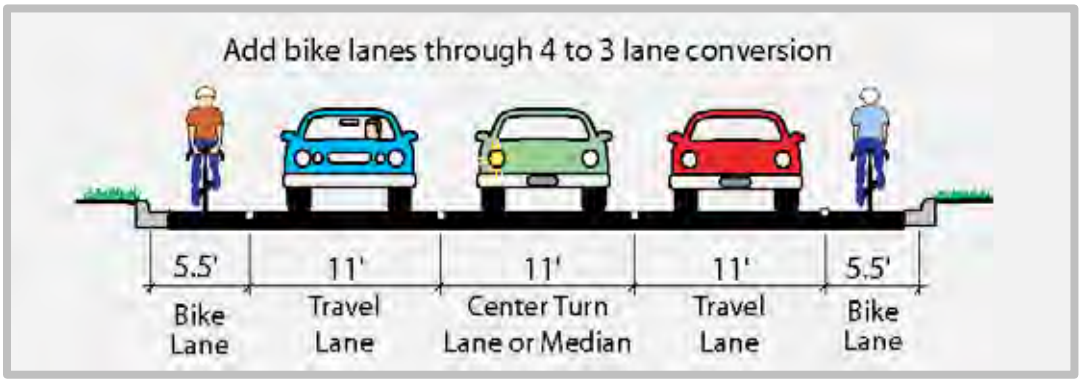
PHASE 1: INCIDENTAL PROJECTS

The following is a list of projects that could be implemented as part of the City's Capital Improvement Plan (CIP) with incidental costs.



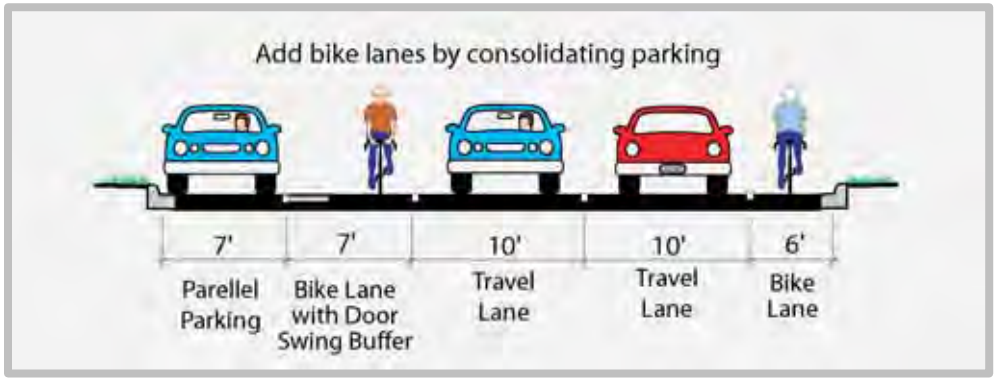
Add bike lanes to W Maple Road between Waddington Street and Southfield Road through a four-lane to three-lane conversion as part of the 2015 road resurfacing project.

W MAPLE ROAD

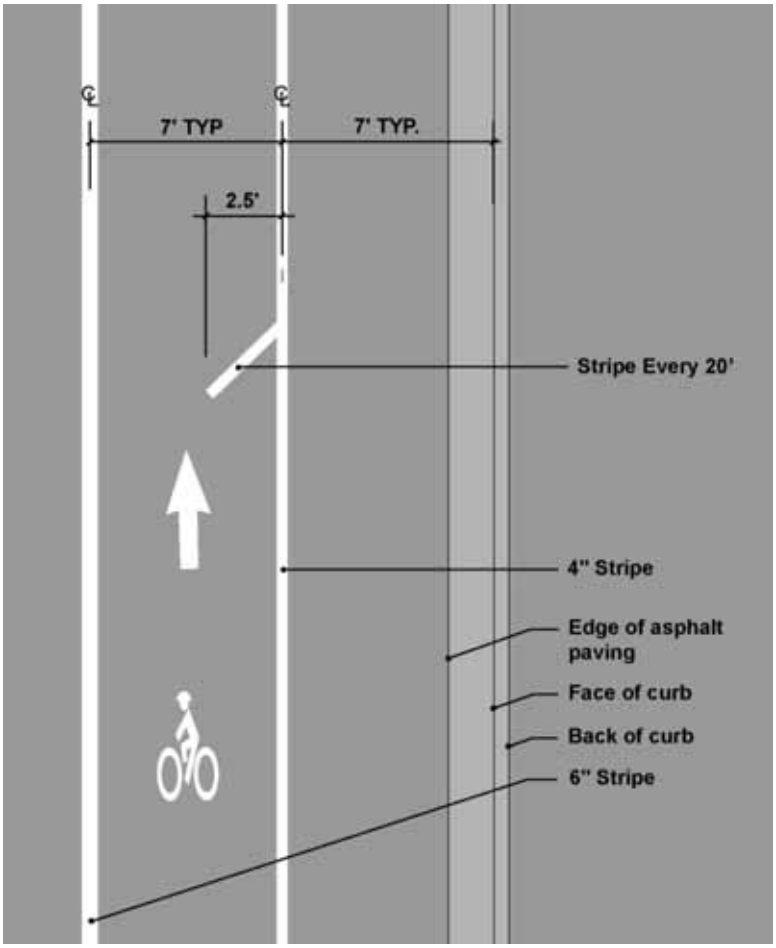


Add bike lanes to N Eton Road between Derby Road and Yorkshire Road by consolidating the parking to the west side of the road as part of the 2014 road reconstruction project.

N ETON ROAD



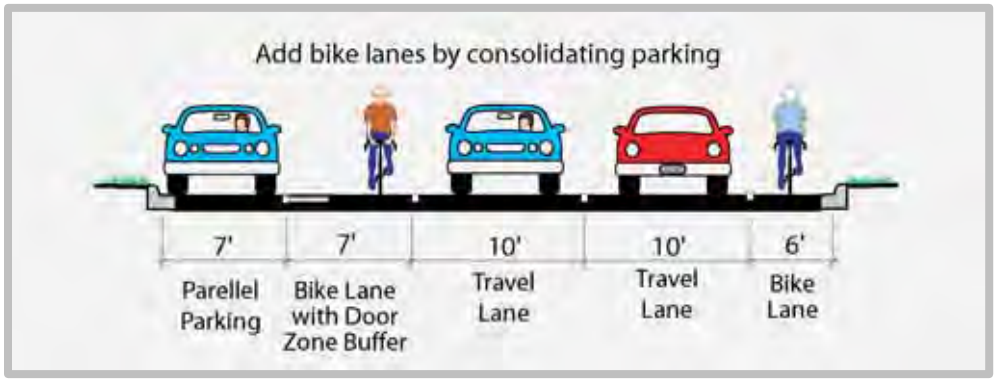
Markings for the door swing zone of the parked cars are proposed within the bike lane when it is adjacent to on-street parking.



Add bike lanes to Oak Avenue between Chesterfield Avenue and Lake Park Drive by consolidating the parking to one side of the road as part of the 2016 road reconstruction project. To provide additional traffic calming the consolidated parking should alternate from the north side of the road to the south side of the road every few blocks, changing sides where there are proposed curb extensions:

- Chesterfield Avenue to Suffield Avenue – Parking on south side
- Suffield Avenue to Puritan Avenue – Parking on north side
- Puritan Avenue to Lake Park Drive – Parking on south side

OAK AVENUE



Pavement markings for the door swing zone are proposed between the on-street parking and the bike lane. See previous page for details.

Add shared lane markings to the following corridors:

- Derby Road between N Adams Road and the Railroad Overpass (2013 reconstruction project)
- Derby Road between the Railroad Overpass and N Eton Road (2014 resurfacing project)
- Lincoln Street between Southfield Road and Ann Street (2014 resurfacing project)
- N Eton Road between Yorkshire Road and E Maple Road (2014 reconstruction project)
- W Maple Road between Cranbrook Road and Waddington Street (2015 resurfacing project)
- N Old Woodward Avenue between Willits Street and W Maple Road (2016 reconstruction project)
- S Old Woodward Avenue between W Maple Road and E Brown Street (2016 reconstruction project)
- S Old Woodward Avenue between E Brown Street and Landon Road (2017 reconstruction project)

Four new road crossings are planned on S Eton Road between E Maple Road and E Lincoln Street in 2013. The plans for these crossing include basic improvements such as pavement markings. As part of Phase 2 it is recommended that curb extensions be implemented at these crossing locations as well.

PHASE 1 INCIDENTAL PROJECTS:				
Road	From	To	Quantity	Unit
Bike Lanes:				
N Eton Rd	Yorkshire Rd	Derby Rd	0.40	MI
W Maple Rd	Waddington St	Southfield Rd	1.12	MI
Oak Ave	Chesterfield Ave	Lake Park Dr	0.40	MI
Shared Lane Markings (placed every 200' - 250'):				
Derby Rd	N Adams Rd	Railroad Overpass	0.17	MI
Derby Rd	Railroad Overpass	N Eton Rd	0.36	MI
Lincoln St	Southfield Rd	Ann St	0.80	MI
W Maple Rd	Cranbrook Rd	Waddington St	0.20	MI
N Old Woodward Ave	Willits St	W Maple Rd	0.10	MI
S Old Woodward Ave	W Maple Rd	E Brown St	0.17	MI
S Old Woodward Ave	E Brown St	Landon Rd	0.43	MI
Road Crossings				
S Eton Rd	at Villa Rd		1	EACH
S Eton Rd	at Bowers St		1	EACH
S Eton Rd	at Holland St		1	EACH
S Eton Rd	at Cole St		1	EACH

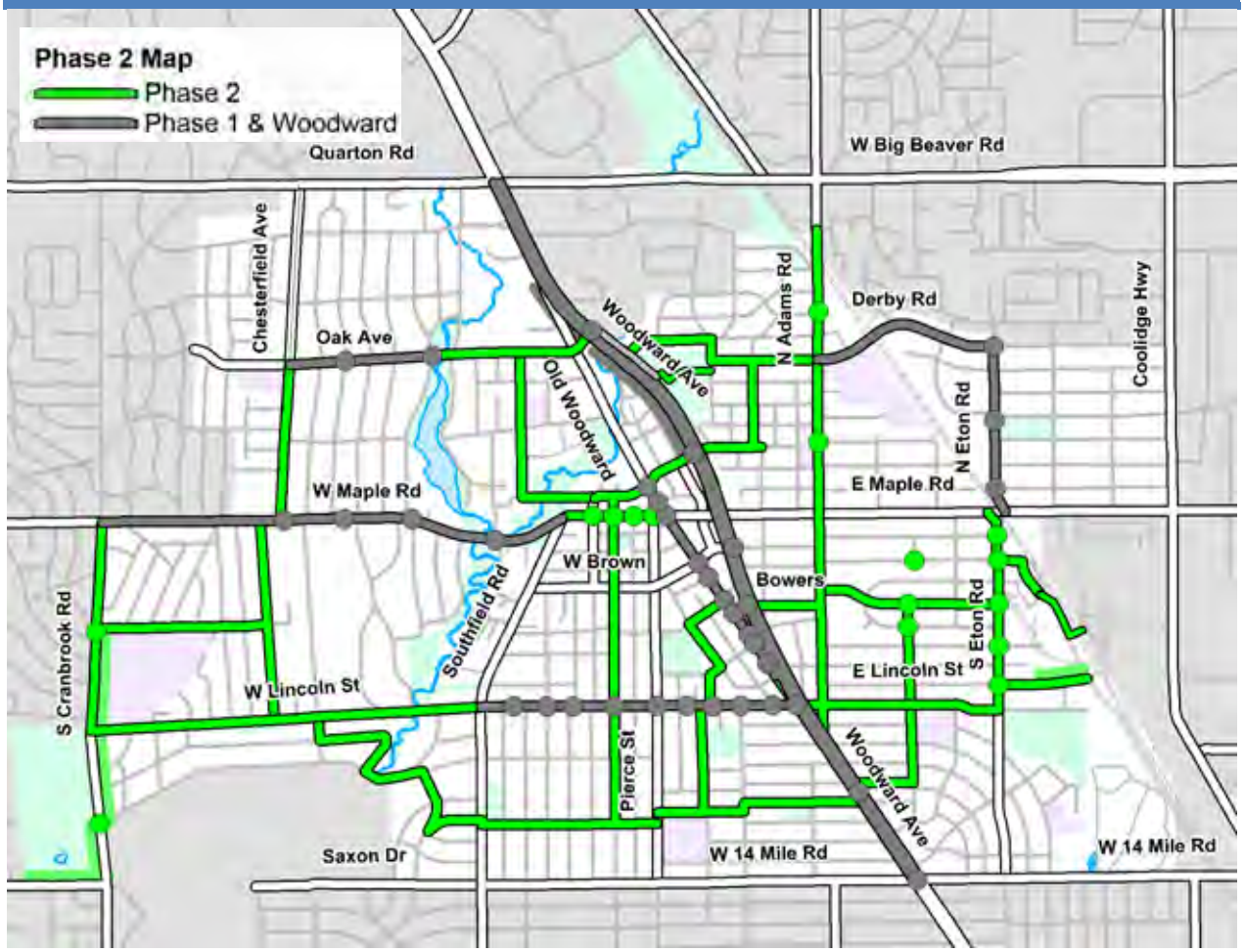
4.3 PHASE 2

PHASE 2: OVERVIEW

Phase 2 objective is to provide connections across the community and create a backbone for the City's long-range multi-modal system. This phase achieves this by building on the existing multi-modal system.

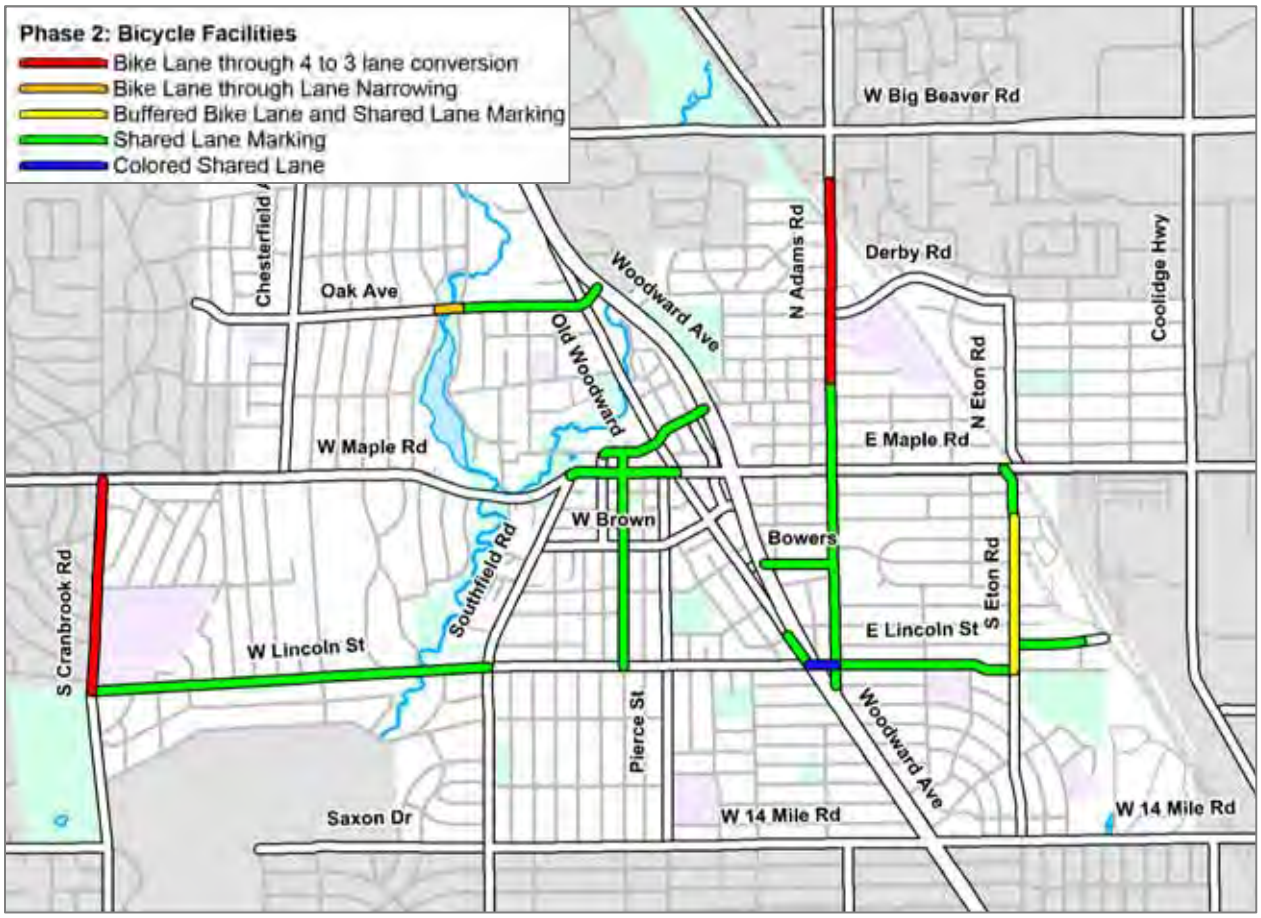
The following pages provide a more detailed breakdown of Phase 2.

FIGURE 4.3A. PHASE 2



PHASE 2: PROPOSED BIKE FACILITIES

The following provides a list of on-road bike facilities that can be implemented in the near-term with minimal changes to the roadway. Please note that at time of implementation all bike facilities should be accompanied by appropriate signage.

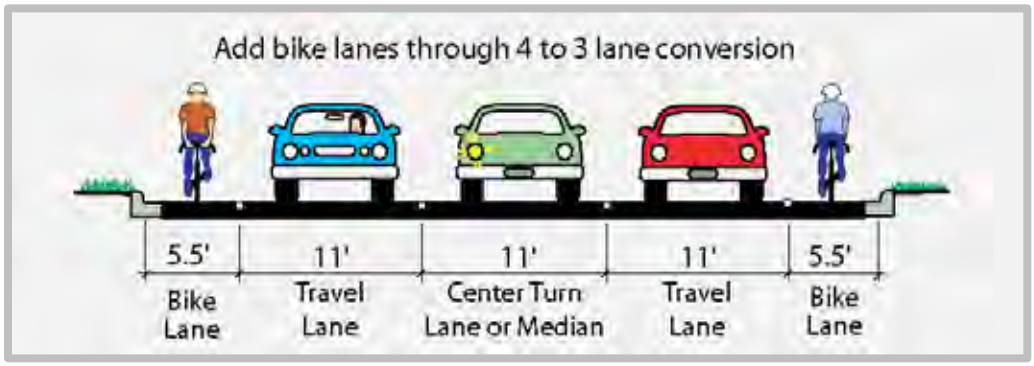


On S Eton Road between Yosemite Boulevard and E Lincoln Street, remove parking on the west side of the street and add a buffered bike lane. On the east side of the street keep on-street parking and add a shared-lane marking. The buffer between the bike lane and travel lane should be cross hatched.

S ETON ROAD

Add bike lanes to S Cranbrook Road between W Maple Avenue and W Lincoln Street through a four-lane to three-lane conversion. Add bike lanes to N Adams Road between Madison Street and Evergreen Drive through a four-lane to three-lane conversion. Please note that prior to implementation a micro-simulation may be necessary to see how school traffic timing affects both corridors.

S CRANBROOK ROAD AND N ADAMS ROAD



Add bike lanes to Oak Avenue between Lake Park Drive and Lakeside Drive by adding an edge stripe 6’ out from the curb on both sides of the road.

Add shared lane markings to the following roadways:

- W Lincoln Street between S Cranbrook Road and Southfield Road
- E Lincoln Street between Adams Road and S Eton Road
- S Eton Road between W Maple Rd and Yosemite
- N Eton Road between Yorkshire Road and W Maple Road
- Bowers Street between Woodward Avenue and Adams Avenue
- Oakland Avenue between N Old Woodward Avenue and Woodward Avenue
- Willits Street between N Chester Street and N Old Woodward Avenue
- W Maple Road between Southfield Road and N Old Woodard Avenue
- S Bates Street between W Lincoln St and Willits Street
- Cole Street east of S Eton Street
- Adams Road between Madison Street and Woodward Avenue
- Oak Avenue between Lake Park Drive and Woodward Avenue
- Chesterfield Avenue between Oak Avenue and W Maple Road
- One-way on S Old Woodward Ave between Landon Rd and E Lincoln St

Add colored shared lane markings to E Lincoln Street between Woodward Avenue and Adams Road.

PHASE 2 BICYCLE FACILITIES:				
Road	From	To	Quantity	Unit
Bike Lanes through 4 to 3 lane conversion (stripe removal, pavement markings and signage):				
S Cranbrook Rd	W Maple Rd	W Lincoln Rd	0.57	MI
N Adams Rd	Evergreen Dr	Madison St	0.55	MI
Buffered Bike Lane (pavement markings and signage in one direction)				
S Eton Rd	Yosemite Blvd	E Lincoln St	0.5	LF
Bike Lanes through Lane Narrowing:				
Oak Ave	Lake Park Dr	Lakeside Dr	0.06	MI
Shared Lane Markings (placed every 200' - 250'):				
W Lincoln St	S Cranbrook Rd	Southfield Rd	1.00	MI
E Lincoln St	Adams Rd	S Eton Rd	0.51	MI
S Eton Rd	W Maple Rd	Yosemite	0.07	MI
N Eton Rd	Yorkshire Rd	W Maple Rd	0.08	MI
Bowers St	Woodward Ave	Adams Rd	0.2	MI
Oakland Ave	N Old Woodward Ave	Woodward Ave	0.16	MI
Willits St	N Chester St	N Old Woodward Ave	0.15	MI
W Maple Rd	Southfield Rd	N Old Woodward Ave	0.27	MI
S Bates	W Lincoln St	Willits St	0.6	MI
Cole St	East of S Eton St		0.25	MI
Adams Rd	Madison St	Woodward Ave	0.9	MI
Oak Ave	Lake Park Dr	Woodward Ave	0.46	MI
Chesterfield Ave	Oak Ave	W Maple Rd	0.45	MI
Shared Lane Markings (placed every 200' - 250' in one direction):				
S Eton Rd	Yosemite Blvd	E Lincoln St	0.5	MI
S Old Woodward Ave	Landon Rd	E Lincoln St	0.12	MI
Colored Shared Lane Markings (placed every 200' - 250' with solid green paint the entire length):				
W Lincoln St	Woodward Ave	Adams Rd	0.10	MI

Paul O'Meara <pomeara@bhamgov.org>

Re: FW: Public Hearing Notice Griffin Claw Brewery

1 message

Joe Valentine <jvalentine@bhamgov.org>
To: yaldoo@comcast.net
Cc: George Dilgard <gdilgard@hotmail.com>, Gordon Rinschler <gordon4bham@aol.com>, Mark Nickita <markforbirmingham@yahoo.com>, Racky Hoff <rackyhoff@hotmail.com>, Stuart S
<stuart.sherman@sbcglobal.net>, Scott Moore <sdm984@sbcglobal.net>, Tim Currier <tcurrier@bhlaw.us.com>, Tom McDaniel <mcdaniel_tom@hotmail.com>, Jana Ecker <Jecker@bham
<Pomeara@bhamgov.org>, Mark Clemence <Mclemence@bhamgov.org>

Mr. Yaldoo,

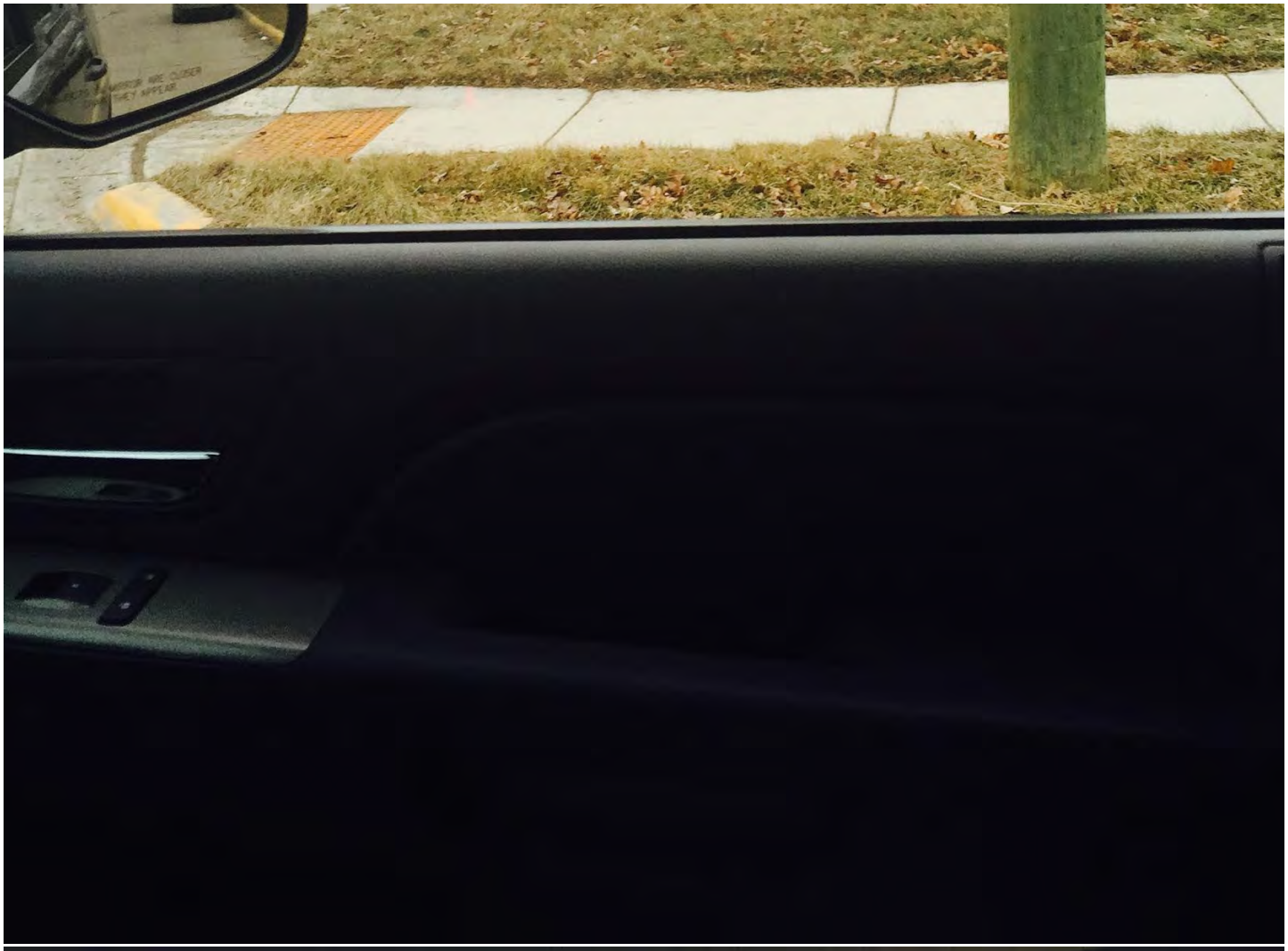
I am in receipt of your email to the City Commission sharing your pictures and concerns for Eton. In follow up to public hearing on Griffin Claw, the City Commission had directed that Eton be reviewed by the City's Multi-Modal Transportation Board (MMTB) in regard to parking on this street. In conjunction with this review I will ask staff to share your email with the MMTB.

Regards,
Joe Valentine

Subject: Re: Public Hearing Notice Griffin Claw Brewery
From: yaldoo@comcast.net
Date: Fri, 20 Mar 2015 11:00:54 -0400
CC: Jecker@bhamgov.org
To: stuart.sherman@sbcglobal.net; rackyhoff@hotmail.com; gdilgard@hotmail.com; mcdaniel_tom@hotmail.com; sdm984@sbcglobal.net; markforbirmingham@yahoo.com; gordon4bhar

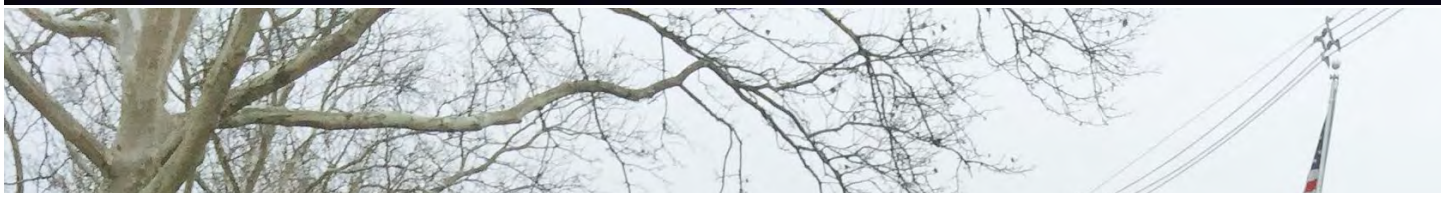
City Commissioners,
I know the land permit for Griffin Claw was approved, however, I wanted to share some pictures showing how difficult it is to turn onto Eton Street. You practically have to pull out into the any cars are coming northbound before making a turn. There is a high potential for a crash and or injury occurring. Eliminating parking on Eton street from Haynes to Hazel will help treme there is no parking on both sides of Eton and this would work well north of Eton as well. Especially since another business wants to go in right next door to Auto Europe.

Thank you
Jerry Yaldoo



MIRROR ARE CLOSER
THEY APPEAR

BIRMINGHAM
PLUMBING
COMPANY
OBJECTS IN MIRROR ARE CLOSER
THAN THEY APPEAR



GMC
SIERRA
IN MIRROR ARE CLOSER
THAN THEY APPEAR

On Feb 22, 2015, at 7:06 PM, Jay Yaldoo <yaldoo@comcast.net> wrote:

If this land permit is granted is there any way to place no parking signs on Eton Street parking for the west side of the road. This would solve the issue of residents that have drive cannot safely pull out due to all the parked cars as well as vehicles trying to turn off Haynes Street or Bowers Street.

Thank you,
Jerry Yaldoo
1997 Haynes Street

On Feb 7, 2015, at 11:35 AM, Jay Yaldoo <yaldoo@comcast.net> wrote:

City Commissioners,

I am asking you to please not allow the Griffin Claw Brewery request for a special land permit that will allow them to remove parking spaces so that they may expand the ou seating, and construct an additional building for storage.

Parking on Eton Street is already terrible since they opened and if parking spaces are removed it will only get worse. Not to mention the noise from patrons outside if they e outdoor seating. As it is currently anyone living near the Brewery can hear the customers that are using the outdoor area until closing.

Thank you
Jerry Yaldoo

--
Joseph A. Valentine
City Manager
City of Birmingham
151 Martin Street
Birmingham, MI 48009
(248) 530-1809 Office Direct
(248) 530-1109 Fax
jvalentine@bhamgov.org

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **April 2, 2015**

TO: **Multi-Modal Transportation Board**

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

SUBJECT: **S. Eton Rd.**
Villa Ave. to E. Lincoln Ave.

As noted last month, a request for a building permit at the successful Griffin Claw Brewery (575 S. Eton Rd.) required a review by the City Commission. A request was sent to the Multi-Modal Transportation Board to review S. Eton Rd. relative to multi-modal improvements as well as perceived parking shortages occurring, particularly around the Griffin Claw area. The Commission specifically asked that the Board consider an angled parking option for this road.

As was mentioned last month, S. Eton Rd. was resurfaced relatively recently (2009). Due to limited funding in the Major Street fund, and the great needs that exist elsewhere in the system, it should be assumed that the pavement will remain as is for several more years. That said, modifying the pavement markings is an option that can be considered at this time.

At this time, we think that there are three viable alternatives for how the street could be organized: 1) existing, 2) modified as suggested in the Multi-Modal Master Plan, and 3) angled parking as requested by the City Commission. Following is a brief description of the three options, and the identified benefits and problems with each.

1. Existing Pavement Markings

The existing pavement markings have been in place, as far as we know, since it was widened in 1956. The widened road allows for two-way traffic, as well as parallel parking on both sides. The majority of the length has asphalt lanes in the center, with concrete used for the widened sections. Due to the differing pavements, pavement markings should respect the existing lane lines to ensure that there is not confusion caused on the part of drivers. (All three proposals respect this issue.)

There are two main negatives that have been communicated by several people living or working in the area:

a. Parallel parking on the west side of the road makes sight distance difficult for those attempting to enter the street from the west side (there are six residential street entrances along this segment that would be impacted by this issue).
b. Crossing the street as a pedestrian can be difficult. There are no signals or stop signs for the half mile between Maple Rd. and Lincoln Ave., and traffic volumes can be dense during weekday afternoons. The City installed a public sidewalk along the east side of the street for the first time in 2008 (to better connect the existing commercial

uses). Since the nature of the businesses east of S. Eton Rd. are changing into uses that may draw more pedestrians than what was there historically, this is a more recent issue than in the past.

2. Multi-Modal Master Plan

The master plan made suggestions for this segment of S. Eton Rd. (details attached). As shown, it is suggested that the road remain primarily as it is, except that the parallel parking on the west (residential) side of the street be eliminated in favor of a buffered bike lane. In order to respect the pavement differences that are present with the current pavement, there is no bike lane proposed for northbound S. Eton Rd. on this plan. A northbound bike lane cannot be practically implemented unless either a) the pavement is removed and replaced with something that is the same appearance full width, or b) parking is eliminated from both sides of the street.

The master plan proposal solves the sight distance issue for the six residential streets along the west side. A similar problem exists at times for four of the local streets entering S. Eton Rd. on the east side, though complaints have not been received from them. The plan encourages parking in front of the commercial properties, while moving it away from the residential ones. The total number of spaces provided, being reduced by about 50%, is likely inadequate.

3. Angled Parking Plan

At our request, Fleis & Vandenbrink prepared the attached plan depicting how angled parking could be installed on the east (northbound) side of the street only. Two lanes of traffic would be provided on the far west side of the pavement, and all parking would be provided in angled form on the northbound side of the street. The plan provides the sight distance benefits that Option 2 above also provides for those entering from the six residential streets to the west. However, for the four streets entering from the east, the sight distance condition would be made worse than it is currently, as angled parked vehicles obscure a larger area than parallel parked vehicles.

A second issue with this plan is the transition of the centerline about eleven feet to the west. While this is not an issue at the north end (at Villa Ave.), it creates some issues at the south end (at Lincoln Ave.). Additional data relative to the design of the lane markings just north of the Lincoln Ave. intersection is currently being prepared, and will be provided early next week.

Finally, no bike lane improvements could be provided with this plan. In fact, sharing the road with bicyclists would be worse than the current conditions, as northbound bikes would have less available space to ride between northbound vehicles and angled parked vehicles that may be ready to back out. (Typically, riding bikes behind angled parked vehicles should be discouraged.) Finally, another disappointing feature of this plan is that total parking count is reduced from existing (details below), particularly in the area of Griffin Claw, where demand is currently perceived to be the highest.

PARKING COUNT SUMMARY TABLE

Plan	Parking Count	Parking Count	Parking Count	Total
	Villa to Hazel	Hazel to Holland	Holland to Lincoln	
Existing	18	37	27	82
Master Plan Option	11	17	18	46
Angled Parking Option	18	21	25	64

SUMMARY

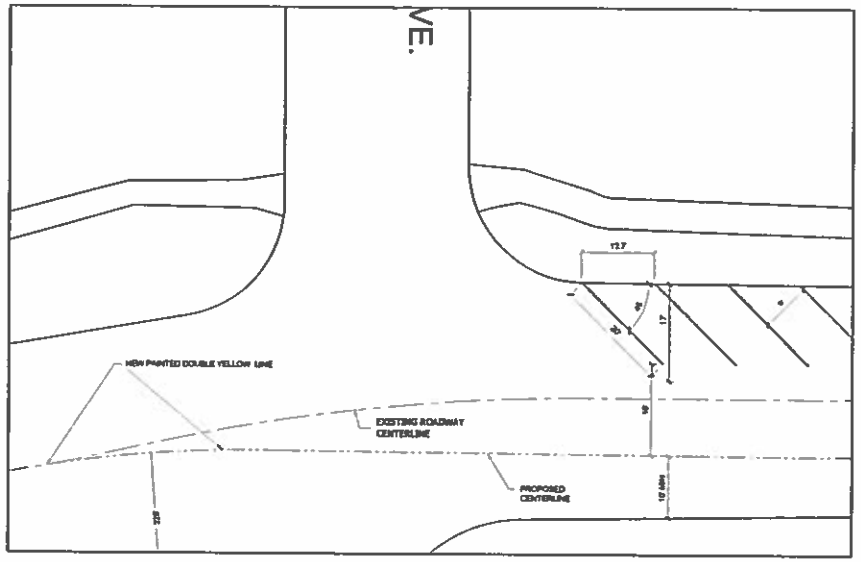
Given the current demand for parking, and the interest in providing more if possible, it appears that both of the alternative options fall short. The Master Plan option would reduce total parking by almost 50%, clearly introducing a parking shortage that would impact the adjacent neighborhood streets. The angled parking option would resolve the sight distance issue for the six residential street intersections, but it would make the sight distance problem worse for four streets that are a combination of residential and commercial uses. Further, it would reduce the number of parking spaces available in the area where current demand is strongest (Hazel to Holland) by 43%, or 16 parking spaces. Further, since S. Eton Rd. is part of a marked regional bike path system that has existed for several decades, the angled parking option, which makes bicycling for northbound traffic more dangerous than it is currently, it appears that the angled parking option introduces as many problems as it solves.

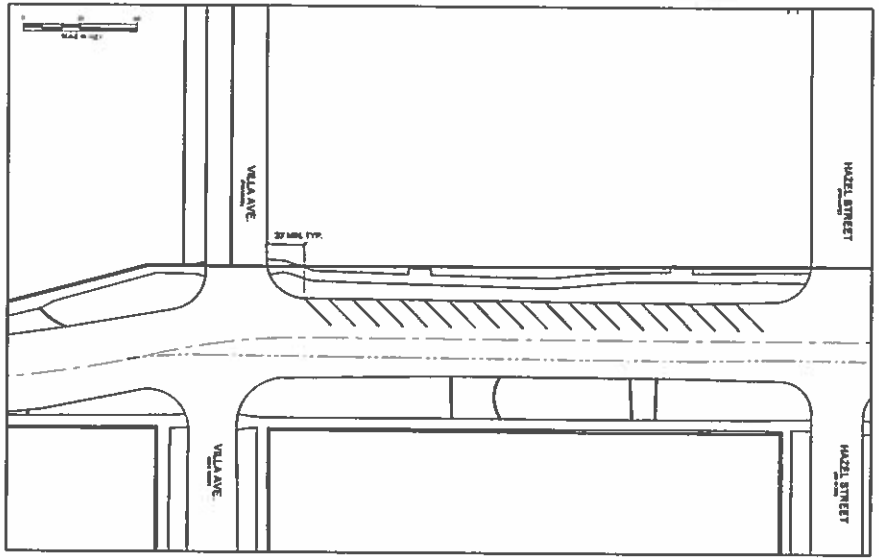
It is anticipated that the Multi-Modal Transportation Board will not have enough support to suggest any change from the current plan. However, since the Master Plan suggests that this segment of S. Eton Rd. be part of a neighborhood connector route, it is recommended that sharrows (pavement markings that remind drivers to share the road with bicycles) be painted this year as part of the City's routine pavement marking maintenance program. A suggested motion is provided below:

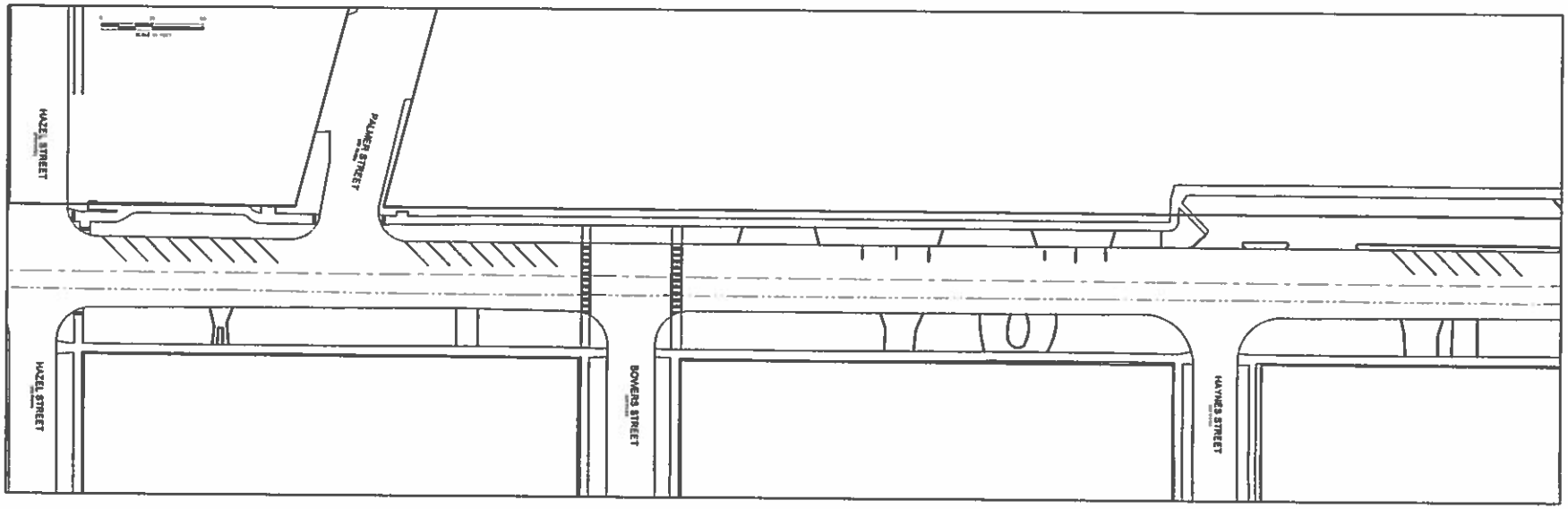
SUGGESTED RECOMMENDATION:

Following review of alternate parking plans for S. Eton Rd. known as the Multi-Modal Master Plan option and the angled parking option, and determining that either alternate plan would reduce current parking capacity, while providing safety improvements for some users at the expense of others, the Multi-Modal Transportation Board hereby recommends that the current layout of S. Eton Rd. from Villa Ave. to E. Lincoln Ave. remain as is until such time that funds are budgeted for reconstruction of the pavement, at which time a more thorough analysis of the various options that will potentially address parking capacity and safety issues for all users of the road should be undertaken before a new plan is finalized. In the interim, acknowledging that this is an important leg in the City's neighborhood bicycling network, the Board recommends the installation of sharrows for the entire half mile of S. Eton Rd. from Maple Rd. to Lincoln Ave. as part of the 2015 routine pavement marking maintenance program.

PARKING SPACE LAYOUT
(TYPICAL) 1"=10'







FLEIS&VANDENBRINK

CITY OF BIRMINGHAM, MI
S. EATON ROAD PARKING STUDY
PARKING EXHIBIT

MARCH 2012

1

FLEIS&VANDENBRINK

CITY OF BIRMINGHAM, MI

S. EATON ROAD PARKING STUDY

PARKING EXHIBIT

MARCH 2015

2

CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, APRIL 9, 2014
City Commission Room
151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, April 9, 2014. Chairperson Johanna Slanga convened the meeting at 6 p.m.

A. ROLL CALL

Present: Chairperson Johanna Slanga; Board Members Vionna Adams, Stuart Bordman, Lara Edwards, Andy Lawson (arrived at 6:13 p.m.), Amanda Warner (left at 7:30 p.m.)

Absent: Student Representatives Daniel Evans, Rebecca Mendel

Administration: Lauren Chapman, Asst. City Planner
Jana Ecker, Planning Director
Paul O'Meara, City Engineer
Carole Salutes, Recording Secretary
Don Studt, Police Chief

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

B. INTRODUCTIONS (none)

C. REVIEW AGENDA (no change)

D. APPROVAL OF MINUTES, MEETING OF MARCH 5, 2015

Moved and seconded to approve the Minutes of March 5, 2015 as presented.

Motion carried, 5-0.

E. S. ETON RD. MULTI-MODAL IMPROVEMENTS

Mr. O'Meara reported that the Griffin Claw Brewery at 575 S. Eton Rd. has applied for a permit to make modifications to the property which required a review by the City Commission.

DRAFT

The City Commission ultimately approved the brewery expansion but asked that this board study the S. Eton Corridor to see if there are ways to consider the multi-modal goals of the future as well as the need for more parking in that area. They specifically asked that the board consider angled parking on the north bound side (commercial side) and clearing all parking on the other side which is residential.

As was mentioned last month, S. Eton Rd. was resurfaced in 2009. Therefore, it should be assumed that the pavement will remain as it is for several more years. That said, modifying the pavement markings is an option that can be considered at this time.

Staff feels there are three viable alternatives for how the street could be organized: 1) existing; 2) modified as suggested in the Multi-Modal Master Plan; and 3) angled parking as requested by the City Commission.

Given the current demand for parking, and the interest in providing more if possible, it appears that both of the alternative options fall short. The Master Plan option would reduce total parking by almost 50%, clearly introducing a parking shortage that would impact the adjacent neighborhood streets. The angled parking option would resolve the sight distance issue for the six residential street intersections, but it would make the sight distance problem worse for four streets that are a combination of residential and commercial uses. Also, it would reduce the number of parking spaces available in the area where current demand is strongest (Hazel to Holland) by 43%, or 16 parking spaces. Further, S. Eton Rd. is part of a marked regional bike path system that has existed for several decades.

The angled parking option makes bicycling for northbound traffic more dangerous than it is currently.It appears that the angled parking option introduces as many problems as it solves. It is anticipated that the Multi-Modal Transportation Board will not have enough support to suggest any change from the current plan. However, since the Master Plan suggests that this segment of S. Eton Rd. be part of a neighborhood connector route, it is recommended that sharrows be painted this year as part of the City's routine pavement marking maintenance program. Also, yellow curb lines could be added to the busiest areas so that people would not park quite so close to the intersection, and that would help site distance.

Board members determined that parking should not be the only factor to consider along Eton Rd. Discussion contemplated what could be done low cost, beyond paint, that would make it safer for pedestrians to cross the road. They thought that bulb-outs could be added in some areas that would increase safety. The group wanted some recommendations that would leave the parking as it is, but

DRAFT

make it safer for pedestrians. Staff agreed to come back with revised drawings that depict the addition of sharrows, yellow curbs at the corners, and a white line that delineates the parking lane for the whole stretch from Villa to Lincoln. Also, staff will provide some crossing improvement options at key areas, such as at Lincoln, Bowers, and Cole.

There were no comments from members of the public at 6:35 p.m.

F. W. MAPLE RD. STEERING COMMITTEE

1. Update on activities

Ms. Ecker reported that on March 19, 2015, the Steering Committee met for the third time. Several members of the public attended this meeting. Mr. Labadie conducted a presentation to review his analysis of existing conditions in the corridor, and numerous complete street improvement options that he recommends for the corridor.

The Steering Committee asked Mr. Labadie and his team to gather additional information and return to the Steering Committee at their next meeting. He was directed to conduct a detailed crash analysis comparison between the existing four lane configuration and a potential three lane configuration on the corridor to attempt to quantify the safety improvements from an accident perspective, and to provide a speed comparison between known speeds with the existing four lane configuration and expected speeds with a future three lane configuration based on examples around the country. Additional information was also requested to back up the opinion that cut through traffic would not increase. Finally, staff directed Mr. Labadie to come back with line drawings at key locations illustrating the proposed layout of bike lanes and pedestrian crossings that could be added if a four to three lane conversion was constructed. That information will come before the Steering Committee next week, April 16.

In response to Chairperson Slanga, Mr. Labadie recommended that right hand turn-offs are not needed. His recommendation for a level of service for a road of this caliber is no worse than D. E is considered capacity, while F is beyond capacity. Board members went on to consider that perhaps the sidewalks are too narrow. However, Mr. O'Meara noted there is not money in the budget at this time to replace sidewalks. Chief Studt commented he doesn't know any bicyclist that would ride on Maple Rd. against the curb; however, a wide sidewalk might encourage bicyclists.

Mr. Labadie presented a computerized traffic model simulation along Maple Rd. during peak hours, showing the start of the proposed four to three lane conversion of traffic east of Cranbrook. He noted the delay is not changing very

DRAFT

much. The improvement is there is no speed differential between lanes as there is with four lanes. The vehicle in front dictates the speed. Traffic would be slower, but no increase in congestion. With the three lanes It will take roughly the same amount of time to get from Cranbrook to Southfield Rd. as with four lanes. With four lanes there is excess capacity, which may cause drivers to do the wrong thing. The signals have to be coordinated. They are looking at adding more signals and upgrading those that are existing.

It was discussed that garbage trucks would not be allowed to operate during peak hours. It would be tough to consolidate the bus stops and make them closer; however, buses are not frequent. Mr. Labadie summed up by saying there would be nothing but benefit and all it is is paint.

At this time Chairperson Slanga took public comments.

Ms. Alice Silver, 345 Shirley, explained she is an alternate on the W. Maple Rd. Steering Committee. She spoke in favor of exploring safety paths for bicycles on Maple Rd.

Mr. Jim Mirro, 737 Arlington, said he is a representative of the subdivisions, churches, and businesses in the neighborhood. He recommended that the City construct 5 ft. bike paths in the grass area between the road and the sidewalk rather than in-road bike lanes. If the City doesn't have the money for that, donations could be collected. His key points for the Multi-Modal Plan are as follows:

- A grass area bike path rather than a deadly in-road bike lane;
- More radar speed signs to reduce speeding over 35 mph;
- Flashing zebra stripes for crossings;
- Retention of four traffic lanes to maintain current traffic flow;
- Retention of traffic lights at Lakepark and Chesterfield Sts.

Mr. Mirro noted that his plan meets all government requirements for considering multi-modal changes and still keeping four lanes. He would like this position to be considered in parallel with the Multi-Modal Greenway Collaborative proposal. Further, he asked to be placed on the agenda for the next meeting of this board.

Dr. Lionel Finkelstein, 577 Arlington, said that most of the people he knows have no problem with Maple Rd. as it is. He doesn't understand why the City would spend millions of dollars studying it when there is not that much wrong.

Ms. Michelle McDermitt, 892 Southlawn, spoke in opposition to the three lane conversion. She wondered how the Fire Dept. will assist people off of Maple Rd. As far as people traveling over the speed limit, there should be police ticketing them.

DRAFT

Mr. James Ryan, 822 Shirley, noticed that bike lanes are not shown on the graphic presented tonight. Secondly, the graphic shows traffic flowing in a very slow and controlled way. It doesn't happen that way. Also not revealed on the graphic is that during peak periods traffic goes up and down Shirley to take the shortcut from Maple Rd. through to Southfield. Narrowing the pipe from four lanes to three will slow traffic, and even more people will take the side streets. If safety is an issue, why is budget an issue. Safety should be the number one concern. The bus problem needs to be solved. Ninety-four percent of the residents are against the four to three lane conversion. Additionally Mr. Ryan advocated putting the bike path in the green zone area.

Ms. Florence Finkelstein, 577 Arlington, received confirmation that people, businesses, churches and the Fire Dept. were contacted for their input. A web survey was taken and charettes were held. Additionally, the Steering Committee has been set up to try to represent all of the different stake holders in the area.

Mr. Freemont Scott, 776 Arlington, commented that the Multi-Modal Plan makes the City of Birmingham look inhospitable to people who are traveling through. He doesn't think the plan was well thought out in terms of alternatives. Signs are needed to inform bikers of alternative routes through Birmingham.

Mr. Howard Christy, 225 Hawthorne, noted that bike lanes in the road are dangerous unless there is a barricade between the road and the lanes. Good bikers don't ride on Maple Rd., they will find another way. Going down to three lanes will initiate a lot more cut-through onto the side streets. There is a lot more cars cutting through now than was shown on the traffic model. Also, more bike racks are needed in town. Lastly, something should be done to limit large trucks from rolling through the neighborhoods.

Ms. Lynn Tree, 7905 Shirley, did not believe the simulation was accurate on the number of cut-throughs and trucks traveling up and down the neighborhood streets. She was concerned with EMS getting through. Further, she thought that cutting down the road to three lanes would encourage people to go through on the side streets.

Ms. Loretta Mirro, 737 Arlington, said she has a problem with the third turn lane when cars coming from opposite directions are in the lane at the same time. Also, she was concerned with the amount of cut-through traffic on Arlington. The depiction is not true; there is tons of traffic through there. With three lanes, traffic will cut through more and more.

Ms. Lois Ryan, 822 Shirley, thought three lanes will make things worse.

Mr. Alex King, 17301 Buckingham, Beverly Hills, noted that at times people on bicycles will take up the whole road, rather than staying in single file. Chief Studt

DRAFT

commented that you cannot legislate courtesy, either from a motor vehicle standpoint or from a bicycle standpoint. The road needs to be shared.

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

(no one spoke)

H. MISCELLANEOUS COMMUNICATIONS

I. ADJOURNMENT

No further business being evident, the chairperson adjourned the meeting at 8:15 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer

DRAFT

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **July 1, 2015**

TO: **Multi-Modal Transportation Board (MMTB)**

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

SUBJECT: **S. Eton Rd. – Villa Ave. to Lincoln Ave.**
Parking and Multi-Modal Improvements

At the May meeting of the Multi-Modal Transportation Board (MMTB), the Board discussed the above corridor. City staff had conducted a study regarding the high demand for parking in the area of the Griffin Claw Brewery located at Bowers St. After reviewing three potential options, the Board had agreed that leaving the parking as it is currently appears to be the best option. Staff was asked to study the corridor closer to consider improvements possible pedestrian improvements, improving sight distance at corners, and installing white lines to delineate a parking lane. A drawing is currently being prepared by our consultant that will be available at the time of the meeting. Below is the information that has been assembled to date:

PEDESTRIAN/BICYCLE IMPROVEMENTS

1. Crosswalk Improvements

The City has received requests to enhance the safety of crosswalks on S. Eton Rd. The perception is that there is a large demand for pedestrians wishing to walk from the residential neighborhoods west of the corridor to access the commercial areas to the east. Pedestrian and bicycle counts were taken at the intersections of Hazel St., Bowers St., Cole Ave., and Lincoln Ave. on a Tuesday, Wednesday, or Thursday between 4 and 6 PM in early June. A separate count was also taken on a Friday at Bowers St. from 6 to 9 PM. A separate count was taken for pedestrians versus bikes. Bikes using the streets were not counted, only those using the sidewalk. The results are attached.

By far the most significant count measured was the Bowers St. intersection on Friday evening from 6 to 9 PM. There is a large count of pedestrians crossing Eton in both directions. There is also a large number of pedestrians crossing Bowers St., while not nearly as many walking north and south on the east side of the street. The counts imply that there could be a large number of people patronizing the Griffin Claw that are either walking from the neighborhood, or parking on Bowers St. or further south. Since the City is receiving a request to create a new Residential Permit Parking zone on Bowers St., there is a strong likelihood that a percentage of the people being counted were customers parking on public streets, instead of in the establishment's parking lot.

Counts taken of the other intersections were substantially lower. The next most significant count was taken at Hazel St. from 4 to 6 PM. This count may also be a result of traffic headed to the Griffin Claw.

Pedestrian traffic at this time, while present, is relatively small. While the Bowers St. location may have sufficient numbers to justify an improvement such as a bumpout, we believe such a decision would be premature and not recommended for the following reasons:

1. Bumpouts on either the NW corner or on the east side would require storm sewer improvements, driving up the construction cost. A rough estimate of $40,000 is to be expected for this work.
2. Current traffic patterns may be a short term phenomenon impacted by parking patterns that may not be appropriate (customers of businesses parking in front of homes), or based on the popularity of a particular establishment that is still new.
3. Since the other intersections do not warrant improvements at this time, installing just one bumpout at a three-way intersection is not recommended for the following reasons:
   a. Motorists are less likely to realize they are approaching an intersection where pedestrians may be crossing when it is a three-way intersection. If pedestrians are encouraged to cross, it should be in locations where visibility is at its greatest (at 4-way intersections)
   b. Installing one lone bumpout on each side of the street in an area where no other such impediments exist can cause an element of surprise for motorists, and the potential for accidents.
4. Street sweeping and snow plowing both become less effective and more costly whenever bumpouts are introduced into the road network. They should only be installed when their benefits clearly outweigh the drawbacks.

The Multi-Modal Transportation Plan suggested that sharrows be added to S. Eton Rd. in areas where a bike lane could not be added. Since no bike lanes are being suggested at this time, the plan being prepared by F&V will include sharrows.

CORNER SIGHT DISTANCE IMPROVEMENTS

The City has received comments that it is difficult to enter S. Eton Rd. from certain streets due to sight distance problems around parked cars. Since no changes are being recommended relative to parking areas, this problem currently remains. As expected, complaints have been focused on areas where parking demand is the greatest. One way to assist in this regard is to enlarge the existing No Parking zones near key intersections. Typically, no vehicles should park within 20 feet of a crosswalk. To expand that area further, the City could paint curbs yellow and install No Parking signs (Here to Corner) to a point 40 ft. from the crosswalks at key locations. While this will take away another parking space that will have to be found somewhere else (when demand is high), it will open up and make these intersections more visible.

It is recommended that expanded No Parking zones be installed at:

Hazel St. – SW Corner
Bowers St. – NW and SW corners
Haynes St. – NW corner

DEMARCATED PARKING LANES

Providing a white line on higher volume roads has proven successful in reducing overall speeds. Lincoln Ave. has employed this tactic for many years. The white line helps make the road feel narrower. However, since most of the blocks have asphalt lanes surrounded by right lanes made of concrete, the road already has a demarcation in this area. The white line may not make much difference in these areas. From Webster Ave. to Lincoln Ave. (2 blocks), the entire width of S. Eton Rd. has been resurfaced with asphalt. On these two blocks, marking the parking lanes similar to Lincoln Ave. could be beneficial. It is recommended that the white solid parking lane lines be added to S. Eton Rd. from Webster Ave. to Lincoln Ave.

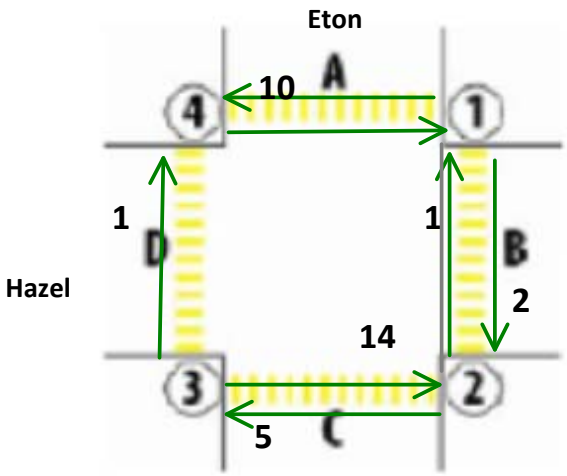
A final suggested recommendation for improvements to S. Eton Rd. is provided below.

SUGGESTED RECOMMENDATION:

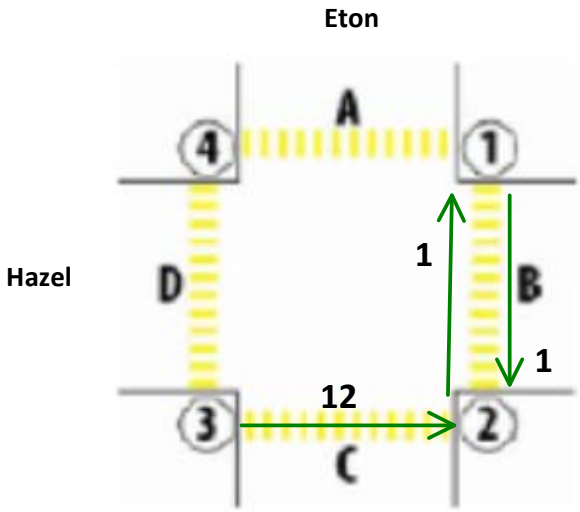
The Multi-Modal Transportation Board, having studied the S. Eton Rd. corridor from Villa Ave. to Lincoln Ave., recommends the following at this time:

1. To provide the largest capacity, as well as create a consistent, predictable driving environment, on-street parking should remain as is.
2. Sharrows should be installed for both directions, to encourage motorists to share the road with bicyclists.
3. Extended yellow curbed No Parking zones should be installed at the following locations:
    - SW Corner of Hazel St.
    - NW and SW corners of Bowers St.
    - NW corner of Haynes St.

Hazel and Eton

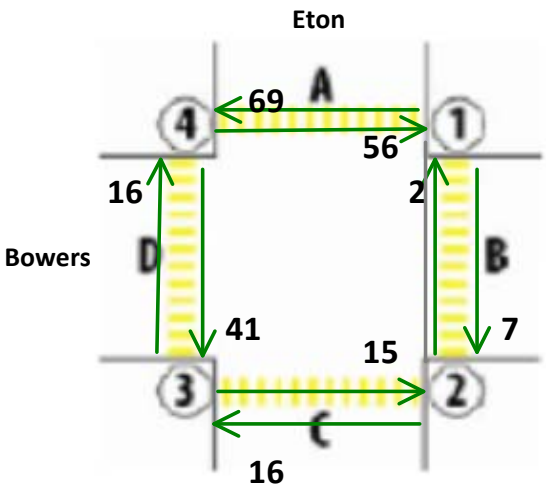


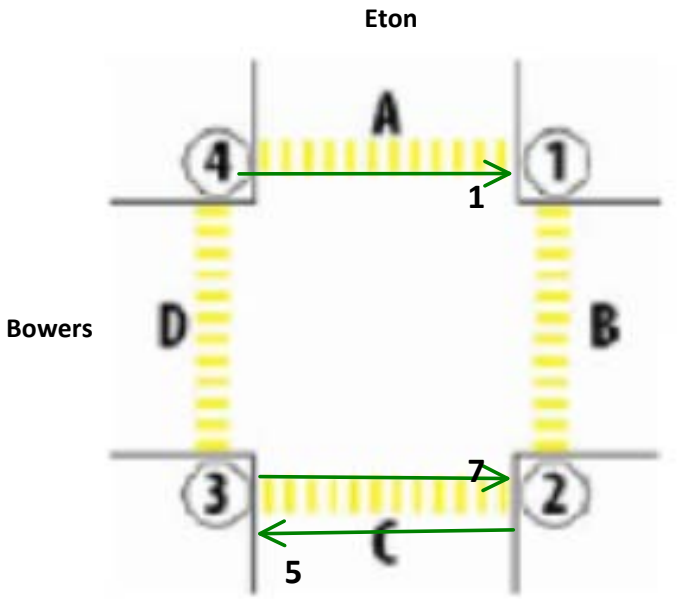
Hazel and Eton
Total Pedestrian Counts
Date: 6-2-15
Time: 4-6pm
Weather: sunny, 72 degrees



Hazel and Eton
Total Bike Counts
Date: 6-2-15
Time: 4-6pm
Weather: sunny, 72 degrees

Bowers and Eton

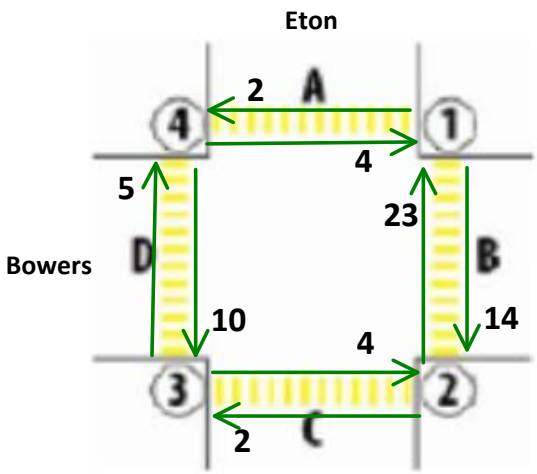


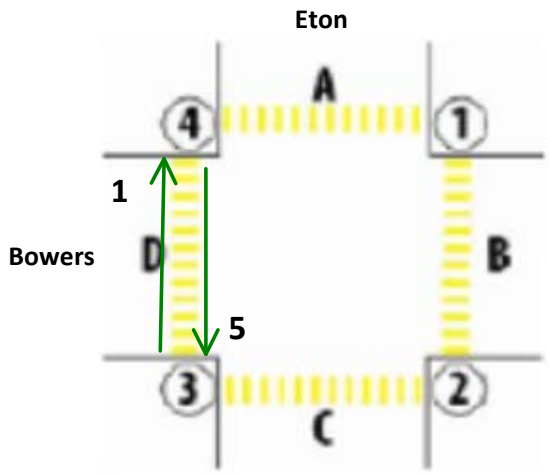


Bowers and Eton
Total Pedestrian Counts
Date: 6-5-15
Time: 6-9pm
Weather: sunny, 72 degrees

Bowers and Eton
Total Bike Counts
Date: 6-5-15
Time: 6-9pm
Weather: sunny, 72 degrees

Bowers and Eton

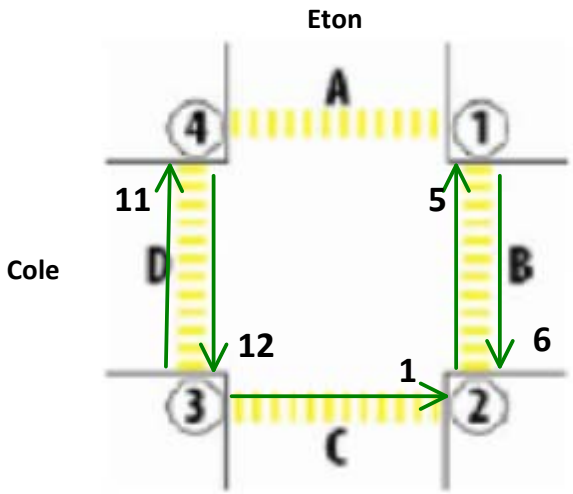


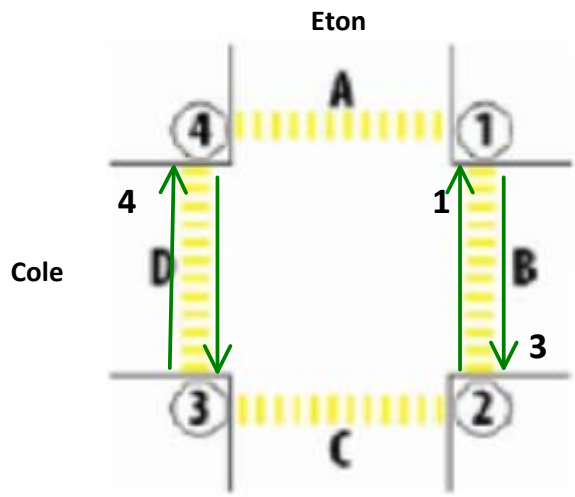


Bowers and Eton
Total Pedestrian Counts
Date: 6-4-15
Time: 4-6pm
Weather: sunny, 73 degrees

Bowers and Eton
Total Bike Counts
Date: 6-4-15
Time: 4-6pm
Weather: sunny, 72 degrees

Cole and Eton

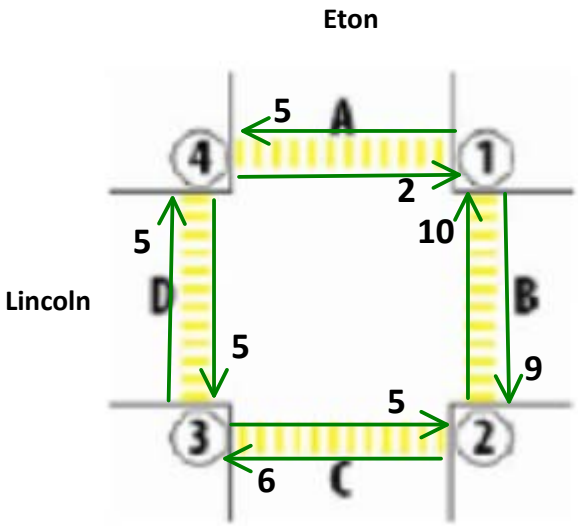


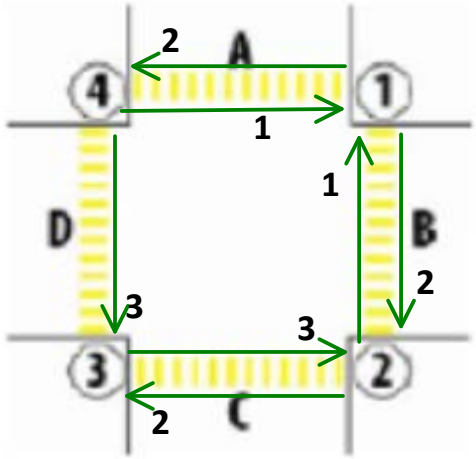


Cole and Eton
Total Pedestrian Counts
Date: 6-2-15
Time: 4-6pm
Weather: sunny, 72 degrees

Cole and Eton
Total Bike Counts
Date: 6-2-15
Time: 4-6pm
Weather: sunny, 72 degrees

Lincoln and Eton





Lincoln and Eton
Total Pedestrian Counts
Date: 6-2-15
Time: 4-6pm
Weather: sunny, 72 degrees

Lincoln and Eton
Total Bike Counts
Date: 6-3-15
Time: 4-6pm
Weather: sunny, 72 degrees

CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, JULY 9, 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, July 9, 2015. Chairperson Johanna Slanga convened the meeting at 6:05 p.m.

A. ROLL CALL

Present: Chairperson Johanna Slanga; Board Members Stuart Bordman, Andy Lawson, Michael Surnow, Amanda Warner; Student Representative Daniel Evans

Absent: Board Members Vionna Adams, Lara Edwards; Student Representative Rebecca Mendel

Administration: Mark Clemence, Deputy Chief of Police
Jana Ecker, Planning Director
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 (none)

C. REVIEW AGENDA (no change)

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

Moved and seconded to approve the Minutes of May 7, 2015 as presented.

Motion carried, 5-0.

E. BOWERS ST. RESIDENTIAL PERMIT PARKING

Mr. Clemence informed the group that Mr. Brian Renner and Ms. Barbara McIntosh, on behalf of the residents of Bowers St. between Columbia St. and S. Eton St., request Residential Permit Parking on both sides of the street.

There are 26 residences on Bowers St. between Columbia St. and S. Eton St. According to Mr. Renner, 24 of the residences are occupied. All 24 occupied residences were contacted in an attempt to examine a petition requesting Residential Permit Parking. Of the 24, three could not be reached (13%), one resident did not want Residential Permit Parking (4%) and 20 were in favor of Residential Permit Parking (83%).

The residents' petition is for Residential Permit Parking on both sides of Bowers St. between Columbia St. and S. Eton St. (1800-1900 block) at all times.

The residents' request is within City ordinance and City guidelines for Residential Permit Parking.

Mr. Clemence said in response to Chairperson Slanga's concern about making a decision on Bowers as an independent street that City policy is each street is independent if they present a petition signed by 75% of the residents. The MMTB makes a recommendation to the City Commission and the Commission has the final vote.

The chairperson opened discussion to the public at 6:12 p.m.

Mr. Brian Renner, 1971 Bowers, presented photos of cars parked all along his street. He stated the problem has continuously become worse. It is extremely difficult for emergency vehicles to get through plus visitors to the residences have no place to go.

Ms. Barbara McIntosh, 1945 Bowers, said residents have started to notice that parking on the street has escalated. Cars begin to park on her street at 8 a.m. and it is difficult for residents to get in and out of their driveways. Most of the parkers are employees of the Robot Garage and Griffin Claw Brewery.

Mr. Larry Bertollini, 1275 Webster, spoke in support of permit parking on Bowers. The residential streets should not be a parking lot for businesses.

It was discussed there is no plan at this time to add public parking to the Rail District. Ms. Ecker said Griffin Claw employees are required as a condition of their Special Land Use Permit to have their employees park in the Big Rock parking deck. Management is in the process of dealing with employees who are not following that direction.

Ms. Warner thought the board should honor the residents' needs, but it should be recognized by the City Commission there is a parking issue that needs to be addressed.

Motion by Ms. Warner
Seconded by Mr. Bordman to approve Residential Permit Parking on Bowers St. between Columbia St. and S. Eton St. (1800-1900 block) for all hours of the day.

Motion carried, 5-0.

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

Mr. Larry Bertollini made one last comment. Restaurants are allowed to have outdoor dining and no off-street parking is required. He hopes that will be brought up in front of the City Commission.

F. COLE ST. TRAFFIC ISSUES

Mr. Clemence said that on June 12, 2015, Mr. Romel Llarena wrote a letter to Mayor Sherman outlining his concern over traffic safety issues on Cole St. The letter was forwarded to the Police Dept. for a response.

The Police Dept. conducted a speed/volume count on Cole St. from June 23, 2015 to June 26, 2015. The speed/volume count took place on Cole St., between Torry and S. Eton and was as accurate as possible in relation to Mr. Llarena's address on Cole St. (1808 Cole). An analysis of the speed volume count showed that the 85th percentile was 27 mph for both WB and EB traffic. The volume also showed that the count was less than 1,000 cars per day. There are approximately sixty residences on Cole St. between S. Eton and Torry alone. Common engineering practice is to assume two cars per residence that drive at least twice a day, up to five trips a day.

In his letter, Mr. Llarena brings up several ideas which the Police Dept. opposes on how to address his traffic safety issue. The Police Dept. is committed to the safety and welfare of all citizens in the City and will continue to work radar/deploy speed board on Cole St. to address the issue of speeding vehicles.

Mr. Llanena said the area is experiencing extreme prosperity and the businesses are doing quite well. The problem is that people use Cole St. as a cut-through to

the commercial district and some of them have no respect for the speed limits. Mr. Clemence noted that the Police Dept. has conducted speed data by radar and the overall result shows 27 mph. In this case for the four days 14 cars were going between 36 and 40 mph and one car was going between 41 and 45 mph out of 2,747 cars. Mr. Labadie observed that from his perspective right now this is working great.

Public comments were taken at 6:45 p.m.

Mr. Llarena said he does not agree with when the data was collected. His biggest concerns are when he is home and the children are out playing; for instance on a weekend. He pointed out that Cole St. is a straight shot from Adams Rd. right to the commercial area.

Mr. Clemence agreed to provide Mr. Llarena with his report so that he has the documentation for future reference. Also, Mr. Llarena's letter will be sent to the City Commission.

G. S. ETON RD. VILLA AVE. TO LINCOLN AVE. MULTI-MODAL IMPROVEMENTS

Mr. O'Meara recalled that at their May meeting the MMTB discussed the above corridor. City staff had conducted a study regarding the high demand for parking in the area of the Griffin Claw Brewery located at Bowers St. After reviewing three potential options, the board had agreed that leaving the parking as it is currently appears to be the best option.

Staff was asked to study the corridor closer to consider possible pedestrian improvements, improving sight distance at corners, and installing white lines to delineate a parking lane. Below is the information that has been assembled to date:

Crosswalk Improvements
Pedestrian and bicycle counts were taken. By far the most significant count was the Bowers St. intersection on Friday evening from 6 to 9 p.m. The counts imply that there could be a large number of people patronizing the Griffin Claw that are either walking from the neighborhood, or parking on Bowers St. or further south.

Counts taken of the other intersections were substantially lower. The next most significant count was taken at Hazel St. from 4 to 6 p.m. This count may also be a result of traffic headed to the Griffin Claw.

Pedestrian traffic at this time, while present, is relatively small. While the Bowers St. location may have sufficient numbers to justify an improvement such as a

bump-out, given the parking situation in this area, staff believes such a decision would be premature and not recommended. Ms. Ecker thought they may want to look at the pedestrian counts again after the residential permit parking on Bowers goes in.

The Multi-Modal Transportation Plan suggested that sharrows be added to S. Eton Rd. in areas where a bike lane could not be added. Since no bike lanes are being suggested at this time, the plan being prepared by F&V will include sharrows.

Ms. Warner felt the recommendations that are made now should be lower cost. Perhaps the board should be looking towards a long-term solution with incremental changes.

Corner Sight Distance Improvements
The City has received comments that it is difficult to enter S. Eton Rd. from certain streets due to sight distance problems around parked cars. One way to assist in this regard is to enlarge the existing No Parking zones near key intersections. Typically, no vehicles should park within 20 ft. of a crosswalk. To expand that area further, the City could paint curbs yellow and install No Parking signs (Here to Corner) to a point 40 ft. from the crosswalks at key locations.

It is recommended that expanded No Parking zones be installed at:
Hazel St. – SW Corner
Bowers St. – NW and SW corners
Haynes St. – NW corner

To help visibility at the intersections by installing yellow lines the consensus was to use the American Assoc. of State Highway and Transportation Officials determination number for residential streets when setting the length of the yellow zones.

Demarcated Parking Lanes
Providing a white line on higher volume roads has proven successful in reducing overall speeds. The white line helps make the road feel narrower. However, since most of the blocks have asphalt lanes surrounded by right lanes made of concrete, the road already has a demarcation in this area. The white line may not make much difference in these areas. From Webster Ave. to Lincoln Ave. (two blocks), the entire width of S. Eton Rd. has been resurfaced with asphalt. On these two blocks, marking the parking lanes could be beneficial. It is recommended that the white solid parking lane lines be added to S. Eton Rd. from Webster Ave. to Lincoln Ave.

At 7:16 p.m. the chairperson opened up public discussion.

Ms. Alice Cole, 1974 Hazel, noted that delivery trucks to Griffin Claw block the street and three times they have stopped ambulances from going by.

Mr. Mike Kopner, 1351 Bennaville, commented that he fully supports keeping parking on both sides of the street. He is troubled with having a bike lane on only one side of the street. One thing that can be done to slow things down on S. Eton is to put in more stop signs. He suggested Hanes, Hazel, and Holland. Also, make pedestrian crossings much more conspicuous and do everything possible to make it more comfortable for pedestrians and cyclists to travel the city.

Mr. Larry Bertollini brought in a letter from a resident on E. Melton who is in favor of the bike lane and the curb bump-outs. He would like to see a better solution with regard to pulling out on Eton Rd. from Bowers with the cars parked there on both sides. He is not completely sold they should give up a dedicated bike lane on the west side.

Mr. Mike Kopner disagreed with Mr. Bertollini. In his view the only good bike lane is a protected bike lane between the cyclist and the road. He thinks managing traffic speeds and flow is the key to safety.

Ms. Pat Dobosenski, 1769 Bowers, said having the yellow line at intersections is a great idea even though it takes away some parking spots. She noticed that at the Robot Garage where it is supposed to be shared parking the sign says Lego Parking Only and it doesn't indicate there is evening parking for Griffin Claw.

Mr. Romel Llarena, 1809 Cole, commented it is very difficult to cross Eton St. at Cole. Maybe the board is not seeing the amount of pedestrian flow because people don't want to cross in that area.

Mr. Brian Renner did not understand why no parking is allowed in front of Griffin Claw. No Parking signs along Eton St. are key especially in the winter because the yellow lines disappear. Mr. O'Meara explained the City requested no parking in front of Griffin Claw because it is an intersection and they don't want parked cars right next to a crosswalk.

In response to Mr. Bordman, Mr. O'Meara said he is not sure where the right spot would be to implement flashing signals at the pedestrian crossings.

Ms. Warner observed the board doesn't know what future growth will dictate, but for now they can implement some painting and signage as a first step. Discussion considered whether bump-outs and flashing signals are the correct approach right now.

Motion by Ms. Warner
Seconded by Mr. Bordman that the Multi-Modal Transportation Board, having studied the S. Eton Rd. corridor from Villa Ave. to Lincoln Ave., recommends the following at this time:
1. To provide the largest capacity, as well as create a consistent, predictable driving environment, on-street parking should remain as is.
2. Sharrows should be installed for both directions, to encourage motorists to share the road with bicyclists.
3. Extended yellow curbed No Parking zones and signs should be installed at the following locations:

- **SW Corner of Hazel St.**
- **NW and SW corners of Bowers St.**
- **NW corner of Haynes St.**

4. Paint white solid parking lines on S. Eton from Villa to Lincoln.

At 7:55 p.m. Chairperson Slanga called for input on the motion from members of the public.

Mr. Larry Bertollini thought the motion should include that this matter will be revisited in the near future. He questioned why bump-outs are not important here. Further he reiterated that restaurants should be required to provide off-street parking for their outdoor dining. Lastly, no parking signs should not be put up everywhere.

Mr. Brian Renner disagreed about not putting up signage. Some people don't know what the yellow lines mean.

Motion carried, 4-1.

VOICE VOTE
Yeas: Warner, Bordman, Lawson, Surnow
Nays: Slanga
Absent: Adams, Edwards

Chairperson Slanga added a comment to the City Commission that the MMTB intends to revisit S. Eton Rd. at a later time in regards to the bump-outs.

H. W. MAPLE RD. RESURFACING PROJECT UPDATE

Mr. O'Meara reported there is a petitioning process going on now by people who would like to see this question put on the ballot in March. It is the City's intent to wait for Oak St. to be finished so the traffic patterns on the west side of the City are back to normal as much as possible. By about October 1 they will have

finished the counting that measures the conditions as they exist with the four-lane road. Then they will change to a three-lane road in early October. People will have a chance to acclimate to that for the winter and the same type of counting will be done in Spring. Then a comparison will be made between the two.

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

Mr. Mike Kopner asked the board to consider the following matters:

- He cannot understand why the intersection of Elm and Bowers is not a four-way stop.
- A three-way stop sign is needed at Adams and Ruffner.
- There is a need to connect Whole Foods Market for pedestrians and cyclists. Find a way to construct a tunnel under Maple Rd. from Villa.
- The area next to the railroad tracks should not be used for automobile traffic, but reserved for pedestrians.
- Widen the crosswalk at N. Eton where it crosses Maple Rd. so that it is more conspicuous.
- Consider a long-term plan to brick some of the residential streets. Brick would have a lot of advantages because it slows traffic and lasts longer.

Mr. Labadie introduced Ms. Julie Kroll, a senior traffic engineer who is a new employee with his company.

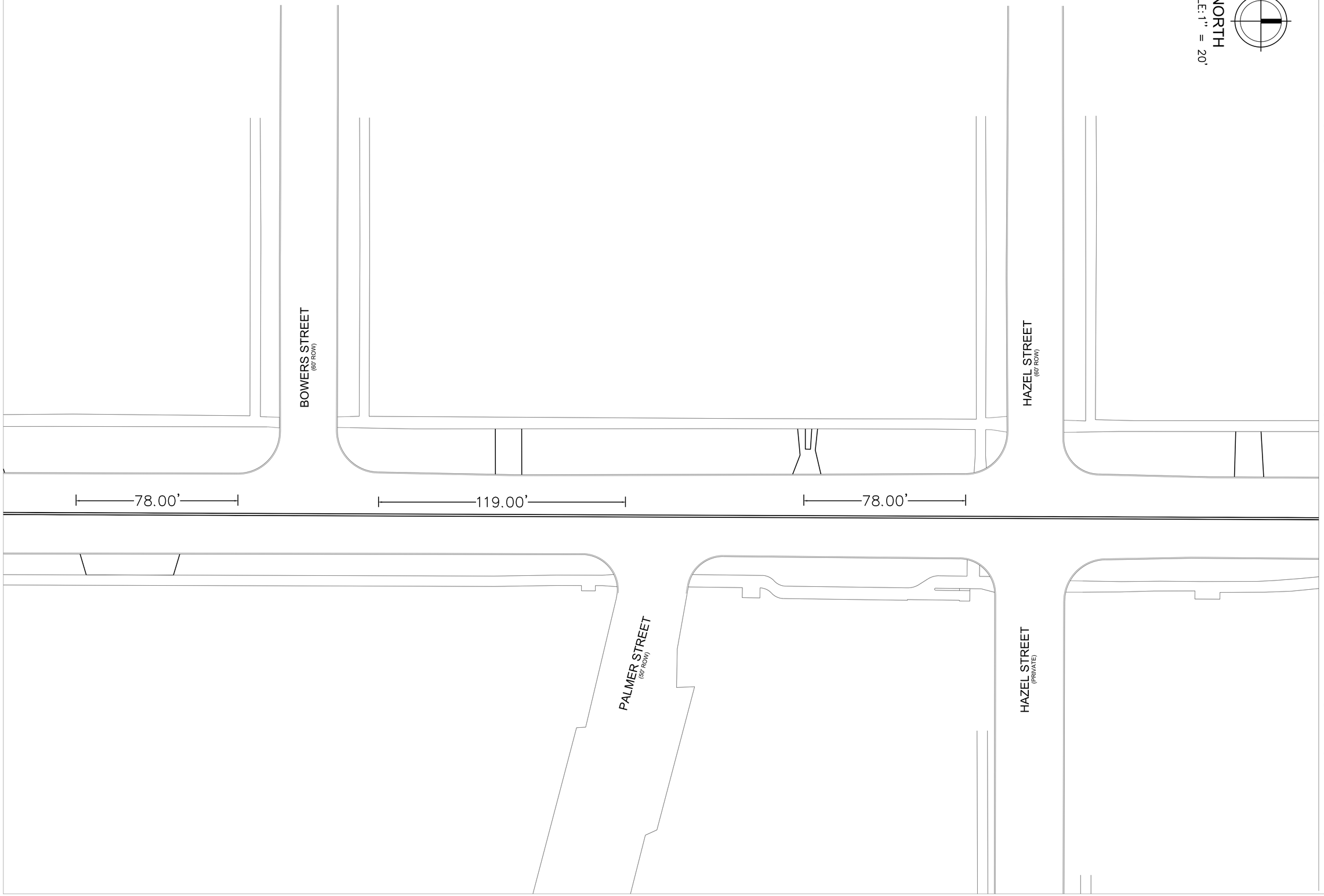
J. MISCELLANEOUS COMMUNICATIONS (none)

K. ADJOURNMENT

No further business being evident, the chairperson adjourned the meeting at 8:12 p.m.

_____
Jana Ecker, Planning Director

_____
Paul O'Meara, City Engineer



FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

27725 Stansbury Blvd, Suite #150
Farmington Hills, MI 48334
P: 248.536.0080
F: 248.536.0079

REVISION:

BIRMINGHAM
S. ETON STREET
CORNER SIGHT DISTANCE

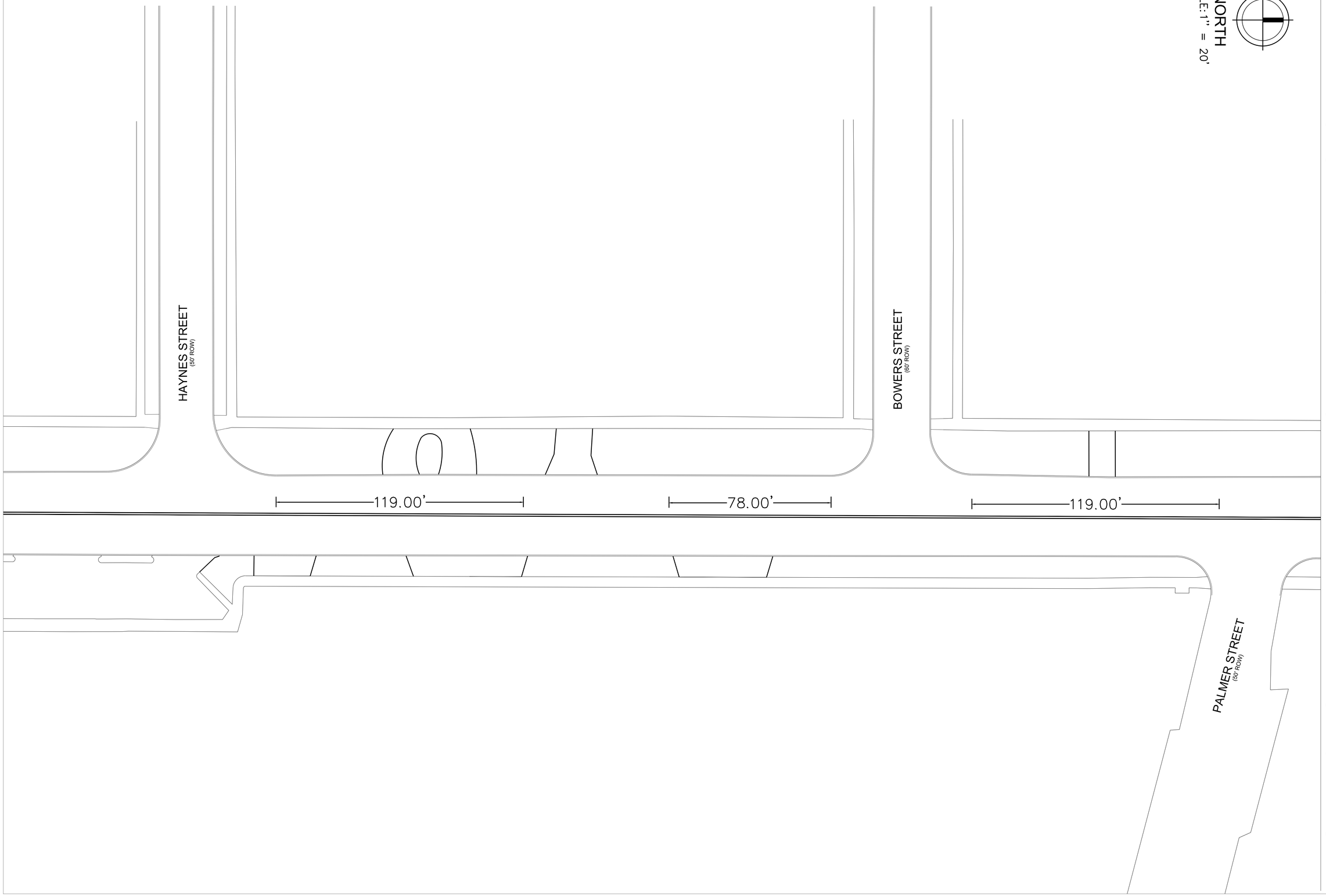
DESIGN TEAM:

CHECK BY:

DRAWING INFORMATION:

NOT FOR CONSTRUCTION

F&V PROJECT NO.



FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

27725 Stansbury Blvd, Suite #150
Farmington Hills, MI 48334
P: 248.536.0080
F: 248.536.0079

REVISION:

BIRMINGHAM
S. ETON STREET
CORNER SIGHT DISTANCE

DESIGN TEAM:

CHECK BY:

DRAWING INFORMATION:

NOT FOR CONSTRUCTION

F&V PROJECT NO.

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: **August 28, 2015**

TO: **Multi-Modal Transportation Board**

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

SUBJECT: **S. Eton Rd. – Hazel St. to Haynes St.**
No Parking Areas

At the July meeting, the Multi-Modal Transportation Board (MMTB) had a discussion about several topics relative to the S. Eton corridor. At the end of the meeting, a recommendation was passed that included several suggested changes. One topic was to lengthen the yellow curbed no parking zones for parts of three intersections (Hazel St., Bowers St., and Haynes St.) Staff had made a recommendation to clear the first 40 ft. of curb at four particular corners along the corridor. Consultant Mike Labadie suggested that we may want to apply AASHTO (American Assoc. of State Highway and Transportation Officials) standards to this. The Board recommended that this be researched, and that the AASHTO standards apply as appropriate.

After further review, it was determined that the AASHTO standards would result in clearing the majority of the blocks of any parking. This issue was reviewed with the MMTB at their August meeting. The Board was then presented with making the original modification, which would help but not completely resolve the problem, or to move in the very conservative direction based on AASHTO, which would introduce other unintended problems (loss of several parking places, and potentially increased speeds on S. Eton Rd. due to the resulting wide open pavement areas).

It was acknowledged that the AASHTO standards are not being followed on most intersections in the City where parking is allowed. To further explore this issue, the Board asked staff to research the crash history for this area, and see how serious of an issue the sight distance is. Staff had all crashes that occurred over the past few years reviewed. Several crashes occurred that had nothing to do with entering the roadway, such as a northbound vehicle hitting a parked car, etc. Remaining crashes were as follows, from north to south:

1. A westbound driver wished to cross S. Eton from the Big Rock driveway, heading on to Yosemite. They failed to yield to through traffic, hitting a northbound vehicle. There is no parking allowed on this side of the road here, so sight distance was not a factor.
2. Two vehicles both wished to enter S. Eton Rd., and head south. One was coming from Villa to the west, and one from the east. Both apparently thought they had the right-of-way, but both entered at the same time, and collided. There was no through traffic on S. Eton that factored into this incident, and both should have had a clear view of the other, so sight distance was not a factor.
3. A vehicle attempting to turn on to S. Eton at Hazel St. (eastbound) hit a southbound vehicle. It is not clear if there were any cars parked along the road. Sight distance may

have been a factor. (No changes were recommended at this corner, as the demand for parking north of Hazel St. is not as great.)

4. A vehicle exiting a driveway at 677 S. Eton (commercial drive) hit a northbound vehicle on S. Eton. It is not clear if there were any cars parked along the road. Sight distance may have been a factor. (No changes were recommended at this location, as the demand for parking is not that great.)
5. Similar to #4, a vehicle exiting a commercial driveway south of Haynes St. hit a northbound vehicle. Sight distance is typically very good here, due to the concrete island separating off street parking from the street. Sight distance was likely not a factor.

Crash diagrams are attached to this report for each incident, for further information.

Interestingly, none of the four locations of concern (where parking demand is greatest near Griffin Claw) have recorded any incidents over the past few years. Most other intersections have not had any incidents either. It would appear that clearing the subject corners to meet AASHTO standards may be excessive. It is recommended that the Board move back to the original staff proposal to:

1. Expand the yellow curbed zones to 40 ft. long at the four subject locations.
2. Mark these particular corners with No Parking Here to Corner signs for better clarity during winter weather conditions.

Below is the motion passed by the Board at the July, 2015 meeting:

The Multi-Modal Transportation Board, having studied the S. Eton Rd. corridor from Villa Ave. to Lincoln Ave., recommends the following at this time:

1. *To provide the largest capacity, as well as create a consistent, predictable driving environment, on-street parking should remain as is.*

2. *Sharrows should be installed for both directions, to encourage motorists to share the road with bicyclists.*

3. *Extended yellow curbed No Parking zones and signs should be installed at the following locations:*

- *SW Corner of Hazel St.*
- *NW and SW corners of Bowers St.*
- *NW corner of Haynes St.*

4 *Paint white solid parking lines on S. Eton from Villa to Lincoln.*

It appears that the modification relative to the AASHTO standards came up late in the discussion, and was not officially acknowledged in the motion. Given the above findings, staff recommends that the Board not make any changes to the motion, but rather concur that this can now move to the City Commission for final review and approval.